

August
10 & 11,
2019

MISSION RACEWAY PARK
RAIN OR SHINE
ON TRACK BY 9

British Columbia

HISTORIC MOTOR RACES

Featuring:

Westwood60

MOUNTAIN HIGH RACING

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RACEWAY
PARK



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60 GRAND
PRIX

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Racing at the Road Course
Mission Raceway Park
August 10 and 11, 2019

Vintage Racing Club of
British Columbia

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

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

2019 VRCBC Executive

President Stanton Guy
Vice President (position is vacant)
Past President Tedd McHenry
Treasurer Gayle Baird
Secretary Peter Valkenburg
Competition Director Dennis Repel
Vantage Editor Tom Johnston
Membership Mike Bailey
Web Site Stanton Guy
BCHMR Chair Ian Wood

Race and Track Officials

Event Chairman..... Ian Wood
Event Steward..... Hugh Archer
Clerk of the Course Tasma Wooton
Chief Marshal..... Tasma Wooton
Starter..... Andrew Slater
Time Keeper..... John Cathie
Registrar..... Stanton Guy
Tech Inspectors Jim Kurtz
..... Mike Currie
..... Al Cruickshank
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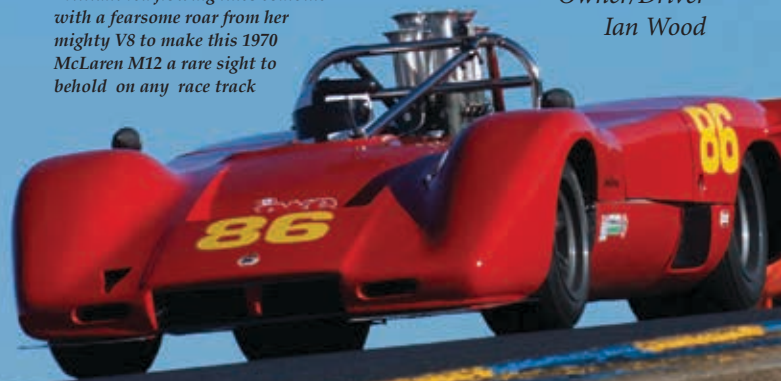


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McLaren M12 a rare sight to
behold on any race track*

*Owner/Driver
Ian Wood*



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 2019 BC Historic Motor Races.

Vintage racing is all about having fun on the track with the older cars that we all enjoy.

Some of us have been enthusiasts for decades but many others that you will see on the track this weekend



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

started much later. If you like old(er) racing cars then you qualify too; just ask us!

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 Hagerty Collector Car Insurance, MOPAC Auto Supply, Driver's Edge Autosport, 900 Werks, Bent Wrenches Autoservice, Vancouver Island Motorsports Circuit, and others.

And finally, a big thank you to our Event Chairman Ian Wood, who managed to keep everybody organized, on schedule and enthusiastic, all at the same time!

Thank you for coming. We hope you enjoy yourself and that we will see you again in 2020. 🏎️

Stanton Guy
President,
Vintage Racing Club of BC



OFFICE OF THE MAYOR

August 10, 2019

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

Re: BC Historic Motor Races from August 10-11, 2019 at Mission Raceway Park

As Mayor of Mission, it is my great pleasure to welcome you to our lovely city for this exciting weekend of racing. Mission Raceway Park is an integral part of our community and a substantial economic driver for many of our local businesses.

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

I understand that many racers come from other parts of Canada and from the United States. We are particularly delighted that you have made the trip to our community and hope that you get a chance during your visit to see some of the many beautiful sights that we have to offer.

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

Yours truly,

Pam Alexis
MAYOR

P.O. Box 20, 8645 Stave Lake Street, Mission, B.C. V2V 4L9
Phone (604) 820-3700 Fax (604) 826-1363 & (604) 820-3715 Web Site: www.mission.ca E-mail: info@mission.ca



Simon Gibson MLA
Abbotsford Mission

MESSAGE FROM SIMON GIBSON, MLA
GREETINGS
32ND BC HISTORIC MOTOR RACES

Welcome to beautiful Mission, BC, home of Western Canada's biggest vintage road racing event. Who doesn't love the excitement and sound of these beautiful automobiles racing around the track of our very own Mission Raceway Park? It is a privilege for me to acknowledge that the races are one of the premier events in Abbotsford- Mission.

Many congratulations to the Vintage Racing Club of BC and the many dedicated volunteers that give so much of themselves to make this event possible year after year.

Have a wonderful weekend. Enjoy the races and don't miss out on the thrilling opportunity to ride in a race car during the "Hot Laps for Charity" to benefit Mission Hospice Society

Simon Gibson
MLA

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John.smith.mla@leg.bc.ca

BCHMR Chairman's Address

"Smile, you're at the races" - Ian Wood

Do you remember the first time you went to the races? I do. In 1959, I was lucky enough to ride on the back of a Velocette Venom 500cc single motorbike to Brands Hatch, Surrey England. I was in awe of the sounds and smells of the on and off track action. Honda had just arrived to England. Their sound and appearance was unique. My favourite bike that day was an Ariel Arrow 250 cc 2 stroke twin that just screamed. When the sidecar outfits sped into Druids hairpin, my hair stood on end.



