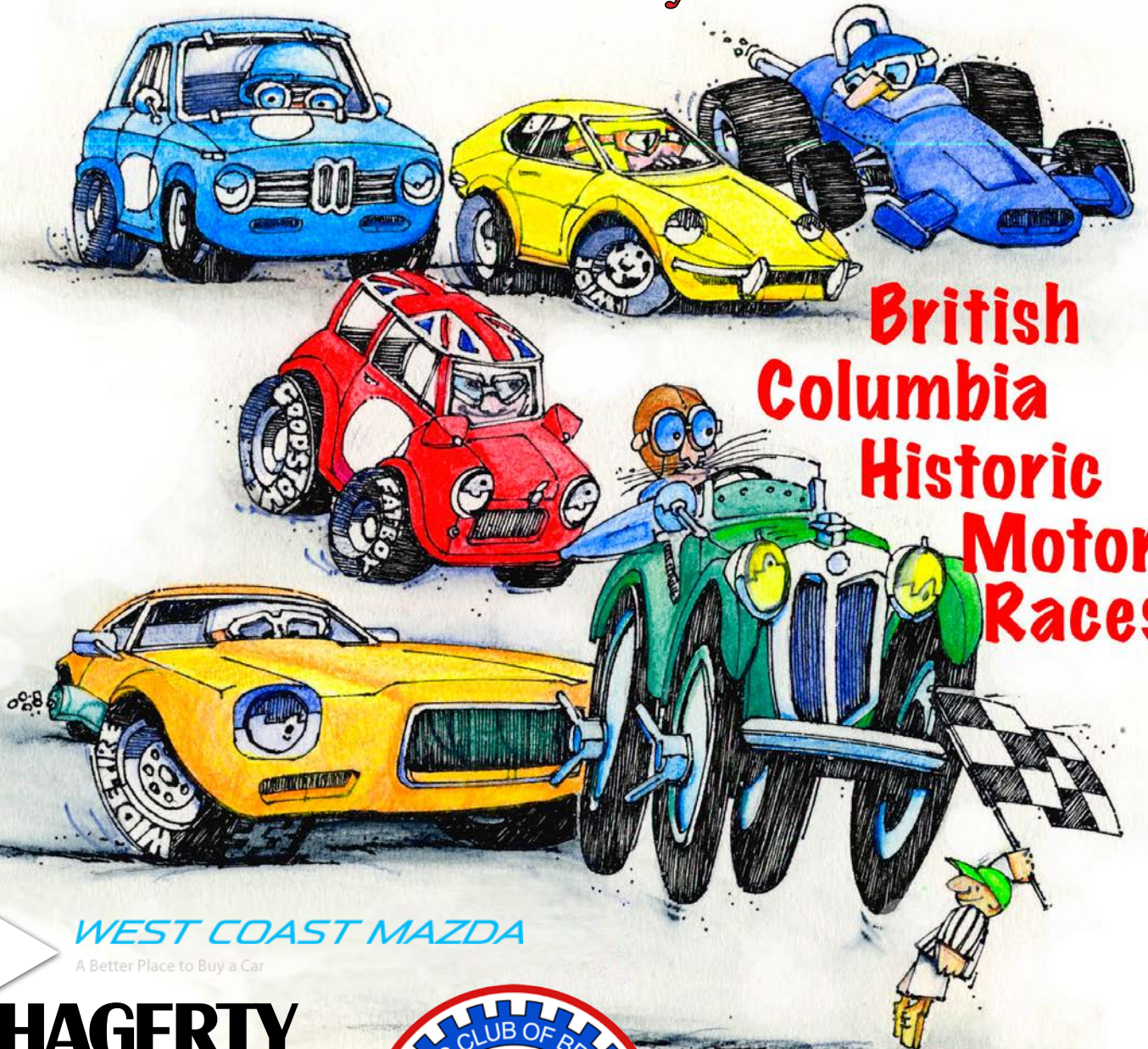




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## Vintage Racing Club of British Columbia

3366 Baird Road, North Vancouver,  
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[www.vrcbc.ca](http://www.vrcbc.ca)

British Columbia Historic Motor Races is presented by the Vintage Racing Club of British Columbia (VRCBC) in conjunction with the Sports Car Club of British Columbia (SCCBC) and the Motorsport Emergency & Turnworkers Association (META). The event is sanctioned by the CACC which is affiliated to ASN Canada FIA

### 2013 VRCBC Executive

President	Tedd McHenry
Vice President	Jim Latham
Past President	Stanton Guy
Treasurer	Gayle Baird
Secretary	Al Reid
Race Director	Phil Roney
Vantage Editor	Tom Johnston
Membership	Ian Northey
Web Site	Stanton Guy

### Race and Track Officials

Event Chairman	Tom Johnston
Event Stewards	Hugh Archer Doug Wall
Clerk of the Course	Steve Hocaluk
Chief Marshal	Tasma Wooton
Starter	Mark Miller
Time Keeper	John Cathie
Registrar	Glenn Taylor
Tech Inspectors	Jim Kurtz Mike Currie Al Cruickshank
Course Doctor	Keith Wong
Race Announcers	Vince Howlett Jim Latham David Birchall
Paddock Marshal	Keith Robinson

### With special thanks to the following for their generous support

Sports Car Club of British Columbia (SCCBC)  
Motorsport Emergency and Turnworkers Association (META)  
Society of Vintage Racing Enthusiasts (SOVREN)  
Confederation of Automobile Car Clubs (CACC)

## PRESIDENT'S GREETING

On behalf of all members of the Vintage Racing Club of British Columbia, it is my great pleasure to welcome you to the 2014 BC Historic Motor Races. I want to extend an especially warm welcome to competitors and crew from outside of BC. We hope this weekend will be as special for you as it is for us.

