



# VANTAGE

Summer 2011



Start of Exhibition Class Race BCHMR June 2011 *(Jim Moody photo)*



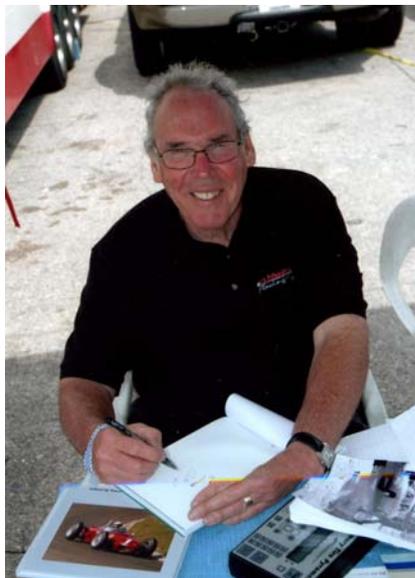
See 'Tate á Tate' inside



Well the BCHMR is over and a pretty good one it was! If we could just attract about 20 more entries it would be perfect.

One of the highlights for me was meeting Bill Sadler. I can remember as a young man reading about Sadler and his cars in Canada Track & Traffic magazine. Many thanks to Myles Winbigler for making his Sadler Formula Junior available to us for the weekend.

As many of you know, I was the chair of the BCHMR this year and have agreed to do it again for 2012. If you have any bright ideas of how to attract more entries to the event, particularly from the US, please let me know. We are thinking about a number of things we can do to make the event more attractive to entrants and fans. This year's big closed wheel feature race was a big hit, so you can be sure it will be back. The new Car Corral arrangement seemed to work well and will be back too, likely on Saturday as well. There is continuing discussion on both further opening the vehicle eligibility for this event and on the general format of event schedule.



**Your Editor at Work**

You can contact me at [tomjohnston@shaw.ca](mailto:tomjohnston@shaw.ca) or by phone at 604 922 2722  
 Thanks for reading  
 Tom Johnston

There is big news on the new track front with one in Shelton WA under construction and two new circuits in Alberta under development to replace the aging (and doomed) Race City in Calgary. Maybe some day we will have a grand new circuit in British Columbia (sigh).



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Ross de St. Croix photo

We saw a few new cars out at the BCHMR. Our membership turns out in force every year but there are a few members who are seen at other events but not at ours. What is that about?



## President's Message

Well, another BCHMR is in the history books. In spite of how I look in the photo, I actually had a great time racing our "Bucket List Racing Team" Formula Vee.

There were lots of exciting, close races on both days but I think Sunday's Feature Race was the real highlight for both the drivers and the spectators. In spite of his best efforts, Bruce Jamieson was unable to disguise our trusty Caldwell D-13 as either a Classic British Sports Car or an Under 2.5 litre Trans Am car, so I had to watch the big race from the Turn 2 bleachers. I was sitting with our former Prez Jim Latham and visiting Mini racer extraordinaire, Andy Nelson - now living in Ontario but still a VRCBC member. The stands were full of fans who - including us - were waving and cheering the many multi-car battles throughout the field, and particularly the tire-smoking, out-braking attempts in Turns 1 and 3, and the outside passing in Turn 2. It was a great show! It was very obvious to us that when the drivers are having a lot of fun, then the spectators will too.

All of the racers I spoke to said they had a great time - particularly because most of the time, they had someone to race with - which is really what it is all about. It was also very gratifying that many of the out-of-towners told us that not only did they have a ball

on the track, but they enjoyed our off-track friendliness and the "ambience" as well, and that they would definitely be back.

A personal highlight for many of us was meeting our Guest of Honour, the legendary Bill Sadler. I hope many of you had a chance to talk to him - a very interesting guy. Although we took a bit of a hit economically this year, I'm sure that if we focus on building on the many good points, the 2012 BCHMR will be a big success. So again, a big thank you to Chairman Tom and all of his BCHMR team for another fine show.

Looking ahead to the rest of the 2011 season, there are more local cars and drivers showing up in the pipeline. We had two Vintage Novices in the BCHMR and several more potential racers have approached us since then. Our objective is to help anyone who is interested to get started as quickly and inexpensively as possible. This is the key to the long term growth of the VRCBC. If someone you know is thinking about vintage racing just put them in touch with one of the club executive. We will be very pleased to help



**Knackered Stan at BCHMR**

them figure out their best option for getting started. I think our informal 'mentorship' approach for budding racers is working. It certainly is with me getting my Mini ready for next year - thanks Geoff and Dennis.

Thank you to our Editor in Chief Geezer Tom for putting together another excellent edition of Vantage. I'm sure you will enjoy reading it as much as I did.

See you at the track!

Stanton Guy, President





# June 11 and 12, 2011 Photo Feature



Brent Martin photo

**Canadian Racing Legend Bill Sadler Drives the Sadler Formula Junior**



Brent Martin photo

Above: Gil Stuart in his Volvo PV444



Brent Martin photo

Above: Marty Knoll in the Ralt RT4



Brent Martin photo

Above: Ian Wood in his freshly repainted Rawlson



Brent Martin photo

Above: Ron Dempsey in his BMW 2002

## Pete Lovely Memorial Award



Paul Bonner photo

Well known racer and vintage racer Pete Lovely of Tacoma passed away recently. As Lovely was a regular at the old Westwood Circuit and well known in these parts, VRCBC produced a special award for annual presentation at the BCHMR.

