



VANTAGE

Winter 2010-2011

Special Gala Edition



Graham Hill in the Lotus Nineteen Mosport 1963 *(Tom Johnston photo)*



There has been quite a lot of debate in the VRCBC (and every other vintage/historic racing club) about advancing the cut off date for including cars in competition as the years go by. I think that everyone agrees that something must be done eventually or there will be no cars left to race. Let's hope we can reach a satisfactory solution.

I have written a small piece about getting your racing car across international boundaries. I have no credentials for this other than I have been doing it for nearly 50 years and so far so good. Just don't act like a jerk! I just recently found out that CACC is reviewing their policy on log books and ID plaques, good on them.

I guess by now we all know that President Jim is facing some serious medical challenges. I trust you will all join me in wishing him good luck and comfort and in thanking him for all good the work he has done on behalf of the club.



Your Editor at Work

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



Ross de St. Croix photo

In This Issue:

Geezer Central	2
GVMPs inducts three road racers	3
Your editor visits Brooklands	4
Tate A Tate	7
Robin Fairservice	11
Taking your racing car to the USA	15
Tom's photo Page	17
Photo Contest	18
About VRCBC	18



Me in my Lola Davidson 1964

Three road racers inducted by Greater Vancouver Motorsport Pioneers Society

October 17 was the date of the 2010 Greater Vancouver Motorsport Pioneers Society Induction ceremony. Among the 15 inductees were three pioneer road racing personalities all veterans of the Westwood Racing Circuit. Ben Manning, Tony Campbell and Jim McRae.



Tony Campbell



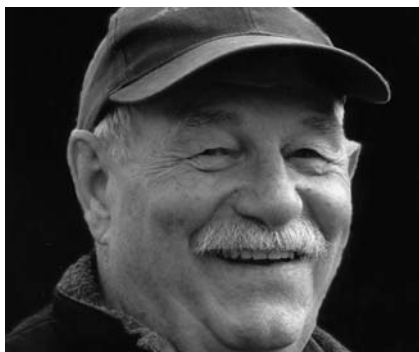
Campbell's Porsche 904



Manning and Gendebien 1960



Ben Manning 1960



Jim McRae



Jim the starter at work

What is the GVMPS?

The Greater Vancouver Motorsport Pioneers Society (GVMPS) is a group of motorsport enthusiasts from various motorsport activities whose goal it is to recognize and record the contributions of those who were pioneers of motorsport in this region.

The GVMPS is incorporated under the Societies Act of the Province of British Columbia.

Pioneers are generally considered to have contributed, or have begun their contribution, at least forty years prior to induction and to have had a strong connection to Vancouver, British Columbia and its surrounding communities. Inductees fall into one of many motorsport disciplines: *Hot Rod; (including Custom Car, Drag Racing, and Land Speed), Sports Car and Road Racing, Oval Racing, Motorcycling, Collector and Restoration* and others.

Inductees are selected in either of two categories:

Pioneers: Individuals who personally contributed greatly to the sport as competitors, drivers, team owners or in other direct roles.

Supporters: Individuals, organizations, and others who provided the necessary support for the Pioneers and the sport in general to flourish.

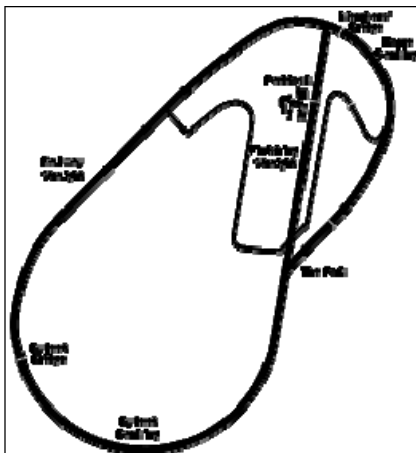


Your editor visits Brooklands

The Milwaukie Mile oval at the Wisconsin State Fairgrounds in West Alice, Wisconsin, USA takes great pride in its record as being the longest running automobile race track in North America having run an event every year (with the exception of a few war years) since 1908, even before Indy which started in 1911.

There were, of course, earlier automobile races, the first being generally believed to have been the July 22, 1894, car race from Paris to Rouen on public roads in France. But where was the first oval track race held?

The probable answer is Brooklands Racing Circuit in Weybridge Surrey, England.



OK - Daytona isn't a perfect oval either

A high banked 2.75 mile oval track, Brooklands Motor Course was built in 1906, on private land, by Mr. H.F. (Hugh) Locke King an early enthusiast. As England had banned auto racing on public roads, any racing had to be

held on private circuits of which there were none in the country, so Locke King built one. The first race ran on July 6, 1907. If you want to know more about Brooklands you can read Bill Boddy's book *Brooklands the Complete Motor Racing History* first released in



1930 Racing Action

1957 and later as a revised edition in 2001.