In the early 60s, I would return to Brands and Goodwood to see smoking sideways Minis, Ford Anglias and Hillman Imps going at it head to head, the memories are indelibly etched in my motor head all the more special when last year, my 15 year old daughter, Maddie, was cajoled into the passenger's seat of an orange Porsche 911 then driven at speed by our club secretary, Peter Valkenburg, the expression on her face once she returned to the paddock said it all.



It isn't just about the racing. It's also about the comradery that we all share while driving the cars. We have social events. Friday night we're celebrating Westwood 60. This barbeque event is hosted by Ed Clements and Gio Coletta and is MCed by TV personality David Kincaid, who has gone to great lengths to share many valuable Westwood experiences to all in attendance. Saturday evening is our vintage racing club banquet and presentation which always includes a comedic happenstance.

How does this all happen? Volunteers is the short answer. It takes hundreds of people to make this weekend a success each year. And your support in this event is also a part

of its success. Think about taking the time to encourage someone new to join you in supporting the intriguing experiences we share on these weekends. Here's your opportunity to stroll the paddock, engage with all its participants and thank the volunteers for their loyal support to this sport we all love.

The supporting clubs that make this event a success include Vintage Racing Club of BC, the Sports Car Club of BC, the Motorsport Emergency and Turnworkers Association, Emergency Crew, the Confederation of Autosport Car Clubs, and SOVREN. Heres to hoping this year's BCHMR puts a smile on your face. 🏎️

Ian Wood
BCHMR Chairman
#86 1970 McLaren M12

An advertisement for MK Technologies Ltd. The top half features the company logo, which consists of the letters 'MK' in a stylized font with a checkered flag pattern to the left. Below the logo, the text reads: 'TECHNOLOGIES LTD.', 'Aluminum & SS Fabrication', 'Engineering & Product Development', 'Electronic Weigh Scale Platforms', and 'Chassis/Wheel Alignment Equipment'. The bottom half of the ad shows a black and white photograph of a Formula 1 race car in motion, with the website address 'www.mktechnologies.com' overlaid at the bottom.

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Westwood Days

by John Hall

My memories of early Westwood Days:

From my very first memories, I was always fascinated by mechanical things. This fascination soon led to an interest in automobiles – fast ones in particular. The day that I turned sixteen I skipped school to get my driver's license. One thing led to another and I become involved with the Sports Car Club of BC and attended a few races held at the Abbotsford Airport in those days. I was truly hooked. Somehow, I managed to enroll in a 'Racing – Drivers Training Course' – put on by the SCC of BC at Abbotsford when I was seventeen (1956).



**John Hall (Mustang) in the Hairpin at Westwood,
This is the Mustang that was originally owned by
Bob McLean**

At that time there was a major movement to obtain a permanent home for road racing in BC which eventually led to the building of the Westwood Track which opened for racing in the spring of 1959. This was an amazing example of the power produced by a very dedicated group of volunteer people. By that time, I owned an MGA 1500 and was fully enrolled in taking my apprenticeship to become a licensed auto mechanic. My entire focus was to be entered for that first Westwood race event and my efforts were rewarded by winning 'Class G Production' that day. After that, there was no looking back or anything more important in my world.



John Hall's 1970 Mustang Boss 302

Westwood was very much a 'hands-on' project with a large group of enthusiasts who spent every free moment up at the Westwood site, clearing land, building required improvements and what ever needed doing. Without this support, Westwood would never have been possible. It is sad that it finally had to succumb to the pressures of urban expansion.

Special Memories from the Westwood Days:

It is very hard to choose a special memory after all these years because anything to do with Westwood was always very special and a mixture of victories, fun times, along with agonizing defeats and disappointments. Even after forty-eight years since I last ran at Westwood I still sometimes wake up and wish I could have done something differently.

Probably the number one Westwood memory was in 1971 – racing in pouring rain – our FOGG MOTORS RACING Team won the Canadian Touring Car Championship - first overall. The larger cars such as our Ford Mustang Boss 302 were expected to be at a disadvantage to the smaller, lighter cars such as the Mini Coopers and Datsuns, etc. when the track surface was so wet. Due to its location on the North Shore Mountains of the Vancouver area, Westwood got more than its fair share of rainy days, so I had a lot of practice racing in the rain. Plus, our team always gave me very well-prepared cars to drive.

One very rainy day at Westwood, we were all trying to stay reasonably dry and I happened to notice that

Continued on page 20

Guest of Honour – John Hall

By Vince Howlett

This weekend, as we celebrate the 60th anniversary of the opening of the much missed Westwood track, our guest of honor is John Hall. John achieved great success at Westwood from his first race there on opening day up until 1972. Running his MGA at that first race, he grabbed the lead on the first turn in his MGA and held it for the ten laps.

