

# VRCBC VANTAGE SUMMER 2012

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*Rain or Shine on Track at Nine*

British Columbia

**HISTORIC**  
**MOTOR**  
**RACES**

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and  
The Formula Vee  
Invitational Race**



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British Columbia**  
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[www.vrcbc.ca](http://www.vrcbc.ca)

British Columbia Historic Motor Races is presented by 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

**2012 Club Executive**

President	Stanton Guy
Vice President	Dennis Repel
Past President	Jim Latham
Treasurer	Bruce Jamieson
Secretary	Tedd McHenry
Race Director	Al Harvey
Vintage Editor	Tom Johnston
Membership	Ian Northey
Web Site	Stanton Guy
Regalia	Bruce Jamieson

**Race and Track Officials**

Event Chairman	Tom Johnston
Event Stewards	Hugh Archer Mike Kaerne
Clerk of the Course	Irene Chambers Dave Nex
Chief Marshall	Nick Rosche
Starter	George Chambers
Time Keeper	Perry Afaganis
Tech Inspector	Jim Kurtz
Course Doctor	Keith Wong
Race Announcers	Vince Howlett Mike Tate David Birchall Adrian Radcliff
Paddock Marshall	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 of the members of the Vintage Racing Club of British Columbia, it is my great pleasure to welcome you to the 2012 BC Historic Motor Races.

And a special welcome to all of the racers and their crews from outside British Columbia, particularly to those who are visiting Mission Raceway Park Road Course for the first time.

This year's BCHMR weekend is unique. Not only do we have our traditional races for all kinds of Vintage cars but we are also featuring the Third Annual Formula Vee Invitational and the Fifth Annual Children's Charities Grand Prix. There will be some great competition throughout the fields in all of these events.

Remember that spectators are free to walk through the Paddock and see all of the cars 'up close'. Racers are happy to talk about their cars and answer questions, unless they are in a big hurry to make repairs or adjustments – then it is better to just stand well back and watch!

I want to thank the Family Affair Racing Team for organizing the Formula Vee Invitational and to also

Children's Charities Racing Team for coordinating the CCGP.

Major race events like this cannot be put on without the support of other organizations and a lot of hard work - mostly unseen - by many individuals. I want to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworkers Association (META), plus our many other volunteers. We couldn't do this without you.

And finally, a very big thank you to our Event Chairman Tom Johnston, who for the second consecutive year has managed to keep everybody organized, on schedule and enthusiastic, all at the same time! Thanks Tom.

We hope you enjoy yourself and that we will see again in 2013.

**Stanton Guy**

President, Vintage Racing Club of BC



**CHAIRMAN'S  
WELCOME**

Thanks for coming out this weekend. The 2012 event marks the twenty fifth running of our club's Historic Motor Races or as we now call the event; the British Columbia Historic Motor Races.

This year we are incorporating two new feature races: the Children's Charity Grand Prix and the Formula Vee Invitational. Both of these races have run at Mission before but we believe that incorporating them into the British Columbia Historic Motor Races we will be delivering the best weekend of road racing in British Columbia.

Vintage or historic racing is becoming increasingly popular but is also becoming increasingly expensive as the popular sports cars of the past slowly age their way out of the sport. Cars like MGs and Triumphs are fewer and fewer each year, To keep the fields sufficiently large, VRCBC has advance the eligibility age of cars for the BCHMR. Beginning this year, cars

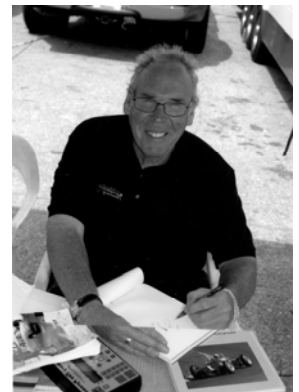
up to a manufacturing date of 1992 are being allowed to compete. This current change will probably not result in an immediate increase in entries but should have an impact over time. Of course the cars have to meet all of other criteria for safety and appropriateness.

The other VRCBC REVS races will operate under slightly different eligibility regulations.