Welcome also to those who've come to watch. We hope you'll love the races as much as we love putting them on for you. Remember that spectators are free to walk through the Paddock and see all of the cars up close. Somewhere in the Paddock or in the Car Display, you are sure to find at least one car that either brings back personal memories, or that you may have read about but never seen before. Be sure to ask the owner about it. We enjoy talking about our cars almost as much as driving them!

This year marks the 50th anniversary of the arrival of Japanese racing cars in British Columbia, so we have chosen Japanese Cars as our theme. Way back then, Japanese cars were a novelty both on and off the track in Canada but, as we all know, that would soon change. Racing played an integral part in the development of these cars and

companies, both in technology and in reputation, making them an important factor in Canadian racing history. We honour that history here this weekend.

In addition to all the great vintage races, Hagerty Classic Car Insurance will be presenting the Hagerty Formula Festival, featuring races for both Formula Fords and Formula Vees. These world-wide formulas consistently produce close, exciting road racing, and we thank Hagerty for helping us bring them to you.

It takes a lot of work by a lot of people to put on the BCHMR, much of that work going on behind the scenes. I would like to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworker Association (META), and our many other volunteers for their hard work.

Last, but definitely not least, thank you to our event Chairman, Tom Johnston.

**Tedd McHenry VRCBC  
President**



## CHAIRMAN'S WELCOME

It is Hard to believe that we are up to the 27th running of this event. Cars that were new in 1981 when the first event was run are now considered historic, possibly officials as well.

Last year we had a spring date and we got rained upon, the event still went on and was a success despite it all. This year we are back to mid-summer and are optimistic of good weather.

The big news for this year is we are recognising the arrival of Japanese cars upon the historic racing scene just as they arrived on the local racing scene in the 1960s, we don't have many entered but we expect more in coming years.

We have quite a number of sponsors and advertiser, several new this year, without them we couldn't do this - thank you to them all.

The BCHMR has always been considered a fun event by the entrants, this year we have a few new twists, I hope

we all enjoy them.

We have introduced a new award this this year; The Chairman's Trophy. It will go to the driver/car that we think has put on the best show in the vintage racing tradition (nice car, nice driver, well turned out, fast but may not have won anything). As race Chairman I will present this perpetual trophy.

All in all, I am looking forward to a fun and enjoyable weekend for the fans, workers and competitors. Thanks to you all for being here.

**Tom Johnston  
Race Chairman**



**DISTRICT OF**  
**Mission**  
ON THE FRASER  
**OFFICE OF THE MAYOR**

May 9, 2014

Greetings from Mayor Ted Adlem and the District of Mission Council.

It is my great pleasure, as the Mayor, to welcome you to Mission and for you to be a part of the BC Historic Motor Races experience! We heard a rumour that the fan favourite "Hot Laps" is back for 2014, but with a twist! Make sure you check it out – but remember, "rides" go fast so sign up early!

The Sports Car Club of BC will be celebrating 20 years of racing at Mission Raceway this year, with the Vintage Racing Club of BC's support. The District of Mission is proud that they have supported the SCCBC races and look to continue this relationship far into the future.

Mission businesses extend an open invitation to you to enjoy their hospitality and to show you what they have to offer in way of accommodations, food, and necessities. Check out the Mission City Farmer's Market for local products, cool off in the pools at the Leisure Centre, or play a round of golf at one of Mission's golf courses! Mission boasts a wide variety of activities that everyone can enjoy!

On behalf of the citizens and District Council, I welcome you to the BC Historic Motor Races. We hope you have a safe racing weekend and that you enjoy your time with us!



Ted Adlem  
MAYOR

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Province of  
British Columbia  
Legislative Assembly



Simon Gibson, MLA  
Abbotsford-Mission

Greetings from the Province of British Columbia,

Congratulations to the organizing committee and volunteers of the BC Historic Motor Races.

The races are one of the premiere events in the riding of Abbotsford-Mission. I am thrilled to see such a strong level of support and enthusiasm from the entire Pacific Northwest.

The BC Historic Motor Race at the Mission Raceway will be here for years to come because of its appeal to such a wide audience.

On behalf of the Provincial Government, welcome to Mission and have a great weekend.

