



# VANTAGE

Winter 2007-2008

## President's Message



VRCBC President Evan Williams then (Westwood 1973) and now (Mission 2007)

### Year End Message - 2007

What a wonderful year of vintage racing and socializing we have had. I would very much like to thank our hard working executive and the other non-executive members who put in so much effort to make our club shine. I have had so many plaudits for the club this year from other organizations and individuals and, while most of them centered upon the HMR or the Gala Night, others were more general in nature. All of this leads me to believe we are

on the right track, 'scuse the pun, because this year we have added lots of new members and lots of new race cars to our grids. Amongst the new ones we have Mini mania going on hotly pursued by various Datsuns, Harry Potter's Anglia and a lovely yellow Alfa. Our five race season at Mission making up the REVS series has had larger grids and as many as 22 drivers have challenged for the IWE/REO Cup, ably won for the second time by Austin Healey stalwart, Ivan Lessner, congratulations Ivan and congratulations to all the other combatants who were presented with their Class awards at the marvelous Gala night so ably presented by Bob Smith and his team. Loved that vintage music! So enjoy the winter off season and I will see you all in the spring, all serviced and ready to race. Happy Christmas to everyone

Evan



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### Inside: Mike Tate Down Under



VRCBC HMR T shirt available from  
[www.vrcbc.ca](http://www.vrcbc.ca)



Comstock King Cobra 1965



Minis at Westwood

## VRCBC Annual Gala and Awards Ceremony

The Vintage Racing Club of British Columbia annual Gala Banquet was a grand affair at a new location.

The organizing committee of Rachel Nelson and Bob and Liz Smith with guidance from Leigh Anderson selected the Town & Country Inn on highway 99 just south of the Deas Tunnel. There was a great turnout of eighty revellers despite slightly challenging weather conditions.

Jim and Freddie Latham were there to welcome and check everyone in. The Master of Ceremonies was Ian Wood standing in for Mike Tate who representing the club at vintage racing activities in Australia (see report in this issue of Vantage).

Guests included Dick and Judy Buckingham as well as president Ken Bottini and his wife Rosalie representing SOVREN from Seattle. Ken thanked VRCBC for inviting and including SOVREN members in their events and returned the banquet invitation by inviting the VRCBC

executive to their annual banquet in Seattle in January.

The awards presentation went smoothly and there were many donated prizes given out over the evening thanks the generosity of the likes of Tom Johnston, Lawrence Green, and Hugh Archer.

All 2007 race entrants received a commemorative beer glass.

The band was the responsibility of Bob Smith as a result of his comments about the music at past events. He came up with a charming group of rather senior musicians who kept the volume down and the dancers up leaving the chatters to chat and actually be heard.

The party wound up at about 11pm and all had a fun evening by all accounts.

### The worthy recipients of major awards were:

The John Riddington award for services to the club:

Rachel Nelson

The Pegasus Award for the best prepared race car:

Marc Ashbrook and his "Harry Potter" Anglia

Driver of the year: Andy Nelson

The Dave Robertson Fellowship Award:

Jim Latham

The Spirit of Mission award:

Dave Williams for his management of the HMR paddock over the years

The Spirit of Seattle award:

Ken Bottini & SOVREN for their support of HMR

The Spirit of Portland award:

Ian Wood for his never say die attitude in getting a sick car to the grid.

Below: President Evan Williams and all of the award winners (Gerry Frechette photo)





## Stanley Park Grand Prix

Most Vancouver motor sport fans will remember, years ago, seeing Stanley Park Grand Prix bumper stickers. Most think of the Stanley Park GP as an urban legend, a fable or a joke. In fact there were at least three (or more) serious efforts at implementing some kind of organised racing in the park.

The most recent attempt, which was in the late 1990s, involved the Vintage Racing Club of British Columbia (VRCBC) and might have been more of a parade of vintage cars than an out and out race track. This event was to be based upon the very successful Pittsburgh Schenley Park Vintage Grand Prix in the US. VRCBC had been on the lookout for somewhere to run their annual historic weekend since the closure of Westwood. The group were unable to gain permission to run it in Stanley Park.