Thanks again for coming

**Tom Johnston**

Event Chairman





OFFICE OF THE MAYOR

June 6, 2012

Dear Racers, Families, Crews, Officials, Volunteers and Fans:

On behalf of the District of Mission residents and Council, it is my great pleasure to welcome you to our community for this weekend of historic motor racing. Mission Raceway Park is one of the many wonderful recreational and tourist attractions in Mission. The activities and events organized at the raceway contribute to our community spirit and promote local businesses.

The increasing significance of the British Columbia Historic Motor Races has continued to develop with each year of racing. The "River's Edge Vintage Series (REVS)" theme last year was a great success, and of special interest to vintage car enthusiasts. This year marks the 25<sup>th</sup> running of the BC Historic Motor Races. Mission has been the proud host of this event for the last 10 years, and we look forward to another successful and exciting event this year.

It is my understanding that many of the race participants arrive from the United States and other parts of Canada. We are very pleased to welcome you all to our community, and hope that you will have a memorable experience.

Have a safe and enjoyable racing weekend. I look forward to seeing you all enjoying Mission's hospitality and exploring it's beauty during the races, as well as on future trips with your friends and family.

Yours truly,

Ted Adlem  
MAYOR

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RANDY HAWES, M.L.A.  
Abbotsford - Mission

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Victoria, B.C.  
V8V 1X4  
Phone: 250 983-4100  
Fax: 250 387-1803  
e-mail: randy.hawes.mla@leg.bc.ca



MESSAGE FROM RANDY HAWES, MLA  
GREETINGS

The British Columbia Historic Motor Races  
August 4<sup>th</sup> and 5<sup>th</sup>, Mission Raceway Park

What could be a better combination than vintage autos and racing? How about putting it all together in one of the premier venues in North America!!! Mission Raceway Park is known internationally as one of the finest drag racing facilities anywhere and the Historic Motor Races brings everything together in one exciting weekend.

This is 2 days of fine food, fun, and fast cars: fast vintage cars, beautifully restored. Whether you are a racing fan or you just love old cars, this is an event not to be missed!

Thanks to the hard work of the volunteers that put the event together the British Columbia Historic Motor Races are always a huge success—and no wonder. Great cars, great races, great venue and guaranteed great weather—all combined to make sure this is a "must attend" item on every calendar.

To the organizers, the racers, and the volunteers, thank you for continuing to make this weekend possible.

See you at the track!!!

Randy Hawes,

MLA, Abbotsford Mission

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## SPECIAL GUEST - WALTER WOLF



Walter Wolf was Inducted into the Canadian Motorsport Hall of Fame in 1997. His induction announcement says:

*"As a Formula One owner, Walter Wolf gave Canada a presence in Grand Prix and Can-Am racing in the late '70s. In 1977, Jody Scheckter drove a Wolf-Ford to a win in Argentine in its first race ever, then followed with wins at the Monaco and Mosport. Wolf's cars also competed in Can-Am with Gilles Villeneuve driving and in European Formula One. Austrian-born Wolf became a Canadian citizen in 1967 and always carried the Canadian flag on his cars"*



Walter Wolf Racing Crest



Wolf WR1 Formula One Racing Car

It may come as a surprise to many that Walter Wolf has a number of strong connections to British Columbia.

He owns a ranch in the BC interior and spends a good part of each year there. In the 1970s, He backed well known British Columbia driver Kees Nierop of Kelowna in a run at the British Formula 3 championship.



Keke Rosberg and his Wolf WR8 in 1979 (Wikipedia)

# 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. There are no prizes or trophies, merely the great enjoyment of driving and watching well-prepared vintage racing machines being operated at speed.

VRCBC members raced at the famous Westwood track from 1976 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, exclusively for vintage racing cars, is held during mid-summer and 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 membership has grown to more than 100. About 25 per cent 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.

## 25th Running?

The 2012 event marks the twenty fifth 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. But wait, you say, that is only 24 events! Yes that is true, in 1991, after Westwood had closed, our Seattle sister club; SOVREN and VRCBC co-promoted an event at Pacific Raceways just outside of Seattle to make twenty five this year.