All the best,



Simon Gibson, MLA  
Abbotsford-Mission

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# SOME OF THE CARS RACING THIS WEEKEND



Alan McColl, 1977 Targa



Steve Kupferman, 1958 Canada Class V.A.Y. Special



John Rankin, 1965 Beach Mk4B II



Marty Knoll, 1975 Johnston JM3



Tedd McHenry, 1972 XPit Formula 4



Dennis Repel, 1974 Chevy Camaro



Dallas Hanes, 1969 MGB



Karlo Flores, 1959 Austin Healey Sprite



Ron Cridland, 1971 Porsche 911



John McCoy, 1969 Ford Escort Twin Cam



Al Ores, 1976 Caldwell D-13



Stephen Clark, 1959 Elva Courier



Jennifer Bleza-Dimmock, 1996 Mazda Miata



Phil Linzey, 1971 Datsun 240Z



Peter Valkenburg, 1961 Volvo PV544



Charly Mitchel, 1969 Triumph TR6



Gerry Loeffler, 1965 Sunbeam Tiger



Fred Semple, 1986 Chevrolet Camaro



Bruce Jamieson, 1976 Caldwell D-13



Frank Winterlik, 1988 Van Diemen RF88



Glen Gibbons, 1969 Alfa Romeo GTV

# HISTORY OF THE VINTAGE RACING CLUB OF BRITISH COLUMBIA

The Vintage Racing Club of British Columbia (VRCBC) was established in 1976 by a group of Vancouver-based friends as a way of sharing with others their enthusiasm for motor racing, and their appreciation of the great vintage racing cars of bygone days. The VRCBC's competition philosophy is to encourage participation, sportsmanship and the display of the vehicles in their natural state on the race track. VRCBC members raced at the famous Westwood track from 1981 until it was closed in 1990. Since then, the Road Course at Mission Raceway Park has been the home track. The season typically runs from early April until mid-October. The major event of the season is the Historic Motor Races, renamed the British Columbia Historic Motor Races (BCHMR) in 2010. This multi-day event, emphasizing vintage racing cars attracts many entrants from other provinces and the United States. All of the season's races, including the BCHMR are part of the club's annual River's Edge Vintage Series (REVS), which rewards car preparation and participation, rather than finishing position.

Club members also regularly participate in events put on by the Society of Vintage Racing Enthusiasts (SOVREN) and other clubs at race tracks in Washington and Oregon and California.

And many SOVREN members come north to race at Mission.

The Club's biggest and most successful event to date was held in July 2009. The regular Historic Motor Races was combined with a very special celebration of the 50th anniversary of the opening of the Westwood track in 1959. The Westwood50 Committee sponsored many special events during that weekend, including a grand banquet honouring many contributors.

Over the years, the VRCBC membership has grown to more than 100. About a quarter of the members are active racers. Many of the others are former racers or long-time enthusiasts. The common theme is a love for racing and sports cars of the past and the enjoyment of seeing them in operation.

## 27th Running?

The 2014 event marks the twenty seventh running of our club's Historic Motor Races or as we now call the event; the British Columbia Historic Motor Races. The first event was run at Westwood Racing Circuit in 1981 and it continued there for ten runnings until the track


## Vendors Row

All along the pit lane and across from pre-grid at the east end of the paddock there are a number of vendors offering everything from treats to eat to hard core performance and racing parts.

In particular, look for the large tent with the **Drivers Services** banner. The VRCBC maintains this facility to provide timing and race result information to competitors but more importantly it is the place where spectators can purchase racing regalia such as tee-shirts and hats.



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## ROAD RACING AT MISSION RACEWAY PARK



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OF BRITISH COLUMBIA

# SOME OF THE CARS RACING THIS WEEKEND



Felim Power, 1981 Van Diemen RF81



John Carroll, 1972 Mallock Mk IIB



Ian Wood, 1965 Fournier Marcadier Barquette



Don Benson, 1974 Porsche 911RS



Roger Flescher, 1967 Sunbeam Tiger



Al Cruickshank, 1975 LeGrand Mk 21



Malcolm Curtis, 1987 BMW 325is



Paul Higgins, 1995 Protoform FV-P2



Tom Sproule, 1969 Marilyn Mk 1



Mike Zbarsky, 1988 Chevrolet Camaro



Bill Mote, 1967 Austin Healey Sprite



Leigh Anderson, 1967 BMW 1600



Doug Yip, 1967 Sunbeam Tiger MkII



Keith Wong, 1968 Triumph GT6



Phil Roney, 1969 TVR Vixen




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## **BCHMR FORMULA VEE RACE**

### **BCHMR Formula Vee Invitational**

<b>No.</b>	<b>Driver</b>	<b>Class</b>	<b>Car</b>	<b>Sponsor</b>	<b>Home Town</b>
	Higgins, Paul	Modern Vee	1995 Protoform FV-P2	AVRparts.com	Abbotsford, BC
	Ores, Al	Modern Vee	Caldwell D13	Bert's / IWE	Burnaby, BC
	Baird, Gayle	Vintage Vee	AD MK IIIB Fox		Ladner, BC
	Jamieson, Bruce	Vintage Vee	Caldwell D13		West Vancouver, BC
	Larsen, Craig	Vintage Vee	Zink C-4		Shoreline, WA
	Sproule, Tom	Vintage Vee	1969 Marilyn Mk 1		Surrey, BC



# EVENT SCHEDULE

## Thursday August 14: Arrival Day

Competitors arriving early may park and wait in the main parking lot until:

5:00 pm	Paddock gate opens
5:00 pm to 7:00pm	Registration and technical inspection and Paddock assignments
5:00pm	Complimentary Meet and BBQ: Pre grid area
10:30pm	Main Gate Locked

## Friday August 15: Test and Practice Day

7:00am	Main Gate opens
9:00am	Practice: revolving 20 minute sessions for OW, CW and Time Attack
Noon to 1:00pm	Lunch Break
1:00pm	Practice: revolving 20 minute sessions for OW, CW and Time Attack
4:00pm	Track closes
3:00pm to 7:00pm	Registration and technical inspection
5:00pm	by donation Westwood Reunion barbeque: Pre Grid area
10:30pm	Main Gate locked

