

May
13 & 14,
2023

34TH ANNIVERSARY

RAIN OR SHINE
ON TRACK BY 9

British Columbia



Presented By:



Hosted by



BRITISH
COLUMBIA

Supported by the Province of British Columbia



SPEED-FANATICS MOTORSPORTS CIRCUIT
MISSION RACEWAY PARK
MISSION, BC

bchmr.ca

Check out the BCHMR on Facebook





Speed-Fanatics Motorsport Circuit
Mission Raceway Park
May 13 and 14, 2023

Vintage Racing Club of
British Columbia

British Columbia Historic Motor Races is presented by
the Vintage Racing Club of British Columbia (VRCBC)
and Titanium Ford

in conjunction with the British Columbia Custom Car
Association (BCCCA), Speed Fanatics Motorsport Club,
Sports Car Club of British Columbia (SCCBC), and the
Motorsport Emergency & Turnworkers Association (META).

The event is sanctioned by the Confederation of Autosport
Car Clubs (CACC) which is affiliated to Sports
Development Group (GDS) Groupe de Développement Sportif

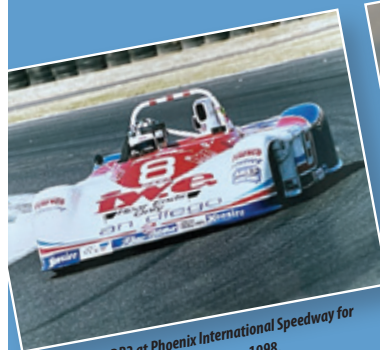
2023 VRCBC Executive

President Mike Bailey
Vice President Aaron Robins
Past President Mike Zbarsky
Treasurer Gayle Baird
Secretary Peter Valkenburg
Competition Director Greg Cavouras Sr
Membership Mike Bailey
Web Site Stanton Guy
BCHMR Chair Gayle Baird

Race and Track Officials

Event Chairman..... Gayle Baird
Event Steward..... Gary Kwong
Clerk of the Course Tasma Wooton
Chief Marshal..... Tasma Wooton
Starter..... Bruce Yeo
Time Keeper..... John Cathie
Registrar..... Mike Bailey
Tech Inspectors Jim Kurtz
..... Mike Currie
Race Announcers David Kincaid, Vince Howlett
Paddock Marshal..... Keith Robinson
Sponsorship and Promotion Patrick Stewart
..... Aaron Robins
Photography and Media Relations..... Brent Martin
Program Design and Production Mike Bailey

Supporting Motor Sports Since 1985



Swift DB2 at Phoenix International Speedway for
team San Diego 1998.



Rawlson CR11 Can-Am Sports Racer, turn 2 Infineon
Raceway, Sonoma California 2012.



Ice Racing, Barnes Lake,
Ashcroft B.C.



1969 Volvo 142S "Sven"
Mission road course turn 5.

IWE *RearEndsOnly.com*



7140 Russell Avenue, Burnaby

1 888 433 4717 • Local: 604 433 4717

Same -Day Service repairs. Ship Daily North America

PARTS • SERVICE • CUSTOM DIFFERENTIALS
604.433.4817 • WWW.IWEREARENDSONLY.COM

M12 Can Am, cresting
turn 4 Sonoma Raceway
California,
2019.



President's Greeting

Welcome all to the British Columbia Historic Motor Races put on by the Vintage Racing Club of BC and hosted by Speed Fanatics Motorsports. Our title sponsor is Titanium Ford, and I would like to thank them, and our other sponsors, for their support. Our BCHMR is part of our REVS (Rivers Edge Vintage Series), sponsored by IWE Rear Ends Only. We have 6 other races in the REVS, held on Sports Car Club of British Columbia CACC race weekends, these occur on the Sundays of their race weekends. The SCCBC ad with their schedule is at the back of this program.

This year we have opted for 3 Closed Wheel groups, two of which are pre-1980 cars (fast and not so fast groups) and one group that is for cars that were manufactured between 1980 and December 31, 1998. The two pre-1980 groups are split based on lap times (with a couple of exceptions for cars driven by two different drivers). We felt it would be more entertaining for fans if we put all the Open Wheel cars and Sports Racers together this year, we know most fans like to see lots of cars competing at once rather than small groups.