Inaugural winner of the Pete Lovely Memorial Award at the 2011 BCHMR was Alan McColl for his spirited drive in the Exhibition Class race.

## Robin Fairservice on Aston Martin DB3S



Robin Fairservice photo

### Aston Martin DB3S at Brands Hatch 1953

In my early years of marshalling at Brands Hatch and Crystal Palace, Aston Martin DB3S cars often competed, driven by private owners. The DB3S was a neat and attractive sports racer, but one of them nearly destroyed the hearing in my left ear! The exhaust from the six cylinder engine emerged under the driver's door, and it had a particularly penetrating sound.

The Aston Martin company was founded in 1913 by Lionel Martin and Robert Bamford. They produced their first car in March 1915 but production could not start because of the outbreak of World War I. After the war the company was refounded and a new car designed to carry the Aston-Martin name. Bamford left in 1920 and the company was revitalised with funding from Count Louis Zborowski. In

1922, Bamford & Martin produced cars to compete in the French Grand Prix, and the cars set world speed and endurance records at Brooklands. Three works team cars with 16 valve twin cam engines were built for racing and record breaking: Approximately 55 cars were built for sale in two

configurations, long chassis and short chassis. The company went bankrupt in 1924 and went through a series of unsuccessful ownerships until 1947 when it was acquired by David Brown Limited, David Brown also acquired Lagonda, the two companies then shared resources and workshops. The Lagonda purchase included the W.O. Bentley designed 2.6 litre six cylinder engine.

In 1950, the company announced the DB2 which was powered by the 125 hp Lagonda engine, and this car was soon racing. Locally David Birchall owns one of these beautiful cars.

This was followed in 1953 by the DB2/4 which was a hatchback version of the DB2 with more room behind the front seats. Then came two more variations; DB2/4 Mk II in 1955, and the DB Mark III in 1957 which had a three litre version of the six cylinder engine. All the cars

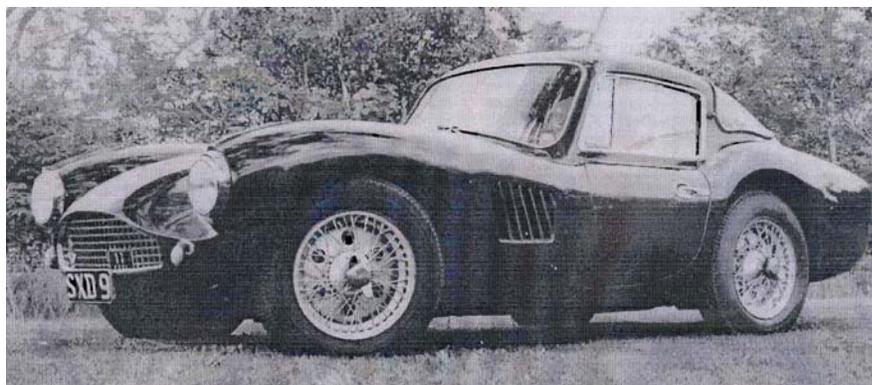


Robin Fairservice photo

established a good racing pedigree for the firm, and then in 1958 the Italian-styled 3.7 litre DB4 was the key to establishing the company's reputation. The car's reputation was later cemented by the famous DB5 in 1963. The company has continued to operate and produce fine touring cars in the grand manner, even though there have been more changes of ownership.

The DB3 open sports car was introduced in 1951 with the 2.6 litre Lagonda straight six engine from the DB2 Vantage. In June 1952, a larger 2.9 litre engine, producing 163 hp was introduced. The car was placed 2nd, 3rd, and 4th at Silverstone May 1952 that year behind a Jaguar C-Type. The cars were forced out of Le Mans, but did win the 9-hour race at Goodwood. Ten of these were produced, but were not very attractive with a rather slab sided body.

In the Winter of 1952-3, the decision was made to develop a replacement for



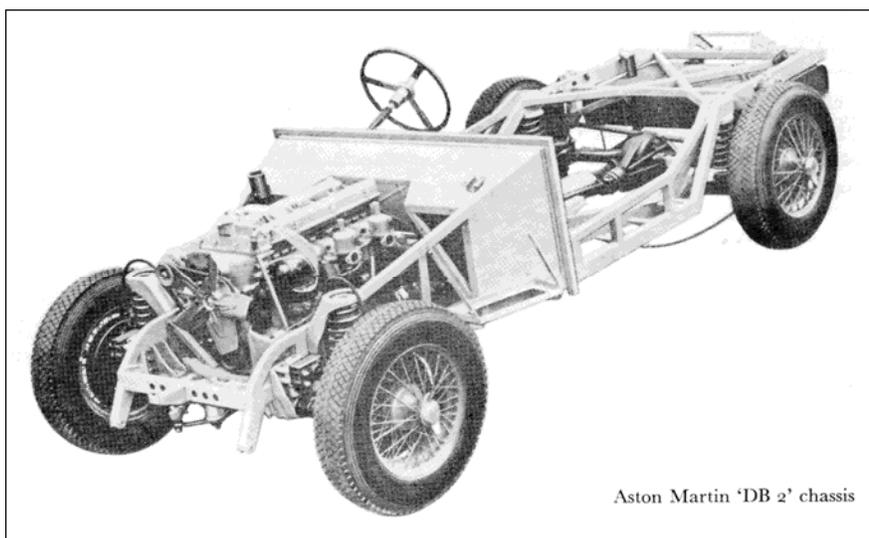
**The DB3S coupe**

the heavy and underpowered DB3. The 'Willie' Watson designed DB3S brought more power from the 2.9 litre straight six engine (initially 182bhp in the works cars, but eventually up to 240bhp) with less weight (down by 75Kg). The car was then clothed in a fabulous Frank Freely designed body. The DB3S introduced many welcomed changes over the DB3. Most importantly, the Salisbury hypoid-bevel final drive was replaced with a David Brown spiral-bevel version. It was the hypoid spiral drive failures which retired two DB3s at the 1952

Le Mans. Other changes included a new body, chassis and rear suspension geometry.

