

# British Columbia

# HISTORIC MOTOR RACES

## at Mission Raceway Park

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### August 18-19, 2018



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Racing at the Road Course  
Mission Raceway Park  
August 18 and 19, 2018

Vintage Racing Club of  
British Columbia

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

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 2018 BC Historic Motor Races.

Vintage racing is all about having fun on the track with the older cars that you enjoy along with other enthusiasts who feel the same way.

Some of us have been enthusiasts for decades but many others that you will see on the track this weekend started much later. If you like old(er) racing cars then you qualify too; just ask us!




President Stanton Guy trying hard in fellow VRCBC member Al Reid's MGB.

We enjoy honouring the cars and drivers who played an important part in road racing in the past, particularly here in British Columbia. You will see a lot of that celebrating, both in this program and on the track during the BCHMR.

We are very pleased to have the Mission Hospice Society back once again as our BCHMR 'Charity of Choice'. 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.

Special thanks to ADESA Public Auctions, Hagerty Collector Car Insurance, MOPAC Auto Supply, Driver's Edge Autosport, IWE and our many other program magazine advertisers.

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 2019. 

**Stanton Guy**  
*President,*  
*Vintage Racing Club of BC*



OFFICE OF THE MAYOR

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

Welcome to the 31st 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 18 and 19 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

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Province of  
British Columbia



Simon Gibson, MLA  
Abbotsford-Mission

**MESSAGE FROM SIMON GIBSON, MLA**  
GREETINGS  
The BC Historic Motor Races  
August 18-19 Mission Raceway Park

Welcome to beautiful Mission, home of Western Canada's biggest vintage road racing event. Who doesn't love the excitement and sound of competitive automobiles? It is a privilege 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.

Have a wonderful weekend! Enjoy the races and take advantage of the unique opportunity to ride in a racing car during the 'Hot Laps for Charity' to benefit Mission Hospice Society.

# Why Race an old British Sports Car?

by John Elliott

I work for an oil company so I know there is a lot of truth to the rumour that British vehicles have left their telltale lubricant trail all over our planet. Yes they can leak oil even when they are not running. Yes, most dealers put drip pans under new cars to protect their showroom floors and yes, if they ever do stop leaking, you need to be concerned that they are completely out of oil.

So why (I hear you ask) would anyone be bothered with driving or especially racing something as archaic as a half-century plus old British sports car? Well, we often get comments from spectators wandering through the Mission paddock.

“What is that?” - Usually from a genuinely curious person with no grey hair.

“How fast will it go?” - My usual response is ‘I don’t know’, which is true but I fail to mention that the tow vehicle I used to get it to the track is probably faster.



*Brent Martin photo*

John Elliott in his 1969 MGB

“My dad had one of those!” - Often from a person with greying hair and a somewhat skeptical look. I understand; my dad had British cars and I learned something about mechanics but more about colourful language from those experiences.

My favourite comment however was from a lady, who I suspect was not of the Justin Bieber generation. With a warm smile and an affectionate look (at the car, not me), she said; “I had my first date in one of those”.

So why this continued interest and affection for quirky vehicles manufactured decades ago by a small island nation struggling to recover from the effects of a depression followed by a world war? The following come to mind.

*Continued on page 16*

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# Porsche 906

by Vince Howlett



*Murray Chambers photo*



*Murray Chambers photo*

**Monte Shelton (#5) and Lew Florence (#4) in their Porsche 906's battling at the 1968 Westwood Pacific**

Built as a successor in 1966 to the Porsche 904, the Porsche 906 weighed 580 kg (1,280 lb), approximately 113 kg (250 lb) lighter than the 904. The engine regularly fitted was the 6-cylinder lightweight racing engine with 220 hp and carburetors. As in the Mercedes-Benz 300SL, gull-wing doors were fitted, and the mid-ship mounted engine was covered with a large plexiglas cover. Unlike previous racing Porsches, the 906's body was tested in a wind tunnel, resulting in a top speed of 280 km/h (170 mph) at Le Mans, quite fast for a 2-liter engine car.