Tony Morris, a long time BC racer and motorsport official, recently told me the remarkable story of the Canadian Grand Prix. In 1978 a group of Canadian motor

sport officials and sponsors were seeking a new site for the Canadian Grand Prix that had been run at Mosport near Toronto and at Le Circuit Mont-Tremblant (north of Montreal) since 1967. The roads in Stanley Park looked to offer a perfect setting. The Mayor of the day, Art Phillips, was seemingly interested and the project looked likely to proceed. Then disaster struck: A well-known young playboy and heir to a major Vancouver retail chain was killed one night when he crashed his Ferrari while driving (probably quite quickly) through Stanley Park. This effectively finished the project. I discussed this story with George Chapman, who was on the Board of CASC that year. George confirmed the story, and said that he recalled the plan. There were other attempts for alternative GP venues, including a major street circuit in Montreal. Ultimately, the present permanent home was built in Montreal, Le Circuit Gilles-Villeneuve, on an island in the St. Lawrence River.

The earliest plan to use Stanley Park for race events was reported in the November 20, 1954 issue of the *Vancouver Sun*:

The sports car club is hopeful of overcoming what they think is unfair prejudice towards their plan of using Stanley Park for a race route.

Golden Gate Park in San Francisco has been used for racing by the Sports Car Club off Southern California with the full blessing of the City Council and the Park Board. The SCC of B.C. hopes that they can make similar arrangements here.

"The course is a natural," says President Rattenbury. "We have made a thorough study of the situation and the layout of park and have mapped out a tentative road plan 2.1 miles long around Brockton Point which would not interfere with the usual traffic on the rest of the park."

Crowd control, says the club president, would be the main point of safety measures. Ample guards at all vantage points would prevent any crowding.

"We estimate that we would be able to draw 20,000 spectators on a good summer week-end – which would net \$10,000 for a charitable organization" says Rattenbury

Like the other two plans, this one never did come to fruition. Optimistically, the SCCBC included the Stanley Park Race on their annual schedule for 1954 as a tentative event on July 17 or 18.

The above is an excerpt from the editor's recent book:  
***Sports Car Road Racing in Western Canada***