## Vendors Row

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

In particular there is large tent that is bannered **Drivers Services**. The Vintage club maintains this facility exists 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.



## **FORMULA VEE INVITATIONAL RACE**

The Family Affair Racing Team (F.A.R.T.) was formed in 2009 by two couples, Bob and Pam Williams and Scott and Jennifer Arthur. They wanted to revive the dormant Formula Vee class and give drivers a chance to see how much fun it is to drive these cars. They started out with three Vees available to rent, but as demand grew, the cars increased and they now offer ten Vees, plus a Reynard Formula Ford, and a Honda Civic.

In 2010, the Family Affair Racing Team decided to hold an invitational race and invite all years of Formula Vee to come and race at the Mission Raceway Park. There were eleven cars total, with Bob Posner from Oregon and F.A.R.T. team co-owner Scott Arthur from Mission, BC running wheel to wheel all weekend. Posner eventually won, with Scott coming second, and Tim Brausse from Scotch Creek, BC took third place. In 2011, the entry list increased to 20 cars as word spread of this fun and exciting race. Dennis Andrade from Oregon won, F.A.R.T. team driver Adam Ingram came second, and Stephen Saslow from Washington came third. Again, great wheel to wheel racing all throughout the field!

This third year of the Formula Vee Invitational Race promises to be bigger and better, with many drivers from the U.S., as well as the local Formula Vee drivers attending.



### **Contact**

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## **THANKS TO OUR RACE SUPPORTERS**

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## 2012 VRCBC RACING SCHEDULE

Date	Event
August 4 & 5	BC Historic Motor Races
Sept. 10 & 11	Revs #4
October 5 & 6	REVS #5 & #6

### GVMPS INDUCTION CEREMONY

Saturday September 22, 2012



Shannon Hall - Cloverdale Exhibition Grounds

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1:00 pm to 5:00 pm—doors open 12:00 noon



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# EVENT SCHEDULE

## Thursday August 2nd: Arrival Day

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

5:00 pm	Paddock opens
5:00 pm to 7:00pm	Registration and technical inspection and Paddock assignments
6:00pm	Complimentary Meet and Greet party: Pre grid area
10:30pm	Main Gate Locked

## Friday August 3rd: Test and Practice Day

7am	Main Gate Opens
8am	Paddock assignments
9am	Practice and test day. Rotating 20 minute sessions for open and closed wheel cars.
Noon to 1:00pm	Lunch
4:00 pm	Track closes
5pm to 7pm	Registration and technical inspection
6pm	Westwood Reunion barbeque: Pre Grid area

## Saturday August 4th: Race Day #1

7:00	Main Gate Opens
8:00	Compulsory track inspection for newcomers - pre grid
8:00 to Noon	Registration, tech. and paddock assignment
8:30	Compulsory Drivers Meeting Pre Grid
Practice/qualifying all laps timed	
9:00 to 9:30	Vintage Group 1
9:35 to 10:05	Vintage Group 2
10:10 to 10:40	Vintage Group 3
10:45 to 11:15	Vintage Group 4
11:25 to 12:05	CCGP
12:10 to 12:30	Formula Vee Practice
12:30 to 2:00	Lunch, Hot Laps 4 Kidz car corral tour etc.
2:00 to 2:15	Vintage Group 1 Race - 15 min.
2:20 to 2:35	Vintage Group 2 Race - 15 min.
2:40 to 3:00	CCGP Qualifying - 20 min.
3:05 to 3:20	Formula Vee Qualifying - 20 min.
3:25 to 3:40	Vintage Group 3 Race - 15 min.
3:45 to 4:00	Vintage Group 4 Race - 15 min.
4:10 to 4:30	Formula Vee Race - 20 min.
	BCHMR Banquet: Pre grid Vintage, CCGP, workers officials
5:00	Happy Hour
6:00	Dinner served
6pm	Formula Vee awards and party Formula Vee compound in paddock
10:30pm	Main Gate Locked

