



VANTAGE

Winter 2011-2012

Start of 1966 Pepsi Pro race at Westwood *(Jim Latham collection)*



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

Initial planning for the 2012 BCHMR has begun. Yours Truly chair once again.

Major objectives are

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

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



Your Editor at Work

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

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At Westwood with Ross Bentley 1983 (Brent Martin photo)

President's Message

I am certain that this Paul Bonner photo of me in Al Reid's MGB is the only one in existence of me doing anything even remotely interesting on a race track. It took a lot of pleading with Editor Tom but he finally agreed to use it, probably only because his publishing deadline was looming.

Seriously however, I think this photo is a good illustration of what the VRCBC is all about. Like many of us, Al got back into racing only recently, graduating from novice this year and now regularly racing his MGB. When he realized that a temporary vision problem was going to prevent him from entering the last REVS race of the season, he asked me if I would like to drive his car. And he persisted with his offer in spite of the many guffaws and non-complimentary comments about my driving history from the others who overheard him. As a result of his generosity – and three bolts scrounged from Geoff Tupholme at the last minute – we had another car on the Vintage grid and I had a great time racing with Glen Gibbons in his Alfa GTV. A great example of the Vintage Racing Spirit! Of course, I will probably now have to lend Al my Mini next year some time!

With the exception of the unexpected financial hit from the BCHMR, we have had a

pretty good year overall. Our number of participants is steadily increasing. For example, last year we had 41 Club members earn REVS points. This year the number looks like it will be 48. And we

finished the season off well, with 20 Vintage entries on the CCGP weekend and 18 for the last – Turkey Chase – weekend.

Things are moving along well on some interesting scenarios for next year's BCHMR, which if they prove to be feasible, we think will be very exciting – stay tuned for more on that. We are also working hard on addressing the whole vehicle eligibility issue. As everyone knows, there are a wide range of viewpoints on this one. We plan on putting forward some suggestions and proposals for discussion within the Club, likely before Christmas.

The current economic situation is definitely having an impact on us. For example, many of our active racing members would like to enter more frequently but the cost of fuel and/or ferries just to get to Mission is significant. To help address this, we are hopeful that we will be able to arrange a date swap with SoloSprint for 2012 so that on at least one regular SCCBC / CACC weekend, we can have



President Stan MGB mounted

Vintage races on both the Saturday and the Sunday.

We are also going to increase our proportion of 'fun' meetings. Our visits to restoration shops and special interest locations have been very popular and often attract many non-member guests. And after only two, the Kart Enduro has already become an annual Club tradition. The recent day trip to the LeMay Museum in Tacoma was also a winner, and I expect that there will be a lot more of that type of event. And last but not least, we are planning to hold one of our spring meetings on Vancouver Island, so that all of our members there can also participate in the general frivolity. And as Tom says, "Can a meeting in the Okanagan be far behind?"

But all of that is for next year, and first we must close out the 2011 season with our big Annual Banquet & Gala on November 19th. I hope that many of you will be able to attend. It is always a blast.

Stanton Guy, President



You are cordially invited to attend the Vintage Racing Club of BC's Annual Gala!

On Saturday November 19th, 2011, we will celebrate the end of another season's racing, and recognize all of the volunteers, the competitors, and our friends in the SCCBC, META, the CACC, and SOVREN, who have contributed to our success this year.

This year's Gala will again be held at the Delta Town & Country Inn, 6005 Highway 17 (at Hwy #99). Dress optional. There will be a full buffet dinner in our private ballroom, wine on your table, our awards ceremony, and live music for your listening and dancing pleasure.

Official Schedule (Rain or Shine)

5:00 PM: Bench Racing (i.e., the bar opens)
6:15 PM: Dinner
7:30 PM: Acknowledgements, Speeches, Awards
8:45 to 11:00 PM: Entertainment, Music, Dancing, Frivolity and more (endless) Bench Racing

The cost is \$45.00 per person, gratuities & taxes included. Payment may be made in several ways: via PayPal, with a cheque by mail, or by cash or cheque at the November 15th general meeting, or (only if absolutely necessary please) at the door. See the RSVP form for details.

Important: Please note that we need your RSVP by Saturday, November 12th at the latest.

For guests requiring overnight accommodations, the Delta Town & Country Inn is offering us rooms at \$95.00 per night for single or double occupancy. To reserve a room, please call 1-888-777-1266 (toll free) or the Inn directly at (604) 946-4404, and refer to "The Vintage Racing Club".

If you have any questions, please contact me at stanton.guy@gmail.com or (604) 980-7750

See you there!

Stanton Guy
President
Vintage Racing Club of BC

GVMPS Inducts the Skinners



From the Greater Vancouver Motorsport Pioneers Society 2011 Induction Ceremony Program

Kevin's involvement in motorsport began with his participation as a corner marshal in turn two at Westwood. In 1968, he joined the Sports Car Club of British Columbia (SCCBC), and earned his competition racing license in 1969 racing his MG Midget in F Production.

