



featuring the  
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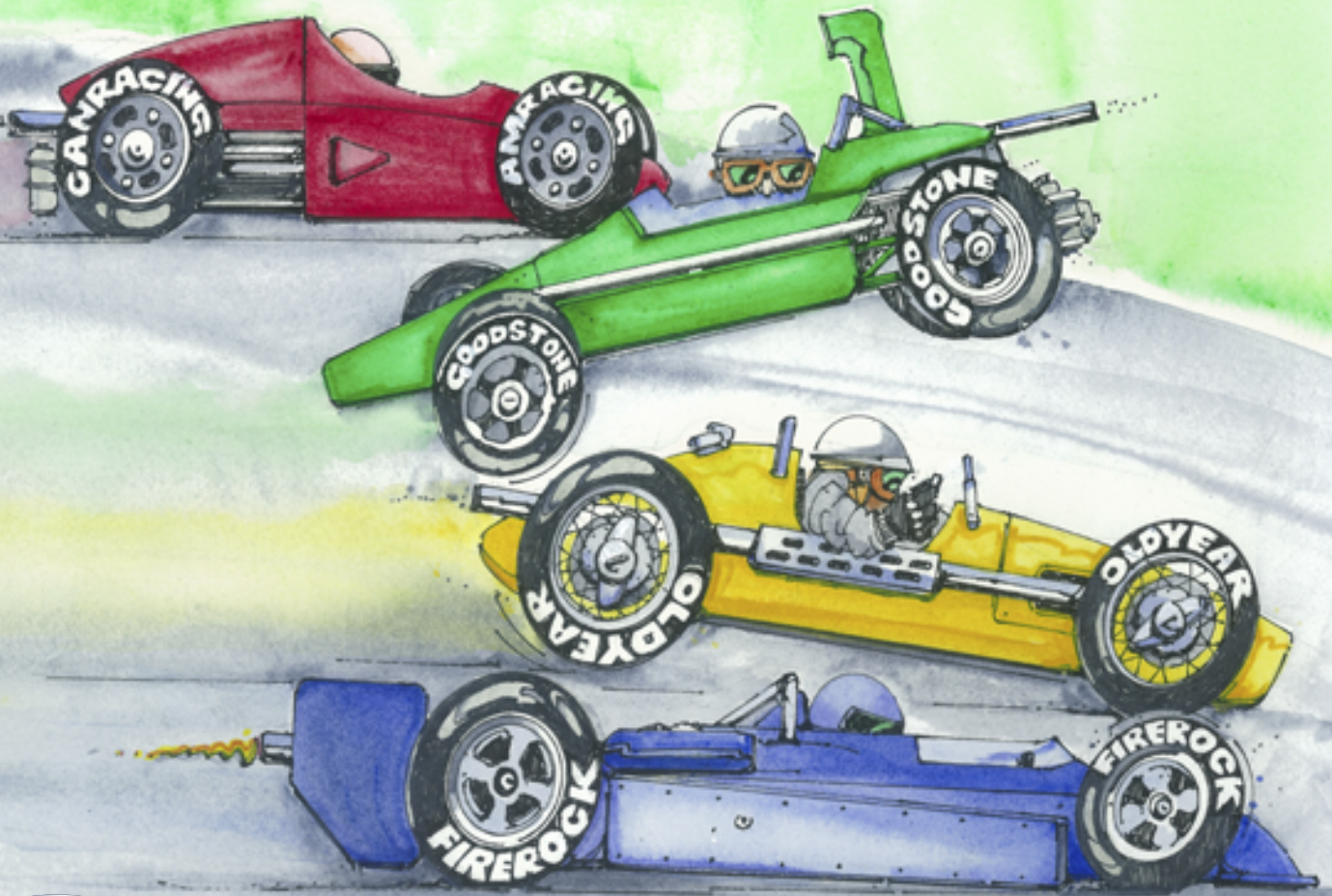
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**May 25 & 26, 2013**

at

**The Road Course at Mission Raceway Park**





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Mission Raceway Park

May 25 & 26, 2013

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**Vintage Racing Club of  
British Columbia**

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

### Race and Track Officials

Event Chairman	Tom Johnston
Event Steward	Mike Kaerne
Clerk of the Course	Irene Chambers
Chief of Flags	Nick Rosche
Starter	George Chambers
Time Keeper	Marc Ramsay
Registrar	Glenn Taylor
Tech Inspectors	Mike Currie
	Al Cruickshank
Course Doctor	Keith Wong
Race Announcers	Vince Howlett
	Mike Tate
	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 of the members of the Vintage Racing Club of British Columbia, it is my great pleasure to welcome you to the 2013 BC Historic Motor Races.