Take some time during the day to visit our Field of Dreams car display in the parking lot near the paddock entrance, I'm sure you will find at least one car that you wish you owned. Most, if not all, of these cars are driven to our event and are owned by people that like to 'exercise' them regularly.

Don't forget to check the schedule for when we will be doing our charity rides, proceeds for this go to the Mission Hospice. This is your chance to get a ride around the track at close to race speeds (or slower for the faint of heart) – for many this will be faster than they would dare drive themselves.



Mike Bailey
President,
Vintage Racing Club of BC



OFFICE OF THE MAYOR

April 4, 2023

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

Re: BC Historic Motor Races from May 13-14, 2023 at Mission Raceway Park

I am thrilled to welcome you to Mission for an exciting weekend of racing. Mission Raceway Park is one of my favourite parts of Mission and there are few things more exciting than the sights and sounds of vintage cars using our local track.

We know that you will find both Mission Raceway Park and the City of Mission to be extremely welcoming. No matter where you are from, we hope that you will get out and enjoy some of our local highlights, including our beautiful outdoors and some of our favourite places to meet, eat and get refreshed.

On behalf of the City of Mission residents and Council, we wish you a safe, fun and rewarding event. Remember to help others in the pits and to keep the rubber side down!

Sincerely,

PAUL HORN
MAYOR

P.O. Box 20, 8645 Stave Lake St.
Mission, B.C. | V2V 4L9

604-820-3700 | info@mission.ca
mission.ca



LEGISLATIVE ASSEMBLY
of BRITISH COLUMBIA



2023 BC HISTORIC MOTOR RACES

MESSAGE FROM PAM ALEXIS, MLA

Racers, Families, Crews, Officials, Volunteers & Fans:

Welcome to Mission and the Fraser Valley!

Mission is located on the ancestral and unceded territory of the Stó:lō People. It is considered a cultural treasure within the Fraser Valley.

I expect many of you have traveled a long road (both literally and figuratively) to arrive here today. I am thrilled to be a part of this welcome program and to be a spectator as you test your skills this weekend at the Speed-Fanatics Motorsports Circuit.

Mission and the Fraser Valley offer many wonderful places to shop, dine and explore. If you can, please take the opportunity to find out more about the region while you are here.

Thank you for visiting, and please come again!



**Abbotsford-Mission
Constituency Office:**
33058 1st Ave, Mission, B.C.
V2V 1G3
604.820.6203
Pam.Alexis.MLA@leg.bc.ca

BCHMR Chair's Address

Gayle Baird

I am so looking forward to RACING with you!

WELCOME, my friends, to this, the 34th running of the BCHMR. As most of you know, our event is usually held in August, but the date was not available to us this year. Fortunately, Speed-Fanatics Motorsport Club graciously offered to host this weekend for us. Thank you so much Gary Kwong!

Our title sponsor, Titanium Ford of Surrey, B.C., is supplying the Pace Car for our races.

Once again we are blessed to have our friends from META volunteering in Race Control, Pre-Grid, Start-Finish, and on Turns. In addition, Safety trucks will be keeping a watchful eye to make sure we are kept safe. We wouldn't be able to race, without the help of



these dear people. Please show them your appreciation.

My name is Gayle Baird, I race a Vintage Formula Vee, a 1964 Autodynamics MK III B (previously owned by Dick Ryan of California) and a 1991 Honda Civic. Most of the local racers know me, and I hope to meet all of you visiting racers from the United States and Alberta.

It is because of all of YOU, that I know we are going to have a GREAT AND MEMORABLE WEEKEND! 🏎️🏁

Gayle Baird
2023 Chair
BC Historic Motor Races
#118, 1964 AD MK IIIB Fox Formula Vee
#75, 1991 Honda Civic

Women in
MOTORSPORT
By Confederation of Autosport Car Clubs

JOIN US

- Karting
- Ice Race
- Autoslam
- Corner Marshal/Pre-Grid
- Road Race
- Time Attack
- Vintage
- Volunteer

CACC Vintage Racing

CACC Women in Motorsport

"A candle loses nothing by lighting another candle." – James Keller

Women empowering and encouraging other women in all facets of motorsports.