In 1973, he placed second in C Sports Racing in the Canadian Automobile Sport Clubs (CASC) Canadian Runoffs at Edmonton racing a Lotus 23. While returning from Edmonton, Kevin contemplated retiring from racing, but Leslie encouraged him to buy a Brabham BT21 Formula B car and at that point a new chapter in his racing saga started. Kevin competed over the next seven years in the International Conference of Sports Car Clubs (ICSCC) and won their Formula B Championship in 1978 and '79.

Later, he purchased a Brabham BT38 and fitted a Ford BDA to run in. Formula Atlantic, he still owns this car today.

In 1979, Kevin became the ICSCC Contest Board representative for SCCBC. In

1981, he became the SCCBC, ICSCC Executive Board representative, a position he held until 2007.

Kevin was elected to the executive of the SCCBC in the mid 80s as Vice President for several years and then President. As president, he was instrumental in finding the current SCCBC racing facility by negotiating the development of the road course at Mission Raceway Park with the BC Custom Car Association.

Kevin was awarded a life membership by the SCCBC.

Kevin represented British Columbia on the board of Western Canada Motorsports Association (WCMA) for the period of their representation of the sport in this area.

Kevin as worked with Imperial Tobacco and Honda Canada to bring the Players Pacific and Honda Michelin Racing Series to Westwood and the Molson Indy to the streets of Vancouver.

Kevin was on the SCCBC New Track Development Committee to oversee finding a replacement to Westwood.

In 2001, Kevin took driver training again and regained his competition racing license so he could compete in the West Coast Championship Endurance Series and later the Westcoast Sportscar Championship. One of his greatest thrills was racing in the SCCBC Invitational Sedan Race on the streets of Vancouver, with his sons Peter and John-Paul. For many years, Kevin has taken on the media role of design and graphics of the SCCBC posters, brochures and promotional campaigns.

In 2008, Kevin was back on the executive of SCCBC as Vice President of Administration and since 2009, Kevin has been the president of ICSCC.

Leslie became involved with motorsport in 1970 crewing for Kevin, she also helped GVMPS pioneer Hilda Randall in the concession at Westwood. Leslie supported Kevin in his racing habits by buying him his Brabham BT21, Brabham BT38 and RDC Formula Vee.

While Kevin was involved in the political aspects of the SCCBC of BC, Leslie took over the responsibility of managing the front gate duties at Westwood, a responsibility that she still oversees to this day at the Mission Raceway Park.

Leslie is one of only four Honorary Members of the SCCBC. In addition, In 2007, she joined the Executive Board of SCCBC and then took on the additional role of Volunteer Coordinator for the SCCBC to recruit new volunteers to the Motorsport events.

In 2005, Kevin and Leslie were awarded the Randall Cup by the SCCBC, this is the highest award for long term commitment to motorsport.

Leslie also supports Kevin in her role as First Lady of the International Conference of Sports Car Clubs, which also involves traveling to each of the Conference race events throughout the Pacific Northwest.

Through their combined life long commitment to racing, this enthusiasm has flowed into their family life, with both sons, Peter and John-Paul have joined the ranks of SCCBC championship recipients.

Robin Fairservice on Connaught

On Sunday, October 23, 1955 British Formula One history was made when Tony Brooks won the Syracuse Grand Prix, defeating the Maserati and Gordini works teams. This was the first British Grand Prix win since the 1920s. The race did not count towards the World Drivers' Championship, but it was an important race and it was supported by two other works teams. The winning car was a 2.5 litre single seat type B Connaught racing car, a second Connaught driven by Les Leston finished in ninth place after experiencing some problems. The cars were designed and manufactured by Connaught Engineering Ltd based at Send in Surrey, south of London. The base was actually originally a garage, called Continental Automobiles, owned by Rodney Clarke. Frequent customers were Mike Oliver and Kenneth McAlpine. Ken's family owned McAlpines a rather large firm of Civil Contractors (still existing as Sir Robert McAlpine) and he provided much of the money that kept Connaught going.

Originally, in 1948, the company produced a series of sports cars based upon a Lea Francis chassis, engine and transmission. Connaught modified the steering, and front suspension and added a light two seat body. The engine was a four cylinder of 1767 cc capacity which originally was modified and developed 98 bhp rising to



The streamlined F1 car

122 bhp on gasoline. Mike and Kenneth raced their cars and a few were sold to other enthusiasts. Altogether 14 were made and given model numbers L2, L3 and L3/SR. The L3 models were based on a later Lea Francis chassis that had IFS. All but one of these cars are known to exist. The missing car is an L2, chassis number 7048 that was last heard of in California fitted with a Studebaker engine.

In 1951 Connaught was making a neat Formula Two car, referred to as the A series, with the Lea Francis engine enlarged to 2 litres and developing 135 bhp on alcohol. The car's bulbous body made them look heavy, but in actual fact they were quite light weighing 1235 lbs. without fuel, and 1515 lbs.

