



VANTAGE

SUMMER 2008

President's Message



VRCBC President Jim Latham at the office

Our "Germania" Historic Motor Races 2008 are now wonderful memories. Memories of: quick parking of giant rigs and little tents, fast registration of more cars than ever before, helpful tech, the smiles of competitors as Tom Johnston signed his book, incredible heat on Saturday, occasional cloudbursts on Sunday to make things interesting, folks who got lost on the new track seeming to like the old one better!, very close racing throughout the weekend, Friday Night Drags and Saturday Rock Concerts to distract us- did you see those two VW Beetles?!!, a visit from the Red Baron, Geezer Central, the help and support from our SCCBC partners and fellow SOVREN racers, Al Ores winning his own race!, spectacular race cars, lovely street cars on the parade lap and in the corral, stands that were full, great work by the ladies in Driver's Services who kept our racers informed sold a bunch of good stuff, the line of sponsors and

vendors who provided interesting and important products (especially those forgotten items) META officials that never flinched in the withering sun, but consumed 11 flats of 24 bottles of water alone on Saturday, immaculate new Volkswagens compliments of Valley Autohouse that performed our Pace and Chase car services so well, the charm and grace of Kees Nierop, who must certainly be one of Porsche's finest ambassadors, the dozens of questions by interested fans and potential vintage racers, a sumptuous banquet where no one left hungry, a lovely young assistant who helped with the prizes, Hans and Franz, hilarious chatter from our race announcers, anthems sung with gusto that evoked applause everywhere, officials that adapted to the circumstances, a program that is a real keepsake, and general camaraderie throughout.

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Curses! The Red Baron Escapes

Germania

Historic Motor Races 2008

By Michael Gee



Jim Latham, President of the Vintage Racing Club of BC, in his Welcome mentioned that vintage racing takes us back to a time when cars were some thing we all worked on and cherished. Ian Wood, the Event Chairman, added with example, "Volkswagens" Formula Vee class is celebrating its 45th year with those 40 hp Beetle- based formula cars battling in the Sunday feature race.

Going back 123 years when Gottlieb Daimler, in Germany, brought all of this on when he introduced the first motor bicycle to the world in 1885. This work soon developed into Daimler's first four-wheel motor car. That's when life started to roll.

The Germania Historic Race program as usual split into four groups along with two specials – a Formula Vee Cars named after "Al" Ores (celebrating 40 years of racing starting at Westwood track, near Vancouver, BC) and a tribute to long-gone Westwood by other veterans

at this meet ready to race.

Random samples of groups from Sunday races starting with Group 1 Race 3. Stephen Clark (Victoria, BC) first with 1960 Lola Mark 1. Scott Arthur (Mission, BC) second with a 1999 Campbell FV. Third was Don Lines (Delta BC) with a 1988 RDS FV. Group 2 Race 3 results were Geoff Tupholm (Pritchard, BC) in 1973 Austin Mini in first. Joe Garlon (Carnation, WA) 1973 Austin Mini second. Third was Mark Colbert (North Bend, WA) with his 1967 Alfa Romeo GT.

Group 2 Race 1. Alan McColl, (Abbotsford, BC) first 1968 Ford Lotus Cortina. Joe Dordon (Carnation, WA) 1963 Elva Courier second. Third was Jeff Quick (Covington, WA) 1967 TR4A. Group 4 Race 2. Ian Wood (Burnaby, BC) 1972 Rawlson CR11 first. James Bartlett 1987 Swift DB-2 (Victoria, BC) second. Third was Charlie Lyford, (Bellevue, WA) 1970 Coldwell D-9. Group 6 was Al's Race for Formula Vees. Al Ores

(Burnaby, BC) 1976 Caldwell D13 in first. Second was Dan Tilden (Scappoose, OR) 1965 Zink CFV. Third was Krista Johnson in 1968 Zink FV, (Bothell, WA). The Formula Vee race had 20 cars well tuned-up putting on a great show. The winner of the race, Al Ores, is in his 70s and with plenty of years of driving Formula Vees, and winning.

In addition to British Columbia and Washington State drivers, it's interesting to note that several other drivers came all the way from Oregon, New Jersey, and Calgary making altogether 91 drivers who made a very exciting weekend in Germania.



Tom Johnston

Lounging VIPs



Tom Johnston

We haven't seen a FV grid this big in a long time. Al Ores won his own race!



Lori Peters

Ready at pre-grid



Lori Peters

Ian Wood eeks out another victory



Lori Peters

The parade is always popular



Tom Johnston

What the heck is an Ecclefechan?



Lori Peters

Al Ores takes the lead



Tom Johnston

Saturday night banquet was well attended



M. Stockdale

Surprise visit from the Red Baron

Complete Germania Results

Group 1 Race 1

1	84	Stephen Clark	Victoria, BC	1960 Lola Mk 1
2	761	Scott Arthur	Mission, BC	1999 Campbell FV
3	19	Al Ores	Burnaby, BC	1976 Caldwell D13
4	715	Colin Hannan	Pt Coquitlam, BC	1993 Mister Ian F-V
5	14	Don Lines	Delta, BC	1988 RDC FV
6	393	Steven Young	Lopez Island, WA	1992 Mysterian FV
7	29	Mike Stacey	West Vancouver, BC	1963 Bobsy Vangua
8	56	Dan Tilden	Scappose, OR	1965 Zink CFV
9	31	Dick Tilden	Portland, OR	1958 Zink C4-FV
10	66	James Dallimore	Delta, BC	1990 Tsunami FV
11	2	Jim Cutts	Edmonds, WA	1964 Bobsy Vangua
12	78	Mary Lyford	Bellevue, WA	1969 RCA FV
13	118	Sheridan Fahnestock	Ridgefield, WA	1969 Zeitler F-VEB
14	0	Krista Johnson	Bothell, WA	1968 Zink FV
15	48	Dan Abercrombie	Lake Tapps, WA	1967 Zink C4 FV
16	72	Steve Hare	Gig Harbor, WA	1963 Triumph Spitfi
17	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
18	41	Ken Butler	Sooke, BC	1972 Protoform FV
19	28	Dave Adams	Vancouver, BC	1966 Ford Anglia
20	11	Leroy Johnson	Renton, WA	1964 Autodynamics
21	43	Lawrence Green	Oliver, BC	1969 Kelly F-V
DNS	26	Mark Ashbrook	Aldergrove, BC	1963 Ford Anglia
DNS	30	Bob Williams	Delta, BC	1974 Lynx-B FV