Prospect point lighthouse



Proposed SCCBC 2.1 mile circuit



Prospect Point today



A piece of the proposed circuit



Prospect Point

## REVS Series Winds Up



POSN.	NAME	CLUB	RACE CAR DETAILS				RACE GROUP	RACE NO	BONUS PTS CLAIMED	EVENT POINTS EARNED (Excludes Bonus Points)					TOTAL POINTS
			YEAR	MAKE	MODEL	COLOR				April 29	June 04	Aug 4/5	Aug 19	Oct 07	
1	Lessner, Ivan	VRCBC	1958	Austin Healey	BN6	Blue	1	106	40	181	186	236	175	162	1140
2	Ashbrook, Marc	VRCBC	1962	Ford	Anglia	Blue/White	1	26	30	0	142	177	167	149	755
3	Valkenburg, Peter	VRCBC	1961	Volvo	PV544	Black	1	54	40	186	156	0	0	155	617
4	Zbarsky, Mike	VRCBC	1960	MG	MGA	Black	1	35	40	0	172	230	0	0	482
5	Williams, Evan	VRCBC	1962/1969	TVR / Ferrari	Gmtra/Dino	Blue/Yellow	2	64/246	40	61	174	159	173	163	930
6	Nelson, Rachel	VRCBC	1965	Mini	Cooper	White/Black	2	68	40	177	119	264	0	133	853
7	Nelson, Andy	VRCBC	1965	Mini	Cooper	Red/White	2	921	30	104	191	269	0	165	849
8	Owen, Mike	VRCBC	1967	Mini	850	White	2	850	0	167	172	180	120	162	801
9	Nordine, Solomon	VRCBC	1969	Datsun	510	Silver	2	14	40	0	0	204	155	151	630
10	Gibbons, Glen	VRCBC	1969	Alfa Romeo	GT	Yellow	2	37	40	0	145	257	0	101	623
11	Cahill, Ed	VRCBC	1969	Porsche	914/6	Black	2	74	20	0	187	291	0	0	518
12	Latham, Jim	VRCBC	1968	Volvo	122S	Red	2	120	40	164	186	0	0	0	430
13	Winbigler, Myles	VRCBC	1969	Lotus	7 America	Green/Yellow	2	81	40	0	124	224	0	0	428
14	McCoy, John	VRCBC	1969	Ford	Escort TC	Orange	2	444	40	38	0	230	0	0	348
15	Campbell, Greg	VRCBC	1964	Porsche	356C	Silver/Bik	2	141	35	195	0	0	0	0	230
16	Flescher, Roger	VRCBC	1967	Sunbeam	Tiger	Black	3	69	20	71	183	293	171	149	967
17	Pichler, Gunter	VRCBC	1964	Jaguar	E-Type	Blue	3	38	20	193	191	60	187	0	711
18	Winterlik, Frank	VRCBC	1958/68	Porsche	356/911	Grrn/Blue	3	50	40	0	0	255	0	103	438
19	Chrynoransky, Frank	VRCBC	1965	Porsche	911	Silver/Blue	3	77	40	116	0	0	0	0	156
20	Benson, Don	VRCBC	1968	Porsche	911E	Burgandy	3	173	40	103	0	0	0	0	143
21	Green, Lawrence	VRCBC	1968	Kelly	FV	White/Blue	4	43	40	156	172	0	0	144	592
22	Pickstone, Tim	VRCBC	1969	Crossle	FF	Blue	4	57	40	195	0	298	0	0	573
23	Winbigler, Retta	VRCBC	1964	Beach	FV	Red/Yellow	4	18	40	0	177	232	0	0	489



REVS Winner Ivan Lessner and his Austen Healey (Gerry Frechette photos)



## Abbotsford Swan Song

Abbotsford Airport was the home to most of Greater Vancouver's Motorsport events in the 1950s. Built as a training facility for WWII aircrew, it was administered by the RCAF after the war was over but was only in partial use. The authorities allowed clubs to stage events on the north east runway and some taxiways. Many automobile and motorcycle drag and road race events ran from as early as 1949 until 1958 when the military turned the facility over to the Department of Transport to Vancouver's second major civilian airport.

When the Sports Car Club of BC was informed that racing was no longer to be permitted, they staged one last event that they billed as the **"Swan Song"** to be run on Sunday March 30, 1958, the very last day before the transfer of control of the airport.

Of course the closing of Abbotsford led to the SCCBC to build the legendary Westwood Racing

### Race Results

#### Race #1

1	408	T.A. Rees	AH 100
2	74	A. T. Doyen	MGA
3	66	John Nissen	AH 100

#### Race #2

1	543	G. Stangl	300SL
2	251	J.H. Parsons	AC Bristol
3	3	Dr. D. Jones	Corvette

#### Race #3

1	11	H.A. Cross	Lotus LM
2	129	Pat Pigott	Lotus LM
3	27	Dave Brown	Electron

#### Race #4 over 1500 cc modified

1	51	Rattenbury	Jaguar
2	50	Constabaris	AHPontiac
3	251	J.H. Parsons	AC Bristol

#### Race #5 Le Mans

1	51	Rattenbury	Jaguar
2	11	H.A. Cross	Lotus LM
3	18	Dr. Clausling	AC Bristol



Above: **Swan Song Program Cover**

In May of 2005, the night before the HMR at Mission, a gathering was held at the Abbotsford track site The **Abbotsford Retrospective**. Jim Rattenbury the winner of the Le Mans feature race at the Swan Song, the last racer ever at Abbotsford, attended some 47 years later. Rattenbury like many of the other old racers who attended had not seen the site since the **Swan Song**.