We are working as a group to increase the active participation of women and girls in British Columbia in the Confederation of Autosport Car Clubs (CACC). We do this by promoting opportunities designed to encourage new enthusiasts to enter the sport, fostering an "I can" attitude, and supporting future and current female driver development. With a multitude of roles and opportunities within motorsports, we are looking to be an inclusive and safe place for everyone while helping them find their passion. Potential areas to experience the thrill and excitement in your motorsports enthusiasm could be volunteering, autoslam, vintage racing, road racing, officiating, ice racing or karting.

The race family is a real thing. I would encourage any female, young or old, to give it a go. We are all here to support you in your journey and be your friend along the way. From a spectator point of view you may not fully grasp the feeling of community and support whether you are volunteering or driving; even amongst competitors. Lifelong friendships begin at the track, a bond of shared drive and passion. We celebrate all the highs, and will lift you up with support of the lows. Motorsports can bring uncertainty, but our community of women remain a constant.

Ask Us. Join Us. Cheer Us On!

www.caccautosport.org/women-in-motorsport
Facebook and Instagram: CACCWomenInMotorsport

The Canadian Motorsport Historical Society

By Vince Howlett

The Archive is On Line!!!

For over a year, a small group of Motorsport historians have been working on a special project, a virtual on-line archive of the History of Motorsport in Canada. We want you to become part of the journey moving forward on a project that will never be fully finished.

We have developed our own searchable database program that will eventually see all disciplines of motor racing history; automobile, motorcycle, boat, snowmobile, airplanes, etc. collected, stored, and presented in a safe, cloud-based location available free online.

It is a searchable site. If you search for a name, a number of publications, photos, etc. will come up. If you click on each publication, you can again search for the name you're looking for, and it will highlight in each publication where that name is found. As a sample, you can search on the site for "Sterne" and you will see what Bob Sterne has sent to the archive. As of November 2022, we have catalogued, identified and uploaded over 7,000 artifacts related to the beginning of Motorsport

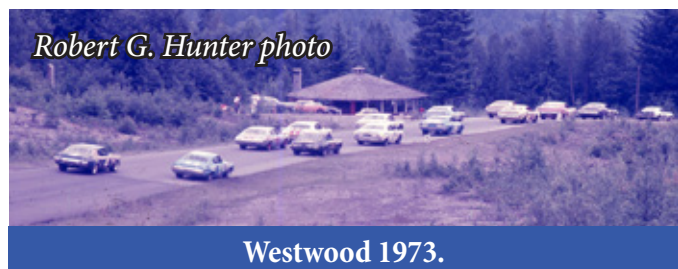
1961-1971. We have hundreds of thousands more artifacts in storage waiting to go.

Please consider supporting us by becoming a member, donating digitized material, or volunteering your time and experience on the many projects we are undertaking. Those who can help with scanning would be welcomed, as would financial donations or sponsorship.

Check out the archive at motorsporthistory.ca.

Vince Howlett is representing BC in this venture. He can be reached at 778-977-6198 or via email at vincent.howlett@gmail.com. 

Robert G. Hunter photo



Westwood 1973.



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/>



How Can I Get in to Watch Racing Free!

Would you like to get involved in road racing but aren't interested in actually racing a car (or can't afford to do so), 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 the 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.

Volunteering at Pro Races Like Indy Car and F1

Many of our experienced Turn Workers are qualified to work at professional races, and often travel to tracks as far away as Europe. This is a great way of watching some really great racing without spending huge sums of money, or in some cases, having to book tickets years in advance. In many cases you even get to mingle with the drivers and get into other restricted areas.

<http://meta.bc.ca>



**Love racing?
Ever wondered how to become
a marshal at an F1 or Indy race?**

Play an important role at the racetrack. Meet your
new best friends and
get the proper training to make your dream come
true.

Come out to volunteer at the Mission roadcourse.
For more information visit www.meta.bc.ca

or
call **604 581 7189**

Play an important role in safety
at the road race course.

HISTORY OF THE VRCBC

The Vintage Racing Club of British Columbia (VRCBC) was established in 1976 by a group of Vancouver-based friends as a way of sharing with others their enthusiasm for motor racing, and their appreciation of the great vintage racing cars of bygone days. The VRCBC's competition philosophy is to encourage participation, sportsmanship, and the display of the vehicles in their natural state on the racetrack. VRCBC members raced at the famous Westwood track from 1981 until it was closed in 1990. Since then, the Road Course at Mission Raceway Park has been the home track. The season typically runs from early April until mid-October. The major event of the season is the Historic Motor Races, renamed the British Columbia Historic Motor Races (BCHMR) in 2010. This two-day event, emphasizing vintage racing cars attracts many entrants from other provinces and the United States. All the season's races, including the BCHMR are part of the club's annual River's Edge Vintage Series (REVS), which rewards car preparation and participation, rather than finishing position.