Group 1 Race 2

1	84	Stephen Clark	Victoria, BC	1960 Lola Mk 1
2	761	Scott Arthur	Mission, BC	1999 Campbell FV
3	715	Colin Hannan	Pt Coquitlam, BC	1993 Mister Ian F-V
4	56	Dan Tilden	Scappose, OR	1965 Zink CFV
5	31	Dick Tilden	Portland, OR	1958 Zink C4-FV
6	14	Don Lines	Delta, BC	1988 RDC FV
7	2	Jim Cutts	Edmonds, WA	1964 Bobsy Vangua
8	118	Sheridan Fahnestock	Ridgefield, WA	1969 Zeitler F-VEB
9	78	Mary Lyford	Bellevue, WA	1969 RCA FV
10	0	Krista Johnson	Bothell, WA	1968 Zink FV
11	48	Dan Abercrombie	Lake Tapps, WA	1967 Zink C4 FV
12	29	Mike Stacey	West Vancouver, BC	1963 Bobsy Vangua
13	11	Leroy Johnson	Renton, WA	1964 Autodynamics
14	28	Dave Adams	Vancouver, BC	1966 Ford Anglia
15	26	Mark Ashbrook	Aldergrove, BC	1963 Ford Anglia
DNF	393	Steven Young	Lopez Island, WA	1992 Mysterian FV
DNF	41	Ken Butler	Sooke, BC	1972 Protoform FV
DNF	19	Al Ores	Burnaby, BC	1976 Caldwell D13
DNF	43	Lawrence Green	Oliver, BC	1969 Kelly F-V
DNS	30	Bob Williams	Delta, BC	1974 Lynx-B FV
DNS	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
DNS	66	James Dallimore	Delta, BC	1990 Tsunami FV

Group 1 Race 3

1	84	Stephen Clark	Victoria, BC	1960 Lola Mk 1
2	761	Scott Arthur	Mission, BC	1999 Campbell FV
3	14	Don Lines	Delta, BC	1988 RDC FV
4	715	Colin Hannan	Pt Coquitlam, BC	1993 Mister Ian F-V
5	19	Al Ores	Burnaby, BC	1976 Caldwell D13
6	56	Dan Tilden	Scappose, OR	1965 Zink CFV
7	393	Steven Young	Lopez Island, WA	1992 Mysterian FV
8	31	Dick Tilden	Portland, OR	1958 Zink C4 FV
9	66	James Dallimore	Delta, BC	1990 Tsunami FV
10	48	Dan Abercrombie	Lake Tapps, WA	1967 Zink C4 FV
11	28	Dave Adams	Vancouver, BC	1966 Ford Anglia
DNS	0	Krista Johnson	Bothell, WA	1968 Zink FV
DNS	2	Jim Cutts	Edmonds, WA	1964 Bobsy Vangua
DNS	11	Leroy Johnson	Renton, WA	1964 Autodynamics
DNS	26	Mark Ashbrook	Aldergrove, BC	1963 Ford Anglia
DNS	29	Mike Stacey	West Vancouver, BC	1963 Bobsy Vangua
DNS	30	Bob Williams	Delta, BC	1974 Lynx-B FV
DNS	41	Ken Butler	Sooke, BC	1972 Protoform FV
DNS	43	Lawrence Green	Oliver, BC	1969 Kelly F-V
DNS	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
DNS	78	Mary Lyford	Bellevue, WA	1969 RCA FV
DNS	118	Sheridan Fahnestock	Ridgefield, WA	1969 Zeitler F-VEB

Group 2 Race 1

1	31	Alan McCall	Abbotsford, BC	1968 Ford Lotus Co
2	80	Joe Gordon	Carnation, WA	1963 Elva Courier
3	51	Jeff Quick	Covington, WA	1967 Triumph TR4A
4	58	Neil Tregear	Victoria, BC	1965 Austin MiniCo
5	74	Mark Brown	Garibaldi Highlands,	1969 Lotus 7
6	441	Geoff Tophalm	Pritchard, BC	1973 Austin Mini
7	46	Mark Colbert	North Bend, WA	1967 Alfa Romeo GT
8	48	Gary Silcox	Sammamish, WA	1963 MG B
9	54	Peter Valkenburg	Port Moody, BC	1961 Volvo PV 544
10	50	Ray Pruitt	Calgary, AB	1968 Porsche 911
11	330	Leigh Anderson	White Rock, BC	1967 BMW 1600
12	39	Murray Ross	New Westminster, B	1969 Cortina Twin
13	285	Peter Steilberg	Seattle, WA	1967 Alfa Romeo GT
14	130	John Voss	Seattle, WA	1965 Sunbeam Imp
15	152	Tomas LaCosta	Gladstone, NJ	1967 Alfa Gullia
16	68	Carl Latzel	Victoria, BC	1974 Porsche 914
17	37	Glen Gibbons	Winfield, BC	1969 Alfa GTV
18	93	Paul Burkhard	Bellevue, WA	1964 MGB Roadster
19	13	Greg Cavoras	S. Delta, BC	1967 Datsun 2000
20	33	Peter Jeffrey	Qualicum Beach, BC	1962 Triumph TR3A
21	9	Gil Stuart	Nanaimo, BC	1958 Volvo PV444
22	510	Paul Haym	Vancouver, BC	1969 Datsun 510
23	19	Larry Paterson	Okatates, AB	1955 AustinHealey
DNF	35	Michael Zbarsky	Brentwood Bay, BC	1959 MGA Deluxe
DNF	57	Dave Phillips	Sedra Woolley, WA	1957 Austin Healey
DNF	106	Ivan Lessner	White Rock, BC	1958 Austin Healey
DNF	14	Solomon Nardine	Kelowna, BC	1969 Datsun 510
DNS	32	Laurie Fraser	Langley, BC	1964 Lotus Super 7
DNS	141	Marianne Campbell	Surrey, BC	1964 Porsche 356C
DNS	169	Jeffrey Larson	Renton, WA	1968 Datsun PL510
DNS	120	Jim Latham	Abbotsford, BC	1968 Volvo 122S