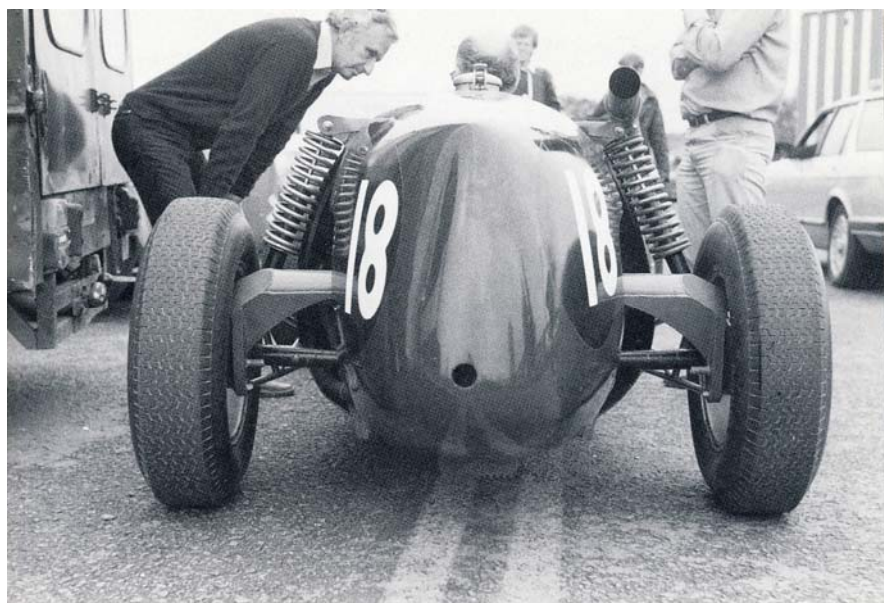
ready to race. (My reference also gives some drivers weights: Stirling Moss about 125 lbs. and Tony Rolt about 240 lbs.!). The chassis was based upon two round tubes with double wishbone front suspension and de Dion rear. The transmission was an Armstrong Siddeley pre-selector gearbox. It appears that ten of the A series Formula 2 cars were made, numbers A8 and A10 being fitted with fuel injection.

The company had its own drawing office and workshop, and worked hard on its designs, spending a lot of time on suspension design, calculating roll centres etc., and testing them on race tracks. They even built their own wind tunnel, but didn't use it because of the noise complaints from neighbours

who obtained a court injunction against it!

The 2.5 litre Formula 1 was announced at the end of 1952, Connaught started to design a mid-engine car, the J3, for the new formula. Coventry Climax was developing a 2.5 litre V8 (the Godiva engine) but when it was only developing 264 bhp they gave up on it because they believed all the press stories of huge horse powers being developed by continental engine builders. In fact the best 1954 Maserati 250F engine developed 230 bhp and the successful 1954 Mercedes Benz W196 cars engines developed 256 bhp with a very peaky torque curve! Without the V8 the only British engine available was the 2.5 litre Alta engine which would have been too tall for the J3, so the J3 was put on one side and another car was designed to use the Alta engine.

Hurriedly the B type was designed, learning from the A type, and the target was to display a car at the 1953 London Motor Show, but that had a condition requiring that any single seat racing car must have raced before exhibiting it, so that deadline was not required. With some time available it was decided to design, and make, a streamlined body and this was built in time for the 1954 season. Unfortunately Connaught could not put disc brakes on the car and the drum brakes did not cope well with stopping a streamlined car, which did not have aerodynamic losses to slow it



down. The engine was claimed to produce 240 bhp but this was not so. The gearbox was still the Armstrong preselector and the rear suspension was a revised de Dion type. The front had similar IFS to the type A cars.

Only one car, B4, was originally built with a conventional single seat body and that was for Rob Walker. One car, B3, was purchased by Leslie Marr with a streamlined body and he raced it extensively. In the winter of 1955/6 Leslie took it to New Zealand for the racing season there and before going he had a Jaguar XK 120 engine fitted. Unfortunately he crashed the car at Invercargil and badly damaged it. He sold the body for £10 and Connaught bought the chassis for what he had paid for the car - £4500. This was rebuilt in 1957 with a modified open wheel body that had a high tail and looked like a tooth

paste tube but was called Moby Dick! The streamliners experienced a number of accidents and eventually all received conventional single seat bodies. After the success at Syracuse these cars became known as the Syracuse Connaughts. In 1956 there were three works cars, numbers B5, B6 and B7. But because of the costs, the drawing office was dispensed with, and great efforts were made to obtain some financial support from the British motor industry.

In early 1955, Rodney Clark discussed with his designer, Johnny Johnson how the B type could be lightened. It was possible to lighten the body and various components, but then Rodney was concerned about the lack of stiffness in beam of the twin tube chassis and started to think about a space frame chassis. This resulted in the C type, of which only C8 was built but it never ran. This used disc



The Canadian connection, B3 at Carling 300 Harewood, 1960

brakes all-round as Connaught had sorted them out, and at the rear the de Dion tube was mounted quite high, but it had a sliding joint so that the drive shafts didn't have to change length as the wheels rose and fell. Coil springs with internal dampers were used for each wheel and this was a first for a racing car. The body was similar to the "Toothpaste Tube" car.

