

British Columbia

HISTORIC

MOTOR

RACES

www.bchmr.ca

August 19 and 20 at The Road Course, Mission Raceway Park



SPORTS CAR CLUB
OF BRITISH COLUMBIA



Big thanks to our sponsors who help to keep your ticket costs down

PRESENTED BY:



KEY WEST
NEW WESTMINSTER



WEST COAST MAZDA
A Better Place to Buy a Car



HAGERTY.
CLASSIC CAR INSURANCE



ADESA
RICHMOND
PUBLIC AUCTION



MAZDA'S WEST COAST MAZDA SUMMER DRIVE EVENT



SERVICE

West Coast Auto Group
Customer Advantage Card
EARN 5% of your parts or
service bill back in
Cash Rewards
ONLY at West Coast Mazda!

BRING IN THIS AD
and receive an
EXTRA \$10
on your Customer Advantage
Card with a qualifying
service or parts purchase.

0% or up to **\$4500**
for 84 months | in rebates on select models
Also \$425 Summer Accessory credit on all models.

2017 MAZDA CX 3 GX FWD

Lease for
\$111 or **\$56**
Bi-weekly Weekly
0 DOWN 9.9% FOR 60 MONTHS

Finance For
\$133 or **\$66**
Bi-weekly Weekly
0 DOWN 2.75% FOR 84 MONTHS



Buy it today **\$21,715**

2017 MAZDA CX 5 GX FWD 6MT

Lease for
\$160 or **\$80**
Bi-weekly Weekly
0 DOWN 3.50% FOR 60 MONTHS

Finance For
\$168 or **\$84**
Bi-weekly Weekly
0 DOWN 3.99% FOR 84 MONTHS



Buy it today **\$26,820**

2017 MAZDA 3 GX 6MT

Lease for
\$101 or **\$51**
Bi-weekly Weekly
0 DOWN 0.99% FOR 60 MONTHS

Finance For
\$95 or **\$47**
Bi-weekly Weekly
0 DOWN .99% FOR 84 MONTHS



Buy it today **\$16,270**



A Better Place to Buy A Car! facebook



WEST COAST **mazda**

1-866-847-3255

westcoastmazda.com

DL 26469

20000 Lougheed Hwy. Pitt Meadows

Racing at the Road Course
Mission Raceway Park
August 19 & 20 2017



PRESENTED BY:
KEY WEST FORD

FEATURING:
**Hagerty Formula Festival &
The Jim Latham Memorial
Race**

**VINTAGE RACING CLUB OF
BRITISH COLUMBIA**

British Columbia Historic Races is presented by the Vintage Racing Club of British Columbia (VRCBC) in conjunction with the Sports Car Club of British Columbia (SCCBC) and Motorsport Emergency & Turnworkers Association (META).

This event is sanctioned by the CACC which is affiliated to ASN Canada FIA.

2017 VRCBC EXECUTIVE

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

RACE & TRACK OFFICIALS

Event Chairman Paul Haym
Event Steward Hugh Archer
Clerk of the Course Tasma Wooton
Chief Marshal Tasma Wooton
Starter Mark Miller
Time Keeper Marc Ramsay
Registrar Stanton Guy
Tech Inspectors Jim Kurtz
Mike Currie
Al Crulckshank
Course Doctor Keith Wong
Race Announcer Vince Howlett
Paddock Marshal Keith Robinson
Sponsorship & Promotion
. Patrick Stewart
. Brent Martin
Guide Photography Brent Martin

President's Greeting



Practice what you preach! President Stanton Guy enjoying himself racing Vice President Paul Haym's Datsun 510

On behalf of all of the members of the Vintage Racing Club of British Columbia (VRCBC), it is my great pleasure to welcome you to the 2017 BC Historic Motor Races.

Our theme this year is: 'Come and join us!' Some of us have been enthusiasts for decades but many others that you see on the track started much later. If you like old(er) racing cars, you qualify; just ask us!

We are highlighting Japanese cars this year because they have now become one of the most popular ways to get started in Vintage racing. We expect that the All Japanese Enduro on Sunday will demonstrate this plus it will be a lot of fun for everyone!

We are very pleased to have the Mission Hospice Society back as our Event Charity. Drop by the Society's booth to sign up for a lunch time track ride on both days. Your 'entry fee' goes toward the Hospice program to help

youth in the local community.

We would especially like to thank Key West Ford for returning again as our presenting sponsor. Make sure to check out their display in the Paddock. Special thanks also to ADESA Public Auctions, Hagerty Collector Car Insurance and our many other sponsors.

We also 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. Thank you for coming.

We hope you enjoy yourself and that we will see you again in 2018.



Stanton Guy
President,
Vintage Racing Club of BC

Driver's Edge

AUTOSPORT

125-2323 Boundary Rd. Vancouver BC
tel. 604 298-5575 www.driversedge.ca



Specializing in Vintage Sports & Race Cars;
custom fabrication; located near Mission Raceway Park.

