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August 22 & 23, 2015

Mission Raceway Park

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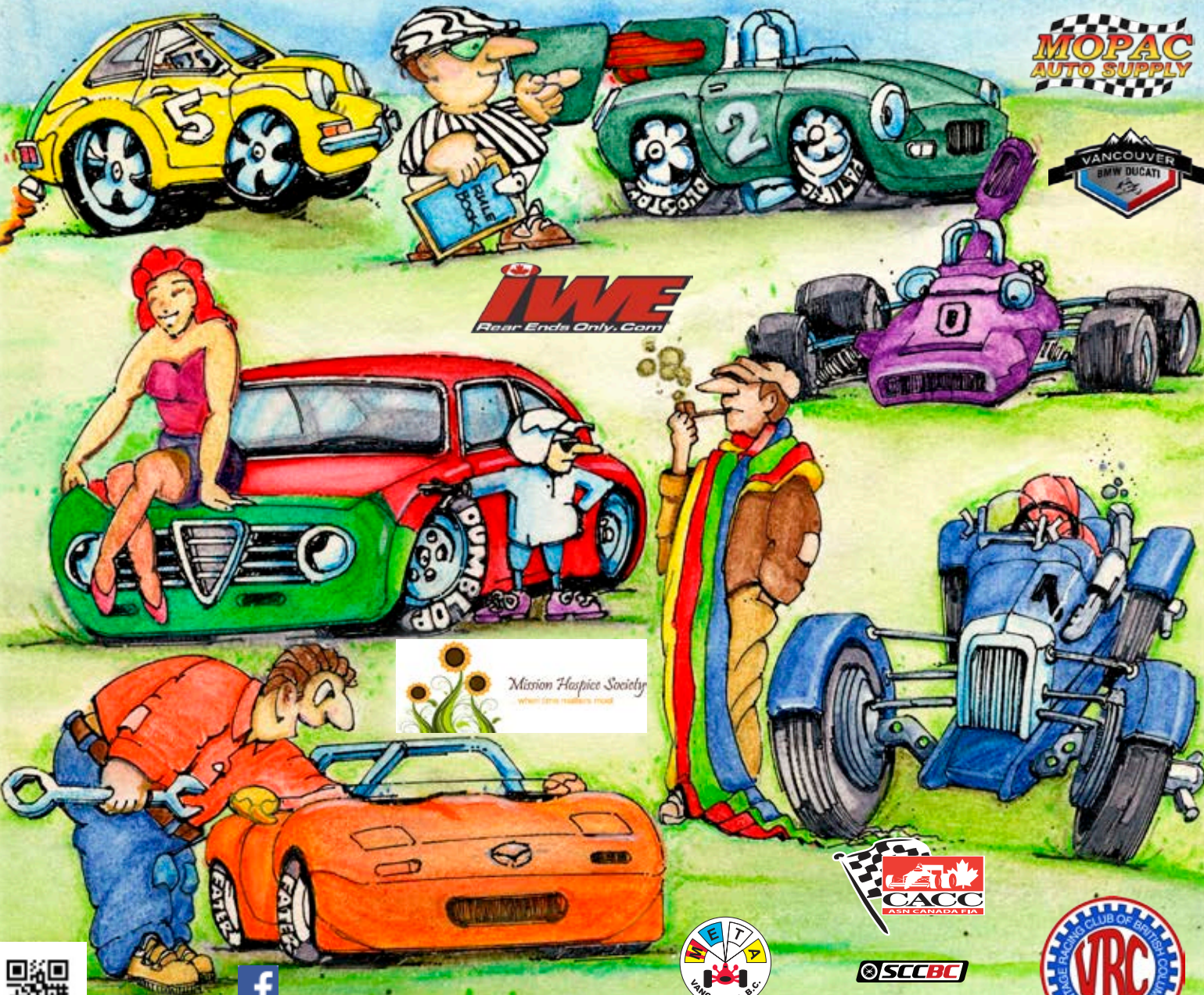
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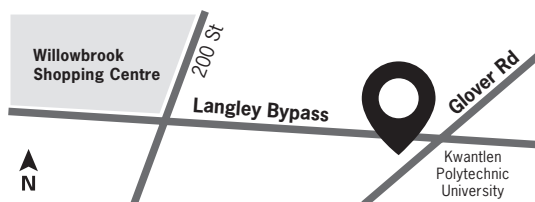