## Sunday August 5th: Race Day #2

7:00	Main Gate Opens
8:30	Compulsory Drivers meeting Pre grid
Warm up sessions	
9:00 to 9:15	Formula Vee - 15 min.
9:20 to 9:40	Vintage Groups 1 & 2-20 min.
9:45 to 10:00	CCGP - 15 min.
10:05 to 10:25	Vintage groups 3 & 4-20 min.
10:30 to 10:45	Form. Vee Qualifying - 15 min
10:50 to 11:05	Vintage Group 1 Race-15 min.
11:10 to 11:25	Vintage Group 2 Race-15 min.
11:30 to 11:45	Vintage Group 3 Race-15 min.
11:50 to 12:05	Vintage Group 4 Race-15 min.
12:05 to 2:05	Lunch, Opening Ceremony Hot Laps4 Kidz, Car Corral tour etc.
2:05 to 2:25	Race Formula Vee - 20 min.
2:30 to 2:50	Vintage Feature Closed Wheel Race - 20 min.
2:55 to 3:15	Vintage Feature Open Wheel Race - 20 min.
3:15 to 3:30	Vehicle Parade
3:30 to 4:15	CCGP Race - 30 min.
4:25 to 4:35	Vintage Group 1 Race- 10 min.
4:40 to 4:50	Vintage Group 3 Race-10 min.
7:00	Main Gate Locked

# ENTRY LIST

## Formula Vee Invitational

No.	Driver	Car	Sponsor	Home Town
87	Dennis Andrade	2001 Vortech 05	D+D Racing	Brush Prairie, WA
66	Scott Arthur	1998 Campbell	F.A.R.T. Inc.	Mission, BC
118	Gayle Baird	1964 AD MK IIIB Fox		Ladner, BC
63	Ron Bonham	1992 Protoform p-2	In-Vent	Eugene, OR
44	Tim Brausse	1973 Lynx Formula Vee	Scotch Creek Super Valu	Scotch Creek, BC
			Scotch Creek Esso	
71	Ken Butler	Perf-Fabricated FV	Ellice Automotive	Sooke, BC
14	James Dallimore	Caracal C FV	James Dallimore Project Management	Delta, BC
27	Stanton Guy	1976 Caldwell D-13		North Vancouver, BC
9	Graham Hay	2003 Protoform	F.A.R.T. Inc.	Delta, BC
37	Paul Higgins	1995 Protoform FV-P2		Abbotsford, BC
770	Adam Ingram	1990 Caracal	F.A.R.T. Inc.	Vancouver, BC
97	Jeff Kerney	1968 Lynx		Mission, BC
25	Camille Leftrook	1985 Laser L85		Mission, BC
1	Don Lines	1969 CSV FV	RDC Welding	Delta, BC
78	Mary Lyford	1969 RCA MkIV		Issaquah, WA
05	Brian McCarthy	1992 Anduril FV		Sacramento, CA
19	Al Ores	1976 Caldwell FV D13	Bert's Automotive & IWE Rear Ends Only	Burnaby, BC
11	Martin Phillips	Tsunami Mk.2	Blue Chip Collision	Vancouver, BC
9	Quinn Posner	Saslow Assassin	Posner Law Office, P.C.	Camas, WA
4	Robert Posner	2003 Protoform P2		Bellevue, WA
12	Tiago Santos	1990 Tsunami FV	F.A.R.T. Inc.	Burnaby, B
9	Stephen Saslow	2011 Vortech FV	Warp Field Racing Dampers, BRM Engineering	Sammamish, WA
65	Tom Sproule	1969Merilyn Mk 1		Surrey, BC
01	Bob Williams	2004 Protoform	F.A.R.T. Inc.	Delta, BC
50	Pam Williams	1990 Lynx C FV	F.A.R.T. Inc.	Delta, BC
82	Trevor Yip	Mr. Ian Formula Vee		North Vancouver, BC
88	Steven Young	1992 Mysterian FV	Oakley	Lopez Island, WA