In its first year, the Carrera 6, as it was often called, won its class at Daytona, Sebring, Monza, Spa, and Nurburgring. Willy Mairesse and Gerhard Muller, driving a privately entered 906, secured an overall victory at the 1966 Targa Florio when the factory cars failed. At the 1966 24 Hours of Le Mans, the 906 placed 4-5-6-7 behind three Ford GT40 Mk IIs, outlasting all of the previously dominant V12-engined Ferraris.

Also in 1966, Porsche 906-136, the particular car here this weekend, was entered in many west coast races by Porsche Car Pacific of California. It was raced by Don Wester, Monterey car dealer and experienced Porsche racer. Wester won the under 2-litre class in two pro races at Pacific Raceways, Kent, Washington, and won his class at the

American Road Race of Champions at Riverside.

In 1968, this Porsche was acquired by another car dealer, Lew Florence of Yakima, Washington. Florence started racing in midget oval cars, and before the Porsche, had previously raced successfully at Westwood and elsewhere in such cars as Kurtis, Ferrari, Lotus, Lister, Shelby Cobra, and Genie.

Two of the races Florence entered that year were the summer and fall pro races at Westwood. He came second in the first and did not finish the fall race. Here is an excerpt from an article on the June 23 Westwood Pacific:

*"If Lew Florence hadn't been so patriotic, he probably would have won top prize in the Westwood Pacific. Lew, who felt he had a moral obligation to the Westwood people, went out of his way to help boost the entry list. And in the end it cost him \$275.00 - the difference between first and second place. One of those who Lew helped persuade to enter the national Group 7 race was his long-time friend, Monte Shelton of Portland. You guessed it. Shelton, taking advantage of two mishaps involving the race leaders, drove his blue Porsche Carrera 6 to victory and first-place prize money of \$1,100. Florence, 42, placed second in another Porsche Carrera. The veteran Yakima driver is a regular at Westwood pro events and the warm*




reception he always receives has made him one of the Coquitlam circuit's biggest boosters..."

From Monte Shelton a few months ago:


*"...I'm 84 and still racing and doing motor events! ...I forgot I had a bit of damage to the front of the 906 yet somehow won! That was good times and Lew was indeed a very good friend and formidable competitor! Those were indeed the 'good old days!'"*

As for the wet September 22 Pepsi Pro at Westwood, Bill Cupp in Florence's old Genie, restored in recent years by the late Adrian Ratcliff, spun early-on and took both himself and Florence out. Shelton went on to win again.


In other 1968 races, Florence won the under 2-litre class at the USRRC at Pacific Raceways, came second overall at the Portland Rose Cup, and came second in his class at the American Road Race of Champions at Riverside. Lew Florence passed away from cancer in 2001.

Porsche 906-136 went on to various owners and a variety of configurations into the 70's. In 2002, the current owner, Dann Boeschen located the car and was eventually able to purchase it as a basket case. By 2005, Emory Motorsports in Oregon had completed the restoration and made it race ready. Dann then raced it between 2005 and 2012. We are extremely grateful to Dann for preparing it and bringing it all the way from his home in California, so that we can all see it. Dann also has graciously allowed our very own Ian Wood to run demo laps in the car. Enjoy! 





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# Guest of Honour – John Randall

**courtesy Tom Johnston and the Greater Vancouver Motorsport Pioneers Society**



We are very pleased to have John Randall, one of the real legends of west coast motorsport, as our Guest of Honour at the 2018 BC Historic Motor Races. John was inducted into the Greater Vancouver Motorsports Pioneers Society (GVMPS) in 2007.

John is the youngest son of GVMPS Pioneers mother Hilda and father Bob Randall. John was born in Edmonton in 1943 where his father was a career commercial pilot. In 1952 the family moved to Vancouver where Bob took up employment with Canadian Pacific Airlines.

In 1962, the family discovered the new motorsport of go-karting. Both John and his mother Hilda drove, and father Bob was the mechanic. The family first raced at the kart track on Fell Street in North Burnaby and went on to be charter members of the Westwood Karting Association when it was formed in 1961. John says; “We won it all!”. They built a kart for each of the many classes.


Racing cars started with a Lotus Super 7 with a 1500cc Cosworth Ford motor. With the Lotus, John won just about every class championship that was available at Westwood and other west coast circuits.

The best known Randall car was the pale blue Brabham BT5 1600cc twin cam that came from Switzerland in 1967. The car was generally referred to as a BT8 but was in fact a BT5 fitted with a BT8 rear body section to replace the original that was damaged during shipment from Europe to Vancouver.