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



This year's special feature is sponsored by Hagerty, 'The Classic and Collector Car Insurance Specialists'. The **Hagerty Formula Festival** is an exciting package of three separate races for formula and sports racing cars. We are also celebrating the 60th anniversary (time flies!) of America's own sports car, the Corvette.

Vintage racers like to say that, 'The cars are the stars!' This year there will be an even greater variety of 'star' racing cars to look at, and when you include the display of special interest and collector cars, there will be something for everyone.

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!

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 or our many sponsors. Thank you to you all.

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

If you have any questions at all about Vintage racing, just look for one of the **VRCBC MEMBER "ask me..."** signs in the Paddock, and ask away.

We hope you enjoy yourself and that we will see again in 2014.

**Stanton Guy**

President, Vintage Racing Club of BC

# CHAIRMAN'S WELCOME

This is my third year as chairman of the BCHMR. It is a tough but enjoyable job. This year we had a few surprises, a new spring date and increasing competition for entries from several new venues not too far away. Nevertheless, we have persevered and things are looking good.



New for 2013 is a race for Formula Ford racing cars, Formula Ford may well be the most popular road racing category and certainly has a long history in these parts, in fact this race marks the 45th anniversary of Formula Ford racing in Western Canada.

I must specially thank our various sponsors for helping us with this event, in particular Hagerty Collector Car Insurance and IWE.com.

Each year this event changes a bit to reflect the changing nature of historic racing, I hope you enjoy it, I know we do.

Special thanks go out to the many volunteers that it takes to put an event like this on, volunteers from our club VRBCB as well as others from META, SCCBC and others.

Thanks again for coming

Tom Johnston  
Event Chairman and resident Geezer



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# HEROES OF WESTWOOD

Most B.C. racing fans know of the legendary Westwood Racing Circuit in Coquitlam. Westwood, named after a BC Cabinet Minister; Earle Westwood, ran from 1959 to 1990 when it was overwhelmed by growth of the city. In its 32 seasons of racing, thousands of drivers competed, some world famous, others - well - less so. Many of the best known local drivers are joining us this weekend, we call them **HEROES OF WESTWOOD**.

At noon on both Saturday and Sunday, these heroes with gather at (appropriately) Geezer Central right beside pre-grid. Come by and meet them and maybe get an autograph.

Here are a bunch that are coming for sure, there may be more



Mike Atkin



Eldon FF



Tony Carruthers



Chevron



Ed Clements



Alfa



Gio Coletta



Alfa



Bryan Evans



Ric Forest



March



Charly Godecke



Porsche



Bert Laakmann



Porsche



John Hall



Mustang



Tommy Hamilton



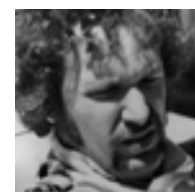
Mustang



Marty Loft



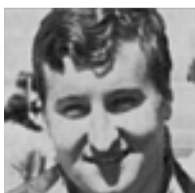
Titan FF



Bob McGregor



March



Rob McGregor



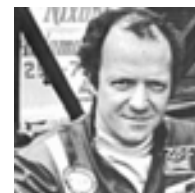
Chevron



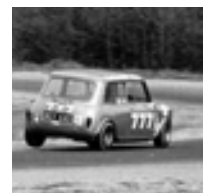
Tony Morris



Camaro



Wray Nixon



Mini



John Nissen



Special



John Randall



Brabham

# 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, emphasizing vintage racing car 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.

## 26TH RUNNING?

The 2013 event marks the twenty sixth 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.

## 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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## **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 manufactures 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.

*Continued on page 6*

## 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 during the early 1970s.

The last Pepsi Pro ran in 1974 – the winner was Marty Loft – but pro Formula Ford racing continued for several years with smaller, but just as intense racing events. The McLoughlin and Levy Motors Series, later known as the MCL Series ran at Westwood in 1976, and the Western Province wide Canon Yokohama series ran at various tracks in 1989 to 1991. Finally there was a Hankook Tire backed series in the 1990s. Active Club racing and hill climbing continued through all of this and Formula Ford is still popular at Mission today.

