

August
10-11, 2024

35TH ANNIVERSARY

RAIN OR SHINE
ON TRACK BY 9

British Columbia HISTORIC MOTOR RACES

Presented By:



BRITISH
COLUMBIA

Supported by the Province of British Columbia

Hosted by



Ross Bentley 2024 Grand Marshal



Photo By Gerry Frechette

SPEED FANATICS MOTORSPORTS CIRCUIT
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Speed-Fanatics Motorsport Circuit
 Mission Raceway Park
 August 10 and 11, 2024

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

2024 VRCBC Executive

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- Vice PresidentAaron Robins
- Past PresidentMike Zbarsky
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- Competition DirectorGreg Cavouras Sr
- MembershipMike Bailey
- Web SiteStanton Guy
- BCHMR ChairGayle Baird

Race and Track Officials

- Event Chairman.....Gayle Baird
- Event Steward.....TBD
- Clerk of the Course.....Tasma Wooton
- Chief Marshal.....Tasma Wooton
- Starter.....Mark Miller
- Time Keeper.....John Cathie
- Registrar.....Mike Bailey
- Tech Inspectors.....Jim Kurtz
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- Race Announcers.....David Kincaid
-Vince Howlett
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- 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.



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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 with help from the Sports Car Club of BC (SCCBC). 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 seven other races in the REVS, held on SCCBC 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.

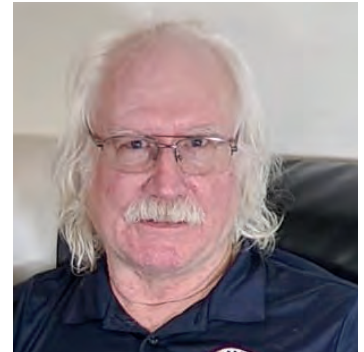
We have three Closed Wheel groups, two of which are pre-1980 cars (fast and not so fast groups) and a third group that is for cars that were manufactured between 1980 and December 31, 1999. The two pre-1980 groups are split based on lap times (with a couple of exceptions for cars driven by two different drivers).

We have two Feature Races this year. On Saturday we have the second race in the West Coast Sprite-Midget

Challenge Series, that runs at three different tracks - see <https://spritemidgetchallenge.com> for more information. We are hosting a Spec Miata race on Sunday. These cars are fairly evenly matched, so expect to see some tight racing.

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. 🏎️

Mike Bailey
President,
Vintage Racing Club of BC




OFFICE OF THE MAYOR

June 5, 2024

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

Re: BC Historic Motor Races from August 10-11, 2024 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. 604-820-3700 | info@mission.ca
Mission B.C. | V2Y 4L5


LEGISLATIVE ASSEMBLY
OF BRITISH COLUMBIA


Pam Alexis
MLA, ABBOTSFORD - MISSION

2024 BC HISTORIC MOTOR RACES

MESSAGE FROM PAM ALEXIS, MLA

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


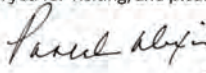
Welcome to Mission and the Fraser Valley!

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

I expect many of you have traveled a long road (literally and figuratively) to arrive here today, and I thank you. 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 play. If you can, please take the opportunity to explore 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

Chair's Welcome

WELCOME EVERYONE to the 35th running of our big event, the British Columbia Historic Motor Races. Fortunately for us, the Sports Car Club of B.C. graciously offered to co-host this weekend and was able to get our traditional mid-August date back again. Thank you!



Our friends from META are volunteering in Race Control, Pre-Grid, Start-Finish, and on the Turns. In addition, the Safety Crew will be keeping their usual watchful eye on everything. We wouldn't be able to race without the help of all these dear people. Please show them your appreciation.

A big thank you to all our sponsors, especially to our title sponsor Titanium Ford of Surrey, who are supplying the Pace and Medical cars for our races. We are also very pleased to have Ross Bentley as our Grand Marshal. Make sure to say

hello to him in the Paddock.