The Brabham pretty much ruled Westwood during the late 1960s and early 1970s. John won all of the championships that the car was eligible for and usually gave a good result in the major pro races of the day, despite giving away substantial engine capacity to the big V8-engined sports racers.

John and the Brabham won the 1968 Okanagan Hill Climb at Knox Mountain in Kelowna, almost breaking the two minute barrier but setting a new hill record nevertheless. John returned in 1970 to win again.

By the mid 1970's, career and family demands caused John to put his race driving career on hold.

In real life, he followed his father and older brothers into the aviation industry as a career airline pilot rising to 747 captain with Canadian Pacific and then to Air Canada after the merger. 



**John's Brabham BT5 is #22, center of photo above, on the right in photo below**





# Is Vintage Racing the sport for you?

By Iain Ayre



That really depends how much you enjoy excitement: choose the level you like.

## Spectating

If you'd rather have a nice cup of tea and watch other people racing, you're still very important to the sport, and your presence is genuinely hoped for, welcomed and appreciated. Most drivers are too focused to think much about it until they're waving to you at the end of a race, but if you weren't

here as an audience, Race Day would just be another track day.

## Wrenching

Some people are purely drivers, clueless about the dirty bits and the logistics: they need help with getting the car sorted, tuned, fast and on the track. A successful car needs a team with different talents, and many amateur and professional mechanics get their kicks from working under pressure to keep a race car on the track. And also from telling rude jokes and drinking questionable coffee between races!

## Marshalling

You could raise your level of excitement by becoming a race marshal or turn worker.