## 2013 VRCBC RACING SCHEDULE

Event	Date
• REVS #1	Sunday, April 14 <sup>th</sup>
• BC Historic Motor Races (and REVS #2)	May 25 <sup>th</sup> & May 26 <sup>th</sup>
• REVS #3	Sunday, July 14 <sup>th</sup>
• REVS #4	Sunday September 15 <sup>th</sup>

**GVMPS INDUCTION CEREMONY**  
**Saturday September 28, 2013**



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# EVENT SCHEDULE

## THURSDAY MAY 23: 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 MAY 24: TEST AND PRACTICE DAY

7:00am	Main Gate opens
9:00am	Practice: Rotating 20 minute sessions for OW and CW and Time Attack
Noon to 1:00pm	Lunch break
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 MAY 25: RACE DAY #1

7:00	Main Gate opens
7:30 to 8:00	Compulsory track inspection for newcomers - pre grid
7:30 to Noon	Registration, tech inspection
8:00	Compulsory Drivers Meeting Pre Grid
<b>Practice/qualifying all laps timed</b>	
9:00 to 9:20	Vintage CW Group A&B
9:25 to 9:45	Vintage Exhibition Group
9:50 to 10:05	BCHMR Formula Vee
10:10 to 10:25	Time Attack practice
10:30 to 10:50	Formula Ford Practice
10:55 to 11:15	Time Attack qualifying
11:20 to 11:35	Vintage CW Group A race 1
11:40 to 11:55	Vintage CW group B race 1
11:55 to 12:55	Lunch, <b>Hot Laps 4 Kidz Car Corral Tour etc.</b>
12:55 to 1:10	Vintage Exhibition Group race 1.
1:15 to 1:30	Vintage CW Group A race 2
1:35 to 1:50	BCHMR Formula Vee qualifying
1:55 to 2:10	Formula Ford qualifying
2:15 to 2:30	Vintage CW group B race 2
2:35 to 2:50	Vintage Exhibition Group race 2
2:55 to 3:15	Time Attack Run Session
3:25 to 3:45	Formula Ford race 1
5:00 to 5:30	BCHMR Dinner Happy hour
5:30	BCHMR Dinner Served
10:30	Main Gate locked

## SUNDAY MAY 26: RACE DAY #2

7:00	Main Gate opens
8:30	Compulsory Drivers meeting Pre grid
<b>Warm up sessions</b>	
9:30 to 9:50	Vintage CW groups A and B
9:55 to 10:10	invitational Formula Ford.
10:15 to 10:30	Vintage Exhibition group.
10:35 to 10:50	BCHMR Formula Vee.
10:55 to 11:10	Vintage CW group A race 3
11:15 to 11:30	Vintage CW group B race 3
11:10 to 11:25	Vintage Group 2 Race-15 min
11:35 to 11:50	Vintage Exhibition group race 3
11:55 to 12:10	BCHMR Formula Vee race 2
12:10 to 1:30	Lunch, <b>Opening Ceremony Hot Laps 4 Kidz, Car Corral Tour etc.</b>
1:30 to 2:00	Invitational Formula Ford <b>Westwood Trophy Race</b>
2:10 to 2:30	Vintage CW groups A and B <b>SCCBC Trophy Race</b>
2:40 to 2:55	<b>Corvette Parade</b>
3:05 to 3:25	Vintage Exhibition group race <b>Pete Lovely Memorial Award</b>
3:30 to 3:45	Tall Wheels Parade
3:55 to 4:15	BCHMR Formula Vee race <b>Abbotsford Trophy race</b>
4:15	End of the day Have a safe trip home See you next year
10:30	Main Gate Locked