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*Wishing all race fans and participants a great weekend!*

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# ENTRY LIST

## Vintage Groups 1 and 2 - Fast and faster production based sports cars and sedans

No.	Driver	Car	Home Town
<b>Group 1</b>			
23	Frank Anderson	1957 Alfa Romeo Giulietta Spider	Richland, WA
330	Leigh Anderson	1967 BMW 1600	Surrey, BC
120	Lorne Andras	1968 Volvo 122s	Sidney, BC
70	John Carroll	1967 Ginetta G4	Errington, BC
60	Richard Childs	1960 MGA	Rocky View, AB
260	Steve Clark	1959 Elva Courier	Victoria, BC
82	Ron Dempsey	1973 BMW 2002	West Vancouver, BC
414	Doug Escriva	1957 Austin Healey 100-6 MM	Portland, OR
37	Glen Gibbons	1969 Alfa Romeo GTV	Winfield, BC
128	Bernard Hamm	11974Fiat X/1-9	Mission, BC
510	Paul Haym	Datsun 510	Vancouver, BC
106	Ivan Lessner	1958Austin 100-6 BNG	White Rock, BC
19	Larry Paterson	1955 Austin Healey 100M	Okotoks, AB
63	Tim Pickstone	1963 Porsche 356C	Salt Spring Island, BC
27	Denny Pillar	1963 Alfa Romeo Spider	Newberg, OR
9	Gil Stuart	1958 Volvo PV444	Nanaimo, BC
02	Ian Thomas	1971 BMW 2002	North Vancouver, BC
58	Neil Tregear	1965 Austin Mini Cooper S	Victoria, BC
81	Myles Winbigler	1960 Lotus Seven America	Bellevue, WA
19	Keith Wong	1968 Triumph GT6	Mission, BC
<b>Group 2</b>			
74	Mark Brown	1969 Lotus Seven S3	Garibaldi Highlands, BC
64	Allan Harvey	1971 MGB	Coquitlam, BC
289	Reg Houle	1967 Ford	Victoria, BC
119	Gord Houghton	1965 Ford Shelby Mustang	Delta, BC
8	Paul Kuckein	1969 Chevrolet Camaro	Delta, BC
95	Laurie Lyford	1969 BMW 2002	Issaquah, WA
444	John McCoy	1969 Ford TC Escort	Bellingham, WA
850	Mike Owen	1967 Austin Mini Cooper S	North Saanich, BC
80	Alan Reid	1967 MGB	Mission, BC
81	Dennis Repel	1974 Chevrolet Camaro	North Vancouver, BC
95	Phil Roney	1969 TVR Vixen	Langley, BC
31	Larry Sandham	1978 Mini Clubman	Victoria, BC
0	Fred Semple	1986 Chevrolet Camaro	Surrey, BC
441	Geoff Tupholme	1973 Austin Mini	Pritchard, BC
50	Frank Winterlik	1971 Porsche 911	Winfield, BC
88	Ian Wood	1969 Volvo 142S	Burnaby, BC
82	Doug Yip	1967 Sunbeam Tiger MKII	North Vancouver, BC