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**Racing at the Road
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August 22 and 23,
2015**

**Presented by:
Key-West Ford**



**Featuring
Hagerty Formula
Festival**

**Vintage Racing Club of
British Columbia**

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

2015 VRCBC Executive

President	Tedd McHenry
Vice President	Paul Haym
Past President	Stanton Guy
Treasurer	Gayle Baird
Secretary	Peter Valkenburg
Competition Director	Dennis Repel
Vantage Editor	Tom Johnston
Membership	Mike Bailey
Web Site	Stanton Guy
BCHMR Chair	Tom Johnston

Race and Track Officials

Event Chairman	Tom Johnston
Event Steward	Hugh Archer
Clerk of the Course	Tasma Wooton
Chief Marshal	Tasma Wooton
Starter	Mark Miller
Time Keeper	John Cathie
Registrar	Glenn Taylor
Tech Inspectors	Jim Kurtz

Course Doctor	Keith Wong
Race Announcer	Vince Howlett
Paddock Marshal	Keith Robinson

Sponsorship and Promotion Team:
Patrick Stewart,
David Hogg,
Paul Hyam,
Jorge Montesi

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 28th running of the British Columbia Historic Motor Races, presented by Key West Ford. 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 the Field of Dreams car display you are sure to find at least one car that brings back personal memories, or perhaps one you 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!

I would especially like to thank Key West Ford for their fantastic support of this year's BCHMR. Key West is a keen supporter of many motorsport and automotive-related communities in the Lower Mainland, and we are honoured to be one of

them. Be sure to check out their AIM performance truck, Roush Mustangs, and Phase 2 Roush F150 while you're at the track.

We're also very pleased to be able to support the Mission Hospice Society. You can sign up for a thrilling ride in a real vintage racing car and support this great society and its important work.

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 all our members who volunteered countless hours to organize and run this event. I would also like to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworker Association (META), and other volunteers for their continuous support of this event over many years.

And finally, thank you to our event Chairman, Tom Johnston, whose tireless efforts motivate and inspire the rest of us.

**Tedd McHenry
President**



CHAIRMAN'S WELCOME

Well here we are again, this time 28th running of the British Columbia Historic Motor Races.

New things for this year; a recollection of over one hundred years of electric cars on the race track and the road and an expansion of our relationship with the Mission Hospice Society. Our very popular Ride in a Real Race Car program raises funds to help allow the society to do the good work that they do.

We also are welcoming new presenting Sponsor; Key West Ford and a number of other sponsors as well the return of the Hagerty Formula Festival.

You will see increased activity along vendor's row as many new sponsors and supporter are joining us this year. An interesting sponsor innovation by sponsor Open Road Porsche is a rally closed for their customers who will participate in an instructional lapping session on the track on Saturday night from 5:00 PM to 8:00 pm led by our two special guests Tony Morris sr, and Kees Neirop.

**Tom Johnston
Race Chairman**



DISTRICT OF
Mission
ON THE FRASER
OFFICE OF THE MAYOR

To the Racers, Crews, Officials, Volunteers and Fans:

Welcome to the 28th annual BC Historic Motor Races!

Austin Healey, MG, Triumph, and Sunbeam are a few of the names that everyone talked about back in the day as they tore up the roads with their sleek coolness. Then, they were gone!