# ENTRY LIST

## Formula Vee Invitational

No.	Class	Driver	Car	Home Town
1	Vintage Vee	Don Lines	1969 CSV FV	Delta, BC
01	Modern Vee	Bob Williams	2004 FV Protoform	Delta, BC
2	Vintage Vee	Jim Cutts	1964 Bobsy Vanguard	Edmonds, WA
11	Modern Vee	Martin Phillips	Tsunami Mk.2	Vancouver, BC
18	Vintage Vee	Gayle Baird	1964 Formula Vee AD MK IIIB Fox	Ladner, BC
19	Modern Vee	Al Ores	1976 Caldwell FV D13	Burnaby, BC
27	Modern Vee	Bruce Jamieson	1976 Caldwell D13 Formula Vee	West Vancouver, BC
30	Modern Vee	Ross Baillie	1990 FV Tsunami MK II	Vancouver, BC
44	Modern Vee	Tim Brausse	1973 Lynx Formula Vee	Scotch Creek, BC
50	Modern Vee	Pam Williams	1980 Lynx C FV	Delta, BC
65	Vintage Vee	Tom Sproule	1969 Marilyn Mk 1 Formula Vee	Surrey, BC
69	Modern Vee	Brad Law	2003 FV Protoform P3	Edmonton, AB
74	Vintage Vee	Craig Larsen	Zink C-4	Shoreline, WA
88	Modern Vee	Steven Young	1992 Mysterian FV	Lopez Island, WA
97	Vintage Vee	Jeff Kerney	1968 Lynx FV	Maple Valley, WA
118	Vintage Vee	Walt Carrel	1970 Zeitler FV	Sammamish, WA
137	Modern Vee	Paul Higgins	1995 Protoform FV-P2	Abbotsford, BC

## BCHMR FORMULA VEE RACE



Jennifer Arthur

Covenant House Vancouver

Many of our Formula Vee drivers have decided to support Covenant House through their racing this year and they encourage other racers and fans to do the same.

Homeless, lost and afraid, more than 1,500 street-involved youth come to Covenant House Vancouver each year to find sanctuary and a brighter future.

[www.covenanthousebc.org](http://www.covenanthousebc.org)

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# ENTRY LIST

## Vintage Groups1 Fast Production Based Sports Cars and Sedans

No.	Driver	Car	Home Town
02	Ian Thomas	1971 BMW 2002	North Vancouver, BC
7	Jim Robinson	1967 Lotus super seven	Calgary, AB
008	Jorge Montesi	1967 Morris Mini	Vancouver, BC
9	Gil Stuart	1958 Volvo PV444	Nanaimo, BC
19	Keith Wong	1968 Triumph GT6	Mission, BC
37	Glen Gibbons	1969 Alfa Romeo GTV	Winfield, BC
54	Peter Valkenburg	1961 Volvo PV544	Port Moody, BC
57	Dave Phillips	1957 Austin Healey 100-6	Sedro Woolley, WA
60	Ralph Zbarsky	1967 MG Sebring GT	Vancouver, BC
61	Nancy Moore	1963 TVR Grantura Mk III	Langley, BC
64	Alan Reid	1971 MG B	Mission, BC
66	Evan Williams	1963 Jaguar E-Type	Langley, BC
67	Malcolm Curtis	1987 BMW 325is	North Vancouver, BC
70	John Carroll	1967 Ginetta G4	Errington, BC
74	Stephanie Barnes	1974 Triumph TR6	Calgary, AB
80	David Hogg	1973 Porsche 911	Vancouver, BC
82	Ron Dempsey	1969 BMW 2002	W. Vancouver, BC
88	Ian Wood	1969 Volvo 142S	Burnaby, BC
91	Larry Paterson	1955 Austin Healey 100M	Okotoks, AB
106	Ivan Lessner	1958 Austin 100-6 BNG	White Rock, BC
120	Lorne Andras	1968 Volvo 122s	Sidney, BC
174	Chuck Arnold	1969 Triumph TR6	Tacoma, WA
260	Steve Clark	1959 Elva Courier	Victoria, BC
330	Leigh Anderson	1967 BMW 1600	Surrey, BC
380	Pierce Isaacs	1966 MG B	Port Ludlow, WA
441	Geoff Tupholme	1973 Austin Mini	Pritchard, BC
510	Paul Haym	Datsun 510	Vancouver, BC

## Vintage Group 2 - Faster Production Based Sports Cars and Sedans

No.	Driver	Car	Home Town
0	Fred Semple	1986 Chevrolet Camaro	Langley, BC
2	Ryan O'Connor	1985 Chevrolet Camaro	Vancouver, BC
8	Paul Kuckein	1969 Chevrolet Camaro	Delta, BC
31	Larry Sandham	1993 Mini Vauxhall	Victoria, BC
38	Craig Johnson	1975 Datsun 280Z	Delta, BC
69	Roger Flescher	1967 Sunbeam Tiger	Bellingham, WA
74	Don Benson	1974 Porsche 911RS	Chilliwack, BC
81	Dennis Repel	1974 Chevrolet Camaro	North Vancouver, BC
82	Doug Yip	1967 Sunbeam Tiger MKII	North Vancouver, BC
95	Phil Roney	1969 TVR Vixen	Langley, BC
167	John Gillespie	1988 BMW 325i	Delta, BC
444	John McCoy	1969 Ford TC Escort	Bellingham, WA
741	Mark Brown	1969 Lotus Seven S3	Garibaldi Highlands, BC