# ENTRY LIST

## Vintage Groups 3 and 4 - Fast and Faster Exhibition (purpose built) racing cars

No.	Driver	Car	Home Town
<b>Group 3</b>			
118	Gayle Baird	1964 AD MK IIIB Fox Formula Vee	Ladner, BC
2	Jim Cutts	1964 Bobsy Vanguard Formula Vee	Edmonds, WA
27	Stanton Guy	1976 Caldwell D-13 F Vee	North Vancouver, BC
00	Krista Johnson	1968 Zink C-4 Formula Vee	Woodinville, WA
99	Tedd McHenry	1972 Xpit Formula Four	Surrey, BC
45	David McKay	1984 Lola T644 Formula Ford	Bellingham, WA
72	Chris Schoap	1970 Titan Mark VI Formula Ford	Eugene, OR
65	Tom Sproule	1969 Marilyn Mk 1 Formula Vee	Surrey, BC
<b>Group 4</b>			
13	Tony Carruthers	Swift DB2 Sports 2000	Nanaimo, BC
89	Allan Cruickshank	1975 Legrand Mk 21 Formula Ford	Port Coquitlam, BC
91	Douglas Floer	1981 Van Diemen RF81 Formula Ford	Delta, BC
24	Steve Hocaluk	1981 Van Diemen RF81 Formula Ford	Fort Langley, BC
42	Johnson, Jim	1972 March 729 Formula Ford	Woodinville, WA
3	Marty Knoll	1975 Johnston JM3 Formula Atlantic	Kelowna, BC
97	Doug Lorraine	1978 Lola 540 Formula Ford	Three Hills, AB
78	Charly Lyford	1970 Caldwell DB9 Formula Ford	Issaquah, WA
03	Alan McColl	1977 Tiga Formula Ford	Abbotsford, BC
38	Bradley Miller	1985 Swift DB-1 Formula Ford	West Vancouver, BC
90	Keith Robinson	1979 Van Diemen RF79 Formula Ford	Abbotsford, BC
73	Ian Wood	1972 Rawlson CR11	Burnaby, BC



# ENTRY LIST

## Children's Charity Grand Prix

No.	Driver	Car	Class	Home Town
718	Larry Bell	1982 Pontiac Trans Am	P1	Abbotsford, BC
22	Wouter Bouman	1993 Mazda RX-7	P1	Nanaimo, BC
113	Roger Christensen	1986 Ford Sierra Cosworth	P2	Maple Ridge, BC
47	Lou Gruzelier	1995 Toyota Supra	P1	Belcarra, BC
2	Ryan O'Connor	Chevrolet Camaro	P1	Vancouver, BC
99	Dino Milacic	2001 BMW 330i	P2	Burnaby, BC
16	Dennis Thoney	2006 Nissan 350Z	P2	Richmond, BC
702	Harry Watson	1991 Mazda Miata	P2	Coquitlam, BC
74	Peter Weedon	2002 Pontiac Trans Am	P1	Prince George, BC
15	Jack Zarowny	1993 Mazda RX-7	P1	North Vancouver, BC



# TROPHIES AND AWARDS



Tom Johnston

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

The Vintage Racing Club of British Columbia has brought a number of old racing trophies out of museums and has refurbished them for use at the 2012 BCHMR. The Sports Car Club of British Columbia (SCCBC), the operators of Mission Raceway Park Road Course, the site of the BCHMR, have donated three of these trophies from their artifact collection.

## **The Abbotsford Trophy**

This trophy recalls the roots of sports car racing in this area that were originally planted at Abbotsford Airport – now Abbotsford International Airport. After it was no longer needed by the military, this former World War II training facility was used for a number of different forms of motor sport in the years after the war.

The Abbotsford Trophy was originally created by the SCCBC in 1959 for their annual Production Car Champion. There are four historic names inscribed on the trophy: Peter Heaster for 1959, Mike Procter for 1960, Terry Nilsson for 1961 and Bill Taylor for 1962. The trophy then remained in storage for the next 50 years. At the 2012 BCHMR, the Abbotsford Trophy (and a keeper) will be awarded to the winner of the Third Annual Formula Vee Invitational Race.

## **The Westwood Trophy**

Most racing fans know that the SCCBC built and operated the legendary Westwood Racing Circuit from its opening in 1959 until urban growth forced its closure in 1990. One of the most popular features at Westwood was the season-closing endurance race run on the Thanksgiving weekend, almost every year of its existence. In most years, the race was seven (!) hours long, but occasionally other times or distances.

The Westwood Trophy was donated by The Province newspaper to be awarded to the winner of the Index of Performance for the 1971 Province 500 race. This trophy was only presented that one year and the names of the winning team of drivers are inscribed on it: Charly Godecke, Bert Laakmann, Gordon Baron and Nick Feoderhoff. At the 2012 BCHMR, the Westwood Trophy (and a keeper) will be

awarded to the winner of the Children's Charity Grand Prix (the CCGP). This is a race for powerful GT cars of the type that would still be racing around Westwood, if only it was still there.