Group 2 Race 2

1	31	Alan McCall	Abbotsford, BC	1968 Ford Lotus Co
2	58	Neil Tregear	Victoria, BC	1965 Austin MiniCo
3	441	Geoff Tophalm	Pritchard, BC	1973 Austin Mini
4	48	Gary Silcox	Sammamish, WA	1963 MG B
5	74	Mark Brown	Garibaldi Highlands,	1969 Lotus 7
6	46	Mark Colbert	North Bend, WA	1967 Alfa Romeo GT
7	50	Ray Pruitt	Calgary, AB	1968 Porsche 911
8	57	Dave Phillips	Sedra Woolley, WA	1957 Austin Healey
9	152	Tomas LaCosta	Gladstone, NJ	1967 Alfa Gullia
10	39	Murray Ross	New Westminster, B	1969 Cortina Twin
11	330	Leigh Anderson	White Rock, BC	1967 BMW 1600
12	285	Peter Steilberg	Seattle, WA	1967 Alfa Romeo GT
13	93	Paul Burkhard	Bellevue, WA	1964 MGB Roadster
14	141	Marianne Campbell	Surrey, BC	1964 Porsche 356C
15	54	Peter Valkenburg	Port Moody, BC	1961 Volvo PV 544
16	13	Greg Cavoras	S. Delta, BC	1967 Datsun 2000
17	130	John Voss	Seattle, WA	1965 Sunbeam Imp
18	33	Peter Jeffrey	Qualicum Beach, BC	1962 Triumph TR3A
19	37	Glen Gibbons	Winfield, BC	1969 Alfa GTV
20	510	Paul Haym	Vancouver, BC	1969 Datsun 510
21	72	Steve Hare	Gig Harbor, WA	1963 Triumph Spitfi
DNF	51	Jeff Quick	Covington, WA	1967 Triumph TR4A
DNF	55	Carl Latzel	Victoria, BC	1974 Porsche 914
1	35	Michael Zbarsky	Brentwood Bay, BC	1959 MGA Deluxe
2	19	Larry Paterson	Okatates, AB	1955 AustinHealey
DNF	80	Joe Gordon	Carnation, WA	1963 Elva Courier
DNF	14	Solomon Nardine	Kelowna, BC	1969 Datsun 510
DNF	9	Gil Stuart	Nanaimo, BC	1958 Volvo PV444
DNS	32	Laurie Fraser	Langley, BC	1964 Lotus Super 7
DNS	106	Ivan Lessner	White Rock, BC	1958 Austin Healey
DNS	120	Jim Latham	Abbotsford, BC	1968 Volvo 122S
DNS	169	Jeffrey Larson	Renton, WA	1968 Datsun PL510

Group 2 Race 3

1	441	Geoff Tophalm	Pritchard, BC	1973 Austin Mini
2	80	Joe Gordon	Carnation, WA	1963 Elva Courier
3	46	Mark Colbert	North Bend, WA	1967 Alfa Romeo GT
4	57	Dave Phillips	Sedra Woolley, WA	1957 Austin Healey
5	50	Ray Pruitt	Calgary, AB	1968 Porsche 911
6	285	Peter Steilberg	Seattle, WA	Alfa Romeo Gullia
7	74	Mark Brown	Garibaldi Highlands,	1969 Lotus 7
8	54	Peter Valkenburg	Port Moody, BC	1961 Volvo PV 544
9	330	Leigh Anderson	White Rock, BC	1967 BMW 1600
10	13	Greg Cavoras	S. Delta, BC	1967 Datsun 2000
11	93	Paul Burkhard	Bellevue, WA	1964 MGB Roadster
12	141	Marianne Campbell	Surrey, BC	1964 Porsche 356C
13	120	Jim Latham	Abbotsford, BC	1968 Volvo 122S
14	37	Glen Gibbons	Winfield, BC	1969 Alfa GTV
15	9	Gil Stuart	Nanaimo, BC	1958 Volvo PV444
16	33	Peter Jeffrey	Qualicum Beach, BC	1962 Triumph TR3A
17	35	Michael Zbarsky	Brentwood Bay, BC	1959 MGA Deluxe
18	510	Paul Haym	Vancouver, BC	1969 Datsun 510
19	72	Steve Hare	Gig Harbor, WA	1963 Triumph Spitfi
20	152	Tomas LaCosta	Gladstone, NJ	1967 Alfa Gullia
21	14	Solomon Nardine	Kelowna, BC	1969 Datsun 510
22	19	Larry Paterson	Okatates, AB	1955 AustinHealey
DNF	130	John Voss	Seattle, WA	1965 Sunbeam Imp
DNF	39	Murray Ross	New Westminster, B	1969 Cortina Twin
DNF	48	Gary Silcox	Sammamish, WA	1963 MG B
DNF	51	Jeff Quick	Covington, WA	1967 Triumph TR4A
DNS	31	Alan McCall	Abbotsford, BC	1968 Ford Lotus Co
DNS	32	Laurie Fraser	Langley, BC	1964 Lotus Super 7
DNS	55	Carl Latzel	Victoria, BC	1974 Porsche 914
DNS	58	Neil Tregear	Victoria, BC	1965 Austin MiniCo
DNS	106	Ivan Lessner	White Rock, BC	1958 Austin Healey
DNS	169	Jeffrey Larson	Renton, WA	1968 Datsun PL510