Brooklands ran races for 28 years right up to its closure just before WWII. Before, during and after the War Brooklands was the site of many aircraft manufacturing facilities (in fact the aviation history of Brooklands is just as interesting with famous names like Sopwith, Vickers, Hawker, Wellington and Hurricane). What with war damages, decay and a weak post-war economy, Brooklands never reopened, but it is for the most part still there. In 1987 the Brooklands Heritage Trust was created to preserve the remains.

The ultimate circuit record was set by John Cobb in October of 1935 in his

Napier aero engined Railton at 143.44 mph.

In the summer of 2009 I was in the UK to visit my son Brendan who was living in London at the time. For a special treat, he took me for a day trip to visit Brooklands.

Today Brooklands is a museum recalling both its



2009 Entrance

motor sport history and its aviation past.

The huge all concrete bankings are mostly still there with volunteers keeping the underbrush from taking over. The technology of the day selected concrete for the track surface, unbelievably rough then and now, a typical period photo would show some monster aero engined car up high on the banking with all four wheels off the ground.



Like this



Your Editor at Speed (in his mind)

A good portion of the old site contains Daimler Benz UK technology centre although they have taken pains not to interfere with historic features.

Most of the original circuit buildings survive and contain various displays of period and newer racing cars of every imaginable type as well housing reconstructed period workshops. The original clubhouse from the



Gives you an idea of the height of the banking

earliest days has been restored and is in use on a daily basis.

Although I didn't spend a lot of time on the aviation element, one couldn't help but note Concorde SST display, one of the few complete units left. At one point we thought we had spotted a second Concorde but it turned that stashed away behind some buildings was a large scale model that had



Ex-Denny Hulme McLaren F1 car



Said to be 1955 Indy Car



The Original Clubhouse

stood on a pylon at Heathrow for some years.

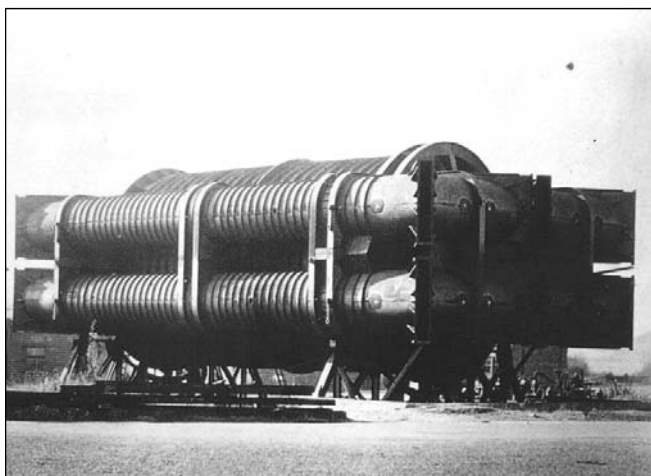
Barnes Wallace was a legendary British aircraft designer, many of the aviation artefacts at Brooklands relate to his work. One particular item is the stratospheric chamber; a huge pressure vessel that is big enough to contain an entire airplane fuselage for high altitude simulations. This device was fabricated by Vickers Shipbuilding in 1944 and can simulate pressure and temperature conditions experienced at 70,000 feet altitude. This was used to solve the riddle of the Comet jet liner failures.



A real Concorde on display

An interesting Canadian connection is Kay Petre. Petre raced huge Delages, Alfa Romeos and Austins in Europe before World War II. She was dubbed "Queen of Brooklands" for her daring and speed on the famed British oval. Born Kay Defries in Toronto, but educated and married in England, she regularly drove in the 24-hours of LeMans from 1934 until 1938. She was the first woman ever to become a regular 'works driver' when she signed to race for the Austin factory team in 1937.

Petre is an inducted member of the Canadian Motorsport Hall of Fame.



Stratospheric Chamber in the day

(photo courtesy of Brooklands Museum)



Kay Petre photo that hangs in the clubhouse

(photo courtesy of Brooklands Museum)

Mike Tate's 'Tate á Tate'

Lotus . . . Just Smoking Along Eh!