If you ever wondered what happened to these iconic cars, you will find them at the 28th annual BC Historic Motor Races on August 21, 22, and 23 at Mission Raceway Park in Mission, BC. They will all be there ready to bring back waves of nostalgia as they rip around the track reminding everyone of just how cool they still are after all these years. While safety is of the utmost concern, the vintage car races give a thrill a minute as their owners' manoeuvre these beauties to the ultimate checkered flag finish.

Mission Raceway Park is a first class facility that always delivers world class entertainment regardless of the race type. With races featuring everything from jet cars to hot rods, Mission has become internationally known for the quality of the track and the racers that compete there. The facilities are great, the food is tasty, and the excitement is big.

On behalf of the District of Mission residents and Council, I am honoured to welcome you to our community. Enjoy the races, sample some of the superb food in our restaurants, take time to explore all we have to offer, and above all, have a wonderful time at the races.

Yours truly,



Randy Hawes
MAYOR

P.O. Box 20, 8645 Steve Lake Street, Mission, B.C. V2V 4L9
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website: www.simongibsonmla.ca



Province of
British Columbia
Legislative Assembly



Simon Gibson, MLA
Abbotsford-Mission

Greetings from the Province of British Columbia,

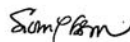
Congratulations to the organizing committee and volunteers of the BC Historic Motor Races.

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 Tiga



Walt Carrel, 1970 Zeitler FV



Charly Mitchel, 1969 Triumph TR6



Marty Knoll, 1975 Johnston JM3



Dennis Repel, 1974 Chevy Camaro



Stephen Guy, Royale RP3-A



Hal Hamilton, 1960 MG A



Doug Lorraine, 1978 Lola 540



Robbie Arthur, 1990 Tsunami MkII



Collin Jackson, 1973 Brabham BT40



Al Ores, 1976 Caldwell D-13



Shelby Clark, 1959 Elva Courier



Peter Weedon, 1994 Sports Racer WSR



Campbell Carlyle, 1989 Pontiac Trans Am



Peter Valkenburg, 1969 Porsche 911



Scott Arthur, 1978 Caldwell D13 FV



John Carroll, 1967 Ginetta G4



Brian Harvey, 1991 Mazda MX5 Miata



Stanton Guy, 1976 Caldwell D-13



Frank Winterlik, 1972 Royal Rp14 Super Vee



Glen Gibbons, 1969 Alfa Romeo GTV

SOME OF THE CARS RACING THIS WEEKEND



Eric Stanley, 1987 Nissan 300zx



Gil Stuart, 1958 Volvo PV444



Ian Wood, 1969 Volvo 142S



Jim Robinson, 1967 Lotus Super Seven



Dale Nyeste, 1997 Ford Mustang



Paul Haym, 1969 Datsun 510



Geoff Tupholme, 1973 Austin Mini



Paul Higgins, 1995 Protoform FV-P2



Tom Sproule, 1969 Marilyn Mk 1 FV



Larry Sandham, 1985 Mini Vauxhall



David McKay, 1984 Lola T644



Leigh Anderson, 1967 BMW 1600



Doug Yip, 1967 Sunbeam Tiger MkII



Keith Wong, 1968 Triumph GT6



Phil Roney, 1984 Tiga SC84



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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.

28th Running?

The 2015 event marks the twenty eighth 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 closed in 1990. When racing recommenced at the road course at Mission Raceway Park the event started again in 1998 and has continued until this year.

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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.

Vendor's 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 information to competitors but more importantly it is the place where spectators can purchase racing regalia such as tee-shirts and hats. Note: timing and race results are only available in the clubhouse.