Group 3 Race 1

1	182	Doug Yip	North Vancouver, BC	1967 Sunbeam Tige
2	38	Gunter Pichler	West Vancouver, BC	1964 Jaguar E-Type
3	44	John McCoy	Bellingham, WA	1969 Ford Escort TC
4	62	Terry Forland	Seattle, WA	1968 BMW 2002
5	59	Jack Healy	Langley, WA	1969 BMW 2002
6	69	Roger Flescher	Bellingham, WA	1967 Sunbeam Tige
7	91	Art Conner	Salt Spring Island, B	1961 Porsche Supe
8	73	Don Benson	Surrey, BC	1968 Porsche 911E
9	501	Skip Foss	Seattle, WA	1969 BMW 2002
10	166	Del Mackenzie	Seattle, WA	1966 Ford Mustang
11	88	John Murray	Kirkland, WA	1966 BMW 2000CS
12	82	Ron Dempsey	West Vancouver, BC	1969 BMW 2002
13	246	Evan Williams	Langley, BC	1969 Ferrari Dino
DNF	289	Reg Hoole	Victoria, BC	1967 Ford Mustang
DNF	199	Terry Hallinger	Courtenay, BC	1965 Ford Mustang
DNF	21	Nick Woodhouse	Vancouver, BC	1966 A-H 3000
DNF	144	Charly Mitchel	Tacoma, WA	1969 Triumph TR 6
DNS	7	David Isselhard	Battleground, WA	1963 Concours MK1
DNS	11	Walter Nightingale	Issaquah, WA	1967 Porsche 911S
DNS	50	Frank Winterlik	Lake Country, BC	1968 Porsche 911
DNS	141	Gregory Campbell	Surrey, BC	1964 Porsche 356C

Group 3 race 2

1	38	Gunter Pichler	West Vancouver, BC	1964 Jaguar E-Type
2	182	Doug Yip	North Vancouver, BC	1967 Sunbeam Tige
3	62	Terry Farland	Seattle, WA	1968 BMW 2002
4	59	Jack Healy	Langley, WA	1969 BMW 2002
5	91	Art Conner	Salt Spring Island, B	1961 Porsche Supe
6	44	John McCoy	Bellingham, WA	1969 Ford Escort TC
7	69	Roger Flescher	Bellingham, WA	1967 Sunbeam Tige
8	73	Don Benson	Surrey, BC	1968 Porsche 911E
9	141	Gregory Campbell	Surrey, BC	1964 Porsche 356C
10	166	Del Mackenzie	Seattle, WA	1966 Ford Mustang
11	501	Skip Foss	Seattle, WA	1969 BMW 2002
12	82	Ron Dempsey	West Vancouver, BC	1969 BMW 2002
13	50	Frank Winterlik	Lake Country, BC	1966 Ford Mustang
14	199	Terry Hallinger	Courtenay, BC	1965 Ford Mustang
DNF	246	Evan Williams	Langley, BC	1969 Ferrari Dino
DNF	289	Reg Hoale	Victoria, BC	1967 Ford Mustang
DNF	88	John Murray	Kirkland, WA	1966 BMW 2000CS
DNS	7	David Isselhard	Battleground, WA	1963 Concours MK1
DNS	11	Walter Nightingale	Issaque, WA	1967 Porsche 911S
DNS	21	Nick Woodhouse	Vancouver, BC	1966 A-H 3000
DNS	144	Charly Mitchel	Tacoma, WA	1969 Triumph TR 6

Group 3 race 3

1	62	Byron Sanborn	Seattle, WA	1968 BMW 2002
2	59	Jack Healy	Langley, WA	1969 BMW 2002
3	44	John McCoy	Bellingham, WA	1969 Ford Escort TC
4	91	Art Conner	Salt Spring Island, B	1961 Porsche Supe
5	38	Gunter Pichler	West Vancouver, BC	1964 Jaguar E-Type
6	141	Gregory Campbell	Surrey, BC	1964 Porsche 356C
7	31	Alan McCall	Abbotsford, BC	1968 Ford Lotus Co
8	73	Don Benson	Surrey, BC	1968 Porsche 911E
9	50	Frank Winterlik	Lake Country, BC	1968 Porsche 911
10	501	Skip Foss	Seattle, WA	1969 BMW 2002
11	69	Roger Flescher	Bellingham, WA	1967 Sunbeam Tige
12	82	Ron Dempsey	West Vancouver, BC	1969 BMW 2002
13	166	Del Mackenzie	Seattle, WA	1966 Ford Mustang
DNF	182	Doug Yip	North Vancouver, BC	1967 Sunbeam Tige
DNF	199	Terry Hallinger	Courtenay, BC	1965 Ford Mustang
DNF	88	John Murray	Kirkland, WA	1966 BMW 2000CS
DNS	7	David Isselhard	Battleground, WA	1963 Concours MK1
DNS	11	Walter Nightingale	Issaque, WA	1967 Porsche 911S
DNS	21	Nick Woodhouse	Vancouver, BC	1966 A-H 3000
DNS	144	Charly Mitchel	Tacoma, WA	1969 Triumph TR 6
DNS	246	Evan Williams	Langley, BC	1969 Ferrari Dino
DNS	289	Reg Hoale	Victoria, BC	1967 Ford Mustang

Group 4 Race 1

1	8	Ian Wood	Burnaby, BC	1972 Rawlson CR11
2	3	Marty Knoll	West Vancouver, BC	1975 Johnston JM 3
3	733	James Bartlett	Victoria, BC	1987 Swift DB-2
4	78	Charlie Lyford	Bellevue, WA	1970 Caldwell D-9
5	21	Andrew Morrison	Bellevue, WA	1968 Lotus 518
6	23	Bob Morrison	Bellevue, WA	1969 Titan MK5
7	5	Rick Korn	Woodinville, WA	1979 Tigo SC-79
8	18	Chuck Lyford	Median, WA	1969 Winkleman FF
9	57	Tim Pickstone	Saltspring, BC	1969 Cressle 16-F
10	13	Tony Carruthers	Nanaimo, BC	1986 Swift DB2
11	79	Angela Duncan	Vashon Island, WA	1969 Caldwell D10
12	0	Lorne Andras	Sidney, BC	1971 Monarch Mk8
13	89	Al Cruickshank	Port Coquitlam, BC	1975 LeGrand Mk2
14	87	Laurie Lyford	Bellevue, WA	1969 Caldwell D-9
15	31	Edward Scheid	Gig Harbor, WA	1972 Titan MK6
DNF	42	Jim Johnson	Woodinville, WA	1972 March 729 FF
DNF	14	Gary Gasanko	Mercer Island, WA	1971 Titan Mk 4
DNS	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
DNS	77	Bob Storz	Westbank, BC	1977 AMS 277