Call Us Today! 604-287-3332

7076 Mershon Street, Mission, BC

<http://www.bentwrenchesautoservice.com/>



Vintage Racing - is it for you?

Should you be out there on the track rather than standing here watching the action?

Damn right you should.

BC Vintage Racing has something to offer most levels of driver and all levels of wallet.

You certainly don't need a competitive car to get started – just something built on or before 1992. You will see



Small shopping Hondas from before 1993 can make entertaining and affordable race cars.

classic Spitfires and MGs out on the track: they still make affordable racing cars. They can be bought in restorable shape for \$1000, and preparing them for racing is a different world from concours restoration – they just need to be solid, safe and rollcaged, no more than that.

If you don't fancy anything that historic, life gets even easier - small pre-1993

Japanese sedans or sports cars usually aren't even rusty, and they're at the bottom of their



Minis have an impressive competition history and make fine race cars, as they out-handle most larger and more expensive cars.

value curve and are almost free. The best route on to the track is to join the BC Vintage (www.VRCBC.ca)

for help and advice, and to do your race training. The training course run at Mission by the SCCBC is very good: it's expert and supportive and is also excellent fun, and it will teach you a lot of useful knowledge even if you don't end up going racing. For instance, the guy at the front of a race is pushing his tyres to slip by 10-15% if it's dry. At 5% tyre slip he won't stay in front, and at 20% slip he'll be spinning off in a cloud



MGA We're getting more traditional and upscale here, as MGAs are cheerful but not cheap. The no-contact rule keeps repair costs down, though.

of dust and picking grass out of his teeth. Or her teeth, for that matter – nobody cares what gender you are.

After the training is the time to choose what sort of car you want, whether it's a proper open-wheeled single seater racing car with budget VW or Ford power, or a previously roadgoing sports car or sedan. Members of the club obviously get first dibs on any cars sold by other club members, which is often cheaper than preparing your own race car – although



A pre-1993 Miata costs around \$4000 for a good one – a fine introduction to low budget vintage racing.

getting your own car exactly the way you want it might be part of the fun.

Vintage Racing is slightly slower and safer than many racing formats, although paradoxically it can be more dangerous than some faster disciplines. Crashing a Formula 1 car is pretty safe, crashing a 1960s Lotus Elan not so much. But you can choose how hard you push your luck, and you're not going to get Schumachered

into the tyre wall. Contact between cars in Vintage gets the driver suspended or banned, and so does dangerous driving. If you seriously need to win, Vintage may not be the right discipline for you. The racing is about 90-95% rather than flat out, and most drivers will be competing in their own part of the grid with cars and drivers that match in speed and handling. Winning races would be expensive, but class wins are achievable on a reasonable hobby basis, and beating somebody who's usually just a bit faster than you would be very satisfying as well.

If you don't want to drive, there are also many other ways of enjoying getting involved with Vintage Racing, and all contributions are valued. All the events need volunteer help, there is technical inspection, marshalling the track, race mechanics – some drivers are clueless about engines, and a good mechanic makes it a team.

Driver's Edge in Burnaby is

Driver's Edge makes sure that your safety gear and race suit is properly fitted: you have to be both safe and comfortable to drive at your fastest.



the place to get kitted out and fitted with helmets and gear: it's not cheap, but you only have to suit up once. If you're married, you might think about investing in two sets of fireproof vests and panties, though: it's quite hot in a race car and you'd get a bit ripe over a whole weekend without a change. 😊

Watch for our **RETRO 86 CAR** at the races!

TOYOTA
2017
FACTORY
EVENT

August
19th & 20th
 Mission
 Raceway

Proud Supporter of the 2017

BRITISH COLUMBIA HISTORIC MOTOR RACES!

30210 AUTOMALL DRIVE - ABBOTSFORD 604.857.2657 sunrisetoyota.ca

We guarantee you get more bang for your buck when you purchase your new vehicle at Sunrise Toyota! Sunrise Toyota is centrally located less than 30 minutes from almost everywhere in the Fraser Valley.



OFFICE OF THE MAYOR

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

Welcome to the 30th annual BC Historic Motor Races!

If you are old enough to remember the days when MGs, Austin Healeys, Triumphs, and Sunbeam Tigers roared up and down our streets, their memory likely brings waves of nostalgia. If you are not, you are in for a real treat!

August 19 and 20 at Mission Raceway Park, these and other iconic cars will bring a bygone era back to life as they roar around the track. You'll wonder why on earth they stopped making these stunning machines. Don't miss the thrill of watching the owners race to the finish line in their quest for the final checkered flag.

Mission Raceway Park is an internationally known, outstanding facility that is home to all facets of racing from jet dragsters to hot rods and sports cars. It features ample parking, great food, and an atmosphere that will bring you back again and again.