In the early 1960's, John moved on to Porsches, the most significant being a 1957 Carrera Speedster. John recounts an amusing story (he has a few of them!) of one race in the Porsche;

“...Another event that people still talk about was the day that Portland Oregon Corvette driver Dan McMahon and I secretly agreed to pull a stunt that took both the race officials and onlookers by complete surprise. At most Westwood Races the last race of the weekend was what is called a “LeMans Start”. The cars



John Hall in his 1957 Porsche Carrera Speedster

are lined up diagonal to the track on the opposite side from where the drivers stand. At the drop of the green flag the drivers run across the track – enter their cars – buckle up their safety equipment – and off they go – all very exciting. Dan and I pretended to trip



Dan McMahon (Corvette) & John Hall going reverse track



Restoration of Vintage and Classic Automobiles



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

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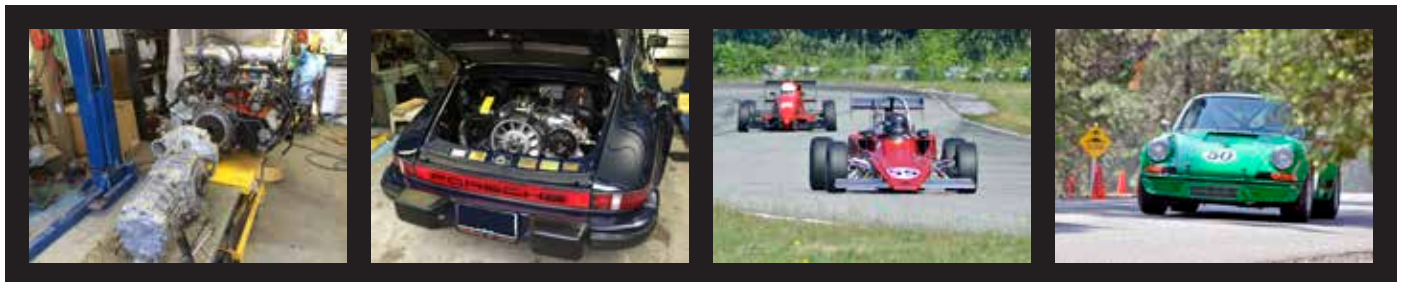
each other running across the track so that we were the last ones to get started. But instead of following the rest of the pack we turned the other way and roared off heading backwards to the flow of the other cars. The plan was to get to a hairpin turn on the track and pull off to safety until the other cars appeared and went by. Thankfully, we pulled it all off without a hitch, but the race officials were not very impressed with our antics. However, most others there loved the excitement...”

John is best remembered for his Mustangs! (See pictures on page 5.) Initially he took over the 1965 Fogg Motors Mustang after driver Bob McLean was tragically killed at Sebring in 1966. The team then moved on to a newer notchback, which carried John to first place the CASC Canadian Touring Championship. In 1970, John started racing his final car, the Boss 302. He also ran last two Mustangs in several Trans Am events.

John now lives in Penticton where he recently celebrated his 80th birthday. He still enjoys golfing! 🏎️



Dan & John joining the back of the pack in the hairpin at Westwood



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Cars that raced at Westwood

By Vince Howlett

See these Significant cars displayed in the BCHMR paddock area.

Jacques Villeneuve's March 80A

We are pleased to have with us one of the March 80A's in which Jacques Villeneuve, Sr won the 1980 North American Formula Atlantic championship. Villeneuve won the Westwood round, and used this car to win the race at Montreal.



Jacques Villeneuve only secured his deal with March importer Doug Shierson Racing to run Formula Atlantic

a month before the season started but with the most professional team behind him, plenty of sponsorship and a car already sorted by former champion Howdy Holmes, he was expected to go well. His main competition would come from 1979 champion Tom Gloy. With four race wins, including 1-2s over Gloy in the last two races, Villeneuve was a deserved champion.



Villeneuve in the March 80A at Westwood - 1980

Our thanks for Jim Maetzold of Phoenix, Arizona for bringing this car with significant Westwood history to our event.



Driver's Edge
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The Tony Campbell Porsche 904



Kevin Skinner photo

Tony Campbell in his 904 coming up the pit straight at Westwood in the rain.

In 1965 and 1966, Jacques Duval raced a Porsche 904 at eastern tracks. The car then went to Rainer Brezinka of Toronto for the 1967 and 1968 seasons. Meanwhile, Tony Campbell of Surrey had been racing various Porsches in the 60's. He bought the ex-Duval/Brezinka Porsche 904 for the 1969 season. He ran this in Conference and SCCA races at Westwood and elsewhere. With co-drivers Mike Stacey and Mike Whitters, he topped the season off with a win in the Province 500 seven-hour enduro at Westwood. After he finished racing, Tony helped his son, Gregory, with restoration of his historic race cars. This weekend, fifty years after Tony Campbell's Enduro win, his son Gregory is with us with another Porsche 904. Here's

what Gregory says about the car: "...My 904 is largely a replica. Mechanicals I did myself with Porsche 912 parts and the body is from Martin & Walker in England. I had enough parts and the paperwork left over from Dad's car so I was able to get collector's plates for it..." As we celebrate Westwood 60, thanks to Gregory, this 904 is a fitting tribute to his dad racing at the track 50 years ago.