# ENTRY LIST

## Vintage Groups 3 and 4 - Fast and Faster Exhibition (purpose built) Racing Cars

No.	Driver	Car	
3	Marty Knoll	1975 Johnston JM3	Kelowna, BC
13	Tony Carruthers	1986 Swift DB2 Sports 2000	Nanaimo, BC
99	Tedd McHenry	1972 Xpit F4	Surrey, BC

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



## Time Attack

No.	Driver	Car	Home Town
2	Herb Ruppe	1987 Honda Prelude	Delta, BC
22	Matt Dodd	2006 Mitsubishi Evo	Surrey, BC
27	John Edwards	1995 Ford Mustang Cobra R	Langley, BC
57	Henry Threlfall	1994 Ford Mustang	Surrey, BC
62	Brent Evans	1972 Datsun 510	Victoria, BC
73	Mike Elsinga	1973 Porsche 914	New Westminster, BC
74	Josh Vandekerkhove	Volkswagen Rabbit	Victoria, BC
78	Campbell Carlyle	1989 Pontiac Trans Am	Surrey, BC
79	Richard Basford	2013 Scion FR-S	Vancouver, BC
124	Todd Schiewe	2001 Chevrolet Corvette Z06	Richmond, BC
720	Laurie Peterson	2001 Chevrolet Monte Carlo	West Vancouver, BC

# ENTRY LIST

## Formula Ford Invitational

No.	Class	Driver	Car	Home Town
17	Modern Ford	Craig Archer	1985 Swift DB1	Vancouver, BC
21	Modern Ford	Alan Baker	1989 Van Diemen RF89	Vancouver, BC
19	Vintage Ford	Tom Balzarini	1970 Titan MK6	Seattle, WA
3	Vintage Ford	James Crittenden	1967 Lotus 51b	Calgary, AB
89	Club Ford	Allan Cruickshank	1975 Legrand Mk 21	Port Coquitlam, BC
91	Club Ford	Douglas Floer	1981 Van Diemen RF81	Delta, BC
97	Vintage Ford	Doug Lorraine	1978 Lola FF 540	three hills, ab
03	Club Ford	Alan McColl	1977 Tiga Formula Ford	Abbotsford, BC
38	Club Ford	Bradley Miller	1979 Crossle CF	West Vancouver, BC
6	Club Ford	Felim Power	1981 Van Diemen RF81	Surrey, BC
90	Club Ford	Keith Robinson	1979 Van Diemen RF79	Abbotsford, BC
62	Modern Ford	Bradley Smith	1994 Van Diemen RF-94	Surrey, BC
50	Vintage Ford	Frank Winterlik	1982 Ford RF82	Winfield, BC
22	Club Ford	Fedrick Wong	1981 Crossle 45F	Vancouver, BC



## TROPHIES AND AWARDS



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

Tom Johnston

The Vintage Racing Club of British Columbia brought a number of old racing trophies out of museums and had them refurbished 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 was awarded to the winner of the Formula Vee Invitational Race; Dennis Andrade of Bush Prairie, WA. For 2013, the trophy will go to the overall winner of the BCHMR Formula Vee 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

*Continued on page 14*

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 2013 BCHMR, the Westwood Trophy will be awarded to the winner of the Formula Ford Invitational Race. Formula Fords provided some of the most exciting racing at Westwood back in the day and they would still be racing there today, 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 2013 BCHMR, the SCCBC Trophy will be awarded to one of the competitors in Vintage Race Groups A and B 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

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knowledgeable Vintage Race commentators based on their opinion of the most commendable performance over the weekend in those two groups.

## THANKS FROM VRCBC

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### 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 Exhibition Race Group purpose-built racing cars, who puts on the most spirited performance, in the style of Pete Lovely. The winner in 2012 was the VRCBC's own Tony Carruthers Swift DB2.

### The Battered Cup

This fine example of metalworking 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 dinner to the driver or the car that is or was (or perhaps looks most likely to become) battered. In 2012 it went to Stephanie Barnes of Calgary



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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 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 be constructed to limits as allowed by a 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 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.

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

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.c](http://www.vrcbc.c).

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

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!

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.

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



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).