On behalf of Mission residents, we welcome you to our beautiful community. While you are here, we encourage you to enjoy our many fine restaurants, do some shopping and take a look at all of our wonderful facilities. Be warned though - you may never want to leave!

Yours truly,

Randy Hawes
MAYOR

Constituency Office
1705 First Avenue
Mission, BC
V2V 1G3
ph. 604-829-6203
simon.gibson.mla@leg.bc.ca



Simon Gibson, MLA
Abbotsford-Mission

MESSAGE FROM SIMON GIBSON, MLA

GREETINGS

The BC Historic Motor Races
August 19-20 Mission Raceway Park

Welcome to Mission, home of this year's biggest vintage road racing event in Western Canada. Who doesn't love the excitement and sound of competitive automobiles? It is exciting for me to acknowledge that the races are one of the premier events in Abbotsford-Mission!

Congratulations to the Vintage Racing Club of BC and their dedicated volunteers that make the races possible each year.

On behalf of the Province of BC, have a wonderful weekend. Enjoy the races and take advantage of the unique opportunity to ride in a racing car to benefit Mission Hospice Society.

Racing Car Rides For Charity



Have you ever wondered what a Vintage racing car feels like when it is being pushed hard around a teal track? Well this weekend is your chance to find out. Some of the VRCBC's finest have added a passenger seat and seat belt to their beloved racing cars, and will be giving rides around the track during the lunch hour on both Saturday and Sunday.

Your donation will go directly to support the excellent work of the VRCBC's 'Charity of Choice', the Mission Hospice Society. For over 30 Years, the Society has provided the community of Mission with

free-of-charge compassionate care and support for those facing life-altering situations. One of these activities is to enable children who have had to deal with significant grief due to the loss of a parent or sibling, frequently in very tragic circumstances, to attend a local summer camp; something that they would never otherwise be able to do. What would seem a small thing to many of us can have a dramatically positive impact on the future direction of a young life. The VRCBC is very pleased to help out. We hope that you will too and also enjoy the ride.

Fair warning! Vintage racing cars are noisy and they vibrate, the gears whine, the engines either rumble or scream (depending on the car!) and the



tires squeal. In other words, you will love it! It's First Come-First Served, so look for the sign-up spot in the Paddock as soon as you arrive. 😊

Trophies

Chairman's Trophy

The Chairman's Trophy is presented to the driver/team whom race officials feel have made the most outstanding appearance at the BCHMR, taking into account Canadian racing history, distance travelled and spirited performance.

Abbotsford Trophy

This trophy recalls the roots of BC sports car racing that were planted at Abbotsford Airport. It is awarded to the winner of the Formula Vee group in the Hagerty Formula Festival Race.

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 it closed in 1990. This trophy is awarded to the winner of the Formula Ford group in the Hagerty Formula Festival race.

SCCBC Trophy

The Sports Car Club of BC donated this

trophy from their collection. The winner is selected by our race commentators to recognise the performance of the weekend by a Vintage Closed Wheel Group driver.

Pete Lovely Memorial Award

This trophy was first presented in 2011 to honour the passing of Tacoma-based pioneer racer Pete Lovely. It is awarded to the driver who puts on the most spirited performance in the Vintage Exhibition Group.

SOVREN Canada Cup

Seattle-based Society Of Vintage Racing Enthusiasts has had a long-standing friendly relationship with the VRCBC. The SOVREN Canada Cup is awarded to the US-based SOVREN member who has had the most significant positive impact on our event, whether on or off the track.


The Battered Cup

This is awarded to the driver, car or crew that has suffered the most "battering" or generally inhumane treatment from evil spirits.


THANK YOU SPONSORS & PROGRAM ADVERTISERS

The Vintage Racing Club of BC recognizes the following businesses for their significant support of the 2017 BCHMR and BC motorsport overall.

Adesa Auctions
Bent Wrenches
Driver's Edge Autosport
Hagerty Insurance
IWE Rear Ends Only
Key West Ford
Mopac Auto Supply
MK Technologies Ltd
RX Autoworks
SCCBC
Sunrise Toyota
West Coast Mazda




Restoration of Vintage and Classic Automobiles



1938 Alfa Romeo 8C 2900B — 1947 Mille Miglia Winner

RX Autoworks, founded in 1988 and located in North Vancouver, B.C. is dedicated to vintage and classic automotive restoration. Constant attention to quality and detail has earned the company numerous awards and accolades, including several 1st in class entries at Pebble Beach Concours d'Elegance.

270 East 1st Street, North Vancouver, BC, Canada V7L 1B3
Tel: 604.986.0102 | Fax: 604.986.0175 | e-mail: info@rxautoworks.com
Toll Free North America: 1.877.986.0102 | web: www.rxautoworks.com



Good Luck to all BCHMR
Gear Heads
from the Performance guys at
Mopac since 1973.