We are having our two traditional social events for entrants, racers, crew, volunteers and other ticket holders at the west end of the Paddock. On Friday night it's the "MEET AND GREET WESTWOOD BBQ" and on Saturday evening, it's our BANQUET. Hope to see you there!

I hope to meet each of you visiting racers and thank you personally for attending our event. I am also really looking forward to RACING with you!

TOGETHER WE WILL MAKE THIS A FANTASTIC AND MEMORABLE WEEKEND! 🏎️

Gayle Baird
2024 BCHMR Chair

#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
Autoslalom
Corner Marshal/Pre-Grid
Road Race
Time Attack
Vintage
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CACC Vintage Racing

CACC Women in Motorsport

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, autoslalom, 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!

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

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

Best Seat in The House is 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.

The Early Days

Sprites and Midgets at Westwood

By Vince Howlett, former Westwood announcer and current Mission announcer

A feature race this weekend will be the Sprite Midget Challenge.

Production of the Austin-Healey Sprite started in 1958, and it soon became popular in club racing.

In the Northwest, following in the footsteps of his father Harry, Mike Eyerly from Salem, Oregon began racing at Shelton, Washington in 1959. He showed speed in his Sprite, often taking the coveted win the the hotly contest H-Production class. Eyerly came to be a popular competitor at Westwood in Porsches, and later became the National Champion in the F-B class.

Locally, two competitors started by racing Sprites in 1960. Both Diana "Dede" McColl and Mike Proctor (often spelled "Proctor" in period publications) regularly finished on the podium in class H Production,



Mike Proctor in his Sprite - Westwood 1960.
Ted Langton-Adams Photo, copyright Eric Faulks



Diana McColl in her Sprite - Westwood 1961.
Ted Langton-Adams Photo, copyright Eric Faulks

McColl took a couple of class wins in 1961. She and Karin Hall, both in Sprites, formed the "Gold Dust Twins." Diana was one the first women to drive "with guys" at Westwood. Her professional career generally involved teaching. Diana's final years were spent in Quesnel.



Dede McColl
Driver

Proctor went on to race a Lotus Eleven in 1963. After a serious crash, he went on to be representative for the Canadian Auto Sport Club, race coordinator, and member of the Race Drivers Club. In later years, he became mayor of Peace River, Alberta. He passed away last year in Bowser, BC.



Mike Proctor
Driver

Mike Scriabin started racing a Sprite at Westwood in 1961 and soon became successful, taking wins in class H Production. In 1962, he raced his Sprite in class G Production, and won again! He went on to race a Pontiac Tempest in 1963 and 1964. After racing cars, he moved on to sailboats and aerobatics. Scriabin worked at BCIT as Head of Computer Science. His final years were spent in Victoria.



Continued on page 8

Sprite-Midget — Continued from page 7



Mike Scriabin in his Sprite - Westwood 1961
Ted Langton-Adams Photo, copyright Eric Faulks



Dave Ogilvy in his MG Midget - Westwood 1977
Brent Martin photo

A decade later, John Schuberg in his Sprite finished 3rd in class H Production in the 1970 US Race of Champions at Road Atlanta. He also took wins at the Canadian Runoffs in class G Production in 1971 at Westwood and 1973 at Edmonton. In 1974, Frank Gruen, driving the Art Bayne



1969, The drivers are John Schuberg and Don Korner.
The third person is Terry Robinson, their sponsor from
Terry's British Cars
Murray Chambers Photo

owned and prepared Austin Healey Bugeye Sprite, finished second in class H at the Runoffs in Gimli, Manitoba.