Some of our club members also participate in events put on by the Society of Vintage Racing Enthusiasts (SOVREN) and other clubs at racetracks in Washington and Oregon. Many SOVREN members come north to race at Mission. A few of our members also participate in events put on by other clubs in California, the rest of the US and occasionally elsewhere in the world.

The Club's biggest and most successful event to date was held in July 2009. The regular Historic Motor Races was combined with a very special celebration of the 50th anniversary of the opening of the Westwood track in 1959. The Westwood50 Committee sponsored many special events during that weekend, including a grand banquet honouring many contributors.

Over the years, the VRCBC membership has grown to about 100 members. About a quarter of the members are active racers. Many of the others are former racers or long-time enthusiasts. The common theme is a love for racing, sports cars and purpose-built race cars of the past and the enjoyment of seeing them in operation.

WHAT IS a vintage CAR?

Types of cars eligible for today's vintage racing are generally sedans, sports and racing cars manufactured before December 31, 1998, this is the same as our River's Edge Vintage Series (REVS). REVS races are part

of the Sunday schedule of CACC events hosted by the Sports Car Club of BC (SCCBC), a schedule is elsewhere in this program and can also be found at sccbc.net. Series produced road cars (which are very popular) may be clones, that is they need not be cars with actual racing history but may constructed to limits as allowed by a racing organization at some pre-1998 period. Real racing cars, purpose-built to race such as formula cars and sports racing cars must be the real thing and must have verifiable racing history from that period.



There are no classes as in contemporary racing; instead, cars are grouped by age, type, or lap times, depending on the entries received for a particular event. There are no prizes given since everyone who satisfactorily participates is considered a winner—the cars are the “stars,” not the drivers.

Vintage racing cars are presented in the form they were originally raced “in the day”. The entrant must state which era the cars raced in and to whose rules the car is prepared (e.g., SCCA or similar). Engines should be the same type and size as allowed in the period, likewise tires must be of the same size and design as allowed “in the day”, although exceptions are made if the correct tires are no longer available, in which case a tire of similar type are permitted.

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

Eight Steps to Becoming a Vintage Racer

1. Join the Vintage Racing Club of BC (VRCBC), membership is renewed annually for the calendar year. The club has two membership categories: Individual (\$50); Family (\$60). There is no limit to the number of family members. Guests are always welcome to attend any regular monthly meeting. If you decide to join, you can do so right at the meeting. New members are asked to join using the form on Motorsport Reg.com, the link can be found at www.vrcbc.ca.