Mike Tate collection

1970 Gold Leaf Team Lotus 72

OK, OK . . . no more rants about the state of the British car industry in the sixties and seventies this time but let's look at a success story that totally captured me in its day and gave us a smack of British pride while all around them at BLMC et al and elsewhere were losing theirs. *In a word . . . Lotus!*

Today I really care less if Ayrton Senna's nephew is driving for Lotus in Formula One next year. I mean it's not really a Lotus is it? To me Lotus has an indelible niche in history and not so much the team of the nineties ~ Lotus Renault Turbo, Lotus Honda, Lotus Judd and so on but Lotus ~ Lotus if you know what I mean. There was a presence that Lotus had in the Chapman/Clark era of the sixties that has never quite been equalled even though the team did have some success in the years that followed.

After Chapman's death in 1982 the racing team was taken over by Peter War but a series of F1 designs proved unsuccessful. Midway through 1983 Lotus hired French designer Gérard Ducarouge and, in five weeks, he built the Renault powered 94T. Then a switch to Goodyear tires in 1984 enabled Elio de Angelis to

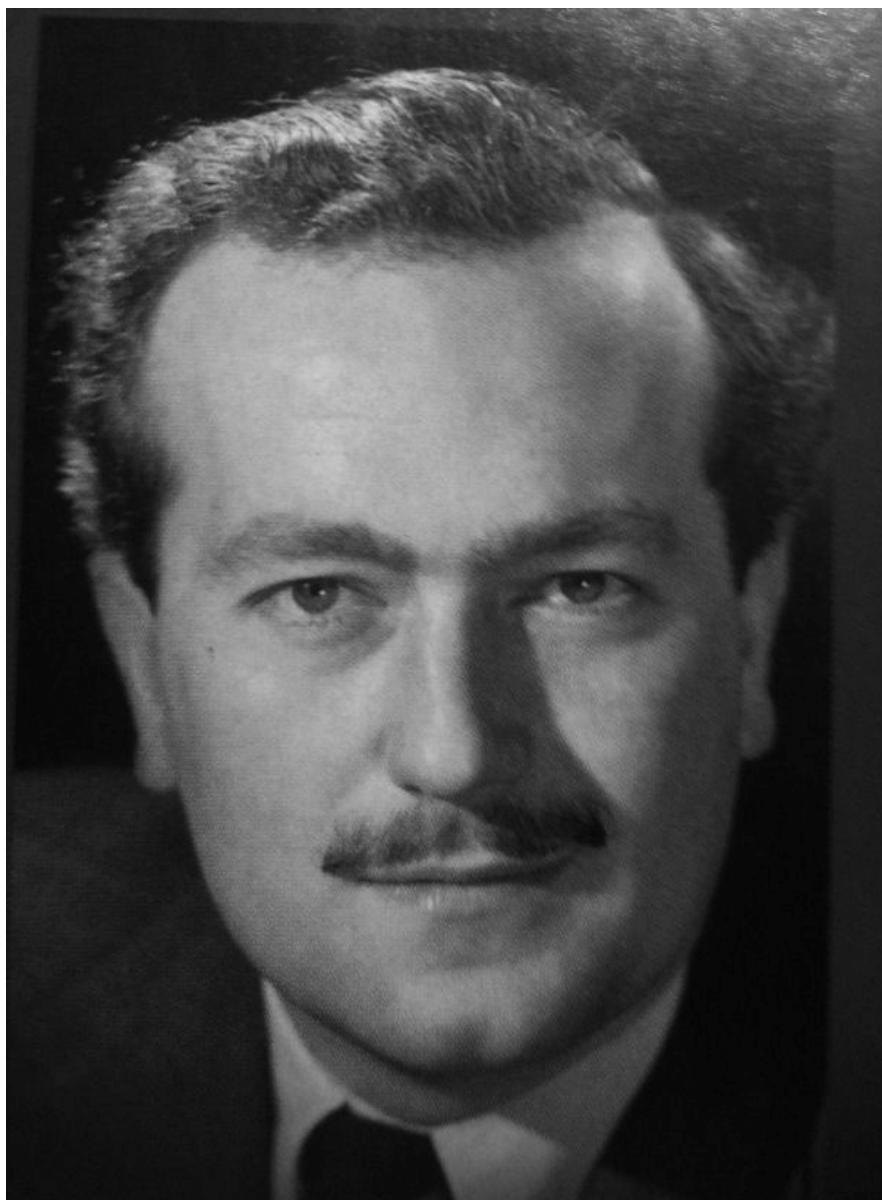
finish third in the World Championship, despite the fact that the Italian did not even win a race! The team also finished in 3rd place in the Constructors Championship. When Nigel Mansell departed at the end of the year the team hired Ayrton Senna.