1971, Westwood...#71 John Schuberg, Sprite spins while
Terry's British Cars teammate #57 Rob McGregor,
Midget, continues.
Murray Chambers photo



1971, Westwood, Rob McGregor celebrates another win.
Murray Chambers photo

Production of the MG Midget started in 1961. By the 1970's, it had become a strong competitor in class nationally. A number of BC drivers took wins at the Canadian Run Offs in class F Production in the 1970's. These included Bob Hepple in 1971 at Westwood, Rob McGregor in 1973 at Edmonton, John Schuberg in 1974 at Gimli, Manitoba, Tom Tuttle in 1976 at Le Circuit Mont-Tremblant, Dave Ogilvy in 1977 at Atlantic Motorsport Park, and Danny Totten in 1978 at Westwood. In 1972 and 1973, Rob McGregor did 32 races and won 30 of them with 2 DNF's while leading. We hope to have McGregor and Ogilvy joining us this weekend.

We hope you enjoy this weekend's racing, including the Sprite-Midget Challenge, which, for many, brings memories of years gone by. Please feel free to share your memories with us, too ! 🏎️

Spotter's Guide



Gayle Baird, 1991 Honda Civic



Brad Shinn, 1966 Austin Healey Sprite



Richard Bateman, 1979 Nissan 210



Anthony Nadalin, 1965 FFR Challenge



Marty Knoll, 1975 Johnston JM3



Loren Campbell, 1959 Austin Healey MK1 Sprite



Leigh Manyk, 1963 Lotus 23B



Rich Newman, 1960 Austin Healey Sebring Sprite



Ryan O'Connor, 1985 Chevrolet Camaro



Ian Thomas, Johnston JM2



Craig Larsen, 1969 Zink C4 Formula Vee



Susie Zimmerman, 1993 Honda Civic



Brett Payne, 1972 Porsche 911 RSR



Allan Harvey, 1991 Mazda MX5 Miata



Daniel Friedman, 1990 Mazda Miata

Spotter's Guide



Aaron Robins, 1970 MG Midget



Aaron Robins, 1994 Crusader Formula Vee



Hubert Kuckelkorn, 1982 Reynard Formula Ford



Byron Meston, 1969 Datsun 510



Paul Haym, 1969 BMW 2002



Greg McKinley, 1972 MG B



Peter Valkenburg, 1969 Porsche 911



Peter Weedon, 1994 Toyota Sportsracer



Geoff Tupholme, 1970 MG Midget



Stephen Newby, 1965 MG Midget



Larry Sandham, 1978 Mini Vauxhall



Robin Strachan, 1968 Volvo 122S



Rod Duncan, 1962 MG Midget



Michael Hawthorne, 1987 Porsche 944



Shawn Allen, 1990 Mazda Miata

Spotter's Guide



Stanton Guy, 1990 Mazda Miata



Scott Dougans, 1990 Mazda Miata



Burton Reynolds, 1989 Honda CRX



Mark Nickel, 1990 Mazda Miata



Brian Volkert, 1960 Austin Healey Sprite



Andrew Wright, Mazda Miata



Norm Shaw, 1996 Mazda Miata



Bill Greenman, 1967 MG Midget



Peter DeVido, 1990 Mazda Miata



Greg Cavouras Sr, 1984 Chevrolet Corvette



Ian Wood, 1969 Volvo 142S



Bill Okell, 1992 MG Midget



Gunther Ruppel, 1960 Austin Healey Sprite



Nobuyoshi Torigoe, 1990 Mazda Miata

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

Ross Bentley - Our Grand Marshal!

By Stanton Guy

We are very pleased and honoured to have Ross Bentley as our Grand Marshal this year. Ross is a Vancouver native who grew up with a dream to become a racing driver, accomplished that with considerable success and has gone on to become a world-recognized driving coach and author.



Ross developed his interest in racing at a very early age. His dad built and raced cars and he started driving himself when he was only four! He won eleven amateur racing championships during his early career.

Ross steadily worked his way up the racing ladder, taking whatever rides he could get. He was the BC Formula Ford champion in 1979 and 1980 and then joined Johnston Racing in 1981 to drive Tom Johnston's JM3 Formula Atlantic car, which he will be driving in our demonstration with the other Johnston cars. Ross then raced Tom's new JM6 Formula Atlantic car in the pro series for the next three years. (See Tom's story in this program about these adventures and more with the JM cars!)