## Saturday August 16: Race Day #1

7:00	Main Gate opens
7:30 to Noon	Registration Tech & Paddock Assignment
7:30 to 8:00	Compulsory track walk for newcomers
8:00 to 8:30	Compulsory drivers' meeting Pre Grid

### Practice/qualifying all laps timed

9:00 to 9:15	Vintage CW Groups A
9:20 to 9:35	Vintage CW Group B
9:40 to 9:55	Vintage Exhibition Group
10:00 to 10:15	Time Attack
10:05 to 10:20	Combined Formula Ford and Vee
10:25 to 10:40	Time Attack
10:45 to 11:00	Vintage CW Group A: Race 1
11:10 to 11:25	Vintage CW Group B: Race 1
11:30 to 1:00	Lunch: Demonstration tours, Hot Laps, etc.
1:00 to 1:15	Vintage Exhibition Group: Race 1
1:20 to 1:35	Vintage CW Group A: Race 2
1:45 to 2:00	Formula Vee: Qualifying
2:05 to 2:20	Formula Ford: Qualifying
2:30 to 2:45	Vintage CW Group B: Race 2
2:50 to 3:05	Vintage Exhibition Group: Race 2
3:05 to 3:25	Time Attack : Run Session
3:30 to 3:50	Formula Ford: Race 1
4:00 to 4:20	Formula Vee: Race 1
5:00 to 5:30	BCHMR Dinner Happy hour
5:30	BCHMR Dinner Served

10:30 Main Gate locked

## Sunday August 17: Race Day #2

7:00am	Main Gate opens
8:30 to 9:00	Compulsory drivers' meeting

### Warm up sessions

9:30 to 9:50	Vintage CW Groups A and B
9:55 to 10:10	Hagerty Formula Festival Vee & Ford
10:15 to 10:30	Vintage Exhibition Group
10:35 to 10:50	Vintage CW Group A : Race 3
11:00 to 11:15	Vintage CW Group B: Race 3
11:25 to 11:40	Vintage Exhibition Group: Race 2
11:50 to 12:05	BCHMR Formula Vee : Qualifying
12:05 to 1:35	Lunch Break: Grand Opening, Parade, Hot Laps, etc.
1:35 to 1:55	Hagerty Formula Festival Formula Ford: <b>Westwood Trophy Race</b>
2:05 to 2:25	CW Vintage groups A and B: <b>SCCBC Trophy Race</b>
2:35 to 2:55	Exhibition Vintage group: <b>Pete Lovely Memorial Award Race</b>
3:35 to 3:55	Hagerty Formula Festival Formula Vee: <b>Abbotsford Trophy Race</b>

### End of the Day - Have a Safe Drive Home - See you Next Year!

10:30	Main Gate locked
-------	------------------

# ENTRY LIST

## BCHMR Formula Ford Invitational

No.	Driver	Class	Car	Home Town
	Cruickshank, Allan	Club Ford	1975 Legrand Mk 21	Port Coquitlam, BC
	Floer, Douglas	Club Ford	1981 Van Diemen RF81	Delta, BC
	McColl, Alan	Club Ford	1977 Tiga Formula Ford	Abbotsford, BC
	Power, Felim	Club Ford	1981 Van Diemen RF81	Surrey, BC
	Robinson, Keith	Club Ford	1979 Van Diemen RF79	Abbotsford, BC
	Baker, Alan	Modern Ford	1989 Van Diemen RF89	Vancouver, BC
	Adams, Mike	Vintage Ford	1970 Chinook MK-IX	Regina, SK
	Lorraine, Doug	Vintage Ford	1978 Lola 540	Three Hills, AB
	O'connor, Chuck	Vintage Ford	1970 Winkelman WDF 2	Port Townsend, WA
	Schoap, Chris	Vintage Ford	1970 Titan FF Mark VI	Eugene, OR
	Winterlik, Frank	Vintage Ford	1988 Van Diemen RF88	Winfield, BC