Phil Dauphinee photo

Son, Gregory's, "Replica" of the Porsche 904

Continued on page 16



Phil Dauphinee photo

Porsche 904 engine bay

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Spotter's Guide



Paul Haym, 1969 BMW 2002



Dennis Repel, 1974 Chevrolet Camaro



Gayle Baird, 1964 AD MK IIIB Fox FV



Alan Baker, 1998 Van Diemen RF98



Karlo Flores, 1967 Austin Healey Sprite Mk III



Frank Winterlik, 1972 Royal Rp14 Super Vee



Larry Sandham, 1978 Mini Vauxhall



Geoff Tupholme, 1973 Austin Mini



Robert Posner, 2003 Protoform P2



Pam Williams, 1980 Lynx C FV



Tony Carruthers, 1981 Lola T590



Peter Valkenburg, 1969 Porsche 911



Anthony Nadalin, 1965 FFR Challenge



Tom Sproule, 1976 Caldwell D13 FV



Chris Genge, 1986 Mallock M27

Spotter's Guide



Gayle Baird, 1990 Honda Civic



Karlo Flores, 1993 Mazda Spec Miata



Bill Okell, 1964 MG Roadster



Kiwi Bishop, 1989 Chevrolet Camaro



Gunter Pichler, 1964 Jaguar E-Type



Stephen Newby, 1965 MG Midget



Doug Lorraine, 1978 Lola FF 540



John Elliott, 1969 MG B



Stanton Guy, 1969 Datsun 510



Ivan Lessner, 1958 Austin 100-6/BN6



Cameron Turtle, 1983 Mazda RX7



Marty Knoll, 1975 Johnston JM3



Derek Burney, 1974 Datsun 260Z



Hubert Kuckelkorn, 1982 Reynard FF



Charly Mitchel, 1969 Triumph TR6

Spotter's Guide



Phil Pidcock, 1965 Triumph Spitfire



Philip Linzey, 1971 Datsun 240Z



Steve Gunner, 1983 Porsche 944



Andre Kirsten, 1988 Honda Civic



Jeffrey Quick, 1967 Triumph TR4-A



Mike Granat, 1967 Morgan +4



Ian Thomas, 1970 BMW 2002



Ian Thomas, 1978 Johnston JM2c Sports Racer



Alec Buchan, 1962 Triumph TR4



Kevin Estes, 1984 Porsche 911



Collin Jackson, 1973 Brabham BT40



Erle Archer, 1967 Lotus S3



Stephanie Barnes, 1972 Volvo 142E



Michael Zbarsky, 1967 MGB GT Sebring



Ralph Zbarsky, 1967 MGB GT Works

Spotter's Guide



Mike Hawthorne, 1987 Porsche 944



Steve Poole, 1972 MGB



David Robinson, 1967 Lotus Seven



Shelby Clark, 1959 Elva Courier



Steve Clark, 1968 Ford Cortina



Nick Gunner, 1985 Porsche 944



Kees Nierop, 1972 Datsun 280Z



Trevor Sandham, 1975 Austin Mini Cooper



Gunther Ruppel, 1960 Austin Healey Sprite



Ewen Dobbie, 1959 Porsche 356A



Allan Harvey, 1991 Mazda Miata



Rod Davison, 1991 Mazda Miata



Ian Mackie, 1970 Datsun 510



Keith Wong, 1979 BMW 320i



Roger van der Marel, 1967 Alfa Romeo GTV

Hagerty – More Than Just Insurance!

By Stanton Guy

The VRCBC is very pleased to have Hagerty Insurance back again as a very valuable supporting partner of our BC Historic Motor Races.

The Hagerty name is very familiar to many automotive enthusiasts and those lucky enough to own vintage and classic cars have been insuring with Hagerty for years both in Canada and the US. The rest of us just hoping that someday we too might be in an ownership position to have to go to Hagerty for coverage!

Valuation Tools

The industry-leading Hagerty Valuation Tools has long been a one-stop shop for vehicle value data whether you own, are selling or are just dreaming of a classic or collectible car. Knowing the market value of your classic relative to the vehicles condition is important when considering agreed value insurance and the Hagerty Price Guide publication with #1 through #4 condition ratings is one of the most reliable in the industry.

Motorsport Involvement

In recent years, Hagerty has greatly expanded their involvement across the full spectrum of the automotive

and event organizers, including the VRCBC.

Their motorsport insurance coverage also extends to Purpose-built Race Cars with collision coverage while being trailored or in the race track paddock. Liability and comprehensive collision coverage is available for Street Legal Race Cars and Hagerty also offer a pre- event policy for Track Day Cars to protect against physical damage while on-track or in the paddock. Add-on coverage is also offered for trailers and equipment.

If that's not enough Hagerty has its own Motorsport Team made up with employees who compete for fun on their own time at weekend events supported by the company.

Enthusiasts Entertainment

Hagerty has also created several excellent You Tube channels including: "Why I Drive", "Redline Rebuild", "Hagerty DIY", and probably the biggest favourite with older 'gear heads', "Barn Find Hunter". This is hosted by Tom Cotter, the man who literally 'wrote the book' (many books actually) on finding old cars hidden away in obscure places. You can find all of these channels by just searching for "Hagerty" on You Tube. Highly recommended.