Ross eventually reached his ultimate goal of IndyCar in 1990, when he debuted with Spirit of Vancouver. This program was formed to provide a car for a Vancouverite at the first Molson Indy Vancouver. He returned with the Spirit of Vancouver in 1991. That's Ross in his Lola / Chevrolet at the 1993 Vancouver Indy race on the cover of this program. He ran seven IndyCar races with a small team in 1992. He was injured in practice for the 1993 Indy 500 and then continued in 1994, but by then the team was struggling.

Ross switched to sports car racing in 1995, winning the 1998 United States Road Racing Championship GT3 class for the BMW factory team and the 2003 24 Hours of Daytona in the SRPII Class.

Whenever he was racing, Ross got into the habit of taking notes about everything he noticed. Over time he had amassed quite a pile of information. He started being


asked for help and before he knew it, he had become an instructor and coach for aspiring young racers and just about anybody else who wanted to get around a racetrack faster.

He decided to convert his notes and what he had learned as an instructor into a book. In 1998, Ross published the first in a series of racing technique and strategy books. The latest is Ultimate Speed Secrets. In Ross' words: "It covers everything I could fit into one book: driving techniques, the mental game, career skills, vehicle dynamics, race craft, how to learn and maximize a track, how to learn and improve quickly, and more."



Ross' books are an illuminating read for any motorsports enthusiast interested in how to make a car of any type go around a track as quickly as possible, regardless of whether they are a racer or not. Check out his website (<https://speedsecrets.com>) for all of his articles, books, and podcasts.

His performance coaching now involves business as well as sports, with a specialty in motorsports of course. He has conducted seminars across North America, as well as in Europe and Asia.

Ross will be around the track all weekend. We have a few ceremonial tasks for him but when you see him, make sure to say hello! 



Ross Bentley at Westwood
Brent Martin photo.

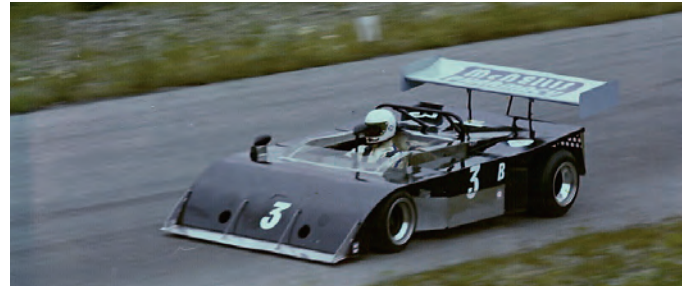
The Johnston JM Racing Cars

Tom Johnston is a Vancouver area mechanical engineer and long-time racer, constructor and motorsports supporter. He is a member of the Canadian Motorsport Hall of Fame and the Greater Vancouver Motorsport Pioneers Society, an author, and was for many years the chairman of the BC Historic Motor Races. For this year's BCHMR, we asked Tom to organize a demonstration of three of the cars he had designed and built during his spare(!) time from running his successful engineering company. They will be driven at mid-day on Sunday by three of their original drivers from 'back in the day'. Here is Tom's story.

By Tom Johnston

After several years as an amateur racer, I decided to take up the thankless task of designing and building road racing cars.

The first of the JM series was a two-seat sports racer built in 1972. This car's first outing was the 1973 seven-hour endurance race at Westwood with Fred McNeill and me



One of the JM Sports Racers at Westwood
Brent Martin photo.

driving. This prototype, fitted with a 1300 cc motor was subsequently purchased by Peter Siddons who raced it for the entire 1974 season.

As I had decided to give up driving, I now had to find drivers for my cars. You might think that would be an easy task, but it was not, especially finding drivers with some funds to contribute to this enormously expensive activity!