Group 4 Race 2

1	8	Ian Wood	Burnaby, BC	1972 Rawlson CR11
2	733	James Bartlett	Victoria, BC	1987 Swift DB-2
3	78	Charlie Lyford	Bellevue, WA	1970 Caldwell D-9
4	21	Andrew Morrison	Bellevue, WA	1968 Lotus 518
5	23	Bob Morrison	Bellevue, WA	1969 Titan MK5
6	57	Tim Pickstone	Saltspring, BC	1969 Cressle 16-F
7	13	Tony Carruthers	Nanaimo, BC	1986 Swift DB2
8	5	Rick Korn	Woodinville, WA	1979 Tigo SC-79
9	79	Angela Duncan	Vashon Island, WA	1969 Caldwell D10
10	31	Edward Scheid	Gig Harbor, WA	1972 Titan MK6
DNF	87	Laurie Lyford	Bellevue, WA	1969 Caldwell D-9
DNF	3	Marty Knoll	West Vancouver, BC	1975 Johnston JM 3
DNS	0	Lorne Andras	Sidney, BC	1971 Monarch Mk8
DNS	14	Gary Gasanko	Mercer Island, WA	1971 Titan Mk 4
DNS	18	Chuck Lyford	Median, WA	1969 Winkleman FF
DNS	42	Jim Johnson	Woodinville, WA	1972 March 729 FF
DNS	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
DNS	77	Bob Storz	Westbank, BC	1977 AMS 277
DNS	89	Al Cruickshank	Port Coquitlam, BC	1975 LeGrand Mk2

Group 4 Race 3

1	8	Ian Wood	Burnaby, BC	1972 Rawlson CR11
2	3	Marty Knoll	West Vancouver, BC	1975 Johnston JM 3
3	13	Tony Carruthers	Nanaimo, BC	1986 Swift DB2
DNS	0	Lorne Andras	Sidney, BC	1971 Monarch Mk8
DNS	5	Rick Korn	Woodinville, WA	1979 Tigo SC-79
DNS	14	Gary Gasanko	Mercer Island, WA	1971 Titan Mk 4
DNS	18	Chuck Lyford	Median, WA	1969 Winkleman FF
DNS	21	Andrew Morrison	Bellevue, WA	1968 Lotus 518
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DNS	54	Paul Whitworth	Victoria, BC	1976 Caldwell D13
DNS	57	Tim Pickstone	Saltspring, BC	1969 Cressle 16-F
DNS	77	Bob Storz	Westbank, BC	1977 AMS 277
DNS	78	Charlie Lyford	Bellevue, WA	1970 Caldwell D-9
DNS	79	Angela Duncan	Vashon Island, WA	1969 Caldwell D10
DNS	87	Laurie Lyford	Bellevue, WA	1969 Caldwell D-9
DNS	89	Al Cruickshank	Port Coquitlam, BC	1975 LeGrand Mk2
DNS	733	James Bartlett	Victoria, BC	1987 Swift DB-2

Group 5 Hand der Handy Kappen

1	501	Skip Foss	Seattle, WA	1969 BMW 2002
2	31	Alan McCall	Abbotsford, BC	1968 Ford Lotus Co
3	74	Mark Brown	Garibaldi Highlands,	1969 Lotus 7
4	68	Carl Latzel	Victoria, BC	1974 Porsche 914
5	35	Michael Zbarsky	Brentwood Bay, BC	1959 MGA Deluxe
6	13	Greg Cavoras	S. Delta, BC	1967 Datsun 2000
DNF	510	Paul Haym	Vancouver, BC	1969 Datsun 510
DNS	33	Peter Jeffray	Qualicum Beach, BC	1962 Triumph TR3A
DNS	152	Tomas LeCosta	Gladstone, NJ	1967 Alfa Giulia
DNS	82	Ron Dempsey	West Vancouver, BC	1969 BMW 2002
DNS	44	John McCoy	Bellingham, WA	1969 Ford Escort TC
DNS	130	John Voss	Seattle, WA	1965 Sunbeam Imp
DNS	285	Peter Steilberg	Seattle, WA	Alfa Romeo Giulia

Group 6 Al's Race

1	19	Al Ores	Burnaby, BC	1976 Caldwell D13
2	56	Don Tilden	Scappose, OR	1965 Zink CFV
3	0	Krista Johnson	Bathell, WA	1968 Zink FV
4	29	Mike Storey	West Vancouver, BC	1963 Bobsy Vangua
5	761	Scott Arthur	Mission, BC	1999 Campbell FV
6	14	Don Lines	Delta, BC	1988 RDC FV
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10	48	Don Abercrombie	Lake Tapps, WA	1967 Zink C4 FV
11	66	James Dallimore	Delta, BC	1990 Tsunami FV
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DNF	78	Mary Lyford	Bellevue, WA	1969 RCA FV
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DNS	43	Lawrence Green	Oliver, BC	1969 Kelly F-V

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As for me, after my extreme brain fade in creating my own "door prize" (dumbest accident I have had at the races, and it was not on the track) I felt like a driver of an F1 team. There must have been 20 incredibly generous folk who attempted to help get my usually very reliable Greta to go after she cooked her Hi Fire box while waiting for the flag after our group was brought into hot pits for bad behaviour. Their perseverance paid off, and with the work of my crew Bruce Banman (who can sing better than wrench) and mechanic Jim Bell, with bits from Peter Valkenburg and a bone stock points and condenser Gregg Morris had in his trunk, Greta got to go and play in the last group 2 race. Starting last can be a lot of fun if you have one of the faster cars! Perhaps all this typified what the HMR weekend, and vintage racing is all about; friends working and sharing together to help one another to enjoy the sport.

It has been my great honour to be President of VRCBC this year, which with its relatively small club membership, produces on an event that is so enjoyed by all. I cannot name all who contributed to this. But I must name Ian, Evan, Alan, Hugh, Dave, Randy, Mark, Leigh, Bruce, Jean, Mike, Patrick, Vince, Michael, Tom, Stan, Wes, the SCCBC team, The META members, and a whole bunch of significant others who did a lot behind the scenes so we could race.

We will debrief the weekend and make next year even better, when we celebrate the 50th Anniversary of Westwood- "Everyone's favourite race track". For those of us who raced there it will be a special time indeed. You won't want to miss that.

Jim Latham, President, VRCBC.