During 1956 a number of drivers raced the works cars and there were always some privateers running, but a number of finishes in high positions were obtained due to other cars retiring. At the end of 1956, the writing was on the wall but the team started the 1957 season with cars numbered B1, B2, B5, B6 and B7. They had Les Leston, Ivor Bueb and Jack Fairman available as drivers. The season started with another race at Syracuse, but Les Leston crashed B1 due to a broken half shaft that split the fuel tank and the resulting fire destroyed the car. Fairman retired and Bueb finished fifth with only

the front brakes working. This was followed by B2 and B5 going to Pau with Ivor Bueb and Les Leston who were both learning to race F1 cars where Bueb finished third with B5, and Naples in Italy where Lewis Evans raced B5 but it broke down late in the race when in second place. Then there was the Goodwood Easter meeting for which they prepared B3 with its new body for Stuart Lewis Evans and B7 for Archie Scott Brown. Monaco was the last race for the works team, Bueb and Lewis Evans having B2, B3 and B7. Ivor nearly wore out B2 driving some 70 laps in practice, so that was put aside, but did race because B7 was damaged when it ran over a curb and damaged the gearbox. B2 failed in the race and Lewis Evans finished fourth out of six finishers.

After the Monaco Grand Prix, the Belgian and Dutch races were cancelled, and the British GP organisers announced that they would not pay any starting money. There was then little prospect

of earning money from Formula One racing and Kenneth McAlpine was becoming tired of financing the team when he was not racing. Ken saw no end to the bills he was paying and no return on any of his investment and so the Connaught passed into history after a long exit: the last appearance by a Connaught in a Championship round was at the US Grand Prix at Sebring in 1959 when chassis B7, entered by Paul Emery, was driven by Bob Said in the race.

On September 17, 18 and 19, 1957 an auction was held of all of the cars and equipment in the Connaught factory. In the auctioneer's catalogue there were six B type racing cars, B2, B3, B4, B5, B6 and B7, together with the new C8 - a very sad day for British motor racing. The auction also included a prototype five speed "self-change" gearbox/rear axle unit together with parts to make five more! Interestingly two of these B types appeared at Monaco in 1958, owned by none other than Bernie Ecclestone!



Mike Tate's 'Tate á Tate'

Look out Goodwood, here comes Mike

THE POWER AND THE HISTORY - THE GOODWOOD EXPERIENCE

It is like any other vintage or classic race weekend . . . one day's practice and qualifying then two days racing but that is where the similarity ends!

It is not the sheer majesty of the quality of racing cars and motorbikes entered at Goodwood, nor the absolute and relentless pressure that they put upon each other lap after lap but also the well established races and tributes that are programmed for the enjoyment of the suitably period dressed spectators. The races have historical significance and belong to Goodwood's heritage; it is, if you will, like going to Epsom for The Derby or Newmarket for The 2,000 Guineas to be at Goodwood for The Sussex Trophy or The Madgwick Cup one is attending not only an major event but contests of significance within it.

This year the *Weather Gods* were in a mixed mood and the puffy cumulus clouds were joined by dark nimbus from time to time with the promise of rain keeping the tire crews and mechanics on their toes. Despite the dubious sky, practice and day one were kind to the Goodwood Revival C.E.O. and estate owner The Earl of March but on day two the dark clouds gathered in force eventually sending showers and finally a downpour of

majestic proportions to all and sundry both on and off the track. The mood of the meeting cared not a whit for the rain and most of the race cars just jostled on with frantic wipers doing all they could to clear restricted visions. Of course for the spectators it became doubly exciting as the rooster-tails behind the competitors shrouded the track with a misty curtain making for slippery conditions and putting the drivers on a fine edge of judgement.

Day one and two of racing follow a similar pattern as some of the cups and trophies are cumulative and one gets to see most of the great and brave race twice just like a good encore at a concert. The menu for this tasty offering of fine racing went as follows:

The Goodwood Trophy:

For Grand Prix and Voiturette race cars racing between 1930 and 1950. ERAs, battled against an Alfa Romeo 308C, Maserati 4CM, 6CM and 8CMs a Talbot Lago and a very rare Alfa Romeo Tipo B to name but a few.

The Earl of March Trophy:

For 500cc and Formula 3 race cars of the period 1948 to 1959. This provided some of the most closely fought battles of the weekend and is a regular crowd pleaser.

The Barry Sheene Memorial Trophy:

A two part motorbike challenge featuring the likes of Norton, Matchless, Ducati, BMW and Gilera to honour the late great competitor, world champion, inventor, and all round wonderful character Barry Sheene M.B.E.

The St. Marys Trophy:

A two part race for 1960 to 1966 Saloon Cars, surely the golden age of touring car racing. This was a race of the mighty and the giant killers from the 7 litre Ford Galaxies to the 998cc Minis and 1275cc Mini Cooper S with everything in between from Lotus Cortinas, Alfa Romeo GTAs, BMW TiSas and even a Saab 93 two stroking and three gearing its way in the pack. The spectators loved it and loudly cheered both the Mighty and the challengers.

The Whitsun Trophy:

This is a race for 1963 to 1966 sports racing prototypes. An amazing array of Ford GT 40s, Lola T70s, McLaren-Chevrolets and even a rare Marina Rolls-Royce raced their way around the Goodwood track.

(The Whitsun Trophy was won by a Jay Esterer Of Edmonton driving a Canadian made Chinook. ed.)