[Continued on page 14](#)

ROAD RACING AT MISSION RACEWAY PARK

www.sccbc.net

2024 Race Schedule

CACC Race #1 April 27-28

ICSCC Race May 25-26

Driver Training June 8-9

CACC Race #2 June 22-23

CACC Race #3 July 20-21

CACC Race #4. September 14-15

CACC Race #5 October 5-6

CACC Race #6 October 26-27

Brent Martin Photo



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Johnston Cars — Continued from page 13

My friend Tony Carruthers and his wife Margaret were planning a long European tour. Prior to their departure, we made a deal that he would buy a Ford BDA motor in the UK. This would be installed in my second prototype, the Johnston JM2a for him to drive during the 1975 season. The first outing on April 12 at Westwood, resulted in a 1st place finish! A full season followed with many good results and a few disappointments. There was a minor(!) problem with a testing crash that wrote off the car, but Tony's engine survived!

For 1976, a new driver entered the scene, an Air Canada pilot, Bryan Evans. In the following three seasons several new chassis were built for Bryan and Barrie Bratt of Regina. The final JM2 entry was at Westwood where Bryan drove the car to a commanding first place in the Canadian National Class B sports racing championship. In addition to many first places at club events at Westwood and other circuits, Bryan managed to win the Knox Mountain Hill Climb twice and set an outright record in 1978.

Five JM2 chassis were constructed during these five seasons, Only two remain today, one in California and the one we will see at the BCHMR. This JM2e is owned by Ian Thomas of Victoria who has kindly loaned the car for the demonstration to be driven by the very same Tony Carruthers.

While all of this JM2 business was going on, I was also working on the design of the JM3, a new single seater for the increasingly popular Formula Atlantic. Bryan drove the car for the first two years (1979 and 1980) in pro and club races, the highlight being another first at Knox Mountain and a new record that stood for nine years.



Continued on page 15



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



Johnston Cars — Continued from page 14

At the end of 1980, Bryan retired from driving and an enthusiastic, young Formula Ford driver named Ross Bentley was taken on by Johnston Racing for 1981. (Ross sold his Honda daily driver to raise the required cash.) Ross won his first race at Westwood and did well in club races, but he found the JM3 uncompetitive in the newly reconstituted pro series. The JM3 is currently owned by Marty Knoll of Creston, who has kindly loaned the car to Ross for the demonstration run.

Flushed with success, the team set out to beat the pros in the 1982 North American Formula Atlantic Championship (NAFAC). I had designed and constructed a new car, the JM6, which incorporated the newly discovered ground effects technology, only to realize (later) that this was much more complicated than I thought!

Ross and his brother Gordy set out with this new car, a borrowed truck and very little money, soon to discover what the term 'pro' meant! Needless to say, the pro series was a tougher nut to crack than we had experienced at Westwood club races! Let's just say that both the car and the series effort were disappointing.



I kept working with the car, updating the design over the next three seasons, and we finally secured a top five finish in a pro race at Portland in 1984 with the JM6c version.

For the 1985 season, Ross went on to bigger and better things and was replaced by another promising young driver, Frank Allers. Frank and I persevered with the JM6 for two more seasons, gradually improving its perform-

ance until the 1988 season, when I purchased a Ralt RT4, and the rest, as they say, is history.

The JM6e is now owned by Jim Keller of Kelowna who is generously loaning the car for Frank to drive in the demonstration.

I hope you enjoy seeing these cars on the track. 🏎️



Sprites, Midgets And Miatas

By Stanton Guy

Austin Healey Sprites and MG Midgets (along with their cousin, the Mini) were probably the most popular first racing car for many during the sixties and early seventies. Why? Because they were small, inexpensive, easy to modify yourself, and most of all, a lot of fun to drive quickly!