## **The SCCBC Trophy**

The SCCBC trophy was originally donated by Castrol Oils Canada Ltd. to be awarded to the winner of the annual Castrol Sports Car Trophy Race. Unfortunately, this race was only run twice, being won by Bellingham's Pat Pigott in 1959 and by Anne Moore in 1960.

At the 2012 BCHMR, the SCCBC Trophy will be awarded to one of the competitors in Vintage Race Groups 1 and 2 for Production-Based racing cars. However, since the culture of vintage racing focuses on spirited participation rather than on winning outright, the recipient will be chosen by the very knowledgeable Vintage Race commentators based on their opinion of the most commendable performance over the weekend in those two groups.

## **The Pete Lovely Memorial Award**

This award was initially presented in 2011 in honour of Tacoma-based, pioneer racer Pete Lovely who had just passed away. It was by donated by Tom Johnston from his collection of Formula Atlantic awards. The Pete Lovely Memorial Award is presented to the driver in Vintage Race Groups 3 and 4 for Purpose-Built racing cars, who puts on the most spirited performance, in the style of Pete Lovely. The winner in 2011 was the VRCBC's own Alan McColl with his 1977 Tiga Formula Ford.

## **The Battered Cup**

This fine example of metalworking was rescued by VRCBC stalwart Ian Wood from a local scrap metal dealer. The Battered Cup is – well – battered. It seems to have had a rather rugged start in life. The Battered Cup will be awarded at the VRCBC's big Saturday evening Gala BBQ & Banquet to the driver or the car or some combination of the two, that is or was (or perhaps looks most likely to become) battered.

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# CHILDREN'S CHARITIES GRAND PRIX



Sue Phypers

## Start of the 2009 CCGP

Since 2008, Morrisport and the Children's Charities Racing Team has been sponsoring and promoting the Children's Charities Grand Prix (CCGP) at Mission Raceway Park. An invitational event, this motor race has attracted competitors from across Western Canada to the home track of the Sports Car Club of British Columbia with the promise of GT racing at its finest.

The original vision of the event was pioneered by Tony Morris Jr. and Ryan O'Connor. The two collaborators saw the need for a professional level GT race while at the same time the opportunity came about to raise money for local charities. The main beneficiaries of the effort have been the Children's Wish and BC Children's Hospital foundations. Since the inception of the event over \$100,000 has been raised.

Each year, the race has been a spectacle of modern motorsport. With the advent of modern racing technology such as Porsche GT3s in with Stock Cars and vintage racers, the race has always been filled with excitement and drama.

This year, returning champion Wouter Bouman is back to defend his title. Hot on his tail will be Jack Zarowny in his

modified RX-7 with a V8 motor. Plenty of other competitors will be vying for that top spot. Watch out for Pete Harding is his special along with Ryan O'Connor in the historic Trans-Am Camaro.

Be sure to support the charities this year by participating in our Hot Laps 4 Kids event during the lunch hour both days. For \$40.00 you can have a ride around the track in a super car with a professional driver. They are definitely a highlight of the weekend. As well, our 50/50 volunteers will be circulating the stands to raise funds for the charities so be sure to show your support.

Thanks to supporters of the Children's Charities Grand Prix

SCCBC  
 CACC  
 VRBC  
 Morrisport  
 Children's Charities Racing Team Society



## 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 1993 (Actually the 1993 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 constructed to limits as allowed by racing organization at some pre 1993 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.

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 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".

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

It is not essential to race or even own a vintage sports car or race car to be a member of the VRCBC. An interest and appreciation of these vehicles is all that is needed.

## 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 (C\$50 or US\$50); Family (C\$60 or US\$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 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.

For membership information, contact Stan Guy (604) 980-7750.

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.



## 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".

Fortunately, Al Ores quickly recovered from his shock and he probably no longer even remembers anything about the incident. 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".