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EVENT SCHEDULE

Thursday August 20: 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 21: Test and Practice Day

7:00am	Main Gate opens
9:00am	Practice: Rotating 20 minute sessions for OW and CW and Time Attack
12:00 to 1:00	Lunch break
1:00 to 4:00	Practice: Rotating 20 minute sessions for OW and CW and Time Attack
4:00 pm	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 22: Race Day #1

7:00	Main Gate opens
7:30 to 8:00	Compulsory newcomer track walk at pregrid
7:30 to Noon	Reg., tech, paddock assignment
8:00	Compulsory Drivers Meeting
	Pregrid
Practice/qualifying all laps timed	
9:00 to 9:15	Vintage CW Group A&B
9:20 to 9:35	Time Attack
9:40 to 9:55	Vintage Exhibition Group
10:00 to 10:15	Combined Formula Ford & Vee
10:20 to 10:35	Vintage CW Group A Race 1
10:40 to 10:55	Vintage CW Group B Race 1
11:00 to 11:15	Time Attack
11:20 to 11:35	Demonstration Laps
11:40 to 1:00	Lunch, Real Rides, Car Corral Tour etc.
1:00 to 1:15	Vintage Exhibition Group Race 1.
1:25 to 1:40	Vintage CW Group A Race 2
1:50 to 2:05	Combined Formula Ford & Vee Race 1
2:15 to 2:30	Vintage CW group B Race 2
2:40 to 2:55	Vintage Exhibition Group Race 2
3:05 to 3:20	Time Attack Run Session
3:30 to 3:50	Combined Formula Ford & Vee Race 2
5:00 to 8:00	Closed Sponsor Lapping Session
5:00 to 5:30	BCHMR Dinner Happy Hour
5:30	BCHMR Dinner Served
10:30	Main Gate locked

Sunday August 23: Race Day #2

7:00	Main Gate opens
8:30	Compulsory Drivers meeting
	Pregrid
Warm up sessions	
9:30 to 9:45	Vintage CW groups A and B
9:55 to 10:10	Combined Formula Ford & Vee
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 3
11:50 to 12:05	Demonstration Laps
12:10 to 1:30	Lunch, Opening Ceremony
	Real Rides, Car Corral Tour etc.
1:40 to 2:00	Hagerty Formula Festival
	Abbotsford Trophy and
	Westwood Trophy Race,
	Formula Ford & Vee
2:10 to 2:30	SCCBC Trophy Race, Vintage CW
	groups A and B combined
2:40 to 3:00	Pete Lovely Memorial Award
	Vintage Exhibition group Race 4
3:10	End of Day
	Have a safe trip home
	See you next year
10:30	Main Gate Locked



Like so many quality race cars constructed in England, when the new 1973 Brabham BT40-37 arrived at Fred Opert's shop in New Jersey, it did not linger too long on the east coast. The next destination for this Brabham became Gresham, OR where Al Lader had his racing shop.

The following story about this particular Brabham BT40 involves an overview about the three owners that has spanned over 40 years. It's noteworthy that one of the first races for this car was at the Westwood, BC track, which is about 20 miles from Langley, BC, where it now resides with the current owner.

The first owner was Al Lader, who entered his Brabham in the 1973 Players Challenge Canadian Formula B series. He installed a Lotus-developed Ford twin cam engine. This combination resulted in Lader posting victories at the Westwood, Edmonton, Mosport Park and Debert circuits. Now, one might think that winning four of the six race series that perhaps the driver would be a serious contender for the title. Sadly, that assumption would not be correct....

One of the series' eligibility requirements for possibly winning the title was that the drivers had to be Canadian citizens! The final results of this 1973 Players Formula B Championship show that Bill Brack from Toronto, ONT garnered 109 points on his way to the title, followed by Canadian drivers John Powell and Craig Hill. The participating drivers from the United States were not awarded points for their respective efforts within the series. The 1974 Canadian Formula Atlantic series allowed non-Canadian drivers to score points.

Following this success, in late 1973 Lader sold his Brabham BT40 to Portland driver Ron Householder. It was about this time when 14 year old Collin Jackson's interest in racing also began. This interest led to an enduring and impacting friendship with Householder that lasted 40 years.

From 1974 to 1979 and along with Ron's wife Claudine, Jackson became Householder's crew member as the trio travelled up and down the west coast participating in both Sports Car Club of America (SCCA) and International Conference of Sports Car Clubs (ICSCC) events. Jackson commented about this time. "Ron basically taught me everything that I needed to know about working on that

Brabham." Little would Jackson know then, how valuable that education would become some 33 years later....