Another new initiative launched earlier this year is the Hagerty Drivers Club. For a small annual fee, you have access to a wide variety of automotive events and services. The reason for Hagerty's success is simple; the company was started and has always been run by real enthusiasts. In their own words: "Everything we do is geared toward enabling and enhancing the experience of automotive enthusiasts ..." That is why they are happy to support events like the BCHMR and we are happy they do.

Just go to www.hagerty.ca to check out all the services Hagerty has to offer including Insurance. 



enthusiast's world. Just this year for example, Hagerty made a bold move into the motorsport world with the purchase of MotorsportReg.com, the online registration system used by almost all motorsport clubs

Players GM Racing Series Camaro

The Player's Ltd/GM Motorsport Series West was part of a Canadian series which culminated in the National Shootout between eastern and western drivers. The series, which ran from 1987 to 1992, featured showroom stock spec Camaros and Firebirds. Canadian Motorsports Hall of Fame inductee Franks Allers won the West series every year except for 1991. That year, he was busy racing in the Player's Ltd Atlantic series, finishing third in the standings, including a third place at the Vancouver Atlantic race. He also finished third in the Player's/GM national shootout at Mont Tremblant that year.

This weekend, we are pleased to have with us two cars of the only 32 Camaro's made in 1991 for the Player's Ltd/GM Motorsports

Series. One car was raced by Allers #12 as well as teammate Tony Morris #88. The other was raced by Harold Kaesbauer in 1991 and 1992. Harold kept his car and has restored it for the race this weekend. While neither of these cars actually raced at Westwood, which closed in 1990, they certainly are a vivid reminder of the close racing which took place there in the final days. Our thanks to Darrin Pooghkay and Harold Kaesbauer for bringing these cars out



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Ex-Cam MacKenzie Brabham BT21



In 1967, Brabham BT-21-9 was sold new in the UK to driver Brian Classic for Formula 3. Classic's best result was a 3rd at Oulton Park. In April of 1969, Cam MacKenzie of Squamish bought the BT21 from the Brabham factory in England. The racer arrived in Vancouver in July. The reason for the delay was because the car was misplaced. "The shipper in London said it had been sent to Montreal," said MacKenzie. "But Montreal said

they'd never received it. As it turned out, the car was left sitting on a dock in England." Cam configured it for Formula B by fitting it with the Lotus Ford Twin Cam motor taken from his earlier car, a Lotus 23B. MacKenzie, a logging truck driver, was supported by his enthusiast father Alastair, a Squamish retail merchant. Cam went on to race the Brabham at Westwood through 1971.



Cam MacKenzie at Montjuic, Barcelona, Spain

Our thanks to Tim Osborne of Seattle for bringing this significant Westwood race car to our event. 🏎️



While you're out there having fun, we're keeping you going—all weekend.



**Vintage Racing Motors • 9255 – 151st Ave NE • Redmond, WA 98052
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2019 BCHMR Schedule

SATURDAY August 10, 2019

Race Day 1

7:00			AM	Main Gate Opens		
7:00	to	Noon		Registration, Paddock Assignment and Tech		Clubhouse & Tech Area
7:30		8:00		Mandatory Track Walk for Newcomers		Pre-Grid
8:30		8:50		Mandatory Drivers' Meeting		Pre-Grid
9:00		9:15		FVee Group - Al Ores Invitational	Practice	15 min
9:20		9:35		Vintage CW Group A	Practice & Qualifying	15 min
9:45		10:00		Vintage CW Group B	Practice & Qualifying	15 min
10:05		10:20		Combined FFord & Exhibition Group	Practice & Qualifying	15 min
10:30		10:45		Vintage CW Group A	Race 1	15 min
10:50		11:05		Vintage CW Group B	Race 1	15 min
11:15		11:30		FVee Group - Al Ores Invitational	Qualifying	15 min
11:35		11:45		Demonstration Laps		10 min
11:45		Noon		Combined FFord & Exhibition Group	Race 1	15 min
Noon	to	12:10	PM	Lunch Break - Parade Laps	Field of Dreams Cars	10 min
12:15		1:00		Lunch Break - Charity Rides	Rides for Mission Hospice Society	65 min
1:05		1:20		FVee Group - Al Ores Invitational	Race 1	15 min
1:25		1:40		Combined FFord & Exhibition Group	Race 2	15 min
1:45		1:55		Demonstration Laps		10 min
2:00		2:15		Vintage CW Group A	Race 2	15 min
2:20		2:35		Vintage CW Group B	Race 2	15 min
2:40		2:55		FVee Group - Al Ores Invitational	Race 2	15 min
3:00		3:20		Combined FFord & Exhibition Group	Race 3	20 min
3:25		3:45		Rear Ends Only Challenge CWA	Race 3	20 min
3:50		4:10		Rear Ends Only Challenge CWB	Race 3	20 min
5:00	to	5:30		BCHMR Dinner and Ceremonies	'Happy Half Hour'	Tent in West Paddock
5:30				BCHMR Dinner and Ceremonies	Meal Served	Tent in West Paddock
10:30				Main Gate Locked		