The Lotus 97T was another solid achiever with de Angelis winning at Imola and Senna in Portugal and Belgium. The team, although it had now won three races instead of none, lost 3rd in the Constructors Championship to Williams (who beat them on count back with 4 wins). Senna scored eight pole positions, with two wins (Spain and Detroit) in 1986 driving the evolutionary Lotus 98T Lotus regained 3rd in the Constructors Championship, passing Ferrari. At the end of



Conceptcarz.com

1978 John Player Special Lotus 79



Colin Chapman

the year the team lost its long time John Player & Sons Ltd backing (John Player Special ~ we'll chat about that later!) and found new sponsorship with Camel (this too!).

Senna's skills attracted the attention of the Honda Motor Company and when Lotus agreed to run Satoru Nakajima as its second driver a deal for engines was agreed. The Ducarouge

designed 99T featured active suspension but Senna was able to win just twice: at Monaco and Detroit, with the Team again finishing 3rd in the Constructors Championship, like the previous year behind British rivals Williams and McLaren, but ahead of Ferrari.

The Brazilian moved to McLaren in 1988 and Lotus signed Senna's countryman

and current (1987) World Champion Nelson Piquet from Williams. But he and Nakajima failed to make any impressions in terms of fighting for victories, however the team still managed to finish 4th in the Constructors Championship.

The last really great driver for Lotus was none other than the ice cool Fin Mika Häkkinen in 1992 ten years after Chapman's demise. He and good friend Johnny Herbert drove the marque to 5th in the world championship that year on a budget of £8 million and were only 8 points behind Ferrari who had an estimated budget of £ 75 million!

But Lotus broke new ground in another field (*one I spent most of my working life in, namely advertising*) and these days it would be forbidden but then in the days, when smoking was king, the tobacco revenues kept many a race team alive. Now puff on that one!

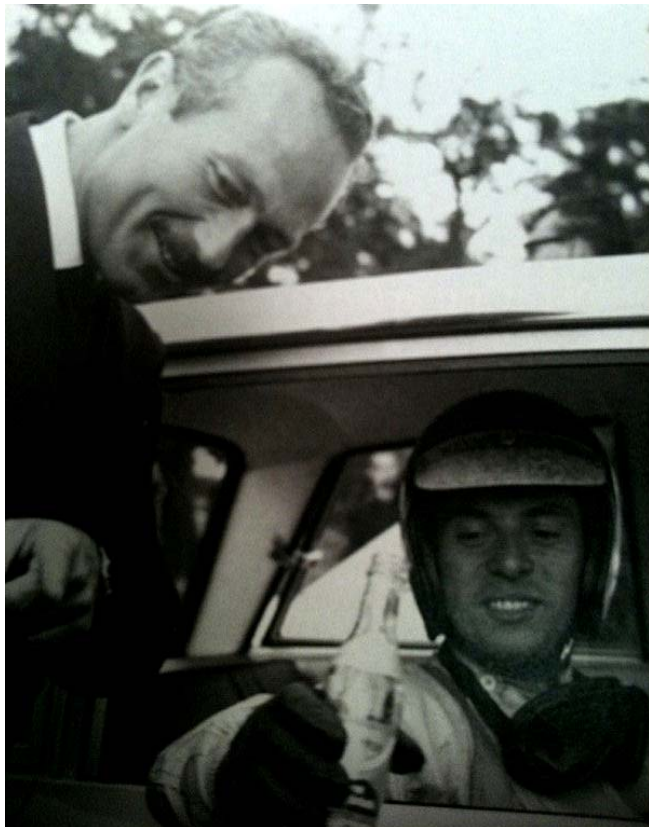
Ever since the first appearance of the Red, Gold and White colors of the Imperial Tobacco's Gold Leaf brand sponsorship livery on the Team Lotus racecars at the 1968 Monaco Grand Prix, teams, drivers and circuits of Formula One for years have been heavily dependent on the financial backing of sponsors and from the arrival of Gold Leaf many decades the tobacco industry played the major role in sponsoring the sport.

In 1976, Germany began a trend in outlawing tobacco sponsorships, followed by United Kingdom in 1984,



Ted Langton Adams photo

First race for the Lotus 25 at Zandvoort 1962



Mike Tate collection

The Legendary Pair—Clark and Chapman



Ted Langton Adams photo

Jim Clark Monaco 1962



Mika and Johnny during happy days

starting with major motor races. In 1992 France did the same. As anti-smoking legislation began to tighten in many parts of the world Formula One became an even more important opportunity for cigarette brand promotion. The negotiating skills of the F1 leadership were such that in many jurisdictions Formula One achieved some exemptions from the rules. However, there is now a blanket ban on advertising in Europe, and the cars are not allowed to show any links with the tobacco companies and tobacco advertising started to exit.