There were three distinct body styles of the DB3S, the first of has a large 'egg crate' style grille. The second body style is well illustrated by the production cars, which feature a more DB Mark 3 like grille and is sometimes referred to as the 'gothic arch' style body. And the third style which featured a new oval nose with faired in headlamps and the fitting of front disc brakes.

DB3Ss helped Aston Martin establish many international victories. During its debut at Charterhall, a DB3S driven by Reg Parnell beat out an Ecurie Ecosse Jaguar C-Type for an overall victory. Shortly after, three DB3Ss raced at Le Mans with little success. This was the only race which Aston Martin lost in 1953. During the Tourist Trophy, Goodwood Nine Hours and British Empire Trophy, Aston Martin took overall victories against British competition. With some newly found victories, Aston Martin looked to secure more international success.



Aston Martin 'DB 2' chassis

**Aston Martin DB2 Chassis**



Robin Fairservice collection

**Aston Martin DBR3S**

In 1954, the DB3S didn't take overall victory at Le Mans, Sebring or the Mille Miglia. For Silverstone, two coupe versions were made up with twin-spark engines developing 225 horsepower. One of the Le Mans cars was fitted with a supercharger for the first time. This helped the car develop 240 horsepower at 6000 rpm. Despite the developments, a 4.9 litre Ferrari took the victory at Le Mans.

Aston Martin offered the DB3S for sale to wealthy enthusiasts for both fast road use and also of course for the race track. Introduced for sale at the 1954 London Motor Show, the slippery Frank Freely styled DB3S was extremely expensive at £3684 inclusive of UK taxes; the fixed head coupe was an astronomical £4800.

In 1955, Aston Martin benefitted from a 3-litre sports cars limitation on engine capacity. This year Aston Martin gave up on the DB3S coupes which had raced and crashed at Le Mans in 1954. These designs were very unstable at high speeds. Both coupes were re-bodied as open cars for the 1955 season. Victory was seen at Silverstone with a

second place at Le Mans. This was the best Le Mans result Aston Martin achieved up to 1955.

Sir Stirling Moss commented that the Aston Martin DB 3S always handled nicely, and felt small and easy to drive, but their engines were very picky about rev limits and the rev band always seemed restricted, but one got used to it. It was always a forgiving car which one could throw around, but it was too prone to lifting it's inside rear wheel under really hard cornering, which would permit it to spin, and sometimes one, had to lift off.

1956 was a non-eventful year for Aston Martin, although a second place was achieved by Moss and Collins at Le Mans. It was also this year that Aston Martin started to focus on an all-new car that would see most success the firm had ever achieved. This car was the DBR1 which replaced the DB3S in 1957. From 1953 to 1957 around 30 DB3Ss were produced. Eleven of these were built as factory works cars.

In April 1966 "Road & Track" published a road test of a DB 3S coupe; probably chassis number DB3S/113, which had been sold new to the USA. They found that it was a very well behaved road, as well track, car. It could be driven through New York traffic without any problems.

**ASTON MARTIN DB3S**

List price, approx.....	\$10,000	Top speed, mph.....	129
Engine make.....	David Brown	Frame type.....	twin tube
No. cyl & type.....	6-cyl, in-line, dohc	Front suspension: independent w/torsion bars and trailing links.	
Bore x stroke, mm.....	83x90	Rear suspension: deDion, transverse torsion bars and trailing links.	
Displacement, cc.....	2922	Curb weight, lb.....	2250
Bhp @ rpm.....	210 @ 6000	Wheelbase, in.....	87.0
Carburetion.....	3-1x2 Weber	Track, front/rear.....	49.0
Clutch.....	9-in., single plate, dry	Overall length.....	156.5
Transmission.....	David Brown 4-spd	Width.....	59.0
Synchromesh.....	on all 4	Height.....	49.0
Final drive ratio.....	3.73:1	Frontal area, sq ft.....	16.0
Optional ratios.....	as required	Fuel tank capacity, U.S. gal.....	35
Brake type.....	Alfin drums	Fuel consumption, mpg.....	10-14
Tire size.....	6.00-16		
Steering type.....	worm & roller		

**Road & Track data panel for the DB3S**

## Mike Tate's 'Tate á Tate'

**UBIQUITOUS! There is nothing at all minor about the Mini!**



Mike Tate collection

**Mini Cooper S corners in burning rubber style at Olton Park in 1965**

It was for many of us the first real new car we owned, fooled around with, entered for rallies, modified, raced, went to dances and parties in and just plain loved. My 1275 Austin Mini Cooper S ~JFT 5~, was and still is, a punctuation mark in my life that will never be forgotten. British registration number JFT 5 (1070 cc) was followed by KFT 111 (1275cc) and between them I got my first regular taste of competition

and my first two outright wins (The Mitford Rally and the Wallsend Sprint) both in 1964. How could one ever forget moments like that? Those annual events may not mean anything to anyone outside Northumberland in the U.K. but to me they meant a lot. It was a great feeling to receive a cup for one's efforts. Pride and an inner joie de vivre were only part of the afterglow. The feeling of beating rivals on an

even automotive playing field has to be experienced to be understood . . . I owe all of that experience to my Mini Cooper. The real lesson came as more and more enthusiasts got them and the competition became harder and harder, but then that's a good lesson in humility too! One has to get better or others better you and that happened often! It was also amazing that one could just add some spotlights and a

sump guard and go rallying too! Yes, there is nothing minor about the Mini for me.