Continued on page 10

Spotter's Guide



Gayle Baird, 1991 Honda Civic



Gayle Baird, 1964 AD MK IIIB Fox FV



Ian Wood, 1969 Volvo 142S



Geoff Tupholme, 1970 MG Midget



Anthony Nadalin, 1965 FFR Challenge



Tom Sproule, 1976 Caldwell D13 FV



Peter Weedon, 1994 Toyota Sportsracer



Brett Payne, 1972 Porsche 911 RSR



Marty Knoll, 1975 Johnston JM3



Brad Zimmerman, 1995 Nissan 240sx GT3



Susie Zimmerman, 1993 Honda Civic



Wynn Hollingshead, 1992 Mazda Miata



John Elliott, 1969 MGB



Mike Hawthorne, 1987 Porsche 944



Peter Strachan, 1972 Datsun 510

Spotter's Guide



Stephen Newby, 1959 Austin Healey Sprite



Hubert Kuckelkorn, 1982 Reynard FF



Paul Haym, 1969 BMW 2002



Eric Stanley, 1987 Nissan 300zx



Peter Valkenburg, 1969 Porsche 911



Kiwi Bishop, 1989 Chevrolet Camaro



Lorne Stead, 1971 Datsun 1200



Doug Lorraine, 1978 Lola FF 540



Michael Lorraine, 1991 Van Diemen RF91 FF



Greg Cavouras (Sr), 1991 Ford Mustang



Erle Archer, 1967 Lotus S3



Robert Seversen/ Wynn Hollingshead, 1971 Datsun 240Z



Keith Robinson , 1975 LeGrand Mk 21 FF



Malcolm McQueen , 1972 Datsun 510



Byron Meston, 1969 Datsun 510

Spotter's Guide



Brian Volkert, 1960 Austin Healey Sprite



Leigh Manyk, 1963 Lotus 23B



Roger van der Marel, 1967 Alfa Romeo GTV



Frank DiMiceli, 1990 Mazda Miata

Due to our print deadline, not all the entrants photos made it into the program.

VRCBC— Continued from page 8

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

3. Attend an accredited racing school (e.g., the Sports Car Club of BC has two highly recommended driver training sessions at Mission each year) and get your Novice competition racing license. This experience will either fire your enthusiasm even more, or (less likely) convince you that you might prefer the club's off-track activities. Regardless, you will have a great time at the school! I should mention that over the past few years we have been offering one free year of membership to the VRCBC after you have completed the novice racing program and get your senior Racing or Vintage Racing license.

4. Decide which Vintage Class/Category you want to race in. Most experienced racers will recommend that you purchase an existing racing car (that might need some work) rather than start from scratch and modify a streetcar. You will get on the track much sooner and for less cost.


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

6. Scrounge your bank account for more change to make your vintage racer safe and reliable (make sure you get advice from current club members and read

the rules carefully before buying parts or doing any work). Many of our members can give you valuable tips on doing it yourself correctly the first time, or who can do it for you cost-effectively.

7. Adopt the philosophy and spirit of vintage racing.

8. Enter races, make friends, enjoy the cars, and live your dream.

Meetings are held the third Thursday of most months, starting at 7:00 p.m. (often on Zoom). Check www.vrcbc.ca for more details, the meeting schedule and membership information. 



604-764-6585
@2NDGENRACER
2ndgenracing.com
PROUD AUTHORIZED DEALER
HOOSIER
VP

One Lap around the Track in the Driver's Seat

The excitement is felt as soon as you drive through the front gate of Mission Raceway Park. Fast cars, determined drivers and an expectant crowd—it's called "racing!"

To the left are the stands and the Drag Racing control tower. On the right is the shut-down part of the Dragstrip that doubles as the front straightaway of the road-racing course.

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


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

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

Next, gather your speed down the tree-lined, long straightaway, moving close to the wall on the right hand side before squeezing 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. 



50 Years ago at Westwood - 1973

By Vince Howlett, former Westwood and current Mission announcer

Every three months, we have an "Old" Racers Lunch at Ricky's restaurant on Schoolhouse in Coquitlam (free plug). After one of our recent gatherings, I checked to see how many of the attendees were racing at Westwood fifty years ago, in 1973. It turns out there were eight.

Who were they and what were they racing in 1973?

Al Cruickshank was racing the ex-Tom Johnston Lola Mk 1 in the sports racing class. I believe that Lola was last seen in Massachusetts. I think Al may still have some race cars. You should find him as part of the tech inspection crew at the track this weekend.

Rob Dunlop, I believe, was just starting in racing in a Cortina. He finished the year with co-driver Roland Selby in the Province 500 Enduro.

Frank Gruen had previously raced an MGB and a Datsun 240Z. After he returned from two years in Ontario, he purchased an MG Midget. He was quite successful, finishing second overall in the ICSCC H

Production Class. You should find Frank this weekend helping Gio Coletta at the Westwood Reunion Barbecue on Friday night here at the track.

Tom Johnston raced his Johnston Mk 1 in the Province 500 Enduro with co-driver Fred MacNeill. I think this was the first race for the first of the cars Tom built. Tom drove many race cars and went on to run a successful race team. He has also written many books on Canadian racing history. Tom has been a committee member for the Greater Vancouver Motorsport Pioneers Society since 2004. Tom is retired and lives in North Vancouver. As for the Johnston Mk 1, I have trouble keeping track of all Tom's cars...where is that one now, Tom?

Rob McGregor was racing his Terry's British Cars MG Midget (photo on page 9). For the 1973 season the team won all seventeen races entered including the Canadian National Championship for class F Production at Edmonton International Speedway. Rob is now retired and lives in Vancouver.