In 2000, Williams became the first major team to run without tobacco sponsorship, and McLaren later replaced the West brand and no longer have any tobacco sponsors. Renault ended the deal with Mild Seven after the 2006 season, and in the same year British American Tobacco, owners of British American Racing team withdrew from Formula One,

selling the team to Honda. Ferrari on the other hand renewed their arrangements with Philip Morris in 2005 until 2011, albeit the name is not expected to be shown, that's a lot of money for very little I think!

When sponsorship was first introduced into Formula One in 1968 by the Lotus team, tobacco companies were the ones most interested in the sponsorship. The dangerous nature of the sport fitted with their rebellious brand images believe it or not ~ different times! The sight of James Hunt smoking a cigarette next to his Marlboro McLaren, complete with a good looking bird was supposed to be almost as 'cool' as Humphrey Bogart in many of his classic films.

However, smoking is now no longer socially acceptable. A number of legislative acts have been brought in to ban tobacco advertising, and Formula One has as previously mentioned been affected. In 2000, six of the

eleven teams ran a car with a tobacco sponsor logo on it; just ten years later, there are no cigarette company logos to be seen on any car or team uniform.

The tobacco sponsorship era may have created some iconic liveries, such as the JPS Lotus, Rothmans Williams and Marlboro McLaren, but its end doesn't also mean the end of beautiful liveries. The reduced expense of F1 and changing image of the sport has opened the door to a wider range of companies who may be interested in the sport. Since the end of 2006, we have seen Red Bull continue to plow gobs of money into the sport, and surely the livery on their car will be remembered in years to come just as fondly as the aforementioned tobacco industry cars.

The image of excitement, energy and omni-present danger is still prominent in the sport and is just as attractive to Red Bull in 2010 as it was to Marlboro in the 1970s.

Death and danger, but perhaps not on the track ~ Thank Heaven ~ still haunt motor racing and it's brands it seems. But as for tobacco . . .

. . . Well it just went up in smoke!



Robin Fairservice on Early Memories of Brands Hatch



Robin Fairservice

Colin Chapman and other pushing the Lotus 9 at Brands Hatch April 3, 1954

Tom Johnston said that he thought that I should write about my early memories of Brands Hatch. That was a long while ago! So from the far reaches of my brain, here are some of my Brands Hatch memories.

My father used to occasionally listen to radio commentaries on the BBC. The earliest that I can remember involved Baron De Graffenreid winning a wet race at, I think, Silverstone. The commentator was probably Raymond Baxter. At school we debated the abilities of Stirling Moss and Mike Hawthorn in the hallways outside of our next classroom – I favoured Moss. In 1953 the father of a friend took me, with his son, to Brands Hatch for the August Bank Holiday race meeting.

There was one vintage car handicap race that included Jack Sears driving a 1914 Sunbeam which had won that year's Tourist Trophy race, and John Bolster driving a 1912 Rolls Royce. Jack Sears who started from scratch won the race. All of the other races were for 500 cc single seat race cars. The main race was in heats and a final for the Daily Telegraph International Trophy. Don Parker won this in his Kieft-Norton, before a crowd of 50,000.

Brands Hatch had formerly been a grass track for motor cycle racing, but was paved in early 1950 and motor racing commenced with 500 cc cars. These races were organized by the Half Litre Car Club, the successor to the 500 Club. The circuit

was in the outline of a kidney, with racing in an anticlockwise direction. This meant that Paddock Bend was an uphill left hander and proved to be hard on the early 500cc cars.

In early 1954 the track was extended with the construction of the Druids Hill extension, and the racing direction changed to clockwise. Paddock Hill bend now became a daunting, fast, downhill right hander with a nearly blind approach. All of the way through this corner the track just keeps appearing and dropping away, until one is in the dip and the car goes into full compression. If the old Paddock Bend was steep, try walking up Druids Hill!

In 1954 I started to scheme on how to travel

from Herne Bay to Brands Hatch. I was able to go by train to a nearby railway station, but then had to hitchhike to the track. I discovered a fellow student lived close to the track, so was able to get to his house and we rode bikes to the track. After a couple of meetings, I decided that being a spectator was boring, so after seeing an advert in a race program I joined the Half Litre Car Club. This advert said that their members were drivers, mechanics, or marshals. I was a penniless student, and had no mechanical skills, so I decided that I would have to be a marshal.