When I went to Australia for a few years in the late sixties and early seventies, I got another Mini Cooper and had local Sydney top Mini Cooper ace and mechanic extraordinaire John Leffler make me an over-square 1310 engine for it! I had a lot of fun with that beast too! These days I get my Mini jollies by just watching Andy and Rachel Nelson (unfortunately both now in Toronto) or the likes of Geoff Tupholme, Mike Owen and Neil Tregear take on the larger saloons in the British Columbia Historic Motor Races and give them a run for their money; somehow seeing them reminds me of

just how much fun we had not only owning them but being little Davids taking on the large engined Goliaths!

The 1969 Paramount Pictures movie *The Italian Job* starring Michael Caine as the delightfully cocky crook Charlie Croker turned Minis into film stars too! How wonderfully they escaped with the stolen goods through the traffic snarl of that most famous of Italian cities . . . over roof tops, down stairs, through river beds and storm drains and eventually up the Autostrada to safety. Eventually they were everywhere on the roads, on the tracks, at the motor cross events and in the rallies too. George Harrison, super model Twiggy, Peter Sellers and

other stars and luminaries bought them and raised their off-track social status and then they became ubiquitous . . . and by the way Enzo Ferrari owned four of them.

So much for the personal facts and feelings about the beloved Mini but what about the marque itself?

The Mini, especially in its basic 850cc form, was in some ways the British equivalent to the Volkswagen Beetle. In 1999, the Mini was voted the second most influential car of the 20th Century, behind the Model T Ford now that's high praise and lofty company. The distinctive two-door Mini was designed for the British Motor Corporation by Alec Issigonis, who was later to be knighted



Mike Tate collection



Mike Tate collection

#### My Mini KFT 111 on the starting grid at Croft—1960s

by the Queen probably for his export efforts as this piece of British genius was eventually manufactured and sold all over the globe. Initially it was manufactured at the Longbridge and Cowley plants in England, then at the British Motor Corporation factory in Sydney, Australia, and later also in Spain, Belgium, Chile, Italy (where it was known, like all Italian BMC products as an Innocenti), Portugal, South Africa, Uruguay, Venezuela and eventually Yugoslavia.

The Mini Mark I had three major UK updates: the Mark II, the Clubman and the Mark III. Within these updates a series of interesting variations were created including an estate car, a pick-up truck, a van and the bizarre beach buggy type Mini Moke and the double engined Twini Minis.

The Mini Cooper and Cooper S were the sportier

versions that were successful as race and rally cars, winning the Monte Carlo Rally an amazing four times from 1964 through to 1967.

**Mais Alors!** In 1966, the Mini was disqualified, after the finish, along with six other British entrants, which included the first four cars to finish, under a questionable FIA ruling applied by the event organisers the Automobile Club de Monaco, for alleged infringements of complex regulations about the way their headlights dipped. The official winner was announced as Pauli Toivonen, a Finn who lives in Paris, driving a Citroen. Come on messieurs . . . it's only a sport and yes you might have wanted a French car to win but did you have to engineer it so blatantly!

#### **Quell dommage!**

Initially Minis were marketed under the Austin and Morris names, as the

Austin Seven and Morris Mini Minor, until Mini became a marque in its own right in 1969.

But what of the giant killer at the race tracks though, the crowd pleaser, the large car teaser and its track jockeys. Well magic was created and legends born. Who could ever forget the likes of Sir John Whitmore and John Rhodes burning corner rubber at the circuits? A particularly interesting point is that many spectacular racing careers started at the wheel of a Mini; for example a certain racing driver from Austria called Nikolaus Andreas Lauda entered his first hill-climb race at the wheel of a classic Mini near the Austrian town of Linz in April 1968, immediately finishing second. Only two weeks later Lauda again confirmed his talent when scoring his first racing victory in a career which



Paul Bonner photo

### Mini action at 2011 BCHMR - Geoff Tupholme and Mike Owens leading the way

would take him on to three Formula 1 World Championships. Just like Niki Lauda, Formula 1 Champions Graham Hill, Jackie Stewart, John Surtees, Jochen Rindt, and James Hunt all gained their first racing experience in a classic Mini.

Well there you have it some of the facts and memories of the ubiquitous and much loved Mini as much a part of the sixties as rock 'n

roll, peace baby, Shagging around! Mop top hair cuts, Carnaby Street fashion, free love,

***Psychedelic art  
and all that good  
stuff!***

***'My Mini . . . Oh  
Yea baby yea!  
Just groovy!'***



# First Ever VRCBC Art Sale

As most of you are well aware, our talented and very supportive artist Billy R. created a very special 'portrait' of the Sadler Formula Junior that we featured, along with its creator Bill Sadler, at this year's BCHMR. This unique work was created to portray Bill Sadler driving the race car in the genre of the day . . . old style helmet, no roll bar etc. It was very well received by Bill Sadler and Billy R. has produced just 25 limited edition numbered prints signed by the artist, of which 22 are available for sale.

The cost of these once only prints ~ all personally printed by Billy R. on special art stock ~ is \$100.00 The first two sold will also be signed by Bill Sadler as he left some for this very purpose!