SUNDAY August 11, 2019

Race Day 2

7:00			AM	Main Gate Opens		
8:30	to	8:50		Mandatory Drivers' Meeting		Pre-Grid
9:00		9:15		FVee Group - Al Ores Invitational	Practice	15 min
9:20		9:35		Vintage CW Groups A & B Combined	Warm up	15 min
9:40		9:55		Combined FFord & Exhibition Group	Warm up	15 min
10:05		10:20		Vintage CW Group A	Race 4	15 min
10:30		10:45		Vintage CW Group B	Race 4	15 min
10:50		11:05		Combined FFord & Exhibition Group	Race 4	15 min
11:10		11:25		FVee Group	Qualifying	15 min
11:30		11:40		Demonstration Laps		15 min
11:50		12:05	PM	Lunch Break - Parade Laps	Field of Dreams Cars	15 min
12:10		12:55		Lunch Break - Charity Rides	Rides for Mission Hospice Society	75 min
1:00		1:15		Official Opening Ceremony		10 min
1:20		1:35		FVee Group - Al Ores Invitational	Race 3	15 min
1:40		1:50		Demonstration Laps		10 min
1:55		2:15		Hagerty Formula Festival (FFord & Exhibition)	Westwood & Pete Lovely Memorial Award	20 min
2:20		2:35		FVee Group - Al Ores Invitational	Abbotsford Trophy	15 min
2:45		3:05		Vintage CW Group A	Jim Latham Memorial Race	20 min
3:10		3:30		Vintage CW Group B	Jim Latham Memorial Race	20 min
End of the Weekend - Thanks for Coming - Have a Safe Drive Home - See you Next Year!						
10:30				Main Gate Locked		

One Lap around the Track

In The Driver's Seat

Once in, you're strapped in and ready to do some hot laps, drive to pregrid, where you'll wait while the cars from the previous session clear the track. Listen for the whistle. There it goes! Touch your accelerator and move out.

Steady down Pit Lane, slowly pass the Start/ Finish tower and then it's on to the track. On the first lap you are behind the pace car, but as you near the Pit Lane once more, the pace car pulls off and you get the green flag.

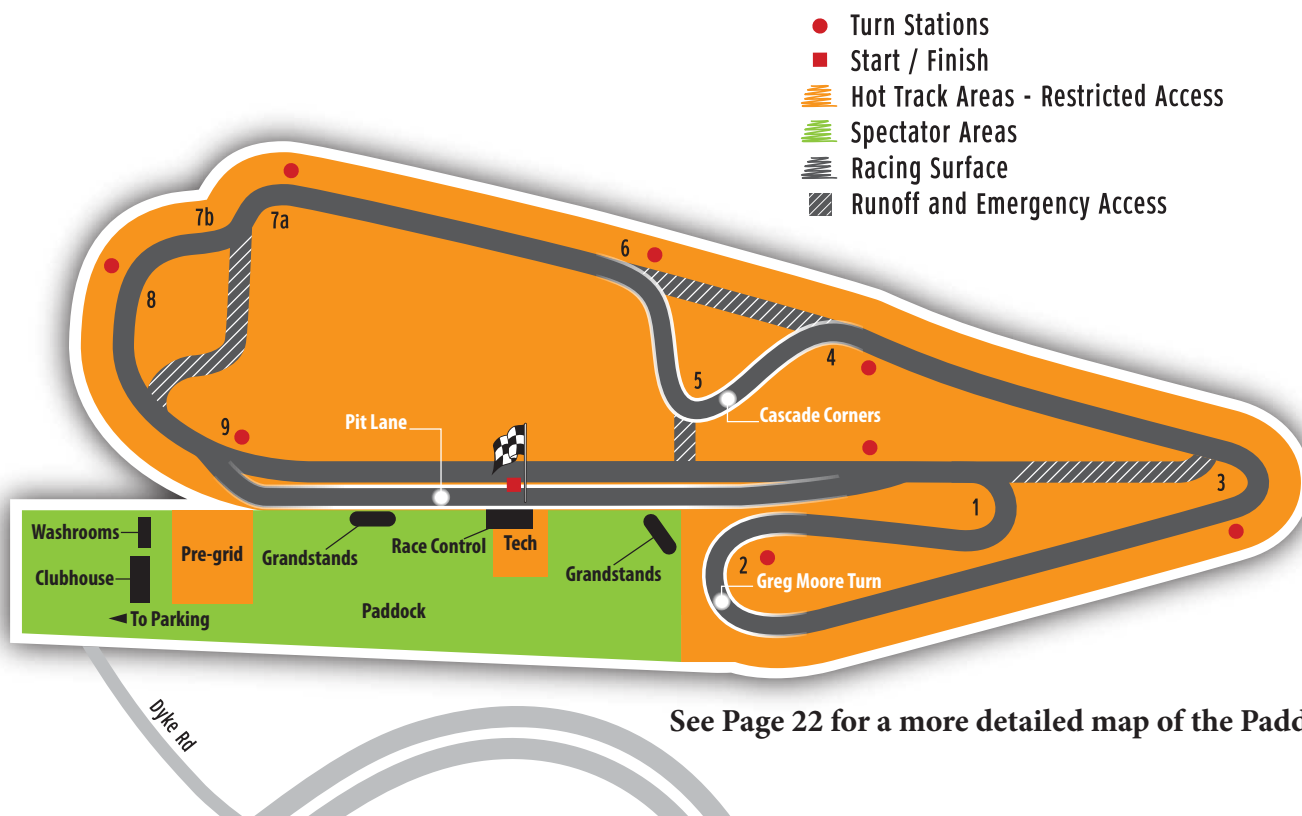
Now's the time to hit accelerator and race through Turn 1, where you're hard on the brakes for a right hander, followed by the short straightway to Turn 2, sweeping in front of the grandstand — a great view for the spectators. To set up for Greg Moore Corner, you want to move to the right side of the track and make a wide sweeping arc through the corner.