19950 84th Ave.
Langley, BC, Canada V2Y 3C2
Phone: 604-881-4900
<http://www.mopacautosupply.com>

Spotters' Guide



Ian Thomas, 1970 BMW 2002



Ian Mackie, 1970 Datsun 510



Jim Bradley, 1973 Elden PH-108 Formula FordMW



Anthony Nadalin, 1965 FFR Challenger



Marty Knoll, 1993 Reynard 93-H



Bill Okell, 1964 MG Roadster



Geoff Tupholme, 1973 Austin Mini



Keith Wong 1968 Triumph GT6



Larry Sandham, 1984 Vauxhall Mini



Ralph Zbarsky, 1967 MGB Sebring GT



Roger van der Marel, 1967 Alfa Romeo GTV



Charly Mitchel, 1969 Triumph TR6



Dave McKay, 1984 Lola T644



Gayle Baird, 1990 Honda Civic



Frank Winterlik, 1988 Van Diemen RF88

Spotters' Guide



Tim Pickstone, 1953 Porsche 356C



Steve Poole, 1979 MGB



John Carroll, 1967 Ginetta G4



Keith Robinson, 1982 Van Diemen RF82



Dennis Repel, 1974 Chevrolet Camaro



Pam Williams, 1978 Van Diemen



Karlo Flores, 1959 Austin Healey Sprite



Kiwi Bishop, 1989 Chevrolet Camaro



Doug Lorraine, 1978 Lola 540



Gayle Baird, 1954 Autodynamics Mk 3B



Ian Wood, 1968 Volvo 122S



Peter Valkenburg, 1969 Porsche 911



Thorin Brown, 1979 Mazda RX-7



Tom Sproule, 1976 Caldwell D13



John Elliott, 1969 MGB

Spotters' Guide



Leo Eberle, 1964 Jaguar XKE



Doug Floer, 1994 Van Diemen RF94



Lorne Andras, 1971 Monarch Mk8



Gil Stuart, 1958 Volvo P444



Al Ores, 1976 Caldwell D13



Leigh Anderson, 1967 BMW 1600



Alan McColl, 1977 Tiga Formula Ford



Phill Linzey, 1971 Datsun 240Z



Stanton Guy, 1969 Datsun 510



Phil Padcock, 1965 Triumph Spitfire



Ryan O'Connor, 1987 BMW 325



Derek Burney, 1974 Datsun 260Z



Trevor Sandham, 1975 Mini Cooper



Robbie Arthur, 1989 Lazar Mk2



Mark Finnis, 1970 Datsun PL510

Spotters' Guide



Walt Carrel, 1970 Zeitler



Collin Jackson, 1973 Brabham BT40



Alan Baker, 1989 Van Diemen



Mike McGarry, 1988 Ford Mustang



Paul Haym, 1969 BMW 2002



Phil Roney, 1987 Swift DB2



Stephanie Barnes, 1972 Volvo 142E



Andrew Mawdsley, 1993 Haynes Mrlan



Steve Clark, 1959 Elva Courier



Erle Archer, 1989 Lotus 7 Birkin S3



Jim Robinson, 1967 Lotus Super Seven



Malcolm Mc Queen, 1972 Datsun 510



John McCoy, 1986 Mallock Mk27



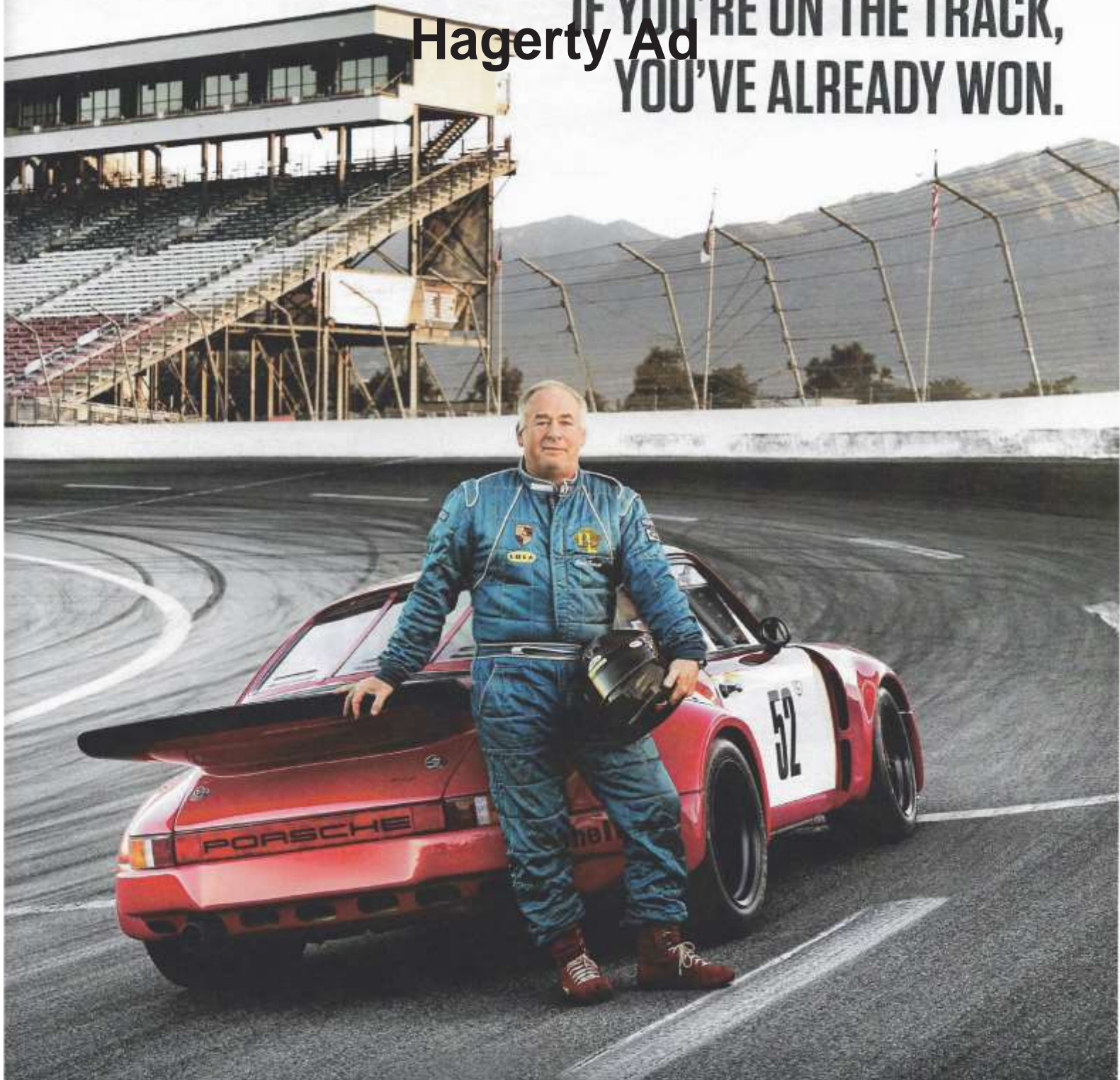
Shelby Clark, 1969 Alfa Romeo GTV




Kevin Estes, 1984 Porsche 911

Hagerty Ad

IF YOU'RE ON THE TRACK, YOU'VE ALREADY WON.



There's a reason more people trust Hagerty with the cars they love. We make the experience of owning vintage race cars better, with agreed value coverage*, an award-winning magazine, help finding parts and more – all provided by people who share your passion for race cars.