Brent Martin

# ENTRY LIST

## Vintage Groups A and B - Fast and Faster Production Based Sports Cars and Sedans

No.	Driver	Car	Sponsor	Home Town
<b>Group A Fast</b>				
	Anderson, Leigh	1967 BMW 1600		Surrey, BC
	Andras, Lorne	1968 Volvo 122s		Sidney, BC
	Arnold, Chuck	1969 Triumph TR6		Tacoma, WA
	Bishop, Kiwi	1986 Chevrolet Camaro		Agassiz, BC
	Brown, Thorin	1991 Mazda Miata	REPEL RACING	North Vancouver, BC
	Butler, Ken	1964 Lotus Elan	Ellice Automotive	Sooke, BC
	Clark, Shelby	1959 Elva Courier		Portland, OR
	Curtis, Malcolm	1987 BMW 325is	RedZone Racing	North Vancouver, BC
	Elliott, John	1969 MG B		North Vancouver, BC
	Flores, Karlo	1959 Austin Healey Bugeye Sprite		Vancouver, BC
	Gibbons, Glen	1969 Alfa Romeo GTV		Winfield, BC
	Hanes, Dallas	1969 MG B		Freeland, WA
	Hawthorne, Michael	1987 Porsche 944		Saanichton, BC
	Haym, Paul	Datsun 510		Vancouver, BC
	Hogg, David	1973 Porsche 911		Vancouver, BC
	Isaacs, Pierce	1966 MG B		Port Ludlow, WA
	Lessner, Ivan	1958 Austin Healey 100-6/BN6		White Rock, BC
	Linzey, Philip	1971 Datsun 240Z		Vancouver, BC
	McCoy, John	1969 Ford TC Escort	Omnitech Engineering	Bellingham, WA
	Pickstone, Tim	1963 Porsche 356C		Salt Spring Island, BC
	Robinson, Jim	1967 Lotus Super Seven		Calgary, AB
	Stuart, Gil	1958 Volvo PV444		Nanaimo, BC
	Thomas, Ian	1971 BMW 2002	Thomas Design/Tony's	North Vancouver, BC
	Valkenburg, Peter	1961 Volvo PV544		Port Moody, BC
	Williams, Evan	1963 TVR Grantura Mk III	Jaguar Processing Inc.	Langley, BC
	Wong, Keith	1968 Triumph GT6		Mission, BC
	Wood, Ian	1969 Volvo 142S	IWE RearEndsOnly.com	Burnaby, BC
	Zbarsky, Michael Vintage	1988 Chevrolet Camaro		Courtenay, BC
<b>Group B Faster</b>				
	Clark, Stephen	1959 Elva Courier		Victoria, BC
	Cridland, Ron	1971 Porsche 911		Kelowna, BC
	Flescher, Roger	1967 Sunbeam Tiger	R R Repair	Bellingham, WA
	Loeffler, Gerald	1965 Sunbeam Tiger		Edgewood, WA
	McColl, Alan	1968 Lotus Cortina	MCE Motors	Abbotsford, BC
	McQueen, Malcolm	1972 Datsun 510	Specialty Engineering	Burnaby, BC
	Repel, Dennis	1974 Chevrolet Camaro		North Vancouver, BC
	Roney, Phil	1969 TVR Vixen	Symmetric Machining	Langley, BC
	Sandham, Larry	1993 Mini Vauxhall	Fountain Tire Victoria	Victoria, BC
	Semple, Fred	1986 Chevrolet Camaro	Kingpin Engineering	Langley, BC
	Tupholme, Geoff	1973 Austin Mini		Pritchard, BC
	Yip, Doug	1967 Sunbeam Tiger MKII		North Vancouver, BC

# ENTRY LIST

## Vintage Groups Exhibition (purpose built) Racing Cars

No.	Driver	Car	Sponsor	Home Town
	Carroll, John	1972 Mallock 11b		Errington, BC
	Carruthers, Tony	1986 Swift DB2 Sports 2000	MK Tech. / Team Ecclefechan	Nanaimo, BC
	Knoll, Marty	1975 Johnston JM3	Tom Johnston Racing	Kelowna, BC
	Kupferman, Steve	1958 V.A.Y. Special		Rancho Murieta, CA
	McHenry, Tedd	1972 Xpit F4 GMP Racing		Surrey, BC
	Rankin, John	1965 Beach Mk4B II	Beach Racing Cars	Normandy Park, WA
	Somerville, Hamish	1992 Reynard 92H	Tom Johnston Racing	West Vancouver, BC
	Stec, Ray	Royale RP37	RSRacing	Pitt Meadows, BC
	Wood, Ian	1965 Fournier Marcadier	IWE Rear Ends Only.Com	Burnaby, BC

The organizers reserve the right to reallocate entries from group to group for competition and safety reason



# ENTRY LIST

## Formula Ford Invitational

No.	Driver	Class	Car	Home Town
	Cruickshank, Allan	Club Ford - FF Inv.	1975 Legrand Mk 21	Port Coquitlam, BC
	Floer, Douglas	Club Ford - FF Inv.	1981 Van Diemen RF81	Delta, BC
	McColl, Alan	Club Ford - FF Inv.	1977 Tiga Formula Ford	Abbotsford, BC
	Power, Felim	Club Ford - FF Inv.	1981 Van Diemen RF81	Surrey, BC
	Robinson, Keith	Club Ford - FF Inv.	1979 Van Diemen RF79	Abbotsford, BC
	Baker, Alan	Modern Ford - FF Inv.	1989 Van Diemen RF89	Vancouver, BC
	Adams, Mike	Vintage Ford - FF Inv.	1970 Chinook MK-IX	Regina, SK
	Lorraine, Doug	Vintage Ford - FF Inv.	1978 Lola 540	Three Hills, AB
	O'connor, Chuck	Vintage Ford - FF Inv.	1970 Winkelman WDF 2	Port Townsend, WA
	Schoap, Chris	Vintage Ford - FF Inv.	1970 Titan FF Mark VI	Eugene, OR
	Winterlik, Frank	Vintage Ford - FF Inv.	1988 Van Diemen RF88	Winfield, BC



# TROPHIES AND AWARDS



(From left back row): **SCCBC Trophy, Battered Cup, Pete Lovely Award, Westwood Trophy**

(Front): **Abbotsford Trophy**

**Chairman's Trophy**

Tom Johnston

## The Chairman's Trophy

New this year and donated by former Kart racer Russell Walsh and obtained by VRCBC stalwart Allan McColl the Chairman's Trophy will be presented to the driver/team that race official believe to have made the most outstanding appearance at the BCHMR.