Mike Tate's 'Tate á Tate'

Some things get better and some things get lost! Funny world really!

Running vintage race cars is a 'kick in the pants' and the folks that do it, by and large, are a fun crowd, but it's more than that, this passion to restore, pet, polish, pamper and then pound the pants off race cars that saw their peak moments many years ago that makes it what it is.

Somewhere in the daydream is the vision of ourselves in the past or memories of our heroes in their heydays driving the cars that we could only gaze at in awe if indeed we were lucky enough to see them in the flesh. If not they were black and white in magazines and on television sets if you even owned one!

For me they were on the radio too in Europe as he likes of Raymond Baxter

called the broadcasts from Le Mans, Spa or Monaco . . .

"I'm standing now at the bottom of the short fast straight that runs down to the azure blue Monaco harbour on this warm and humid May afternoon . . . and sadly looking at the black scarred tire marks crossing to the harbour with hay bales askance in disarray that indicate the passage of the beautiful Lancia race car of Italian ace Alberto Ascari.

Ascari the very same man who delivered two consecutive championships driving the Ferrari 500 for a joyous Enzo in 1952 and 1953. I'm glad to say he is alive and well but very wet after his enforced swim in the sea here in this

beautiful and normally quiet municipality. The car is visible in the clear rippling waters below me.

'The train' as they are calling the great Mercedes pairing of young Stirling Moss and somewhat older Juan-Manuel Fangio is circulating with great dominance and we expect great things from them today. Maurice Trintignant in his Ferrari 625 is also showing well at this time as the race progresses".

. You know the sort of thing that one heard on the radio that somehow took one right to the scene in *mental Technicolor*. Trintignant in fact won the day for France driving an Italian race car and sadly young Moss's engine blew up but it would be a great year for him, as he and Fangio came first and second in the world championship standings.

It has all gone now the finer points of descriptive broadcasting and the skills needed to create the feeling of 'being there' for others it is almost lost, swamped, drowned, sucker punched in the actuality of 'being there' in color, on camera, in the cockpit, on the track, looking back, looking forward, looking sideways as the senses overload with reality in real-time! Somehow something has been 'lost in translation' as the media pour on the power and the



Mike Tate day dreaming in the VRM C Type Jaguar

drivers all trained in media correctness say exactly what is expected of them in dull monotones, thanking the sponsors and sometimes even their Gods with profuse verbiage as they swap hats from one situation to another to appease the budgets cast their way.

I preferred it in the old days frankly, the desire to be there the mental effort to reach out and draw in the meaning and the feeling of the words the race track in the mind the smell of the tires and the roar of the engines somehow greater than in reality buried in the chalice of the mind.

I remember Formula One race cars with no sponsor's decals on them at all just the proud badge of their makers and a number carried with pride and the days when the number 'one' meant you were currently the best of the bunch . . . and you had better work at it for there were many on your heels. Colors that carried the pride of countries not the livery of sponsors. Yellow for Belgium, verdant Green for Britain, Silver for Germany, Red for Italy and so on. I think they looked grand and engendered a national pride that carried the banner of the desire to win. Whole countries rose to their spirit and followed their chariots of fire around the tracks of the world from Argentina, to Morocco to the green shores of 'old blighty'.

It's all gone now and we are the poorer for its passing. We are in the hands of big business, big oil, big bullshit

and big budgets. The men that race, in Formula One today, talented as they are not the stuff of old that faced death head on week in and week out for the sport of motor racing. I watched them, I was privileged, I was awed, I was frightened. Now you can go into the barriers at 150 MPH and come out waving to the crowd, tell that to Sir Stirling Moss and so many others who gave it all they had and more knowing that death was their constant companion and withering angel. I confess, that though ***I would not wish death on any driver in any motor sport at any time***, the fact that it might happen is the last barrier of courage and the first draw card to the corners for those who watch this wild and dangerous sport; for it is there, at the tricky bits, that the edge is found and the sum of courage finds its limits. It is not there today in the same manner but somehow it was their Passiondale, Dunkirk, Vimy Ridge, Tiananmen Square in its way for courage knows its place and those that face it are humbled by its presence. Personally, I in my time on the tracks, I never forgot that it could happen to me at any time. Men and women, for they were there too, faced uncertainty behind the unprotected wheel of a Brooklands Riley, a Speed Six Bentley or the delicate balance and construction of a Lotus God forbid. I still miss Jim Clark, thank heaven I met him at Charter Hall what seems like an age ago for he

was my hero, my quiet sheep farmer with a fearless passion for what he did. He bit his finger nails to the quick, I noticed that about him, and worried about his abilities but he had everything it takes and more. So many like him are compared to today's prima donnas in their carbon fibre safety cars . . . there is no comparison, 'death where is thy sting'. 'Soon too soon to warriors cometh rest!'



Something's missing, something's lost and it isn't 'death' but it might be the chance of it to keep us humble and honest and alive . . . Vintage folks know that . . . go figure!



Word of Mouth

. . . A view from the VRCBC broadcasting booth from Mike Tate.

It has been both a pleasure and a privilege to work with our anchor broadcaster Vince Howlett, plus Dave Birchall and the irrepressible Adrian Ratcliffe for the last few years trying to bring some of the background of the VRCBC's Historic Motor Races, the races themselves and interesting stories to the spectators in the grandstands and the paddock.

We all have very different personalities and our varied experiences and different view points I feel come across and hopefully make for contrasts that add some color and alternate perspectives to the race commentaries. As the years have gone by we (Dave who is now 60 as he let us know in no uncertain terms ~ and I did play on that mercilessly!) have all become more relaxed with each other and can interplay and call it both seriously and yet keep the spirit of vintage fun in the air.

We do have the very serious job of being in constant communication with race control and calling the next races to the pre-grid and dealing with other 'house keeping' matters as they come up. Sometimes even race control can't get to us as we get totally wrapped up in the scraps and challenges that are occurring on the track and in the paddock as the competitors make it interesting for us. It is a very

busy time during the course of a race and Vince never lets us call it alone if possible as it really would be a handful, I know this first hand as I sometimes call the REVS series alone! . . . Luckily the grids are a little smaller and I know the players very well having even raced against some of them.