Following the 1979 racing season, Householder stored his Brabham in an airplane hangar near Portland until 2012. During the next 30 or so years leading towards 2012, Householder continued to race a March 77, Ralt RT4 and Swift DB-4 Formula Atlantic cars on west coast racing circuits.

Unfortunately, in 2012 Householder was diagnosed with terminal ALS (Lou Gehrig's disease). Knowing that his life was going to be significantly restricted and not knowing how much time he had left, Householder informed Jackson that he and Claudine had previously decided that the Brabham BT40 should have a new third owner.

Jackson then began to restore the car to the original racing condition when Lader drove it. However, after being in storage for over 30 years, Jackson describes the condition of the Brabham. "This race car was in very, very, very poor condition and even though we tried to restore it while Ron was still alive, it just wasn't possible." Sadly, after a year of determined perseverance, Ron Householder passed away on February 23, 2013.

During the past 2-3 years, Jackson and Andy Pearson of Specialty Engineering have completed a quality restoration on the Brabham. "We completed a ground-up restoration of everything, including the tub, electrical systems, fuel cells, brake and hydraulic lines, brake calipers and even the dash had to be restored," replied Jackson. "Also, Arnie Loyning's shop completed the BDA engine rebuild."

This restoration was completed in 2015 and Jackson has participated in a couple of vintage races. For those of us that were privileged to know Ron Householder, Jackson's descriptive words about this 75 year racer are insightful. "Ron was a pretty special guy. He lived to race and raced to live." said Jackson. "He was a huge figure in my life and we were very, very close. Today, it's surreal in driving this car because I worked on it 40 years ago!"



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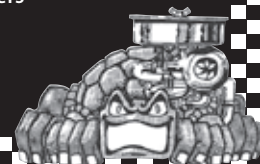
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BCHMR Drivers
and Crew
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SOVREN Canada Cup



Chairman's Trophy



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

TROPHIES AND AWARDS

The Chairman's Trophy

Donated by former champion Kart racer Russell Walsh and obtained by VRCBC stalwart Allan McColl, the Chairman's Trophy will be presented to the driver/team that race officials believe to have made the most outstanding appearance at the BCHMR taking into account Canadian racing history, distance travelled and spirited performance.

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 2015 the Award and a keeper will go to the winner of the Formula Vee section of the combined Formula Ford and Formula Vee Race.

The Westwood Trophy

Most racing fans know that 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 2015 the Award and a keeper will go to the winner of Formula Ford section of the combined Formula Ford and Formula Vee race.

Formula Ford may have been the most popular car classification 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 2015 British Columbia Historic Motor donated this trophy and others 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 winner 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 Exhibition Group of 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.

SOVREN Canada Cup

New for 2015 for the most significant US based SOVREN club entry. The Seattle based SOVREN Club has had a long time relationship with the VRCBC with members regularly attending each other's race events.

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Last Year's Chairman's Trophy winner - Mike Adam's 1970 Chinook Formula Ford from Regina

Honouring Racer Al Ores



Al Ores in his Formula Vee (Gerry Frechette)

Alois Al Ores was born in Slovenia in the Julian Alps near Ljubljana on May 3, 1933. The onset of World War II caused the family to move to Austria where Al received his training as a machinist and mechanic. He served an apprenticeship at the Puch motorcycle works.

After the war was over he came to Vancouver and later brought his parents and sister to join him. As Al was not fluent in English, he worked on railway maintenance for two and a half years on the Nanaimo and Esquimalt based in Victoria.

Having mastered his English, he came to Vancouver where he worked as a mechanic at the Texaco station at 12th. and Main.

After a few years, he linked up with boss and friend Bert Laakmann and went on to be service manager at Bert's

Automotive for thirty one years.