The first race meeting that I marshaled at was at Crystal Palace on June 19, 1954. Now there was a railway station in the circuit grounds, and if I caught the 5:19 am train from Herne Bay I could get there in time. (The 5:19 am was locally known as the "Jews Express" because you could get a very cheap day return to London). I arrived and inquired about what I should do, and was told that I was too young to go on the track. That wasn't good news, but I was told to see Bert Lampkin, the Chief Paddock Marshal. Bert was a cheerful man who said that he could do with someone to be his gofer. My first task was to stand at the Paddock entrance and tell people which paddock space was theirs. I only had one person come back to complain about his spot and could only tell him to go and see Bert. For a teenager, this was a

brilliant job. Once everyone was in the paddock, I was kept busy reminding late comers that they should be in pre-grid and going around trying to find out why certain people were not in pre-grid because the Clerk of the Course needed to know. For a teenager to have to go up to people whose names I had only heard of and ask them important questions was like being in a dream world. During the races, I stood at the gate from the paddock to the track, saw the start close up, and watched the races, until I had to go back to work. For my first race marshaling at Brands Hatch, I managed the hitchhiking getting a lift in a Citroen Light 15 all the way from the nearby railway station. I mentioned to Bert that it was not easy to get to and from Brands Hatch, so he said that he would see what he could do for me. He organized a ride for me to the station that evening with Bert Zains who had a pre-war Jaguar convertible to tow his race car on a trailer. If you know anything about the lanes on the north side of Brands Hatch you would realize that this combination was a handful! Ian Raby was in the front passenger seat, so he had the job of changing gear when required! After that Bert found a lawyer from Margate (east of Herne Bay) who also marshaled and he took me to and from Brands until I graduated from University. He drove a very nice AC Convertible, except during the post Suez fuel rationing when he bought a

pre-war Rover 10 to get an extra fuel ration in which we travelled to a couple of race meetings.

At the end of 1954, the club changed its name to the British Racing & Sports Car Club, and started to take marshaling seriously with one day training session at Brands Hatch in February each year. We all had to learn Fire Fighting and First Aid, as well as skills related to out track position. I think that I started to work on the Brands Hatch track in 1957, and in my first season I had to attend a fatal accident. This led to spending all of one afternoon at the inquest in the company of Ken Gregory who was the club's Secretary, Clerk of Course, and Stirling Moss's Racing Manager. We became good friends and I heard lots of Moss stories. As I have always had flat feet, running to an incident was a problem so I started flagging, and flagged from 1958 until the last Indy race at Vancouver. In 1960 I was sent out to assist with supervision of a construction project which lasted for three years, so it wasn't until 1963 that I returned to marshaling at Brands Hatch (and other circuits). The sixties were great years for motor racing in England, and particularly Brands Hatch. We had everything there from F1 to sports cars, Formula Junior and then Formula Ford. And not forgetting 6 hour saloon (sedan) races and the BOAC 500 mile sports car races. I vividly remember Archie Scott Brown racing the Lister



Don Parker pushes 500cc Formula III car

Bristol sports racer, and the Connaught F 1 cars. It was amazing to see him drive with only one complete arm. He reveled in power slides and even during the warm up lap one stood by with a yellow flag at the ready!

The Race of Champions F 1 race was run in March and attracted good fields of, mainly UK, entries. Watching Jim Clark and Dan Gurney go hard at it for lap after lap in 1965, was fantastic, even though I had to wave a yellow flag when Jimmy slid off on the Bottom Straight and finished up in the tire barrier. The 1964 and 1968 Grand Prix didn't bring that intensity of racing, but were fascinating to watch. But the 1967 BOAC 500 was nearly six hours of intense racing between the glorious sounding Ferrari P4's and Porsche 908's as the World Sports Car Championship depended on the result. This was of course won by Phil Hill and Mike Spence in the very fast Chaparral. I appreciated their high wing, because I was flagging on the straight

after South Bank and I could see its wing before I saw the car. This was a great help because there was such a spread in the car speeds from that car down to MG Bs.

The 1968 BOAC race was supposed to feature Jim Clark and Graham Hill in a new Ford 3 liter sports car, but they did not appear. At the end of the day, as I was leaving the circuit, I was told of Jimmy's death at a Formula 2 race in Germany. That did not seem possible,

but we had to accept that we would not see him again with his neat, tidy and immaculate driving style. He was a quiet pleasant man, and I often saw him standing watching others racing, and he responded pleasantly when spoken to. It was not uncommon for the drivers to walk around the infield. As I was usually flagging, I could not indulge in conversation with them, unless they asked about another car or driver. Flag marshals have to nearly keep a lap chart in their head!