Continued on page 9



MOTORSPORT
EQUIPMENT

TECHNOLOGIES

- *Aluminum & SS Fabrications.
- *Engineering & Product Development.
- *Electronic Weigh Scale Platforms.
- *Chassis/Wheel Alignment Equipment.



Marty Knoll
MK Technologies Ltd.
250.491.3565 Office
888.764.7875 Toll free
250.317.4947 Cell
www.mktechnologies.com

**High Performance
Driving Programs**

Race Car Solutions
Race Prep, Coaching & Race Rentals



SPEED FANATICS
Motorsports

speedfanatics.ca
32670 Dyke Rd, Mission, BC
778.996.0970

 : speed-fanatics



Robert G. Hunter photo



Rob McGregor in his MG Midget.

By the way, other BC drivers were also very successful at the 1973 Canadian Runoffs in Edmonton. BC class winners included Charlie Smith (Mini-Cooper), John Schuberg (Sprite), Bill Gebbie (Chevron B8), Tony Morris (Camaro), Bob Brown (Datsun 240Z), Jeanne Geissinger (Mini-Cooper) and Graeme Cameron (MGB GT). BC's Roland Selby also competed in Formula Ford in a field which included a young Gilles Villeneuve.

John Randall was racing his beautiful blue Brabham BT5 sports racer. John's Brabham pretty much ruled Westwood during the late 1960s and early 1970s. The car was up for auction in Australia in 2021, but I don't know if it sold. John is a retired airline pilot and is a member of the executive of the Greater Vancouver Motorsport Pioneers Society.

Jake Rempel had previously raced a Sunbeam Tiger and the Rempel Mk 1 Formula 5000 car (a revamped Lotus 30). In 1973, he ran a Hawke in Formula Ford races. Also, Jake and Wolfgang Nachsel in a Datsun 510 finished 10th overall in the Province 500 Enduro. Jake is now retired and lives in Chilliwack.

Ian Wood was racing a Lotus Super 7 in class C., win-

ning the 1973 International Conference of Sports Car Clubs (ICSCC) D Sports Racing Championship as well as second in C Production in the same year. He has gone on to race a variety of cars...and he's still racing! Ian has been heavily involved over the years with the organization of our BC Historic Motor Races. Many thanks, Ian. Ian still operates his shop, IWE Rear Ends only.

Ian Wood (#40 Lotus Super 7), passes Dave Collis (three-wheeler Morgan) at Portland in 1973. (Bob Sterne photo below)

Bob Sterne photo



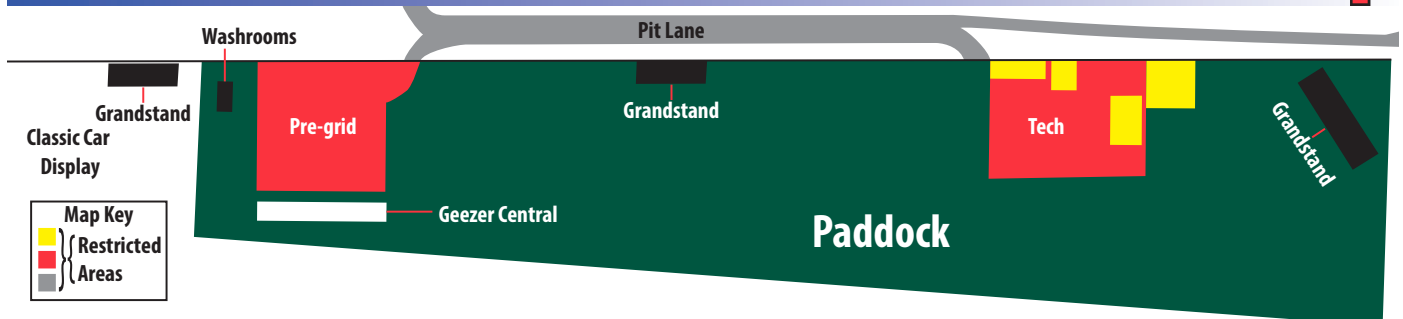
Ian Wood (#40 Lotus Super 7), passes Dave Collis (three-wheeler Morgan :) at Portland in 1973.