## The Abbotsford Trophy

Recalling the roots of sports car racing in this area that were planted at Abbotsford Airport (now Abbotsford International Airport), a former World War II training facility that was used for a number of forms of motor sport in the years after the war. For 2014 the Award and a keeper will go to the winner of the Formula Vee Invitational Race.

## The Westwood Trophy

Most racing Fans know that in 1959 the Sports Car Club of British Columbia built the legendary Westwood Racing Circuit which opened in 1959 and continued until urban growth caused its closing in 1990.

For 2014 the Award and a keeper will go to the winner of the Formula Ford race for at type of car which may have been the most popular over Westwood's history.

## The SCCBC Trophy

The Sports Car Club of British Columbia operators of the Mission Raceway Park Road Course, the site of the 2012 British Columbia Historic Motor donated this trophy and the other two above from their artifact collection. As the culture of vintage racing does not focus on winning as much as spirited participation, the Sports car Club of BC trophy will be selected by the race announcing staff for the performance of the weekend from the vintage groups A and B production based car.

## The Pete Lovely Memorial Award

Initially donated in 2011 to honour the then recent passing of Tacoma based pioneer racer Pete Lovely by BCHMR race chair Tom Johnston from his collection of Formula Atlantic awards, this trophy is awarded to the driver who puts on the most spirited performance of Vintage group Exhibition and purpose built racing cars.

## The Battered Cup

Obtained by VRCBC stalwart Ian wood from a scrap metal dealer, the Battered Cup is – well – battered. It will be awarded at the gala banquet on Saturday evening of the event to the driver or car or combination that is or was battered.

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Some call it 'the little shop that could', and indeed Wilkinson's Automobilia has been around the block a few times, duking it out with competition from the internet and the like. "I think what has kept us going so long is that we provide more than automotive and motorcycle collectibles - we offer an environment where there is a sense of community, and the love of the automobile is the magnet", says owner Ted Wilkinson.

The shop is chock-a-block full with die cast and resin scale models, as well as

books, literature, clothing, and artwork all devoted to the celebration of the automobile and motorcycle. New and previously owned items make their way through Wilkinson's doors every week and keep regular customers drooling. "It has been the support of



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## **Formula Ford Invitational by BCHMR Chair Tom Johnston**



### **What is Formula Ford?**

In the 1960s, the starter formula for aspiring road racing drivers was the FIA 1000cc Formula Three. The cars were generally tube space frame chassis with a rear mounted engine with a Hewland VW-based transaxle. The engines were mostly based on early Cosworth Ford 105E (Anglia) based MAE (modified Anglia Engine) known at the time as "screamers" due to their high RPM. The 1960s were also the time that the concept of commercial racing driver schools was coming into popularity, mostly in the UK. The Jim Russell School and Motor Racing Stables were examples. These schools used current F3 cars for the advanced students. Needless to say the students were not very kind to the delicate cars and motors causing the schools real maintenance problems. Some bright light at MRS suggested that they fit a standard Ford 1500cc Cortina GT motor. The GT put out about the same power as its smaller cousin (the engine blocks were very similar) was much easier to drive, weighed about the same, was a neat fit and was cheaper and more reliable. While they were at it they fitted steel road wheels with road going high performance radial tires. The first car modified was a Lotus 31 and everyone was very pleased with the result. By 1966 Ford agreed to support the concept of a low cost "starter" formula and so, Formula Ford was born. Now 45 years later it is still a very important world wide starter formula.

Lotus created a specific car for the formula based on the Lotus 31 and dubbed it the 51, which became the first series produced car for the class. Other manufacturers did similar conversions, but soon many were producing their unique FF designs. Popular early cars were Merlyn, Alexis, Titan, Palliser/Winkleman and others. There were a few Canadian cars (Ferret from Ontario and Patterson from BC) and American (LeGrand, Caldwell and others) but most came from the UK (and still do).

### **Formula Ford in Western Canada.**

By 1968 the formula was going strong with future stars like Emerson Fittipaldi and Tim Schenken doing very well. 1968 was also the inaugural year for Edmonton's Edmonton International Speedway, a long gone comprehensive motorsport facility. The first

road race at the circuit was held on July 28 of that year. The first race of the day, the novice race, was won by Barry Fox of Edmonton, driving a Lotus 51, although Merlyns went on to dominate other races of the event. I was there that day and I was very impressed. So impressed, in fact, that a year later I sold my Lola Mk 1 Climax (I wish I still had it!), bought a Merlyn Mk 11A and moved to Vancouver and became one of the first Formula Ford drivers at Westwood. Formula Ford racing was bursting out everywhere. The 1970 ICSCC Championship for FF (that I was fortunate enough to win), had ten drivers score points which made it one of the largest classes. For some reason, North American racing organisations never adopted the street radial tire rule so the cars raced on real racing tires right from the beginning (years later the "spec." tire concept returned). Both CASC and SCCA adopted the formula quite early.

### **Professional Formula Ford Racing**

During the 1970 season at Westwood, I was approached by SCCBC president Bob Randall and was asked if I thought they could gather up enough cars to hold a professional race. I thought so, and sure enough on September 20 the first Western Canadian Pro Ford race was held at Westwood (maybe this event was the first pro Formula Ford race in the world); the Export Invitational. A field of about thirty cars turned up, the racing was great and everyone was thrilled. I remember Pierre Phillips of Portland OR won in a Titan Mk 6.