Vince, our anchor and lead broadcaster looks for interesting 'stories' around the paddock and sends them up to us via the new remote mic. which has added more color to our work I feel. His background knowledge is varied and impeccable and his credentials go without saying. Vince would not want me to go any further without mentioning the great help we have had from Nick Woodhouse in the audio department . . . from all of us . . . *"Thanks Nick!"*

Dave, being one of the founders of the VRCBC has a very good general knowledge of the history and evolution of the club and the 'Westwood' days; this gives us a continuum that is extremely valuable and interesting.

Adrian, who also raced for many years has a great insight and knowledge of the Westwood years and is a very experienced mechanic and restorer in his own right and is able to get 'under the hoods' of the various race cars out there. As an Alfa aficionado he also never

misses that marque on the track or in the paddock!

I hope I bring some descriptive vibrancy to the races as the most recent of my colleagues to leave the competitive end of the sport I can still feel myself out there and I am still vicariously looking for a 'pass' from someone else's cockpit . . . I also like to do some of the interviews which I have done for most of my life for the likes of the BBC in Britain and the ABC in good old Aussie. Comedy! Well as my 'chum' and 'partner in fun' Ian Wood knows it's always not too far away from my nature!

There many great stories we could tell you, like this year when we were able to get the crowd to find the keys to the emergency vehicle which had been lost during lunch! That would have stopped the race meeting dead in its tracks! There are many other stories that if we told you we would all have to be 'shot at dawn!' . . . Best left for autobiographies . . . like calling the a race driver's name on the track and finding them behind one with a sheepish smile on their face! Woops! My lips are sealed!

If Vince calls us I'm sure we'll all be back again next year with our news and views to keep you all informed and laughing too I hope!



Lori Peters

Above: Mike Interviews winner Al Ores

Below: Vince Howlett left and Mike Tate in action



Lori Peters

The Jaunt

Editor Tom tells of the racing trip to Watkins Glen and Mosport

Having spent nearly fifty years racing cars, Tom and his crew of volunteers decided to have another racing adventure for 2008; a tour taking them to two of the last remaining grand road racing circuits in North America, Watkins Glen, New York and Mosport in Ontario. Historic Sports Racing (HSR) was holding its Watkins Glen Historic Classic event on the June 12-15 weekend and the Vintage Automobile Racing Association of Canada (VARAC) was holding its annual festival at Mosport on the June 20-22 week end.

In order to share the costs of this nearly 10,000 km journey, well known Vancouver area racer Ian Wood was invited to come along in our transporter.

The cast:

Cars: Tom's Johnston JM3 Formula Atlantic Car and Ian Wood's Rawlson Can-Am car, a good pair as the HSR event was promoting a feature race for pre 1986 Formula Atlantic cars and VARAC was doing a feature on Can-Am cars, so the was something for everyone.

Truck drivers: Two old racers; Tony Carruthers of Nanaimo and Norbert Ball of Maple Bay both from British Columbia.

Race Drivers: Marty Knoll of Kelowna for the Johnston and Ian for his own car.

Pit Crew: (Johnston): Don Robertson (another old racer) and Tom

Pit Crew: (Wood): Wife Catharine and daughter Madie (age 5)

Transporter: Tom's monster Chaparral trailer pulled by an old Ford 350 tug.

Getting Ready: The two cars were carefully prepared. The Johnston normally lives at Marty Knoll's shop in Kelowna which was the starting point for the truck. Ian had travelled to New Zealand earlier in the year for the Can-Am revival event as part of the Southern Festival of Speed so he had to get the car ready and deliver it to Marty's shop. As it happens there were two important motor sport events the weekend prior to departure, the All British Field Meet in Vancouver's Van Duesen Gardens and the Knox Mountain Hill Climb in Kelowna. Of course Ian had to enter both. He won the hill climb overall. The truckies had driven from Tom's home in West Vancouver to pick up the truck for a Sunday June 7 afternoon departure.

The trip east was reasonably uneventful with the exception of heater hose blowing off and filling the truck cab with steam also ruining Tony's Tom Tom GPS navigator.

Meanwhile Tom Marty and Don all flew

independently to Toronto Tom on Tuesday and Marty and Don on Wednesday Tom met Don. While waiting for Marty on a later light Don and Tom made a visit to the Canadian Motorsport Hall of Fame Museum. Finally we all got together and drove in a rental van the 500 or so km to Corning, New York (near Watkins Glen) where accommodation had been booked in the luxurious Comfort Inn. Aside from getting lost driving through Niagara Falls we make the trip without incident arriving to find the truck parked at the hotel, truckies had already turned in for the night.

Ian and his family had departed a bit earlier to enjoy a mini vacation in New York City. They arrived in Corning about the same time as the truck.

Next morning early out to the track. It is big and had plenty of paddock space so we got set up and got the cars ready for practice the next day. Mean while Katharine Wood scouted out all of the good restaurants in Corning (there were many) and made a good suggestion for each night's meal.

Friday: June 13 first time on the track for both cars. Our first observation was that then entry was a bit thin. The full grid of older Formula Atlantic cars had not materialized there being only

about 10 or so, some being as new as 1993 and about half fitted with two litre motors. On Ian's part he had a race but at the last minute decided to enter the Rolex One Hour Enduro. Having only Madie and Catharine for crew he enlisted the crack Tom Johnston Racing crew to execute an 11 minute to change to rain tires in the middle of the one hour race. Despite this impediment he managed to eek out second place in class and win a Rolex bag, not a watch but a bag.

After the Rolex victory the Jaunt continued on its way the second event the VARAC Festival at Mosport.

On the way to Mosport a disaster occurred, the trusty old truck devoured its ring and pinion gear near the small town of Madoc in Ontario. Fortunately the breakdown occurred near a major highway intersection

that hosted a Tim Horton's, a cemetery, a liquor store and a Ford Dealer (who fixed the truck) plus an Ontario Provincial Police highway patrol facility who stood guard over our abandoned and highly vulnerable trailer left by the side of the road overnight. We motored on in our rental van to Mosport which was only about an hour away. We borrowed a truck and after a huge harangue with incompatible hitch ball sizes we managed to recover the trailer and set up in the paddock. I'd like to say things got better but they didn't.