Next, gather your speed down the tree-lined, long straightaway and squeeze those brakes to rein in for Turn 3, a tourniquet-tight left hander.

Coming out of Turn 3 brings you onto the original section of the circuit where you once again accelerate hard now towards Turn 4. The track weaves somewhat as you set up for the sweeping Cascade Corners. A light dab on the brakes to set for Turn 4 is all that's required as you turn left and power through into the hard braking area at Turn 5.


Keeping tight to the right to enter Turn 6, you're now racing hard down the riverside back straight headed for the Turn 7A-7B chicane. Check to make sure no one is directly beside you as you slow down to navigate the left-right combo before accelerating through a sweeping Turn 8. It's really important to have the car settled as you exit Turn 8 and enter Turn 9, as this leads onto the front straight and it's imperative that you carry as much speed as possible through Turn 9 and get the power down as you launch onto the front straight. Get your line through this corner precisely right so you can wind 'er up for the fastest possible straightaway speed.

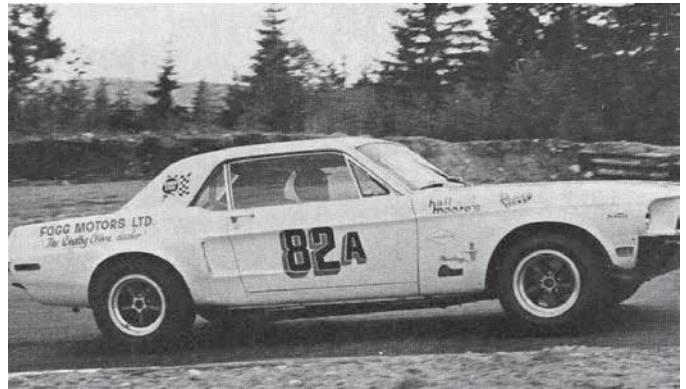
Check your gauges, look up to the starter's stand, check your mirror for the competition, and get set to do it all over again until you see the checkered flag. 🏎️



See Page 22 for a more detailed map of the Paddock

one of our local drivers had a complete set of Scuba Gear stored in his tow vehicle. When it came time for the pre-race driver's meeting, I slipped on his scuba tank, goggles, flippers, etc. and paraded through the pit area loudly announcing that I was ready to race and take on all comers. I got the last laugh as we won handily that day.

The racing part was always a lot of hard work and took care of all our spare time and finances. We had our fair share of success, but it could never be taken for granted. The Westwood experience was a very important part of my life and proved to be an 'apprenticeship' for all the business and life's endeavors which I have taken on since that time. I will never forget the many friends and support gained during the Westwood Days! 



In 1968, John Hall became the Canadian National Sedan Champion in this Mustang. John had a new Boss 302 for 1970

Name That Driver!

Correct answer drawn will receive a \$140 gift certificate From *Mopac Auto Supply*. Send your answer to president@meta.bc.ca by 5pm Sunday August 11, 2019. Winner will be published at <https://www.bchmr.ca/> no later than midnight Monday August 12, 2019.



FLAT OUT as he passes police launch is famed racing car driver ???????? at the wheel of an Amphicar for his first time. Here to promote Saturday's Sunday's Players' Pacific Western Canada sports car championships at

Westwood, he came through his water trial without getting a ticket — and without getting that sinking sensation. With him here is Henry Smood.

Historic Westwood

By Vince Howlett

This weekend, we celebrate Westwood 60, the 60th anniversary of the opening of the much-missed Westwood track.

Early Days

Before Westwood, the Sports Car Club of BC ran races at the Abbotsford airport, and other airport circuits, during the 1950's. After the last race at Abbotsford in March of 1958, plans developed for a new track to be built in Coquitlam. Money was raised through debentures. Though Marwell Construction did the site preparation and Columbia Bitulithic did the paving, the work done by volunteers was remarkable. As Tom Johnston says in his book, "Westwood Everyone's Favourite Racing Circuit", "A tremendous amount of volunteer work went into building the track. Club members, their friends and family spent countless hours clearing and burning brush and trees, placing fencing and performing all

manner of tasks, often camping for weekends at the site..." Your writer can remember our family going to the site and being handed machetes for clearing, and our hands being stained red as we stretched the snow fences around the circuit. I still think it is amazing that the sod turning took place December 6, 1958, and the track, even with delays, was ready to go July 26, 1959.