Mike and Sir Stirling



David Piper



Wee Jackie and Wee Mikey



Alain de Cadinet and our Mike

The Fordwater Trophy:

Featuring only E Type Jaguars up to 1966. This was a magnificent spectacle that may not be bettered for some considerable time honouring the featured manufacturer Jaguar. Truly a sight to behold.

The Chichester Cup:

For the type of Formula Cars that raced between 1948 to 1959. More Formula Junior race cars are being restored and raced around the world today and they are not only fun to race but wonderful to watch.

The Freddie March Memorial Trophy:

For cars in the spirit of the famous Goodwood nine hour races of the fifties such as the C Type Jaguar, Austin Healey 1005, Aston Martin DB3 and DB3s. These icons were joined by period Ferraris, BMWs and Allards. There are no words your intrepid author can find to describe this eyeful!

The Madgwick Cup:

For sports-racing cars under three litres that raced between 1960 and 1966. The usual bevy of immaculate Elvas, Lotus, Merlyn-Fords and even a Brabham Climax BT8 competed in fine form.

The Royal Automobile Club TT Celebration Race:

This race featured closed cockpit cars in the spirit of those raced in the RAC TT races of 1960 to 1964. This hour long extravaganza was the highlight for me. To see Aston Martin DB 4 Zagatos plus their Project 212 and 214 cars, Ferrari 250 SWBs and 250GTOs, a Shelby American Cobra Daytona Coupe and even a Maserati Tipo 151 in Camoradi colours racing simply took my breath away.

The Glover Trophy:

For 1.5 litre Formula One and Tasman race cars from 1961 to 1965. Lotus, BRM,

Cooper Climax, Brabham and a recreation Shark-nose Ferrari in Equipe Nacional Belge yellow were out there to strut their stuff in fine form.

The Sussex Trophy:

Featuring World Championship Sports Cars and production sports racing cars from 1955 to 1960. Listers, Jaguar D Types, Maseratis, Ferraris, Aston Martin DBR1s and even the Balchowsky-Buick 'Old Yeller Two' Special was having it out on the track.

As you can see from the aforementioned races and considering that some of the finest of the Marques were out to play it was an incredible spectacle from the first green flag to the last chequered one.

As though that were not enough sandwiched in between was a tribute to the five time world championship winner the incomparable Juan Manuel Fangio ~ 'El Chueco' ~ on the 60th anniversary of his first World Championship win. A magnificent on-track display of old racing motorbikes and a centenary celebration for Ford of Britain. There was also an incredible tribute to the Supermarine Spitfire both on the ground and in the air! Oh yes did I mention there was also a flying visit from the arguably the greatest British bomber of World War Two the Avro Lancaster!

Was it all too much? Not a bit of it! I would do it all again in a heartbeat and many of the competitors and spectators I spoke to had

been to all ten Goodwood Revivals and were going to be back again next year rain or shine . . . That's the spirit! *Perhaps I will too!*

The whole Goodwood experience is of course, as expected, like French cuisine well prepared, but very rich and fulfilling and there is little appetite left for desert! But *there is more so leave a little room* for the stars.

Strolling through the paddock at The Goodwood Revival is like walking through a superb three dimensional race car coffee table book; history and quality at every glance but one is also surrounded by some of the people who actually drove these wonderful cars in their heyday. Just like at any vintage or classic event the drivers are happy to talk about their association with their cars and the past which makes for very memorable moments. Let's face it one does not get the opportunity to talk to the likes of Sir Stirling Moss, Jackie Stewart, David Piper, Brian Redman, Nick Mason, Tiff Needell, Jackie Oliver, Alain de Cadenet and five time Le Mans winner Emanuele Pirro all in one day, but I did! It's all a bit overwhelming really but lots of fun and fascinating beyond belief.

Sir Stirling Moss and his lovely wife Lady Susie were once again kind and gracious with their time. I last met him two years ago at Laguna Seca when I presented him with a commemorative poster from the old

Westwood track in British Columbia on behalf of the Vintage Racing Club of British Columbia. This time I had a wonderful and amusing Craig Ainscough cartoon, aren't they all, which was created for the VRCBC about his 1999 coming together with Max Balchowsky's 'Old Yeller Two' at Laguna Seca's turn two; I had it suitably framed for the presentation. In 1999 I was in the press centre at Laguna Seca when the accident happened as he took a tight competitive inside line at turn two. He looked at the cartoon and laughed at its satire but admitted that the incident wasn't funny at the time!

Jackie Stewart, strolling around with wife Helen, son and grandchildren, was inundated with autograph hunters but always had the time to talk. He was the only driver there smaller than me . . . I suppose that is where the 'Wee Jackie' comes from!

David Piper was in the paddock with his distinctive green Ferrari 250 LM, he also owns a Porsche 197K, which he bought new from the factory and a Lola T70! That would be about my favourite choice of cars too and I told him so.

David won the Kayalami nine hour endurance races in South Africa five times from nine starts, a great achievement. He lost part of one leg during the filming of Steve McQueen's Le Mans but continued to race very competitively, that takes courage. He is a gentleman racer and also gentlemen in

real life easy to talk to with happy memories of Canada and Mosport.