 **Drive with us.** Hagerty.ca | 877-922-9701 | Local Broker



Hagerty determines final risk acceptance. All coverage applies only while the vehicle is off the track, is subject to policy provisions and availability, and is secondary to the government policy. *In the event of a covered total loss, agreed value is subject to any deductibles, after settlement with the government policy. Hagerty For People Who Love Cars is a trademark of the Hagerty Group, LLC. ©2016 The Hagerty Group, LLC. Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services. All third party names, trademarks and logos are property of their respective owners. Their inclusion is for informational purposes only and is meant to be reflective of the authenticity of a vehicle. It does not imply sponsorship, affiliation or endorsement of Hagerty by these companies. Hagerty Canada, LLC policies are underwritten by Elite Insurance, an Aviva Canada company.

In the early days of motor racing, especially in the remote reaches of Western Canada, if you wanted to go road racing, or auto racing of any kind, you either raced a production based road car such as an MG, Triumph or Austin Healey or you made your own. Such home made cars were generally referred to as Specials. Western Canadian Universities did not teach their students even the basic fundamentals of automobile design, so even formally trained engineers (I know because I was one of them...) had to figure it all out for themselves. Nevertheless, some did and the results were often quite remarkable, although some were not. It was not until the advent of the Hewland Gearbox that special builders got really serious about all this. Here are a few locally produced specials that struck me as exceptional.



ARNOLD SPECIAL

Built in the late 1950s by Ed Arnold of Surrey, BC. As was the convention of the day, the car employed a large diameter steel tube chassis. Mechanicals were drawn from a Triumph TR3. The most distinctive feature of the car was a very attractive hand formed aluminum body. Ed was in his twenties when he built the car, and now resides in Salmon Arm where he still does automotive restoration. The car still exists today in the southern USA, where it is a regular participant in vintage events.

BENTLEY BSR-1 Built and raced in the 1980s and 1990s by brothers Ross and Gordy Bentley for endurance racing. The Mazda rotary-engined car was constructed around a March 782 Formula 2 car. The March tub was widened to allow for a larger fuel capacity, and a steel tubular subframe carried the rotary engine and March rear suspension. The car was intended for long-distance endurance racing and was very successful at Westwood and other Pacific Coast tracks where it still holds some records today.