The whole thing started with the introduction of the Austin Healey Sprite in 1958. For obvious reasons, these first cars were quickly nicknamed Bugeyes (or Frogeyes in the UK). The original Bugeyes were very rudimentary. They had small engines, drum brakes all around, and no outside door handles, roll up windows or even a trunk lid! In 1961, the Mk2 appeared with a more traditional body and was joined by the almost identical MG Midget Mk1. It didn't take long for someone to come up with the joint name 'Spridget' and that has stuck ever since. It takes a real expert to distinguish between a Sprite and a Midget if the badges are covered!

British sports cars were perfect for the North American market of that time. Spridgets may not look very impressive compared to modern day performance cars but imagine how much more fun they were to drive on the twisty highways of the 1960's than the bulky four door Chevy Biscaynes or Ford Fairlanes of that era! They were a big success.

Over the years, the engine size was increased several times, and they got front disc brakes and some better passenger comforts. However, the increasingly stringent US emissions and crash safety requirements became impossible to meet and still keep their original performance and spirit. The Austin Healey brand was dropped in 1971. The MG brand continued but the production of these Midgets finally ceased in 1974.

However, their popularity has never faded and Spridgets are still being raced all around the world today. An entire industry grew up in Britain providing performance parts for these cars and it is still going strong. Literally every part is still available today, for a lot more money of course!

Just as in Britain, they quickly became favourites with amateur racers here. You can read all about the exploits of Spridgets at BC's own Westwood track in Vince Howlett's story on page 7 in this program.



Brent Martin photo.

The annual West Coast Sprite – Midget Challenge was organized a few years ago by a group of racers on the West Coast. They have three races this year, at Pacific Raceways in Seattle, here at the BCHMR and then at Portland International Raceway. They put it best on their website (<https://spritemidgetchallenge.com/>): “The goals are to have fun, build camaraderie, and race these great, affordable cars competitively and safely.” And remember “Fans are warmly welcomed in our Paddock area.”

The Mazda Miata is probably the closest modern equivalent of the Spridgets. Although the Miata's original design concept was 'borrowed' from the much more expensive Lotus Elan, its 'spiritual inspiration' was definitely these early British sports cars.

Because Spridgets and Miatas best represent the continuing fun that is amateur road racing, we thought it was very appropriate to match Saturday's special Sprite Midget Challenge race with a Spec Miata race to close out the whole weekend on Sunday. The earliest Miatas are now Vintage-eligible! Time flies! 🏎️



Brent Martin photo.

Driver's Edge

A U T O S P O R T

Good Luck to all BCHMR Racers!

www.driversedgeautosport.com



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BCHMR Presenting Sponsor Supports Local Motorsport

At Titanium Ford vision revolves around making a positive impact on individuals and communities alike which extends to team members, customers, companies, community members, and organizations. With an abundance mindset at our core, we firmly believe in not just achieving success but also in sharing it and supporting others on their journey to success.

People Power

In pursuit of our mission, we are committed to fostering an environment where every individual feels valued and empowered. This involves cultivating a culture of collaboration, innovation, and continuous learning. By embracing these principles, we strive to create a ripple effect of positive change that extends beyond our organization and into the broader community, leaving a lasting legacy of growth, prosperity, and shared success.

Positive Relationships

As a values-driven organization, we prioritize respect for all individuals and nurture relationships across various spheres of influence. Central to our approach is the investment in our people, empowering them through training, mentorship, coaching, and accountability measures that foster personal and professional growth.

Community Driven

We actively seek out and capitalize on opportunities to expand our reach and enhance our business operations, all while maintaining a mindset of abundance, ensuring that success is not a finite resource but one to be shared and celebrated by all. 🏎️



Oil & Tire Recycling Made Easy!