Let's face it they were all interesting to listen to and their recollections are hard to condense suffice it to say I

am very grateful to them all for their time and patience.

[Mike Tate](#). Goodwood, September 2011.



Of course Goodwood has as much aviation history as it does motor sport
An impressive display of WWII hardware is usually there to be enjoyed

Above: RAF Battle of Britain Flight with Lancaster bomber

Below: The legendary Spitfire



Alvin "Spike" Rhiando

In the last issue of Vantage I talked about the "Canadian" driver that came eighth in the first running of the Indianapolis 500 a hundred years ago. I also talked about the difficulty that historians have in establishing what constitutes being a Canadian before establishment of Canadian citizenship in 1947.

I mentioned an interesting figure in the UK racing scene: Alvin "Spike" Rhiando. It turned out he was probably not a Canadian—but he did claim to be one.

In the 1930s, Rhiando claimed to have been born in Saskatchewan in 1917. I guess in Britain at that time, Saskatchewan was a pretty exotic place to be from, right up there with Timbuktu! In February of 2003 I communicated with his granddaughter, who suggested that the Canadian



Rhiando and his F3 car

birth story was probably not correct (as many had suspected, all along), nor was his birth name Rhiando. I believe his true name was Alvin James Stevens.

Nevertheless, Rhiando, as he called himself, was a colourful character on the British motor sport scene in the immediate pre- and post-WW II era. Bill Boddy

mentions him in his magnificent book *Brooklands*, as does Doug Nye in his book *Cooper Cars*.

Rhiando won the Formula 3 supporting race for the first post-war British Grand Prix at Silverstone in October of 1948. Nye's book tells the story that Rhiando beat the works Coopers and a Stirling Moss in a 50-mile endurance



Trimax Racing Car

race for 500 cc F3 cars. Rhiando also drove in and promoted English Midget Racing Cars in the late 1930s. Reports say that he raced under a Canadian racing license—but it may have been simply an ordinary Canadian, provincially-issued driver's license, as there was no sporting authority in Canada at that time that could have issued a competition license.

Spike (or some one else using his by-line) wrote articles for the British popular magazine *Topical Times*, telling rather outlandish tales of racing in the UK and America, being a cowboy and a motorcycle stunt rider, and hanging out in Hollywood with the movie stars of the day. He even claimed to be James Cagney's driver-double for the 1932 racing movie *The Crowd Roars*. Who knows, it might even be true.

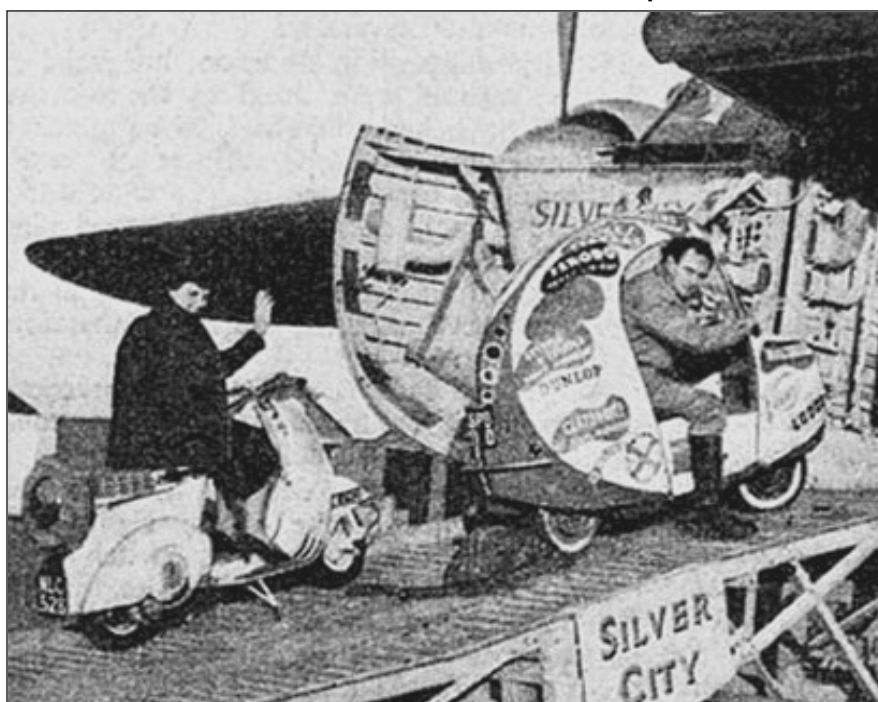
In addition to being a racing driver, he was a constructor of what is reputed to be the first all-metal monocoque formula car, built around 1950, known as the Trimax, he was also said to have designed a fibre glass-bodied, BMC mechanicals, mini car called the Shamrock and to have (unsuccessfully) attempted to manufacture the Shamrock in Tralee, Ireland. Through the war years, Spike apparently worked for the British arm of the Caterpillar company. The post-war government of Clement Attlee initiated the notorious Tanganyika Groundnut Project, and Spike saw the opportunity to make good money from his

knowledge of earth-moving. He lasted nearly two years, returning from the fiasco with a comfortable nest egg. Sometime later he hatched another mad scheme, through his Shamrock adventure became an expert in the use of fibre glass and designed an air-conditioned closed body for a motor scooter. To promote this enterprise he set out on a solo trip from London to

Capetown. Apparently he was rescued somewhere in the Sahara Desert by the French Foreign Legion, some suggest that the motor scooter may still be there.