Buy one and support Billy R. who constantly supports us and our annual motor racing event.

To order a copy call Billy on 604-842-3646 or send him an email at [billyr\\_d@telus.net](mailto:billyr_d@telus.net)



Brian Pratt photo

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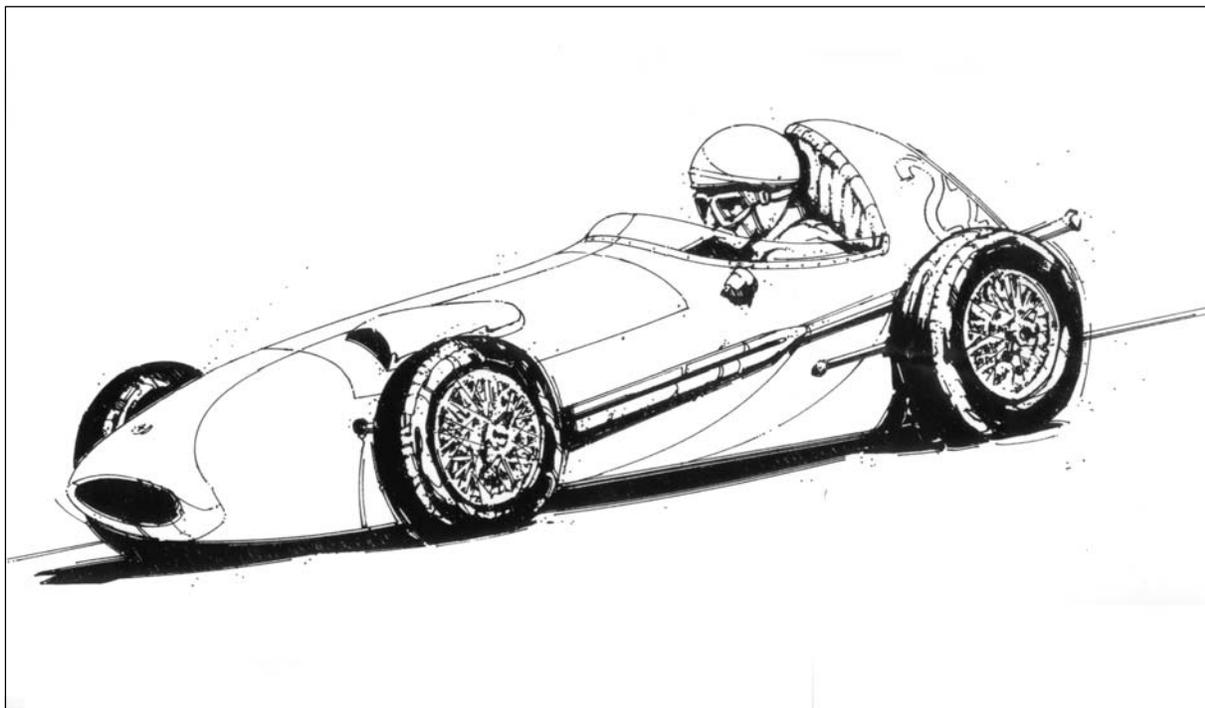
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## Our Man Carruthers from New Zealand



**Tony with his BMW at Taupo**

This winter I was lucky enough to spend two months in car crazy New Zealand. With a North and South Island population less than the population of Greater Vancouver, the two islands boast a total of seven International class racing circuits. The North Island has four tracks: Lake Taupo, Manfield, Puekekehoe and Hampton Downs, plus a street circuit for the Australian V8 Supercars at Hamilton, the north Island's second largest city. All this on an island not much larger than Vancouver Island. The smaller south island boasts a further three tracks: Christchurch, Timaru and Teratonga.

My godson Tony is a top four driver in the Castrol sponsored BMW E class sedan series. He had

arranged practise day drives for me at Taupo and Hampton Downs. Taupo was an eye opener, a three year old 3.7km track built for the now defunct A1 GP series. It has 17 turns with very few elevation changes, but built to flow. For my first session I was let loose with an unbelievable 72 other BMWs. It was like the Battle of Britain all over again, kinda scary, with no idea where the track went. The rest of the five 20 minute sessions the group was split in half. What a bang for the buck. Never having even driven a BMW before, I was told that if I got under two minutes I would be doing OK. I managed a 1.59.2 in the third session, but was really sucking wind by the end of the day. However, I did have a huge smile on my face.

Hampton Downs is a brand new state of the art facility, with eighty luxury condos overlooking the main straight. It is situated just off the main island motorway, midway between Auckland and Hamilton, the North Island's two largest cities. The condos were built and sold before the track was laid. There is already a business park, and work is underway to build some larger condos opposite the most exciting blind apex turn on the track. The track itself is a cross between Brands Hatch and Mosport with incredible elevation changes, and blind apexes. A track to die for. This time I managed four 20 minute sessions in a different BMW, a blast !!

Motorsport New Zealand runs two racing series: a tier one National series with championships for Formula Toyota, Formula Ford, V8 Supercars, V8 Sport Utes, Porsche GT3 cup, and a Suzuku Swift series (similar to our old Honda series ). The second or tier two series is for Castrol BMWs, open class BMWs, Formula Ford, GT and sports racers, and a four race three hour endurance series. Entries are twenty to thirty per class.