Special Cars

The first few years of racing at the track featured wins by some spectacular Ferrari Testa Rossas, one of the cars to beat in those days. In 1962, the first of the Player's Pacific pro events was held, won by Stan Burnett in his front engined special. The Player's and the Pepsi races saw two pro races at the circuit each year. By 1963, the rear engined cars were starting to dominate, and in the 60's, winning cars included Lotus 19, Genie, Ford GT40, and McLaren. Others like Porsche 904, 906, and



An aerial photo of the Westwood Circuit on opening day - July 26, 1959

Corvette came through when there was attrition or rain. The Westwood pro races were also unique in featuring the best west coast drivers against the best from the east, as the races eventually counted toward the Canadian championship. Sadly, only a few of the winning pro drivers from those days are still with us.

Formula Cars - Big Names

In 1969 and 1970, the first two pro formula races were held, won by Eppie Wietzes, first in a Lola and then a McLaren. Also, a series of very competitive pro Formula Ford races took place in the early 70's. Along with that, pro Formula B races were introduced, which eventually morphed into Formula Atlantic. These cars became the mainstay of pro racing at the track right through to the final year, 1990. Many future stars participated, including Michael Andretti, Bobby Rahal, Keke Rosberg, and, of course, Gilles Villeneuve. In 1983, Andretti set a qualifying record of 58.795 seconds in his Ralt RT4, and in 1990, Hiro Matsushita set a race record of just under a minute in his Swift DB4.

NASCAR and Trans Am

In the mid-70's, the west coast NASCAR series visited Westwood. This was followed by four years of Trans Am racing, arguably the most prestigious series to be held at the track. Peter Gregg won the first Trans Am at Westwood in 1977, and Porsches dominated these events.


Popular Enduro Races

Another event was held throughout Westwood's existence was the season-ending Enduro. Most of these

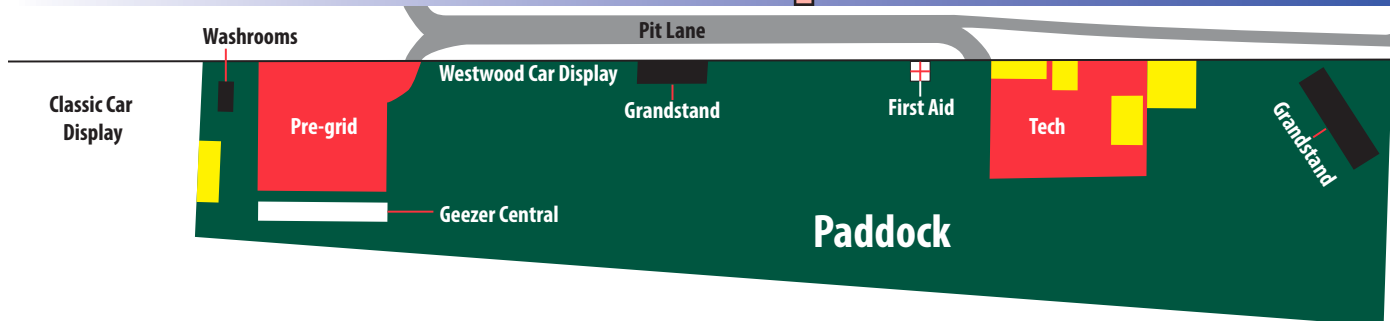
were seven hours, starting in daylight and ending at night. I don't think there was any greater sense of accomplishment than to win, let alone finish, these events. And, of course, there was the "club" racing. Westwood hosted many International Conference and CACC/SCCBC/SCCA championship races each year, with the pits full of cars each weekend.

Some observations:

Author/team owner/driver **Tom Johnston** pointed out that Westwood was the catalyst for Mosport being built in 1961. **Rob McGregor** noted that laps at Westwood meant all braking was done going downhill and acceleration was mostly done going uphill. **Bobby Rahal** and **Johnny O'Connell** both talked about the possibility of wildlife wandering the back straight. In Johnny's version of the story the myth had grown to include a sniper installed in some sort of tower at Deer's Leap. Actually, this had very serious side. After some deer related fatalities, my recollection is that all racing would stop on the sighting of a deer and would only resume after the all clear was given. And from IMSA/Indy racer, **Parker Johnstone**, "You didn't have enough rocks, you needed more rocks!"

It was a very sad day when the last race was held in 1990. Thousands and thousands of people had attended over the years, whether competitors, officials, spectators, or others. It was a huge part of many people's lives. I would bet there are some, like me, that have dreams of racing still going on there. Thanks go to the Sports Car Club of BC and the Vintage Racing Club for allowing us to relive these memories with racing at Mission Mission Raceway Road Course. 

Mission Paddock Map





Motorsport Emergency and Turnworkers Association

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