Spike and scooter



Spike on his way to Capetown



Shamrock

Racing at Fort Lewis Washington

Fort Lewis is a large US Army facility just north of Tacoma, Washington. The airport at Fort Lewis is called Gray Field (GRF).

In 1952 the Army authorities were looking for ways to entertain the large number of randy troops at the camp in order to keep them out of trouble. Someone suggested sports car racing on the airfield. Local sports car enthusiasts suggested that the Army contact the Sports Car Club of British Columbia (SCCBC) to organise the race as they were the most experienced in the area. The result was a one-off event. Ron Curties, the SCCBC historian, recalls an Army official pointing to a red light beacon on the top of a pole and saying, "If that red light comes on, get the hell off the runways" The red light did not come on. Curties

also tells of the racers and officials being well treated, even to the extent of each finding a case of beer in their complimentary motel rooms.

The trophy for the feature race was called The General's Cup and was won by Arleigh Pilkey of SCCBC. In a 1962 interview in *Canada Track & Traffic* magazine, Pilkey recalls Colonel Burleigh Hillman, post controller, as the contact who provided a 30-motorcycle escort for the sports cars arriving into the camp. Pilkey also recalls the start for the production car race that was 20 cars abreast on the wide runways (maybe not 20, but wide; see photo). There are various reports on this event. A sports car enthusiast magazine of the time, *Auto Speed & Sport*, suggests that there may have been as many as three races at this venue. In

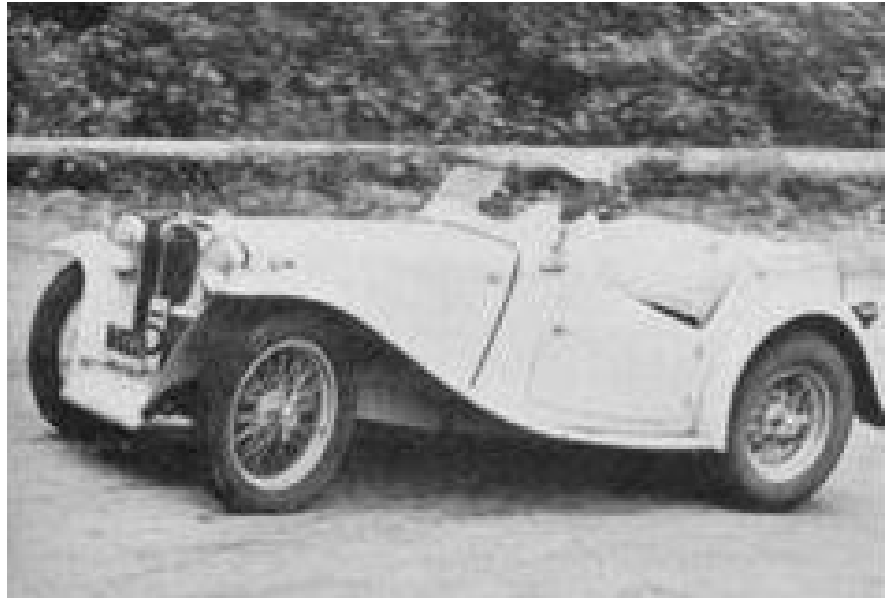


addition to the sports car contingent there were motorcycles and an early form of drag racing held there. The first race, early in 1952, featuring local cars and drivers from an Olympia "Roadents" car club seems have had more of a hot rod theme. The second and larger event featured the



The reported wide start

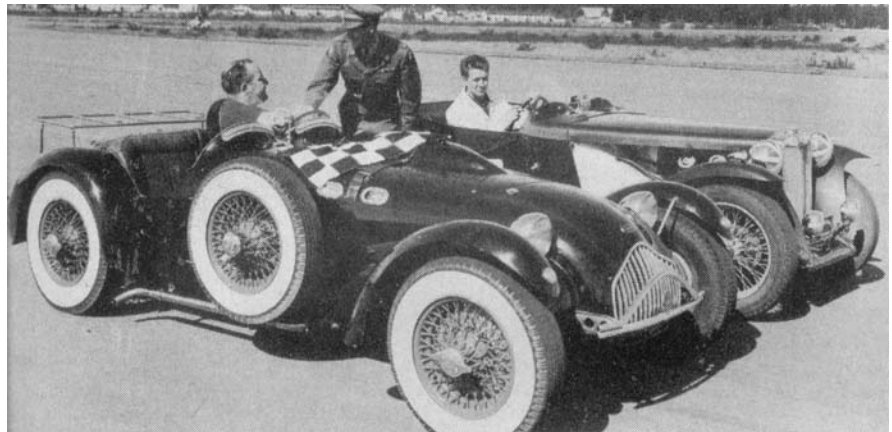
SCCBC cars. Races were five laps over a 2.46-mile course. Winners that day, in addition to Pilkey, were Pete Lovely in a Jaguar XK120 and Tom Carstens of Tacoma in a J2 Cad-Allard. A possible third race in September has been reported, but no written confirmation has been found by the author.