**Liz Smith with 2011 Winner John McCoy**

Last year at the BCHMR there was a moose problem. Due to events beyond our control, the moose supply dried up and the moose miesters had to substitute Tee-Shirts. If you were one of the 2011 winners and you turn up to race this year, find the Smiths and they will give you your moose.

2011 winners were:

Tedd McHenry, John Carroll, Geoff Tupholme, John McCoy, Alan McColl, Gayle Baird, Peter Valkenburg, Geoff Tupholme, Steve Clark, Ernie Yakimovich, Neil Tregear, Larry Paterson, Gerry Loeffler, Tim Pickstone, Jim Johnson, Jim Cutts.



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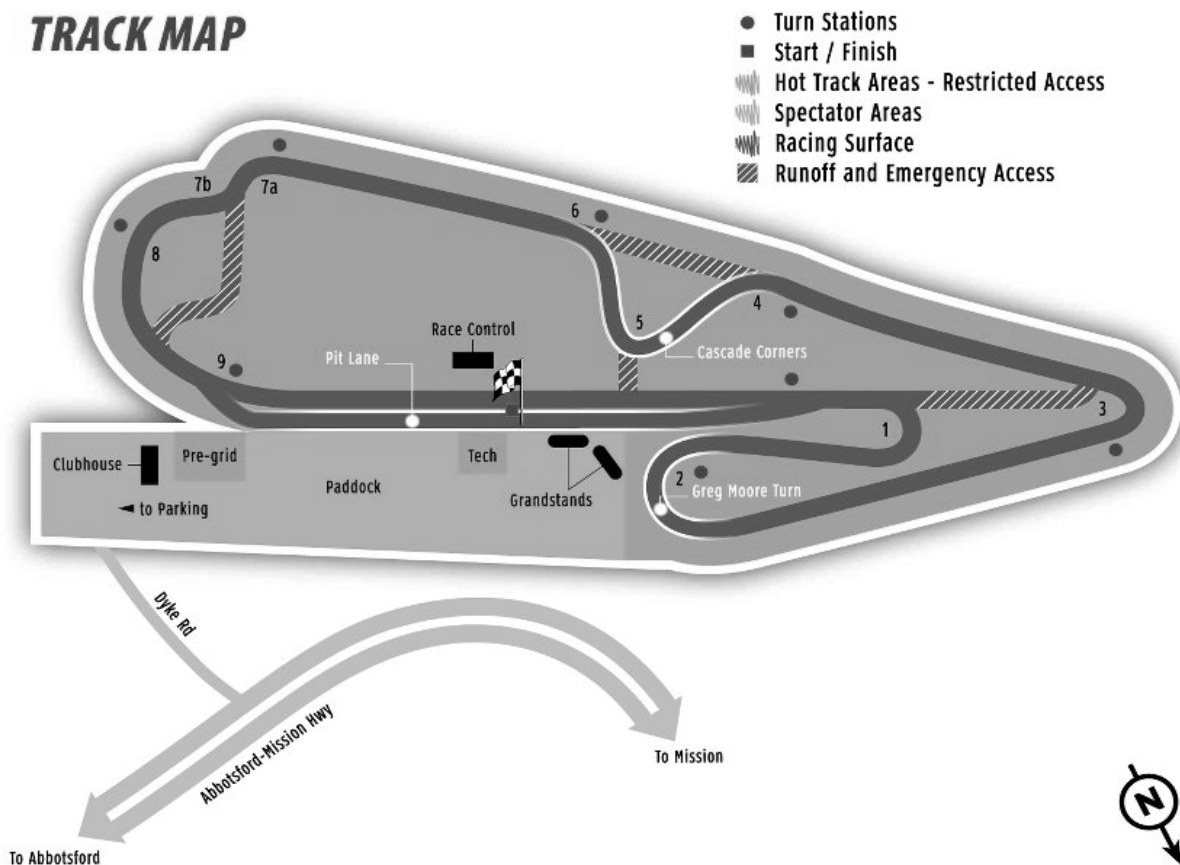
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# THE TRACK

- 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 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 straightaway 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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