This year the Formula Toyota series attracted young drivers from New Zealand, Australia, the UK and eastern European countries; a winter series very similar to the old Tasman series of the sixties and seventies. Damon Hill

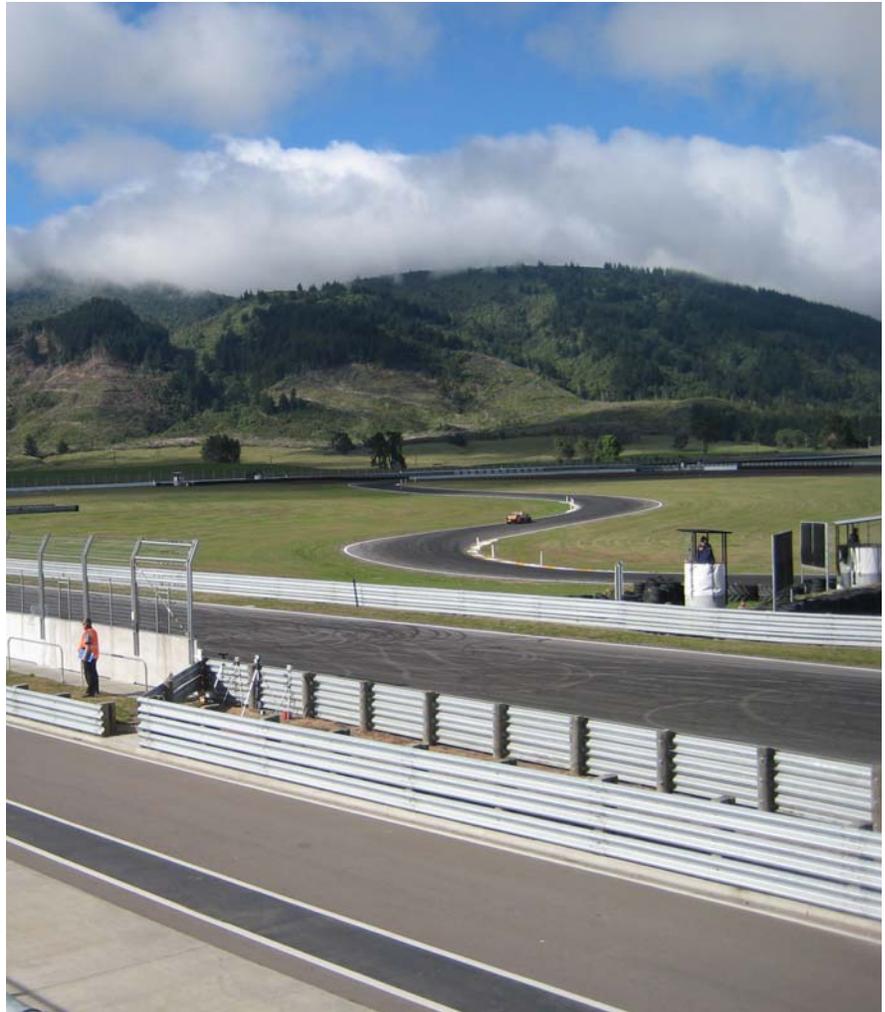
Tony Carruthers collection

was there helping son Josh, and was just strolling around undisturbed. The series was won by sixteen year old New Zealander Mitch Evans, who is managed by Mark Webber. Mitch recently won his first GP3 race, supporting the Turkish GP.

Historic racing is also huge with an International series in January attracting cars from the UK, United States, Europe and Australia. I would love to get a container load of cars together to go over for the Denny Hulme Memorial series in 2013.

It is not surprising that New Zealand has produced more than its share of world class drivers. Bruce McLaren, Denny Hulme, Chris Amon, Howden Ganley and more recently Scott Dixon, and a host of young drivers making their mark on the world scene. New Zealand is truly Motor Racing heaven.

Continued on page 18



Taupo Circuit

Tony Carruthers photo



Tony lounging on his condo balcony overlooking Hampton Downs

Tony Carruthers collection



Tony Carruthers photo

Above: Mitch Evan's Toyota Series Set Up

Below: Suzuki Series Cars



Tony Carruthers photo



Tom Johnston

**Merde Alors!!**

## Who the Heck is Wild Bill Turner?

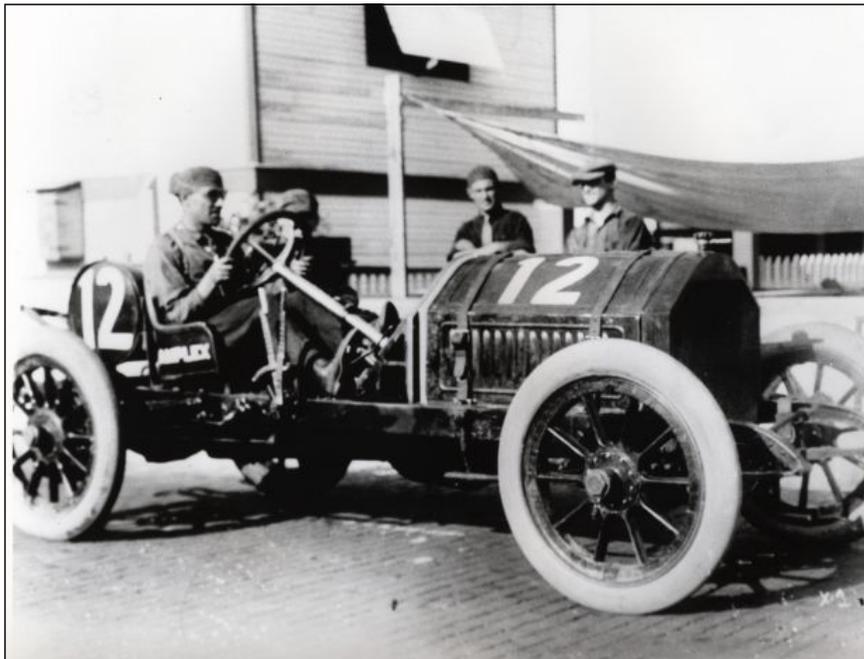
A couple of months ago I wrote about Pete Henderson who I described as being the first Canadian to race in the Indianapolis 500. I went on to explain that for many years Canadian motor sport fans believed the first was Victoria's Billy Foster in 1966 but it was shown that Henderson did it in 1916 and probably a few others in between.