Both Ian and Marty quailed second in their respective groups but Marty blew an engine and Ian broke the transmission input shaft. The Johnston was done for the week end but Ian managed to get the shaft welded (twice) and was ready to go

for the big Can-Am race the next day. The banquet was over subscribed and too big for the space allowed.

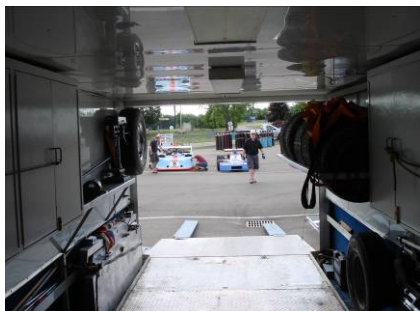
Next morning a driver was tragically killed during a race and entire race event was shut down.

So in the end our two objectives were not reached; the neither the historic Atlantic race nor the Can-Am revival happened but it was kind of fun anyway (but expensive).

The truck was repaired and the entire rig returned home without incident but the US Midwest may never recover from the huge carbon footprint of the nearly 5000 litres of gasoline the truck consumed.



Showing the flags at Watkins Glen



WG unload



Marty's display



Pit lane at the Glen



Ian's first out



New York lunch



Glen pack after Marty



Truck in hospital



Abandoned trailer



Across the road



Mosport paddock



Ian fixing gearbox (again)



Banquet line up



Mosport pre-grid



Having fun yet?



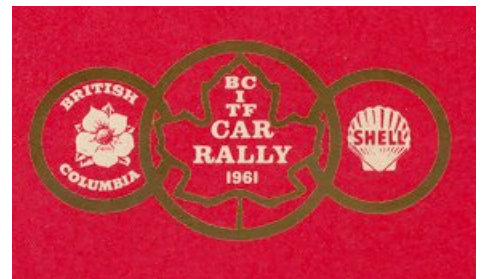
The hitch we made



Dino Crescentini
Lost his life in a tragic accident
Mosport International Raceway
June 22, 2008



Tom's Photo Page





United Aircraft F1 Engine (and Indy)

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

Last issue reported on the Martin V8, this issue we are talking about the United Aircraft of Canada PT6 turbine (originally Pratt & Whitney) that powered several Indy contenders but most importantly the Lotus 56B Formula One Car.

This turbine which powers thousands of airplanes and helicopters around the world is legendary for its reliability. Ironically in its two appearances at Indy it almost won but was let down by a small mechanical fault.

United Aircraft of Canada Pratt & Whitney PT6 Gas Turbine



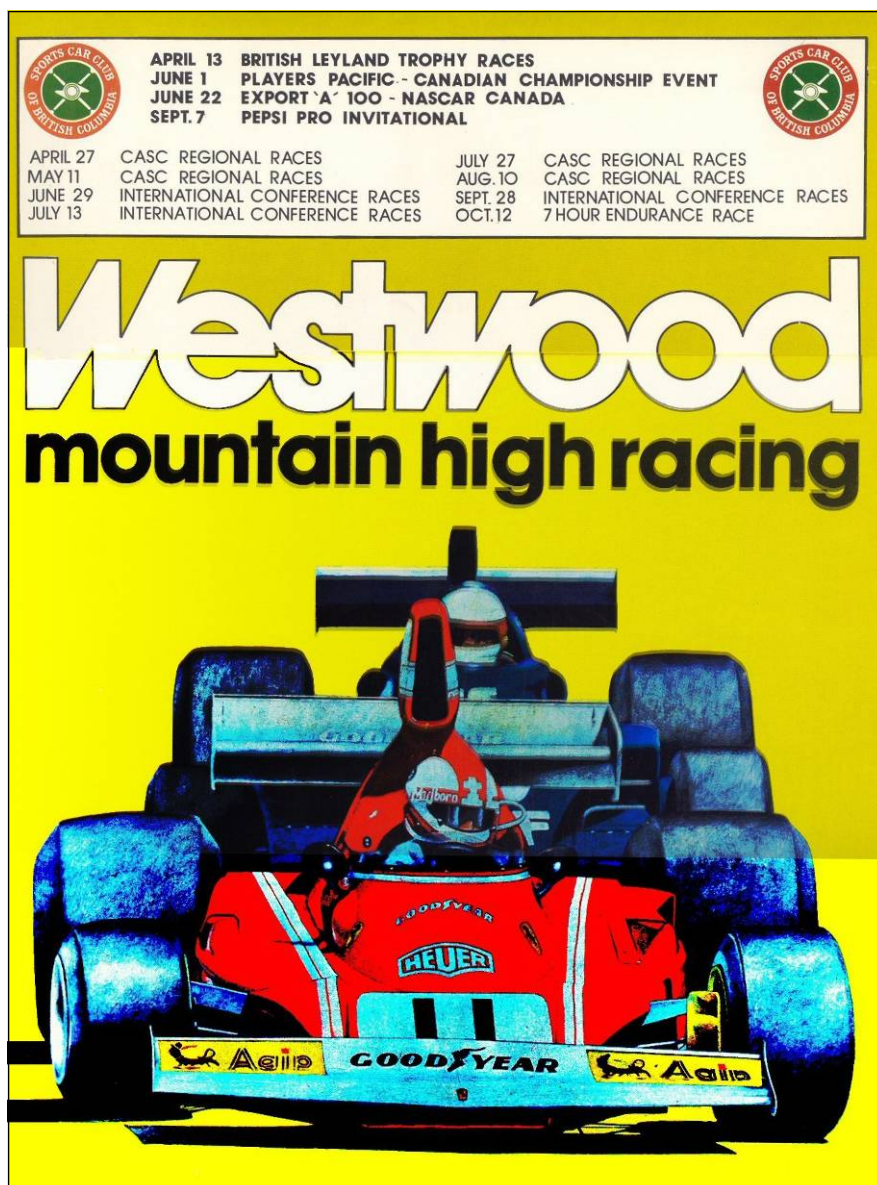
Lotus 56B Turbine powered F1 car



Lotus 56 turbine powered Indy car



STP Paxton Indy Car of 1967



1975 Westwood Poster

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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 car.



Showing the Badge



1936 German Grand Prix