While not attending our lunches in Coquitlam, Victoria's Larry Sandham was racing a Mini-Cooper back in 1973, and is still at it, now in his familiar Mini Vauxhall (Photo on page 10). His son Trevor now also competes in a Mini-Cooper.

Also, in 1973, Hubert Kuckelkorn from Kelowna had just started racing in a Formula Vee. He is entered this weekend in his 1982 Reynard FF.

Continued on page 10

Mission Paddock Map





Larry Sandham's Minis then and now.

Other Westwood highlights in 1973 included Portland's Al Lader winning the Player's Pacific in his Brabham BT40, now owned and raced by Collin Jackson, and also taking the Pepsi Pro Formula Ford race in a Titan. Al and wife Myra currently reside in Yuma, Arizona.

We hope you enjoy this weekend's racing, which, for many, brings memories of years gone by. Please feel free to share your memories with us, too! 🏁



Driver's Edge

A U T O S P O R T

Good Luck to all BCHMR Racers!

www.driversedgeautosport.com



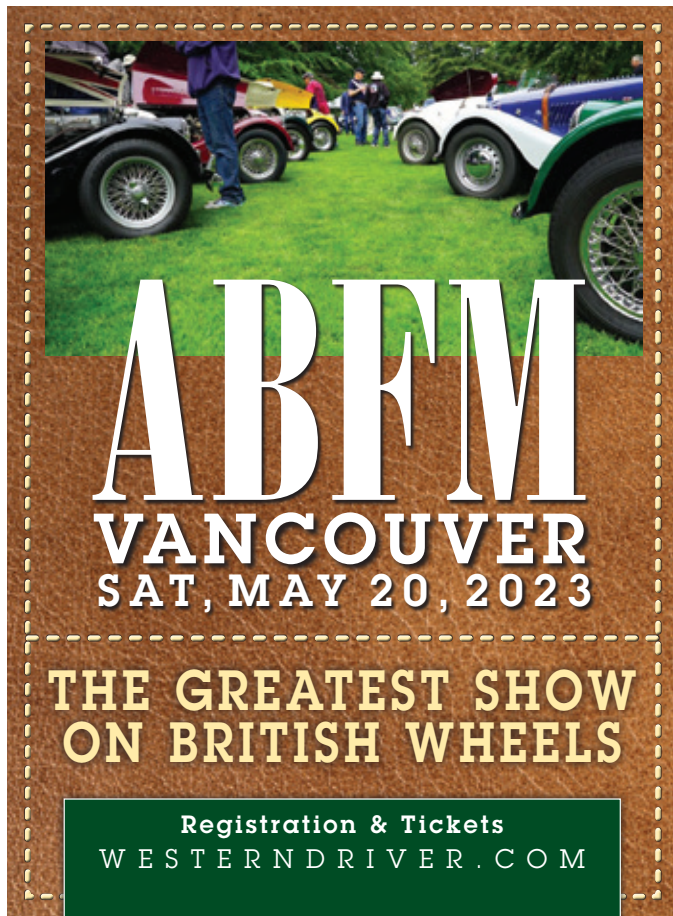
While you're out there having fun, we're keeping you going—all weekend.



**Vintage Racing Motors • 9255 – 151st Ave NE • Redmond, WA 98052
425.869.8112 • www.vrmotors.com**

2023 Vintage Racing Schedule

The River's Edge Vintage Series (REVS) at Mission takes place on the Sundays of Sports Car Club of British Columbia (SCCBC) CACC Week-ends(see schedule below)



ROAD RACING AT MISSION RACEWAY PARK

www.sccbc.net

2023 Race Schedule

CACC Race #1 April 29-30

CACC Race #2 May 27-28

Driver Training June 10-11

CACC Race #3 June 24-25

CACC Race #4 July 22-23

CACC Race #5 August 19-20

ICSCC Race September 16-17

CACC Race #6 October 7-8



Brent Martin Photo



SPORTS CAR CLUB
OF BRITISH COLUMBIA

TITANIUM



PROUD PARTNER OF THE RACING COMMUNITY



(604) 584-1222

10025 152 ST
SURREY BC V3R 4G6



Our Vision at Steve Marshall Group is to positively impact people and our communities; team members, customers, companies, community members, and organizations. We hold an abundance mindset and believe in sharing our success and supporting others to achieve theirs.



titaniumfordbc

www.titaniumford.ca



titanium.ford