There followed a series of events, sometimes twice a year at Westwood. The biggest and best were the Pepsi-Pro races run 1971 through to 1974. The Pepsi Pro had been previously for Group 7 Can-Am style sports cars and had been a feature of Westwood's program since 1966, however, in 1971 based on the Export race success, it was switched to the new popular Formula. Formula Ford was perfect for Westwood at the time, relatively economical and suitable for the narrow twisting circuit. Literally hundreds of drivers from all over North America participated in these races. The last Pepsi Pro ran in 1974 – the winner was Marty Loft.

## WHAT IS A VINTAGE CAR?

### A very complicated explanation

Types of cars eligible for today's vintage racing are generally sedans, sports and racing cars manufactured before 1994 (Actually the 1994 date is solely for the BCHMR event, normal club racing has earlier dates). Series produced road cars (which are very popular) may be clones, that is they need not be cars with actual racing history but may be constructed to limits as allowed by a racing organization at some pre-1994 period. Real racing cars, purpose-built to race such as formula cars and sports racing cars must be the real thing and must have verifiable racing history from that period.

There are no classes as in contemporary racing; instead, cars are grouped by age, type, or lap times, depending on the entries received for a particular event. There are no prizes given since everyone who satisfactorily participates is considered a winner—the cars are the "stars," not the drivers. There are however awards given for a particularly good performance or an especially well turned out car, and then there are the Mission Moose(s).

Vintage racing cars are presented in the form they were originally raced "in the day". The entrant must state which era the cars raced in and to who's rules the car is prepared (e.g. SCCA or similar). Engines should be the same type and size as allowed in the period, likewise tires must of the same size and design as allowed "in the day".

Vehicle safety equipment, such as roll bar/cage, safety harness, master cut-off switch and fire extinguisher are also required. Drivers must have an appropriate racing license and are required to have a high standard of personal protective equipment.

## JOIN VRCBC AND RACE

### Eight Steps to Becoming a Vintage Racer

1. Join the Vintage Racing Club of BC, membership is renewed annually for the calendar year. The club has two membership categories: Individual (\$50); Family (\$60). There is no limit to the number of family members. Guests are always welcome to attend any regular monthly meeting. If you decide to join, you can do so right at the meeting. New members are asked to complete a membership application form which can be found at [www.vrcbc.ca](http://www.vrcbc.ca).

2. Interrogate club members for scraps of vintage racing knowledge (and the location of long lost Ferraris, if you're lucky).

3. Attend an accredited racing school (e.g., the Sports Car Club of BC has two highly recommended driver training sessions at Mission each year) and get your Novice competition racing license. This experience will either fire your enthusiasm even more, or (less likely) convince you that you might prefer the club's off-track activities. Regardless, you will have a great time at the school!

4. Decide which Vintage Class/Category you want to race in. Most experienced racers will recommend that you purchase an existing racing car (that might need some work) rather than start from scratch and modify a street car. You will get on the track much sooner and for less cost.

5. Scrounge in the couch for any lost loose change to purchase your vintage racer.

6. Scrounge your bank account for more change to make your vintage racer safe and reliable (make sure you get advice from current club members, and read the rules carefully before buying parts or doing any work).

7. Adopt the philosophy and spirit of vintage racing.

8. Enter races, make friends, enjoy the cars and live your dream.

Meetings are held the third Tuesday of the month, starting at 7:30 p.m. Check [www.vrcbc.ca](http://www.vrcbc.ca) for more details and membership information.



## M.G. MORRIS, THE MISSION MOOSE STORY



Once upon a time, deep in the far away, misty forests of Westwood, a starry-eyed, young racing driver named Al Ores was out doing practice laps in his brand new Caldwell Formula Vee. All of a sudden, he came roaring into the Pits (There was no Pit Road speed limit in those days.) and jumped out. With his eyes wide, he yelled excitedly (so excitedly, that he spoke in German!): "Ich mochte nach Hause gehen! Ein riesiger elch mit grosen geweihen jagte mich über den Berg auf dem Hugel auf der geraden! Ach der lieber!!" Which (very) loosely translated into English means: "I want to go home! A huge moose with big antlers chased me over the top of the hill on the back straight! Good heavens!"

Well, fellow racer (and native English speaker) Bob Smith happened to be sitting on the Pit wall nearby. All he heard was the last bit and he understood "Ach der lieber!" to be 'A Deer Leaping'. He repeated this to the others beside him and within minutes everyone in the Paddock had heard about the leaping Bambi that had scared the normally fearless Al so much that he had actually come in early. And that is why, forever after, the big hump on the back straight at Westwood has been called "Deer's Leap".



**Liz Smith with 2011 Moose Winner John McCoy**

Fortunately, Al Ores quickly recovered from his shock and he probably no longer even remembers anything about the incident. Ask him yourself he is still racing and is entered in this weekend's event. It was a different story for Bob however. Once he discovered what had resulted from his little misunderstanding, Bob decided he had better do his best to make amends to that heroic, unknown Moose from long ago. So that is why Bob and his wife Liz have been awarding a stuffed 'Mission Moose' to one deserving driver in each race at the BCHMR, ever since.

And now you know the rest of the story. "Fiction really is stranger than the truth".