We had the Can Am cars racing on August Bank Holiday Mondays for the Guards Trophy. One of those, in 1966, was spoilt with a sudden downpour during the first lap of the second heat. Bruce McLaren didn't get as far as our post on the entrance to Clearways as he had gone straight off at Westfield Bend. We heard that the marshals there had to go into the undergrowth to find him. The rain came



Jack Brabham and his Cooper

Robin Fairservice

down hard and many drivers in open cars could not see. One of them was holding one hand up to shield his face and the race had to be a red flagged to wait for the rain to stop. Jimmy was driving a four wheel drive 2 liter Westfield (?) and didn't have any, but John Surtees in a Lola just kept coming passed us as if the track was dry. I could just hear over the PA that someone was spinning on the main straight, and the commentator kept saying the car was going around again, and again. Apparently it was a young man named Brian Redman!

In July 1969, I took my family to Ceylon (now Sri Lanka) for two years to work on a World Health Organization project, so that was the end of racing at Brands Hatch in the 1960's for me. When we returned to England, I didn't Marshal very much, and then we emigrated to Canada in 1974.

I don't think that any modern racing could ever replace my Brands Hatch memories.



Tom Johnston

A more modern view of Brands Hatch

Taking Your Racing Car to The USA and Bringing it Back

From the experience of your editor who is not an expert

There have been recent reports about local racers (vintage and otherwise) facing difficulties while travelling to and returning from races in the USA.

It seems that while both countries have quite stringent regulation as regards temporary importation of automobiles, they have customarily not enforced these regulation, that doesn't mean they can't lower the boom at any time.

There are two situations that Canadians must deal with:

Taking a car to the USA

The American authorities seem to be principally concerned about you taking something that you intend to sell in the US or otherwise dispose of there. The US regulations can easily be found on the Internet. This is what they say:

A vehicle may be imported for research, investigation, demonstrations or training, or competitive racing events. Unless the importer is a manufacturer that certifies vehicles as complying with all applicable Federal motor vehicle safety standards, the importer must obtain prior approval from NHTSA. An application form to obtain this approval can be downloaded at <http://www.nhtsa.dot.gov/cars/rules/import/racing/box7form.pdf>. When completed, the application form, with substantiating information, should be

faxed to 202-366-1024 - 366-1024. If you have questions or need further details, please call 202-366-5291 or 202-366-5323.

The importer must attach a copy of the NHTSA permission letter and the importer's substantiating statement to the HS-7 Declaration form. Use Box 7 on HS-7 Declaration form.

Bringing the car back to Canada

The major concern of the Canadian authorities would seem to be that you have proof the you or some other Canadian actually own the car. The easiest solution to this is to carry a log book as issued by the Canadian ASN or its regional delegate association such as CACC for BC racers. If you have or can get a rivet-on chassis plaque so much the better, failing that, stamp with metal stamps the log book number into the roll bar or some other substantial chassis member. Carrying a bill of sale from when you purchased the car is a good idea as well.

If your racing car is derived from a production road car that has a VIN number so much the better, if it is or ever was registered for the road in Canada, documents substantiating that would be useful.

Don't forget about all the other stuff you are carrying

During my pro Formula Atlantic days we would carry a complete inventory of everything we had including the truck and trailer, tools, pit

equipment, spare parts and anything else of value. Serial numbers where applicable should be noted. It is a good idea to punch or etch identifying marks where ever possible (might be useful if your trailer is stolen, as mine once was).

In theory, when you leave Canada you should stop at Canada Customs and get them to stamp your inventory so when you return you have evidence that you took the goods out. There was a time when you could do that but now the Customs staff won't do it.

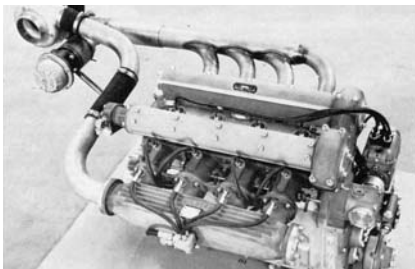
Canada Customs offer a service (or did) <http://www.cbsa-asfc.gc.ca/publications/pub/bsf5056-eng.html#s2x4> of identification cards intended for travellers who carry valuable items with them such as cameras, computers or jewellery. At the border (or at some airports) Customs will issue such cards. I know of at least one person who obtained a card for a racing car.

There are people in this world called customs brokers who exist simply to deal with moving goods across borders. You would be well advised to get to know one.

I think we all know that crossing the US border is becoming increasingly difficult and will likely get worse in future. The best advice is when you roll up to the border officer is be polite, tell the truth and have your documents at hand. Remember; when you are in a foreign country you must play by their rules.