Well guess what? Recent investigation shows that in the very first ever Indy 500, 1911, the eighth place finisher, a driver with the colourful name of Wild Bill Turner was born, grew up and married in Toronto. Does that mean he was a Canadian?

There has been considerable discussion about this guy on the Internet motor sport history forum TNF. Most references show him to be an American from Buffalo, NY, not too far from Toronto but recently his granddaughter posted the following:

From Grand daughter  
Lesley Cluff  
TNF 2 January 11, 2011

*"I am the great granddaughter of William 'Wild Bill' Henry Turner who took 8th position at the first Indy 500. Been looking for details on gramps for some time! Was thrilled to see that not only did a search turn up his name, but someone actually specifically was asking for info on him! Will was born in Toronto, Ontario (not Buffalo) in 1877. Twenty-one years later he married Lily*



**Wild Bill Turner in his Amplex Racing car**

*Jefferys, sister of a famous Canadian painter who had originally immigrated to the US, then the family came north - William Charles Jefferys. William and Lily had a daughter, Evelyn, my grandmother, then a couple years later a son, then a couple years later a second daughter. At some point, possibly around 1901, William was working and temporarily living in New York state, building cars. Could have been Ford, but I doubt it. There seems to have been several auto manufacturers in the state even near Detroit and Buffalo at that time. Sometime after 1906, he seems to have married the auto industry, and stopped coming back home to his wife and kids in Toronto. His wife listed him in the 1911 Canadian census as if he was living with her, and stated his occupation as chauffeur. This was a few days after the Indy 500 he drove in. He was obviously not in Toronto. There are family rumours about*

*him, but someone kept in touch with him I am sure. He seems to disappear after 1911. I can't find him anywhere and seems no one else can either But, I think he just laid low. His son Harry was watching a film or the newsreel with a film, when he was sure he recognized his father in an auto racing scene. This likely was about 1918 to 1920. Story is that young Harry took off for California to find his father. Never did. Don't know if it was a film that centered around auto racing that he saw or was a news story on the newsreel that was always shown before the movie! The story that belies the family assertion that he disappeared, is that there is a story about how he died. About 1943, a car lost control, was headed toward two women who did not see it coming. William ran out to save the women, which he did successfully, but he was hit himself and died of his injuries. What he did in the 30 years*

between that first Indy 500, and few other races that year, and 1943 when there is in fact a California death registration for a non-American- country is left blank - is unknown. A census search failed to show up a likely candidate. The two who did jump out, after further investigation turned out to not be our William.

Any family here who might have known the family secrets, is now long gone, with those secrets - except what I found online..... William's wife did remarry, finally, after years of enjoying the rest and board money of a gentleman boarder whom the children called Uncle William. Yes, another William and this one was a first cousin of the first one! But Lily knew her first husband was long gone and not coming back, even if likely still alive when she married William the second.

So Will Turner was not well liked by the next generation and one family genealogist refuses to even research him. But hey, we share blood, so I am eager to learn as much as I can find about him! Did my poor offering help fill in some blanks of interest?"

**So what is a Canadian anyway?**

The Canadian Motorsport Hall of Fame has had to wrestle with this question since it opened for business in 1993. Canada being a nation built on immigration has a great many people who were born somewhere else. Prior to 1947 there was no such thing as Canadian citizenship, we were all categorized as British Subjects. Racing drivers like many others who choose careers in show business or sport, often leave their home country to advance their careers. After a great deal of debate and agonizing, the Hall finally decided that if the person held himself out as a Canadian, that was good enough for them.

However, there was a well known driver in Britain who held himself out as a Canadian but wasn't—Alvin "Spike" Rhiando, but then that is a story for another Vantage issue