FALFIN SPECIAL

Built in 1960 by Vancouver physician Tom Bridge and later sold to driver Ken Finnigan and expert mechanic Fred Falkins. The car was loosely patterned after a Lotus 11 with a single overhead cam, 1100 cc, Coventry Climax engine in the front and a modified Volkswagen gearbox in the back. Chassis was a welded small diameter steel tube spaceframe with independent front and rear suspension and a rather attractive aluminum body. Finnigan drove the car at Westwood for many years.



KILNER FORMULA JUNIOR

Formula Junior was conceived in the 1950s, as an entry level class for monoposto racers. Many special builders embraced the class, and one of these was Joe Kilner of Nanaimo. His rear-engined car employed a Skoda motor and Volkswagen transmission and rear suspension. The car and Joe were early competitors at Westwood where they faced tough competition from the British Juniors of the era.

LYLE TRIUMPH SPECIAL Built in 1964 by John Lyle of Nanaimo, this was essentially an aluminum-rebodied Triumph TR3. The car had a short competition life, beginning with a five-hour endurance race at Westwood in the fall of 1964, and ending in a crash at the same track one year later after winning the Conference G Modified class in the 1965 season. At last report, Lyle still had the unrebuilt remains of the car at his home in Nanaimo.



LOCO-WISE SPECIAL

Possibly one of the less successful specials of the early Westwood years was the rear-engined Ford V8 powered car built by brothers Bruce and Harvey Wise of IOCO, which crashed spectacularly at the Westwood Hairpin due to a front suspension collapse in 1962. Photos of the crash made the front page of the Province newspaper the following Monday. Journeyman driver, Bill Sainsbury predicted the car's demise, after a test drive: "it handled like a pig", he recalled years later.

MARTIN-WOLSELEY SPECIAL

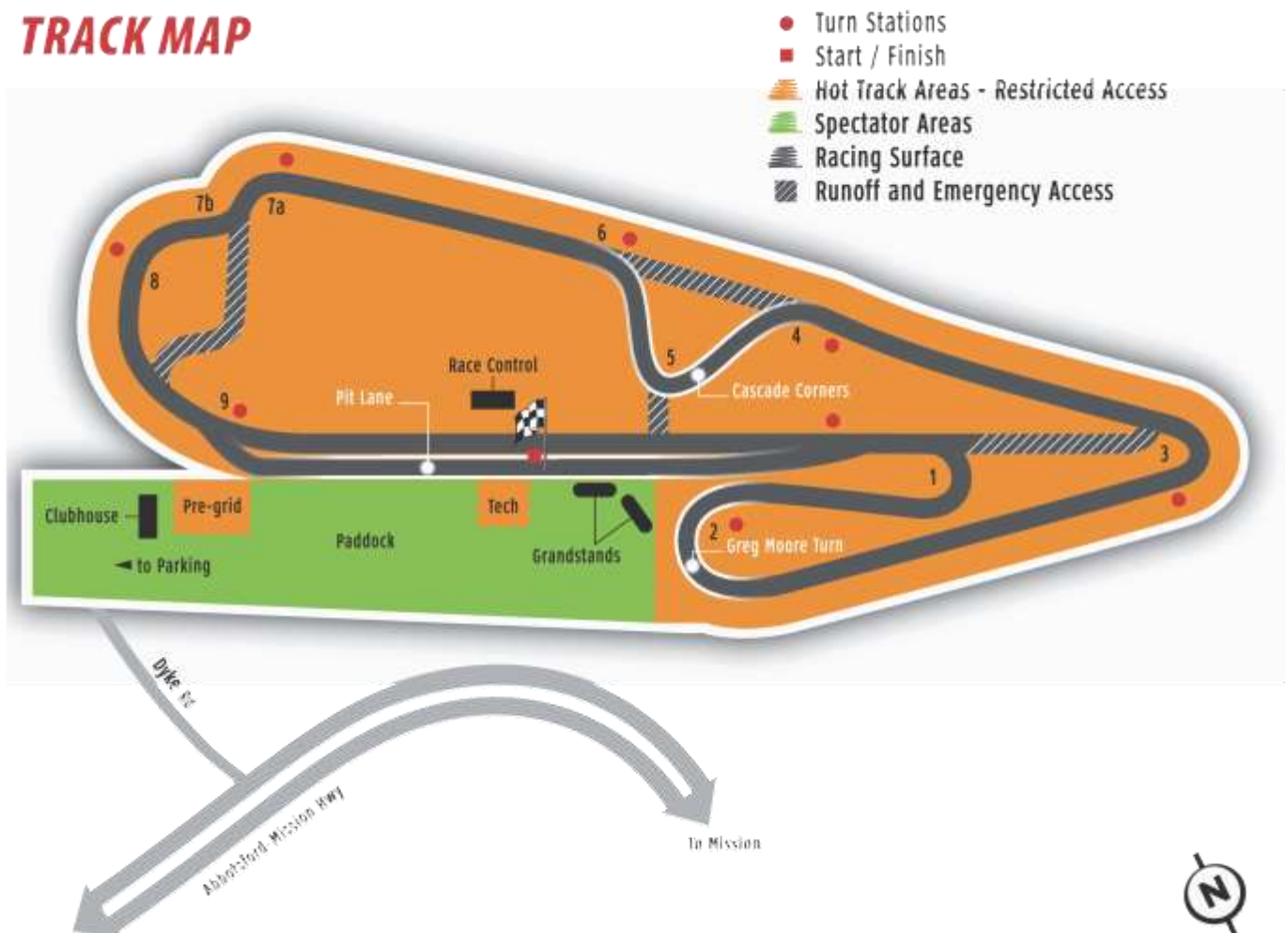
This is a good example of a multi-life, multi-owner special. The car was built by Bill Martin and later owned and driven by Denny Crees, who in turn sold it to David Brown, a Vancouver-based journalist and racing driver. Martin won the 1954 SCCBC club championship in this car. Technical details include a Fiat 500 chassis with a bored-out Wolseley OHV motor using SU carbs.