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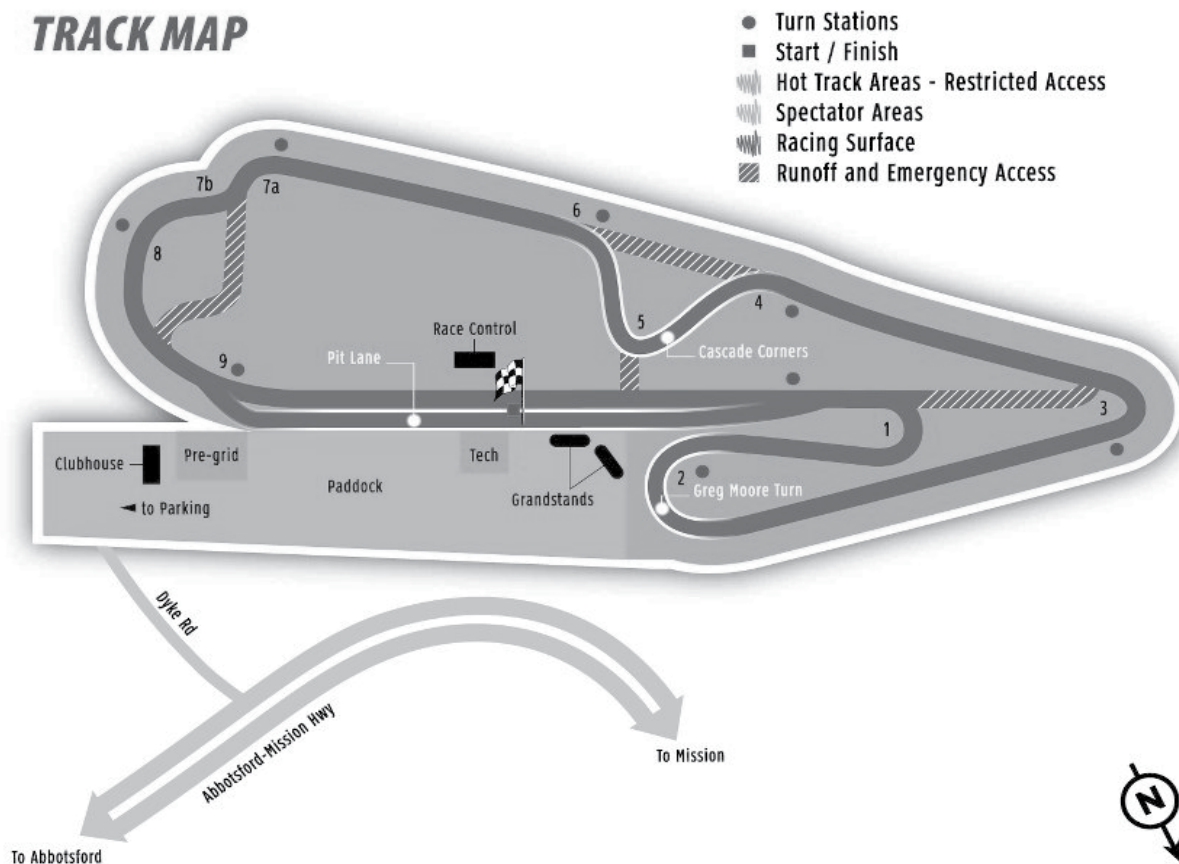
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# THE TRACK

- RIVER'S EDGE ROAD COURSE AT MISSION RACEWAY PARK -

## TRACK MAP



## One Lap around the Track in the Driver's Seat

The excitement is felt as soon as you drive through the front gate of Mission Raceway Park. Fast cars, determined drivers and an expectant crowd—it's called "racing!"

To the left are the stands and the Drag Racing control tower. On the right is the shut-down part of the Dragstrip that doubles as the front straightaway of the road-racing course.

Once in, you're set to strap in and do some hot laps. Drive to pregrid, where you'll wait while the cars from the previous session clear the track. Listen for the whistle. There it goes! Touch your accelerator and move out.

Steady down Pit Lane, slowly pass the Start/Finish tower and then it's on to the track

On the first lap your are behind the pace car, but as you near the Pit Lane once more, the pace car pulls off and you get the green flag.

Now's the time to hit accelerator and race through Turn 1, where you're hard on the brakes for a right hander, followed by the short straightway to Turn 2, sweeping in front of the grandstand—a great view for the spectators. To set up for Greg Moore Corner, you want to move to the right side of the track and make a wide sweeping arc through the corner.

Next, gather your speed down the tree-lined, long straightaway and squeeze those brakes to rein in for Turn 3,

a tourniquet-tight left hander.

Coming out of Turn 3 brings you onto the original section of the circuit where you once again accelerate hard now towards Turn 4. The track weaves somewhat as you set up for the sweeping Cascade Corners. A light dab on the brakes to set for Turn 4 is all that's required as you turn left and power through into the hard braking area at Turn 5.

Keeping tight to the right to enter Turn 6, you're now racing hard down the riverside back straight headed for the Turn 7A-7B chicane. Check to make sure no one is directly beside you as you slow down to navigate the left-right combo before accelerating through a sweeping Turn 8. It's really important to have the car settled as you exit Turn 8 and enter Turn 9, as this leads onto the front straight and it's imperative that you carry as much speed as possible through Turn 9 and get the power down as you launch onto the front straight. Get your line through this corner precisely right so you can wind 'er up for the fastest possible straightaway speed.

Check your gauges, look up to the starter's stand, check your mirror for the competition, and get set to do it all over again.

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