Adopt the philosophy and spirit of vintage racing.

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.



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The advertisement for MK Technologies Ltd. features a background of technical drawings and a prominent image of a vintage race car. The text lists the company's services: Aluminum & SS Fabrication, Engineering & Product Development, Electronic Weigh Scale Platforms, and Chassis/Wheel Alignment Equipment. It includes the website URL, contact information for Marty Knoll, and the company's address in Kelowna, BC.

## 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



*Liz Smith with 2011 Moose Winner John McCoy*

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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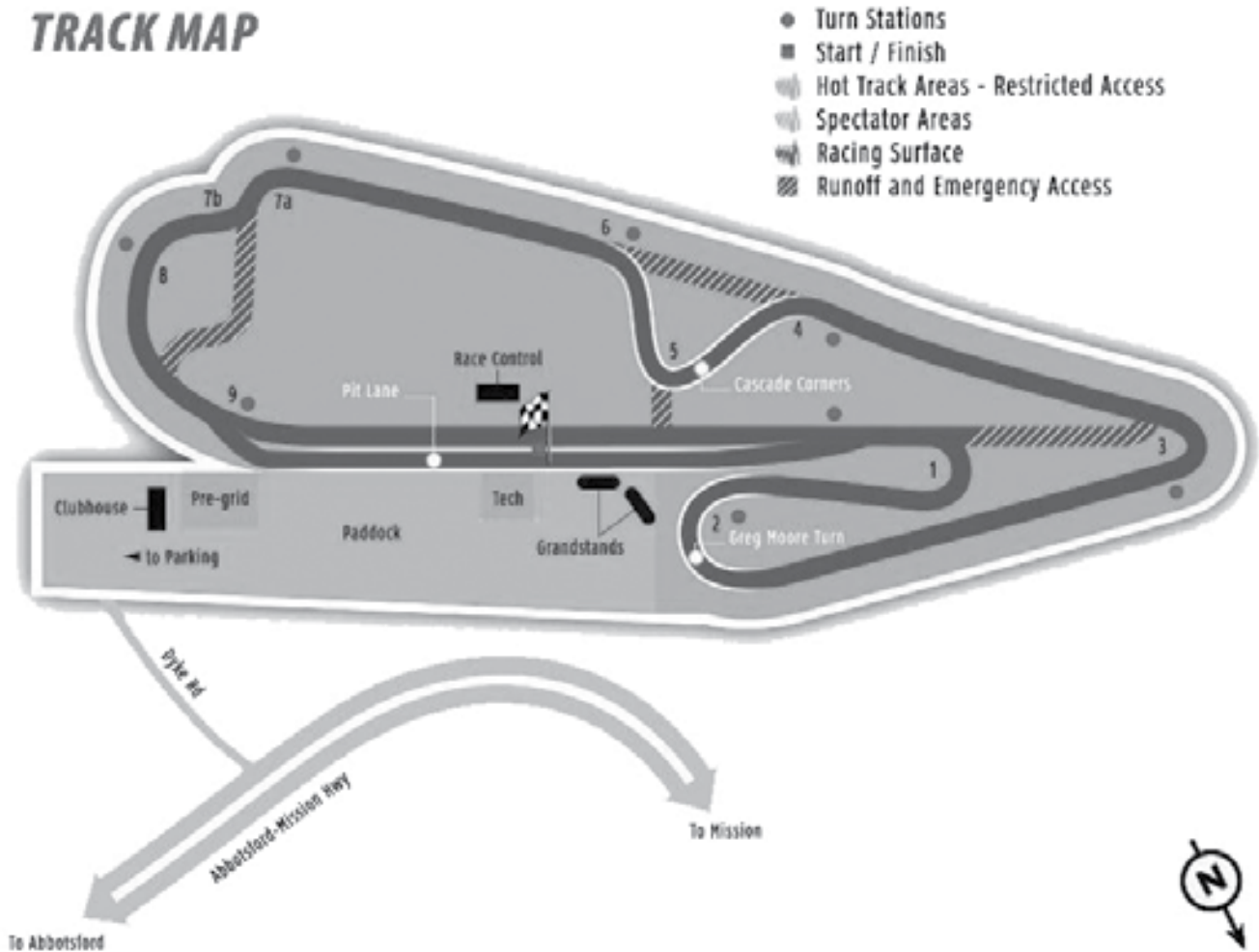
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# THE TRACK

- 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 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 touniquet-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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