Right: **Jim Rattenbury 2005**

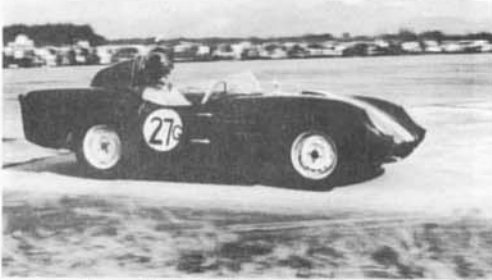
# ABBOTSFORD



Largest Entry for Abbotsford as seen by Activity in Pits



Mort Van Du Zee's Nostalgic reminder of SCCof B.C.'s early races



Dave Brown's Reworked Electron  
2 First's - G Class for Dave



Karl Stangl taking Flag for Win in Production Car Race



The Flag goes down and away they go!

# SWAN SONG



The start of the Big Car Production Race



Joan Goodrich, La Femme en Fuel



Jim Rattenbury, D. Jag. and turn 2



1500 Lotus, H.A. Cross

Cars going into the Entry Shoot in practice Session



## Mike Tate's 'Tate á Tate

### Great Racing Tradition and Spirit Lives on Down Under:

Aussies just *love* to compete it's in their spirit and vibrant nature and you couldn't get it out if you tried and indeed who would even try? They are also, like their Canadian and North American cousins', fun to be around during this activity and a wealth of knowledge about their *steeds*. What sets them apart however is their raw loveable and welcoming attitude . . . "G'day mate where are you from?" And it's all down hill from there. There are many stories to tell and a really relaxed atmosphere pervades a race meeting but the undertone, if you listen carefully, is the love of preservation and the strong desire to win or at least "give 'er a go" . . . it's infectious.

I was very privileged to represent the VRCBC and its members as an unofficial ambassador at the Australian Historic Sports and Racing Car Association 16<sup>th</sup> All Historic Race Meeting at Wakefield Park, Golburn, New South Wales; 'Celebrating the contribution of MG cars to Australian Motor Racing'. The turn out was just amazing to behold on what used to be a sheep station near this small town in the Southern Highlands of New South Wales, where just under 300 well prepared race cars and drivers did battle on a delightful early November summer's weekend.

They run a 'rolling thirty' as their eligible years for historic racing and it works *very well* and once again that fact put to bed for me the myths of just how horrible this would be for the VRCBC! Frankly the sooner we get to grips with the larger horizons of historic motor sport around the globe the sooner we stand a chance of growing the sport to larger crowds and younger folks in British Columbia who just want to run their race cars in the historic spirit . . . well that's my view and I guess it always has been to the chagrin of some I fear. They also run 'Regularity Grids' whereby those who want can run their cars at a predetermined average speed and the closest to their stated time is the winner; thus new drivers without a 'full' racing licence get a chance to savour the taste of a circuit, passing and some of the required driving skills and perhaps go on with confi-

dence to obtain their full vintage racing licence. The regularity grids were fun to watch and always varied and full.

The Aussies run 'standing starts' which is a tricky skill for drivers and officials alike and is not of our ken here in our part of the world; stalls on the starting grids have to be monitored *very carefully* and I think the 'rolling starts' are a safer proposition in historic motor sport as I witnessed several stalls with drivers, their hands held high for the immediate recognition of the yellow starting flag marshals, on the large grids. I remember standing starts in club racing in the U.K. and was always relieved when my race was under way without incident; a lot of responsibility rests with a clean drop of the flag which is a very refined art in front of panting hearts and hot throbbing motors.

The MGs at large were mostly TCs and TC specials which were truly magnificent to behold and gave well of themselves putting on a superb display of solid 'no holds barred' racing . . . the sound of 'tearing calico' that emanates from their exhausts in a manner never heard to day was just wonderful to the ear and the smell of Castrol 'R' was in the air once again, cooked corn oil and the desperate calls of tall tires clawing their way thorough the great corners of this undulating circuit was absolutely magic. Thank you all who brought your venerated MG Specials to feast our eyes with sights of yesterday.