*Continued on page 13*

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# Spotter's Guide



Renee Berard, 1987 Lazer L85



Thomas Leeming, 1969 Alfa Romeo Berlina



Alan Baker, 1998 Van Diemen RF98



Steve Gunner, 1985 Porsche 944



Andrew Dobbie, 2005 Van Diemen RF05



Roger van der Marel, 1967 Alfa Romeo GTV



Andrew Mawdsley, 1993 Hayes MrIan FV



Rod Davison, 1991 Mazda Miata



Charly Mitchel, 1969 Triumph TR6



Robbie Arthur, 1989 Lazer MK2



Derek Burney, 1974 Datsun 260Z



Paul Haym, 1969 BMW 2002



Gary Kwong, 1996 Protoform P2



Marty Knoll, 1993 Reynard 93H



Gayle Baird, 1964 Formula Vee AD MK IIIB Fox



# Spotter's Guide



Larry Sandham, 1985 Mini Vauxhall



Geoff Tupholme, 1973 Austin Mini



Karlo Flores, 1959 Austin Healey Bugeye Sprite



Jeff Kerney, 1968 Lynx FV



Cherie Storms, 1988 Honda CRX



Darren Grandbois, 2005 Protoform P3



Ivan Lessner, 1958 Austin 100-6/BN6



Ross Baillie, 1994 Toyota Sportsracer



John Gillespie, 1988 BMW 325i



Gunther Ruppel, 1960 Austin Healey Sprite



Jeffrey Quick, 1967 Triumph TR4-A



Tom Sproule, 1976 Caldwell D13 Formula Vee



Kees Nierop, 1972 Datsun 280 Z



Craig Larsen, 1969 Zink C-4



Peter Valkenburg, 1969 Porsche 911



# Spotter's Guide



Robert Posner, 2003 Protoform P2



Alec Buchan, 1962 Triumph TR4



Kevin Estes, 1984 Porsche 911



Jim Loveall, 1969 Porsche 911



Phil Boznik, 1969 Datsun 510



Phil Pidcock, 1965 Triumph Spitfire



Peter Vajda, 1990 Tsunami



Trevor Sandham, 1975 Austin Mini Cooper



Mike Granat, 1967 Morgan +4



Dennis Repel, 1974 Chevrolet Camaro



Anthony Nadalin, 1965 FFR Challenge



Doug Lorraine, 1978 Lola T540



Walt Carrel, 1970 Zeitler FV



Norm Shaw, 1996 Mazda Miata



Hubert Kuckelkorn, 1982 Reynard FF



# Spotter's Guide



Scott Whidden, 1977 Alfa Romeo Alfetta



Ewen Dobbie, 1959 Porsche 356A Coupe



Ian Thomas, 1970 BMW 2002



Doug Floer, 1994 Van Diemen RF94



Eric Stanley, 1987 Nissan 300zx



John McCoy, 1986 Mallock Mk27



John McCoy, 1969 Ford TC Escort



Cory & Keith Wong, 1979 BMW 320i



Stephen Clark, 1960 Lola Mark 1



Martin Phillips, 1991 Van Diemen RF91



Larry Taylor, Chevrolet Camaro



Bill Okell, 1964 MGB



Erle Archer, 1967 Lotus S3



Rick Jonas, 1967 Zink Formula Vee



Ralph Zbarsky, 1967 MG Sebring GT



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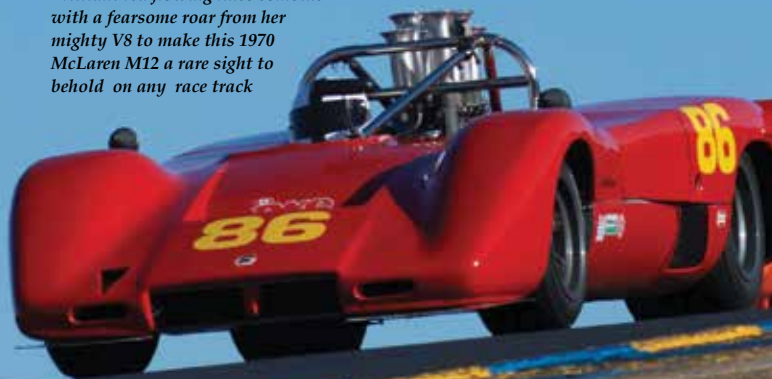
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## Vintage Racing *Continued from page 8*



*Brent Martin photo*

You're out on the circuit, part of a team that's critically important to the racing, and you have to be on the ball when something happens, to take control and make sure that nothing further happens.

Watch the way yellow incident flags are waved: if it's just ordinary waving, it confirms that something is happened, and instructs drivers to slow down and stop overtaking. Mostly as a marshal you're watching your corner, and your entertainment is provided by watching the drivers going through the process of getting faster. You wave a red flag if the race has to be stopped, and various other flags to control other aspects of the race. A black flag is used with a cross pointy finger if a driver has caused a racing error and needs to be sent off.

### Racing

Actual motor racing is the top level of motoring excitement. The reason that races are mostly only twenty minutes long is because of the absolute intensity of concentration and tension required. Two or three twenty-minute sessions of driving at that intense level of 100% concentration and commitment in a day is enough for most.

Driver training is a fascinating mix of classroom theory and on-track instruction, with the speeds building up during the day. You just use your own road car learning a lot about car control very quickly, and you go faster and faster during the day – it's very tiring, but excellent fun. You begin to look at the circuit quite differently once you have walked it and had it explained, and it sinks in that fast laps on your own will be quite different from fast laps with twenty other

*Continued on page 18*

# Johnston JM2 Reborn (Again!)

by Tom Johnston

In 1972, I took my March Formula Ford to Mosport for a CASC National Championship Race. In those days the Canadian Automobile Sports Clubs (CASC), Canada's ASN of the time, would host a national run-off event at one of the Canadian racing circuits for the top three amateur racers from each of the five regional racing groups of the country (BC, Prairies, Ontario, Quebec and the Maritimes). So my fellow Formula Ford racer Fred McNeill and I borrowed a monstrous two deck car trailer and set forth for Mosport with our two 'Fords'.

That journey is worth a story of its own but that can wait until later.

Upon our arrival at Mosport, we found we were in a huge field of very fast racers, most of whom had extensive experience at the daunting 2.5 circuit, upon which neither of us had ever driven.



Tom Johnston on a ride-a-long Victory Lap in the Johnston JM2 at Westwood

During the final race, while duking it out with Fred for last place, I decided that it was time for me to retire as a racing driver.



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When we arrived home, I decided to apply my talents and enthusiasm for motorsport to building a car; after all I was a mechanical engineer by training!. And so the JM2 was born for the first time. (There never was a JM1 but that is another story.) The result was a monocoque chassised sports racing car, which went on to win its class in the 1978 CASC run-off event at Westwood.