One Lap around the track

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

TRACK MAP



The Road Course at Mission Raceway Park is a challenging, nine turn, 2.25 km (1.4 mile) track alongside the beautiful and famous Fraser River.

A lap starts with crossing the Start/Finish line on the high speed front straight. The Turn 1 right hand hairpin requires very heavy braking, offering a very popular passing opportunity. The cars then accelerate hard along the short straight from Turn 1 to the Greg Moore Turn, aiming directly at the spectators in those bleachers.

It is important to have a smooth, tight line around Turn 2 to allow early, hard acceleration down the straight toward Turn 3.

If a faster car can't overtake another down this straight, they may try out-braking them into the tight left hand Turn 3. Turn 3 has a unique rise in the middle which can quickly unsettle a car on the limit. We are again at full throttle from the exit of Turn 3 right into Turn 4, then heavy braking into Turn 5 followed by careful acceleration to get around the left hand Turn 6 before accelerating

again down the back straight into the tight Turn 7A/7B chicane. Power is then steadily increased through Turns 8 and 9 so that the car is accelerating as hard as possible coming on to the front straight to cross the line and start another lap.

The most powerful cars will try to pull away down the straights while the more nimble ones will have more of an advantage in the tight turns. The grandstands provide a view of most of the on-track action. 😊

Hagerty

Formula

Festival



Hagerty the Classic Car Insurance people, are again sponsoring a special race for Formula Fords and Formula Vees. Formula' racing are those single seat, open wheel pure racers built to a specific set of rules - hence the word formula. There have been many different sets of rules over the years, ranging from those for very small, inexpensive, home-built cars with motorcycle engines all the way up to the heavy, sophisticated and expensive Formula 1 (F1) cars at the very top of the pyramid. Many of these formulae disappeared quickly, while others have evolved and remain extremely popular. Probably the two most long lasting racing formulae, particularly with amateur racers, are the two in the Hagerty Formula Festival.

Formula Vee

Formula Vee originated in Florida in

1963. Since the concept was to create a low cost racing car, this formula required the use of the 1200cc engine, drive train and front suspension from the readily available Volkswagen Beetle. The amount of modification was strictly limited and a minimum weight including the driver was set at just over 1,000 lb. The rules have changed over the years and the design and preparation technique have become more sophisticated, but Vees are still the lowest cost form of single seater racing. Three former World Champions, Emerson Fittipaldi, Niki Lauda and Keke Rosberg started out in Formula Vee.

Formula Ford

Formula Ford was created in England in the late sixties, originally as a cheap, reliable car for race driving schools. They became so popular for amateur racing however, that a new formula

was developed. A Ford Cortina engine was required and a minimum weight limit was set, but there was a lot of freedom with the drivetrain and chassis design. Formula Ford rules have also evolved over the years so that there are now several different classes, although wings are not allowed in any of them. As with the Vees, the more modern Fords are significantly faster than the Vintage versions. Many famous drivers such as Gilles Villeneuve, Ayrton Senna and Nigel Mansell were very successful in Formula Ford in their early careers. Both classes are very popular in BC. At Mission, the newer Formula Vees are faster than the older Formula Fords. This makes for great inter-class racing and a lot of friendly discussions in the Paddock after each race! Ask any of the Ford or Vee drivers in the Paddock about their cars. 😊



Formula Vee



Formula Ford





Vintage Miatas and Hondas

Miatas are vintage cars?

Seriously?

The earlier and livelier Mazda Miatas now qualify for Vintage racing status in BC, being 25 years or older. You would definitely enjoy racing a Miata, there's no question about that. The NA Miatas of 1990-99 are steel replicas of the legendary and competition-minded Lotus Elan, albeit much stronger and much more reliable. Miatas actively invite you to throw them around: they're not super powerful so they reward skillful driving and the conservation of momentum. Rear wheel drive requires more skill from the driver, but rewards it in pure fun: just don't back off all the way if it gets a bit hairy in a fast corner. The question is how hard you want to push it. Spec Miata racing is more hardcore, a college for



future professional racing drivers, and it's serious competition, with all the costs and risks attached to that. If you're at the front of a Spec Miata race, you're 0.5% away from a crash.