I got to drive, on your behalf, some laps of the circuit and had an well known old Aussie racing driver of note, Johnny Miller, now in his eighties, (MG, Porsche and Lotus to name but a few of his racing commitments) as my 'shot gun' and we had tons of fun putting a yellow 1947 MG TC through its paces. 'Go on, give 'er a bit more stick' he would say in his typically delightful goading Aussie way but I was being trusted to keep to strict rev limits! In the early seventies I was the public relations officer for the MG Car Club of New South Wales and owned and raced an MG TD in this part of the world so I was able to keep out of trouble and not let the VRCBC mem-

bers down by entering the 'vegetables' as an 'off' is known here!

Whatever you do don't think that we are not known and loved for our efforts at the Mission Historics as I ran into two drivers no less that had raced with us notably John Ashby, Porsche 356 in Canada and a 911 Carrera in Australia. John just loves our Historic meeting and all the fun that goes with it. This Australian and U.S. resident was 'on the podium' for his driving excellence during the course of the weekend.

I presented our VRCBC grill badges and dash plaques to deserving racers and contributors to the event on your behalf . . . they were much appreciated. Just like cities do I think we should start 'Twinning' with other International Historic Motor Racing Clubs and get closer to the big world of historic motor racing out there . . . It could only do us a lot of good to share the knowledge and responsibilities of the bigger picture around the world . . . well it's just a thought. From what I can see Historic Motor Racing is a growing world community and we could do a lot worse that be a part of it as it grows in stature.

There is a lot more on could say about this well run HSRCA event but I do have pictures and if our President, whomsoever that may be in 2008, wished me to put on a slide show it will be my pleasure. I must confess to thinking just how much the Zbarskys would have enjoyed seeing the Aussie MGs doing their 'thing' without mercy in mind but love in their hearts.

As they say with confidence down-under . . . 'She'll be right mate.'

Mike Tate  
VRCBC Antipodean Ambassador-at-Large







MGs coming "Full Chat" down the track - Glorious!



Your Humble Ambassador  
Please note the VRCBC Regalia



A Very Quick 240Z in the Last Turn Before the Checker



Magnificent MG Specials

*All photos by Mike Tate*



Falcons Holdens Capris Chargers  
You Name It!

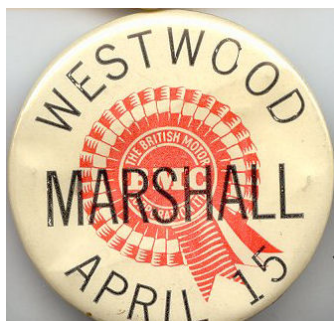


What Could be More Aussie?