**Spike Rhiando 1938**



**1911 First Indy 500**

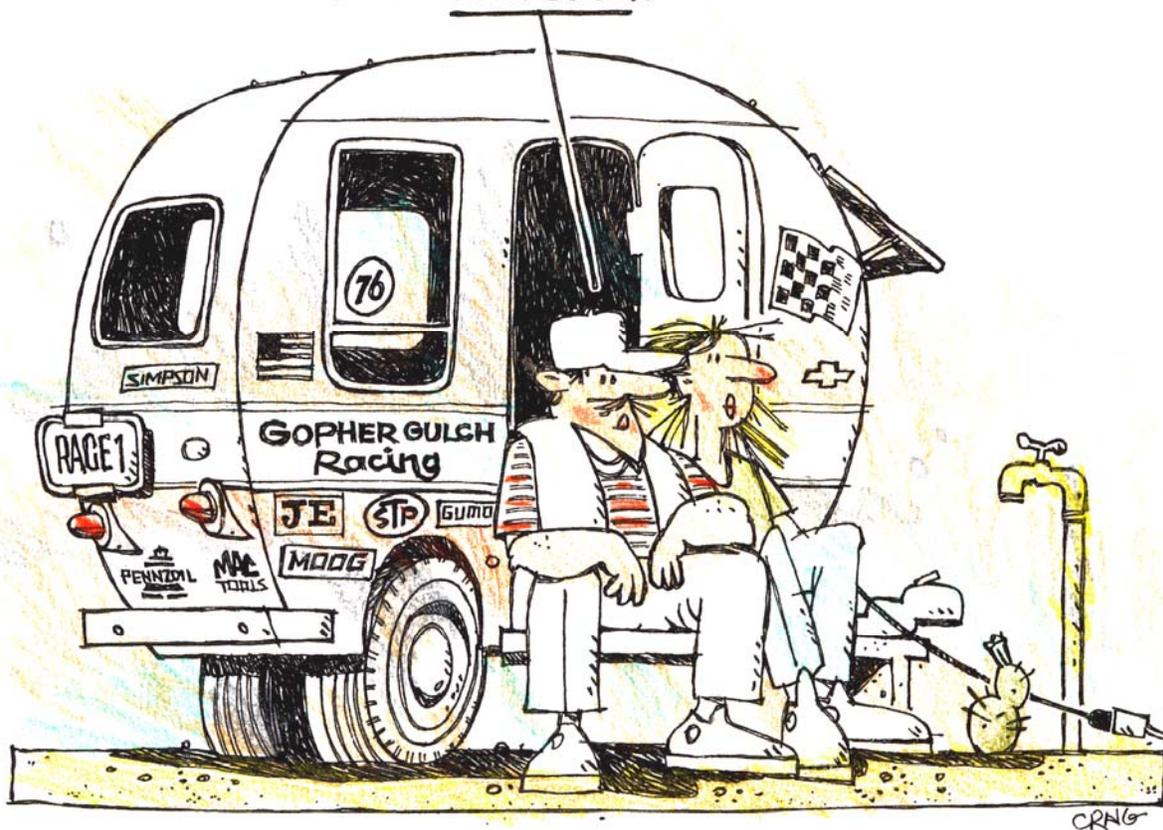
The *Indianapolis Star* had this to say about Turner on the eve of the big race 1911 race.

*Wild Bill Turner was born in Buffalo, N. Y., age 34, weight 160.*

*W. H. Turner, or better known as Wild Bill Turner, began his automobile career in 1900 as head tester for an automobile concern. Since then he has driven various makes of cars in this country as well as abroad. His actual racing experience began in Chicago in 1907, at which time he won one of the first twenty-four-hour races run in this country. He got a perfect score in the Glidden Tour in 1907 and 1908. He was runner up in the Fairmount Park race in 1909. In 1910 he won a special fifty-mile match race, driving fifty miles in forty-six minutes, which is considered a record on a mile track, after which Turner went abroad and purchased a Voissin [sic!] aeroplane. However, the aeroplane was never unloaded in this country on account of the injunction gotten out by the Wright brothers. Turner again tackled the racing game by driving the Amplex in the Panama-Pacific race last February."*

# Craig Ainscough

5 Years ago I promised you an exciting & nomadic life on the race circuit... and I've delivered.



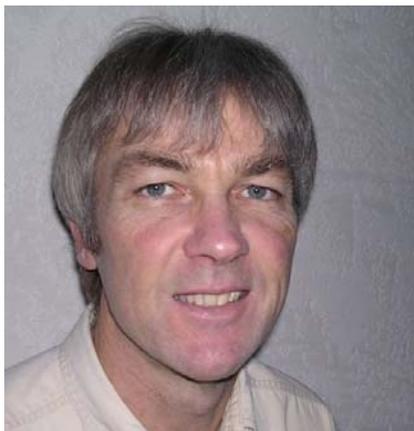


**Kay Petre Born in Canada  
Raced in UK and Europe**

**Tom's Photo  
Page**  
**Famous Canadian  
Racing Drivers from  
Away or who went  
Away**  
**There are plenty  
more**



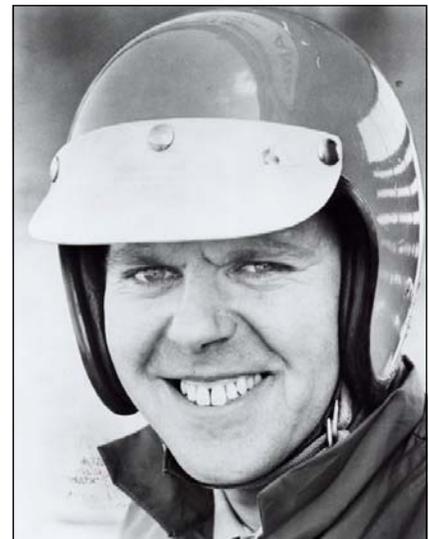
**Gary Beck  
Born in the US  
Raced out of Edmonton**



**Kees Nierop born in Holland  
raced all over the world**



**Alan Moffatt  
born in Saskatoon  
Australian Champion**



**Eppie Wietzes born in  
Holland - Canadian Champion**



**Bob McLean from Australia  
Became Canadian champion**



**John Cannon  
Born in England raced all  
over the world**



**Frank Allers  
Born in Germany  
Canadian Champion**

## 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.



Paul Bonner got this one. It is your editor standing beside his Lola Mk1 at the Prairie racing circuit Davidson. Paul wins a book.

**Photo Contest** Yes we all know it is a carburetor but what brand? This is a tough one.

## VRCBC Club Officials and contact details for the rest of 2010

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