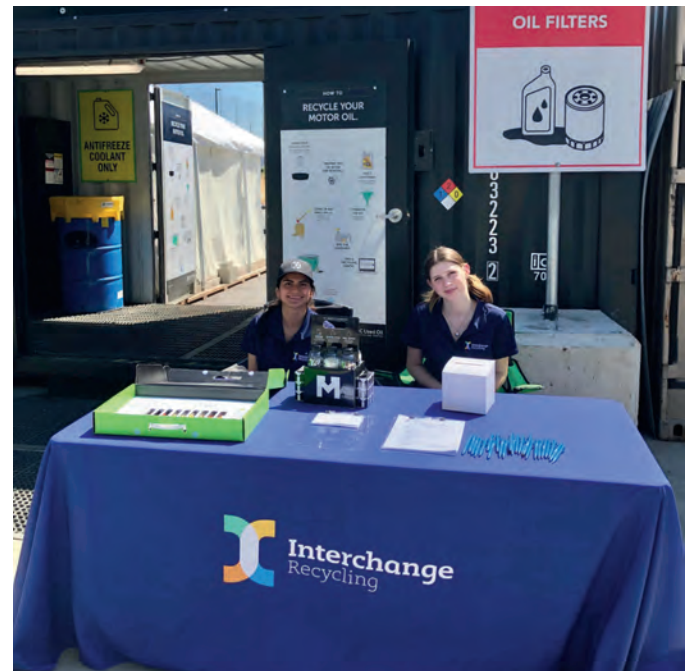
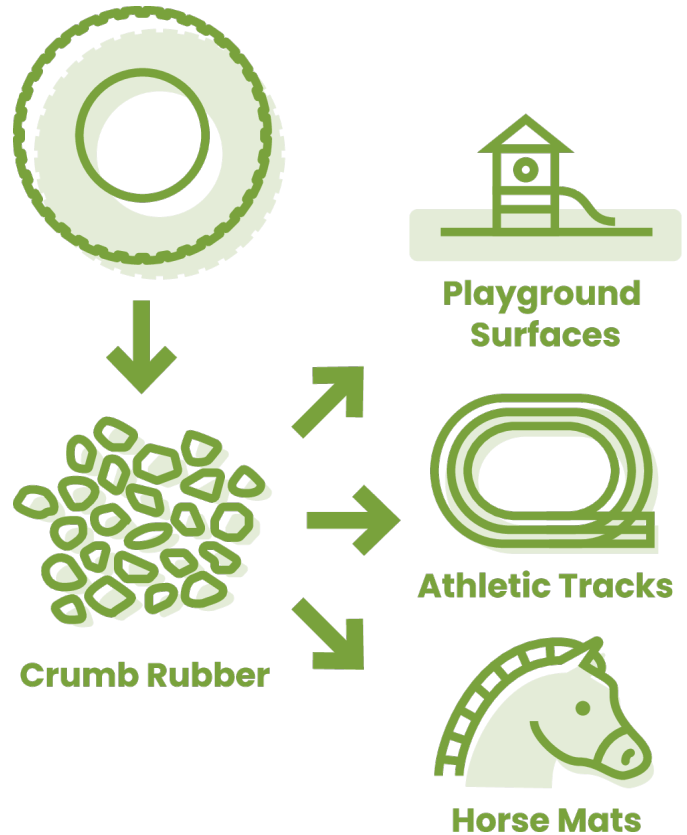
By Indira Smith

Tire Stewardship BC (TSBC) is the not-for-profit society responsible for managing the collection, processing, and environmentally sound disposal of all scrap tires designated under the B.C. Recycling Regulation.

Interchange Recycling (formerly the BC Used Oil Management Association) is a not-for-profit group dedicated to the collection and recycling of lubricating oil, oil filters, antifreeze & automotive containers. Our goal is to provide British Columbians with an eco-friendly and cost-effective way to recycle these materials. Each year, approximately 50 million litres of oil and 3 million liters of antifreeze are collected and responsibly managed through

our program. For more detailed information on how and where to recycle your Tires and oil please check the websites tsbc.ca and interchangerecycling.ca.

Be sure to drop by our booth display at this year's BCHMR Aug 10 & 11. 



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