It's My Turn on the Track





They couldn't spell at Westwood



British American Oil Company



Forgotten Canadian Race Car Builder



John Schuberg, Westwood star



# Tom's Photo Page



Jim Clark at Indy



Roger Ward at Westwood



Jim Rattenbury Spokane 1958



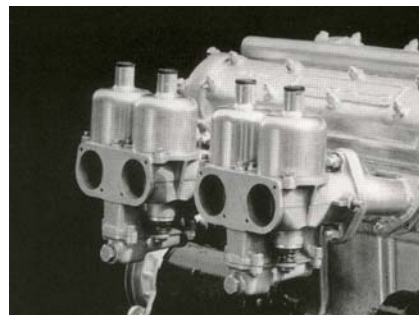
Lotus 19, 1963 Canadian Champion



Brands Hatch Circuit

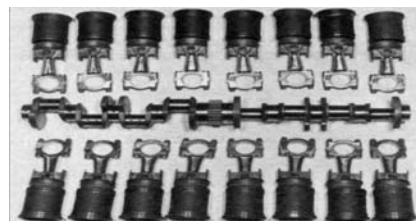
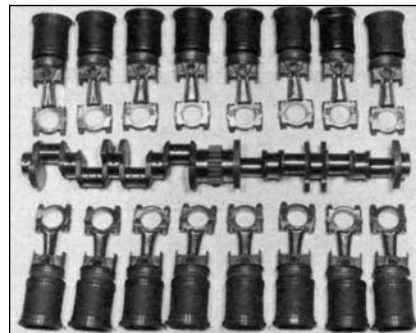
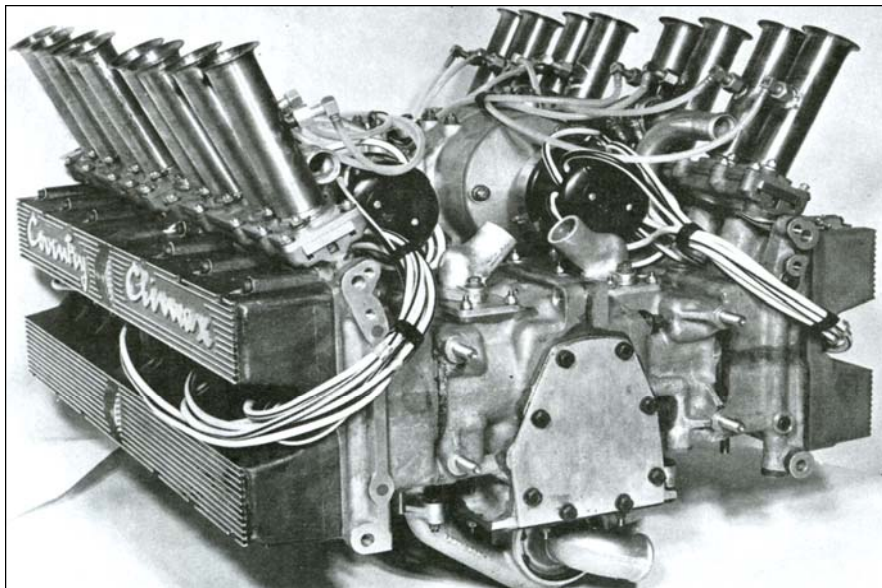


Calgary Sports Car Club 1950s





## Coventry Climax 1.5 litre FWMW Flat 16 F1 Engine



The incredibly complicated Coventry Climax H-16 never started a race

## The Story of the Gimli Glider

On the evening of Saturday July 23, 1983, on a Winnipeg Sports Car Club race weekend, Gimli Motorsport Park had an unexpected visitor. An Air

Canada Boeing 767 en route from Ottawa to Edmonton had to make a forced landing when it ran out of fuel. The crack Winnipeg club fire

crew was pressed into service to extinguish a small fire in the aircraft but there were no injuries. The race went on the next day as scheduled



Gimli Glider lands at Gimli Motorsport Park



## 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.



1963 Westwood Season Poster

### Club Officials

Position	Name	Telephone	Fax	e-mail
President	Evan Williams	604-539-9680	604-539-7234	evanwilliams@shaw.ca
Past President	Dave Williams	604-524-4108	604-273-5624	David@iat-yvr.com
Vice President	Ian Wood	604-433-4717	604-437-9392	ianwoodesq@aol.com
Race Director	Robert Barg	604-721-1794	604-942-6148	ifraser6@shaw.ca
Secretary	Jim Latham	604-853-5065	604-853-5085	lathamconsult@telus.net
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Vantage Editor	Tom Johnston	604 922 2722		tomjohnston@shaw.ca

## News

### SOVREN 2008 Schedule

Apr 18-20	Defrost Kickoff Pacific Raceways
May 17-18	Spring Sprints Pacific Raceways
Jun 14-15	Maryhill Loops Hill Climb
July 4-6	NW Historics Pacific Raceways
Jul 12-13	Portland Historics Portland International
Aug 2-3	SCCA Regional Beaverton
TBD	VRC of BC Historics

### 2008 Historic Motor Races at Mission to feature German Automobiles

The 2008 HMR tentatively scheduled for August is to feature cars of German manufactures BMW, Audi (Auto Union) Volkswagen, Mercedes Benz and Porsche and the rest.



Bummer



Some of these vintage drivers are real clowns