Gastown Concourse September 2009



Drake turbo Offy Indy motor

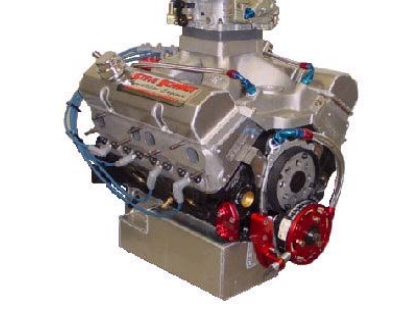
Tom's Photo Page Famous Racing Motors



F3 Cosworth MAE "screamer"



F1 Ferrari flat 12



Small block Chevy



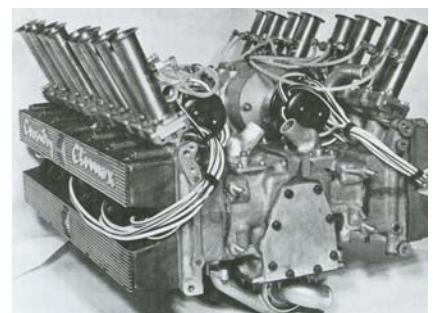
F1 Coventry Climax FPF



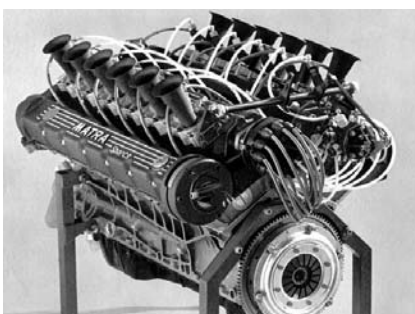
F1 BRM 3.0 litre H16



Keith Black Hemi



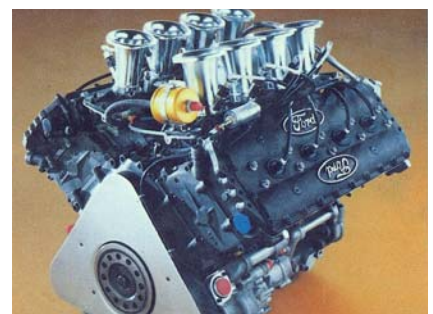
F1 Coventry Climax FWMW



F1 Matra V12



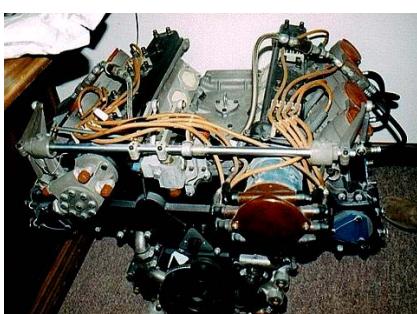
Atlantic Ford Cosworth BDA



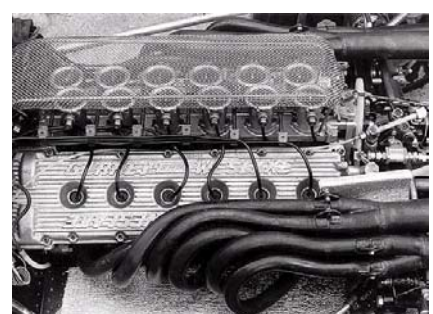
F1 Cosworth DFV



F1 BRM 3.0 litre V12



Ford Four Cam Indy motor



F1 Eagle Weslake V12

About the Vintage Racing Club of BC

The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of

bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed.



Photo Contest Who are these people, where are they and what are they doing?



The racing car on the left is a Gurney Eagle Formula Ford, a rare bird indeed. The photo is from the Gimli Manitoba racing circuit the day after the famous Gimli Glider incident.

There was no winner of the Summer 2010 Photo Caption Contest, once again.

There was one attempt but he was miles off.

VRCBC Club Officials and contact details for the rest of 2010

Position	Name	Telephone	e-mail
President:	Jim Latham	604-853-5065	lathamconsult@telus.net
Past President:	Evan Williams	604-539-9680	evanwilliams@shaw.ca
Vice President:	Stanton Guy	604-536-5292	stantonguy@gmail.com
Race Director:	Alan Harvey	604 464 2010	aharvey@mazda.ca
Secretary:	Tedd McHenry	604-524-8761	todd@mchenry.ca
Treasurer:	Bruce Jamieson	604 925 2432	ajamie@shaw.ca
Membership:	Stanton Guy	604-980-7750	stantonguy@gmail.com
Regalia:	Bruce Jamieson	604-925-2432	ajamie@shaw.ca
BCHMR Chair:	co: Jim Latham-Tom Johnston-Alan Harvey		
Webmaster:	Stan Guy (interim)		
Vantage Editor:	Tom Johnston	604 922 2722	tomjohnston@shaw.ca