Racing a Miata in Vintage is also proper competition at race speeds, but the aim is not to win at all costs but to have a lot of fun quite close to the edge, and to dice with friends at your level in the pack. Contact between cars is not permitted, and dangerous driving is not permitted. A good vintage-eligible 1990-92 Miata (bought one week before Christmas for the best possible price) costs just a few thousand dollars, and prepping

for Vintage competition is mostly a rollcage, harnesses, safety gear and the excellent two-day race training course run by the SCCBC here at Mission.

The same applies to other Japanese cars of the period – the earlier FWD Honda Civics are light and fast on their feet, and Mazda RX7 rotaries, mid-rear-engined Toyota MR2s, and turbocharged Nissan 240SX turbos all qualify for BC Vintage rules and are all seriously good fun if you enjoy pushing your luck – but pushing it on the track is definitely the place to do it. 😊



Local Books for Every Racing Fan!

• **NEW! Pete Lovely: A Racer's Life.** First in-depth book treatment of the area's most famous road racer. Written by the people who knew him best. From racing roadsters at Aurora Speedway to Formula One's Last Privateer. Great photos! \$30



HOW TO ORDER
To order and for more information on all of our racing books, visit our website, rsracingmemories.com. Email: rsp@integra.net

www.MiataMag.com
It's free, but it's not cheap

Miata upgrades, repairs, tech from simple to exotic

- body and chassis conversions
- race prep, racing, slaloms
- readers' cars
- road trips in North America and Europe
- Agony column
- bargains in the MiataMag Mall
- politically incorrect editorials

Miata MAGAZINE
For owners, enthusiasts and obsessives

Trackside: Autocross Intro
Miata Buyer's guide part I
Tech: Soft Top Replacement
Kiwi Basha Seven
Roadtrip - Calais to Croatia
NC Headlight Change



www.MiataMag.com

Race programme designed by Jelena Ayre
jelena@MiataMag.com



Motorsport Emergency & Turnworkers Association

Would you like to get involved in road racing but aren't interested in actually racing a car, at least not yet? Maybe becoming a turn worker at Mission would be the perfect opportunity for you! You will have the best seat in the house to see the racing action while at the same time not having to invest all of the time and money that the racers do! You will have noticed that most of turns on the track have a flag station. The turn workers use various flags to communicate vital information to the drivers. You will see the yellow and blue flags most often. These two flaggers work in pairs, with the blue flagger looking up the track watching for faster cars overtaking

slower traffic, and the yellow flagger looking down the track watching for any incident that may pose a hazard to the approaching cars.

Fast and efficient communications among all track officials is essential. Each flag station has at least one two-way radio operator. Any incident within a station's area of responsibility is immediately reported to Race Control and the other flag stations. Race Control assesses the situation, decides on the action required and informs everyone who needs to know. This all happens very quickly. The flaggers then inform the drivers.

Almost anyone can become a turn worker. To work in a 'hot area', (i.e.

in close proximity to the track) you must be at least 18 years of age (or 16 with written parental consent). The Motorsport Emergency & Turnworkers Association (META) runs a training program, usually right here at Mission Raceway. This covers the basics of turn working, flagging, communications, quick response and other roles. Training on the job is then provided on an ongoing basis, by META's very experienced marshals.

If you are interested in learning more, just ask anyone wearing the white META coveralls or any official or racer in the Paddock. 😊

<http://meta.bc.ca>

**ADESA RICHMOND
PUBLIC AUCTION**

Auctions Every Wed 7PM & Sat 10AM

ADESARICHMOND.ca
#MYAUCTION @ADESARICHMOND

**BEST OF LUCK to all
DRIVERS & CREW!**

**mk
TECHNOLOGIES LTD.**

Aluminum & SS Fabrication
Engineering & Product Development
Electronic Weigh Scale Platforms
Chassis/Wheel Alignment Equipment

www.mktechnologies.com

Marty Knoll
Tel: 250.491.3565
Fax: 250.491.3581
Toll Free: 1-888-764-7875
3396 Sexsmith Rd. Bldg #11
Kelowna, BC V1X 7S5



Born and Bred on the Race Track

Ford Mustang. A name with over 50 years of racing heritage. From sports car racing to rally, and everything in between, the Mustang's history in racing is evident in every ounce of its DNA.

Key West Ford is proud to support the BC Historic Motor Races for the 3rd year in a row.

 **KEY WEST**
NEW WESTMINSTER
keywestford.com

301 Stewardson Way
New Westminster, BC
V3M 2A5

Reception: 604.520.3055
Parts: 604.520.3047
Detail: 604.528.4482

 **AIM**
PERFORMANCE
aimperf.com