SCCBC driver Arleigh Pilkey in an MGTC



Above left: **Gray Field today**



Above right: **Local enthusiast Tom Carstens in his Allard**

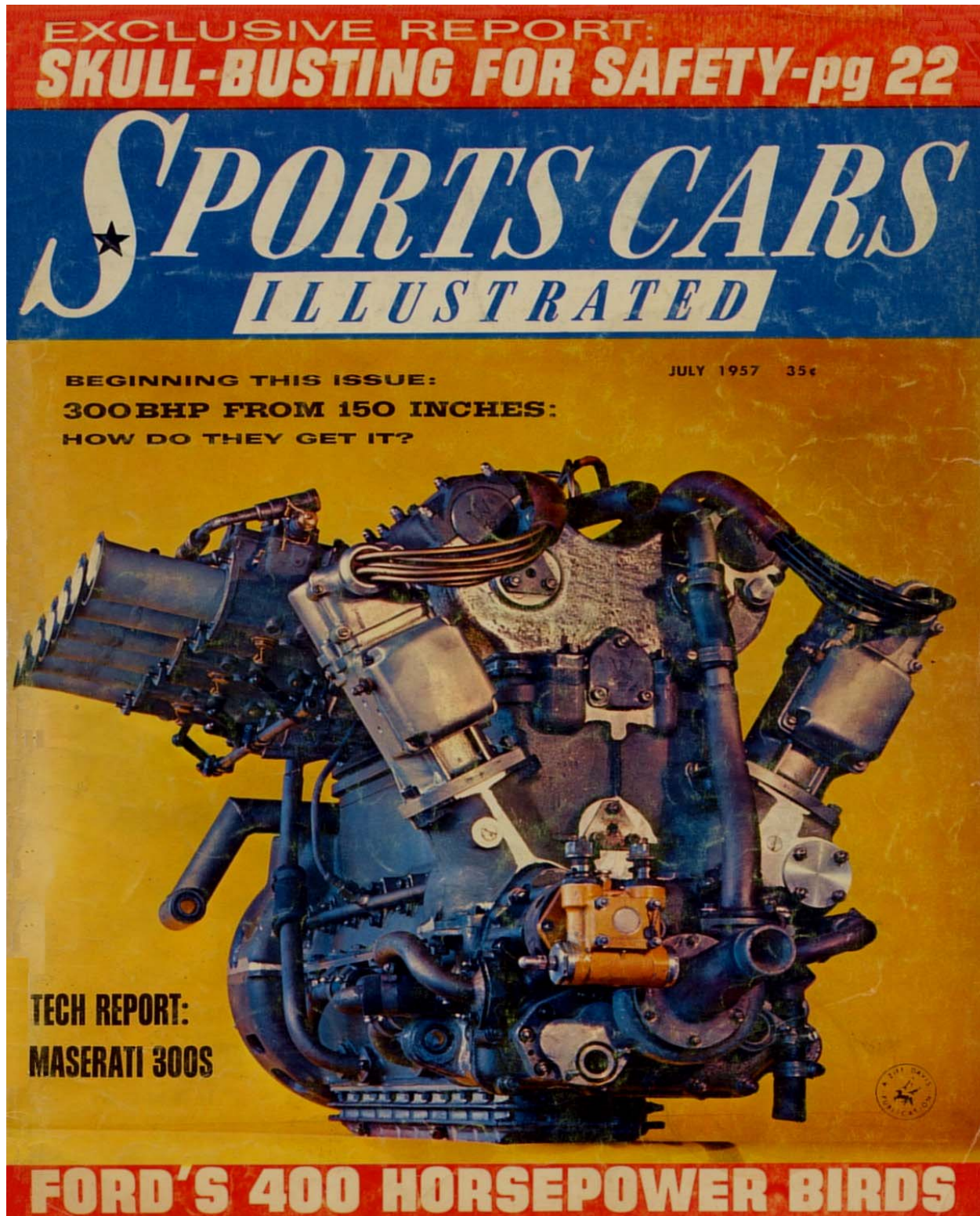


Mixed bag of cars

All photos courtesy of Speed and Sport Magazine

Next Issue

The Snell Foundation





Mosport



St. Eustache



Gimli



Mont-Tremblant



Atlantic Motorsport Park



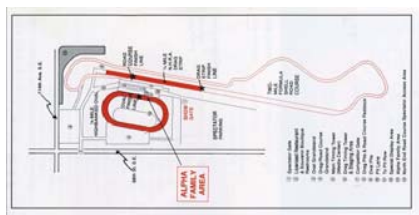
Sanair

Tom's Photo Page

Active Canadian Road racing Circuits



St. Felicien



Race City



Circuit Gilles Villeneuve



Trois Rivières



Calabogie



Toronto Indy



St. Croix



Mission



Edmonton Grand prix



ICAR

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

A locally built racing car, who, what?



Well there were a few guesses, from SU to Solex but no one got it right. The carb is a Japanese SK, a knock-off of a Weber DCOE series. A better carb than the Weber in my view.

VRCBC Club Officials and contact details for the rest of 2011

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