There were five JM2 cars produced in all; most people thought there was only one. Two were ultimately destroyed in crashes, one was sold and parted out and another went to California where it has remained to this day.

The last car was in storage until 2004, when we decided to bring it back to life to enter the VARAC (Toronto-based Vintage Automobile Racing Association) annual Vintage Festival at Mosport. The featured class that year was for Canadian – built racing cars. When we turned up, they were astounded that anyone outside of Southern Ontario, the self-appointed centre of Canadian motor racing

could build such a device. My pal from Nanaimo, Tony Carruthers was recruited to drive. After Mosport, we toured a variety of western circuits: Calgary's Race City, Gimli, Portland, Seattle and Mission. The fifth JM2 then went back into storage.

Now it is 2018 and fellow VRCBC member Ian Thomas and I have hatched a plan to bring the JM2 back to life again. The chassis has remained pretty well complete and intact, but its engine has found a new home in its successor the JM3 Formula Atlantic car. So we decided to install Ian's spare BMW two litre and the preparation is currently underway at Ian's North Vancouver shop to have it ready for its second re-birth some forty years after its first appearance.

You will see it running at next year's BCHMR!





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## British Sports Car *Continued from page 4*

**Simplicity:** Bring a flathead screwdriver, a half inch spanner, vice-grips, a hammer, duct tape, and (of course) a quart or two of oil, and you are good to go. The 'floor boards' in an MGA are for example, just that .. plywood. The hammer? Read a little further. A word of caution however; no matter how smart you think you are with all this 'fancy' equipment, make sure your BCAA dues are paid up.


**Availability and (relatively) low cost:** While Henry Ford may have mastered the concept of the 'car for the masses', the Brits mastered the sports car for the masses, and the world gobbled them up. Some production runs lasted for decades. Consequently, parts are still more available and cheaper than they were when the darn things first made their way out the factory gates.


**Soul:** People give British cars endearing names just like they do for their cats, dogs, goldfish or even children. Maybe someone out there has a cutesy name for their Prius (like 'Sparky' maybe?) but I doubt it would be the same.

Years ago, after we had finished loading the remains of a wrecked E Type onto my old truck, the previous owner (who had wrecked it) said to me: "It talks to you, you know. In the night. It says take me out and drive me fast". Weird yes, but not unusual.


**The idiosyncrasies:** When you turn the ignition switch or press the starter button on an old British car you are never exactly sure what will happen. Everyone who has owned a British sports car has stories that they will laugh about ... afterwards. In current language, a British car isn't just a car, it's a 'relationship' and we all know that even the best of relationships are rarely predictable.

**Espirit de corps:** There is a bond of loyalty and brotherhood that seems to bind all British car people. Got a problem? No problem! Somebody definitely had it before you and can advise on either the 'approved' repair or a less elegant 'get 'er home' fix. How to discretely hammer the starter or the fuel pump to bring it to life or how to apply beer can metal to the worn out splines of a wire wheel to stop it spinning on the hub (not acceptable for racing!).

So, whether you want to try your hand at vintage racing, do some simple auto mechanics, find a new soulful relationship or even just learn more colourful language, don't overlook old British cars. It will be a memorable experience for sure; maybe even better than that first date! 




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*Brent Martin photo*

**The fiddling never stops!**



# Al Ores, 50 years of racing Formula Vee



*Brent Martin photo*

“Grampa” Al Ores (AKA “Uncle Al”), doesn’t want to be passed by “Gramma” Gayle Baird (G3 Racing)



*Brent Martin photo*

Al Ores, the oldest active FV racer in North America



*Brent Martin photo*

Al Ores holding off his grandson Robbie Arthur.



*Brent Martin photo*

Al Ores’ wife, Ann, standing beside Al’s Forumula Vee. Ann has been by Al’s side through 50 years of racing.

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## Vintage Racing *Continued from page 13*



people also pushing the limits as hard as they dare, and either getting in the way or trying to push past you.

The racing community is welcoming and inclusive, and the same energy and commitment that gets people out on the track makes them positive and enthusiastic about life in general – a good crowd.

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Iain Ayre is editor of [www.MiataMag.com](http://www.MiataMag.com) 



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