It was with Bert and another friend, Charly Godecke that Al got involved in motorsport. The three took drivers training at Westwood in 1968 in a Formula Vee, the kind of car

that Al continues to race to this day. Al is no slouch of a driver as he holds the Formula Vee closing lap record for the Westwood racing circuit and, as recently as the summer of 2004, held the same class record at the Mission road racing circuit. Al Ores has competed in hundreds of race events, mostly in self owned and prepared Formula Vee racing cars.

Al has been a tireless worker for the Sports Car Club of British Columbia (SCCBC) and is honoured by being a life member.

Today we wish to honour Al for his long career in motorsport with a special treat of watching him race against his son-in-law Scott Arthur and his grandson Robbie all in Formula Vees so beloved in Al's long career.



Al Ores

THE MISSION HOSPICE SOCIETY STORY



The Vintage Racing Club of British Columbia has developed a relationship with the Mission Hospice Society, a highly regarded society which for 30 years has served the citizens of Mission.

The Mission Hospice Society was founded in 1985 to provide compassionate care and support to the dying and the bereaved. Hospice emphasizes "care not cure" for the terminally ill and the provision of social, emotional and spiritual comfort for the patient, family and friends throughout the final stages of illness, at the time of death and during bereavement. The programs and services are free.

The Mission Hospice Society is part of the Palliative Care Team at Mission Memorial Hospital. This group cares for the patients diagnosed with life limiting illnesses. The patient and the family can access whatever support they need from members of this team. Team members included physicians, homecare nurses, a social worker, physiotherapist, occupational therapist, pharmacist and the Hospice Coordinator of Volunteers.

The Mission Hospice Society also provides programs and services in the Christine Morrison Hospice on the third floor of the Mission memorial Hospital. We have volunteers who work 7 days a week, 12 hours a day, 365 days a year. They provide support to families and patients.

For grief support groups we currently offer:

Circle of Friends: A grief support group for children ages 6 through 12 who are suffering the loss of a parent or sibling or grandparent. After going through this program we send the kids to Zajac Ranch for a week at no cost to them for them to get the chance to be a child again after learning to deal with their grief.

Pathways: A support group for adults that are suffering the loss of a loved one

Tea & Company: Widows support group

Compassionate Friends: A support group for people who are suffer the loss of a child

One on One Support: One on One support with our trained Bereavement Coordinator

In July of every year we send 15 bereaved children to attend Zajac Ranch at no cost to them.

This year VRCBC is using it's highly popular "Ride in a Real Racing Car" program to raise money to support the Society.

We have a team of volunteers and our Bereavement coordinator who spend 3 nights and 4 days doing fun activities with them. These children have attended our circle of friends support group and are suffering the loss of a parent or sibling. They are suffering from anger issues from their grief and we help them work through their feelings so they are not angry. Understanding why they are feeling a certain way and given the proper tools and resources to manage those feeling are key components in ensuring a child does not turn to crime or drugs to mask what they are feeling.

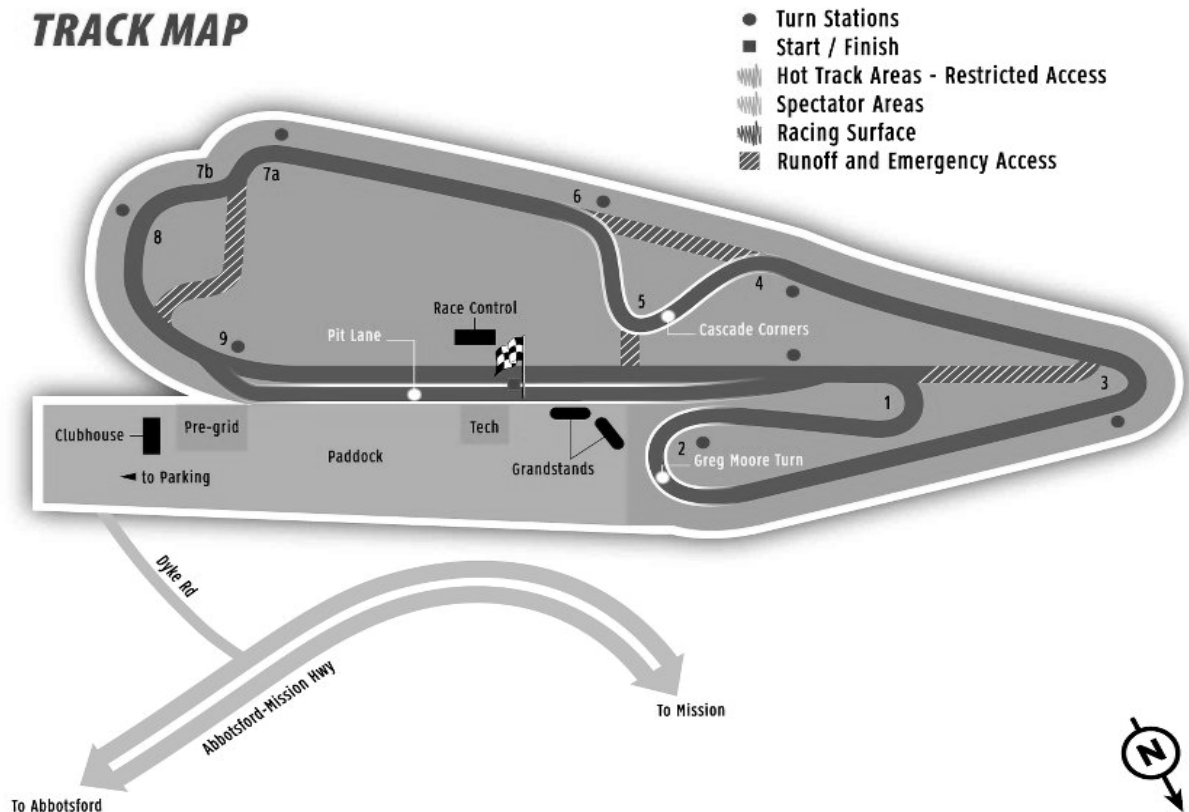
By helping the Society with this expense we are in turn able to help children become successful in school and at home. They no longer lash out in anger and take up school resources. They often will turn away from violence and they learn to process their feelings.

Our children are our future and they suffer grief just like adults do. It is important though to support children through their grief because it can be damaging if they do not know how to deal with it. We spend a year working with these children and at the end of a year we reward them with a fun trip to a camp that they would not other wise ever attend. It helps change their lives. We have the fire fighters also attend for an afternoon of fun with the children. Often police or firemen are scary to them cause last time they dealt with one it was because of a tragic situation which resulted in their loss. So it is important to know they are safe and support the children.

The benefits of this program are far reaching, both economically and socially. Resources spent on the initial stages of a child's grief mitigate the long term costs of not addressing the often profound grief that manifests in behavior that can be costly to the child, the school system and the community.

THE TRACK

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 you 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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Hagerty Formula Festival



What is the Formula Festival

Formula Cars are those tiny single seat open wheel racing cars that are "pure" racing cars, not used or designed for any other purpose. The formula, or rule sets range from the tiniest motorcycle engine Formula Four or the earliest post-WW2 Formula 3 to Modern Formula One with plenty in between. We won't have any Formula One cars this weekend as they are all in Europe at the Belgian Grand Prix.

Probably the most popular racing formulas are the Volkswagen engine Formula Vee and the Ford Engine Formula Ford, we will have plenty of them.

Hagerty the Classic Car People are sponsoring a special race for all Formula cars and the other similar sports racing cars (basically single seaters with full width sports car type bodies), mentioned earlier, these are pure racing cars, no boot, no spare tire, no headlights, just racing.



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Formula Ford



Formula Four



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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 1995 (Actually the 1995 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-1995 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 be 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.c.

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 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 uber 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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