



Revised: July 30, 2025

Supplementary Regulations

BRITISH COLUMBIA HISTORIC MOTOR RACES (BCMHR)

Mission Raceway Park Motorsports Circuit

Mission, BC, Canada

August 15 – 17, 2025

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Compliance with the Supplementary Regulations and the Mission Raceway Park requirements described below will ensure that drivers, entrants, crew members, guests, officials, workers, and spectators have a safe and memorable experience. Infractions may result in penalties and/or exclusion. These regulations are subject to change.





1.0 General Information

Event Description: The 2025 **British Columbia Historic Motor Races (BCHMR)** is an amateur motor racing event presenting a multi-day program of vintage automobile racing and related events at Mission Raceway Park.

- BCHMR event web site www.bchmr.ca
- VRCBC / BCHMR Facebook page, click [here](#)

Event Organization: The BCHMR is organized by the Vintage Racing Club of British Columbia (**VRCBC**) with the support of our co-hosts, the Sports Car Club of BC (**SCCBC**), plus the Motorsport Emergency & Turnworkers Association (**META**), and many volunteers.

Event Organizer: The Vintage Racing Club of British Columbia (VRCBC)

Chair: Gayle Baird

Phone: 604-219-2361

Email: bchmrchair@vrcbc.ca

Event Sanctioning: The BCHMR is sanctioned by the Confederation of Autosport Car Clubs (CACC) which is affiliated to the Groupe de développement sportif/Sport Development Group (GDS), which is the Canadian ASN appointed by the FIA. Liability and participant accident insurance is arranged through GDS and CACC.

Regulations: The current [CACC General Competition Regulations \(GCRs\)](#), CACC Race Competition Regulations, CACC Vintage Competition Rules and VRCBC Racing Car Eligibility & Approval Process govern racing car and driver safety. Racing car eligibility criteria for this event are defined in Section 4 of these Supplementary Regulations. Those wishing to collect SOVREN points must also comply with SOVREN rules.

Acceptance of Regulations: Participation as an entrant, driver or crew member in this event constitutes the acceptance of these Supplementary Regulations.

Waivers: Every driver, entrant, crew member and participant must sign a release agreement and the official CACC online waiver during registration before the event and must wear and display the official wrist band at all times. Minors (under 19 years) who are registered as a driver, crew member, or volunteer must have a parent or legal guardian sign a Parental Waiver. No one under the age of 16, except for registered, licensed Junior Drivers, is permitted in the designated 'hot' areas and may not be registered as a crew member.

Responsibility: Drivers/entrants are responsible for the behavior and actions of their crew members and their guests.

Event Office: The Event Office will be in the club building located near Pre-Grid. It will have the Official Notice Board, and all at-track registration activities will be conducted there.





Event Schedule: The Event Schedule for registration, technical inspection, drivers' meetings, on-track and other activities is available separately. The most recent official schedule will be posted on the Official Notice Board in the Event Office. It is the responsibility of each entrant and driver to ensure that they are aware of the most recent version of the schedule.

Other Documents: A track layout map, a paddock detail map and a list of race officials are included in these Supplementary Regulations. These documents will be posted prominently on the Official Notice Board in the Event Office.

Fuel: Racing fuel is not available for sale at Mission Raceway Park. The highest-octane gasoline typically available at local retail stations is Chevron 94. All retail fuel contains some ethylene. Leaded fuel is not available at gasoline stations in Canada, however the importation and the use of leaded fuels in motor vehicles is permitted in Canada for racing vehicles only. Any entrant who proposes to use any type of fuel other than gasoline MUST receive approval from the event organizers.

Alcoholic Beverages and Cannabis: Participants at an event SHALL NOT consume alcoholic beverages or any form of cannabis during the event. The Steward(s) may prohibit participation if it is suspected that any such substances have been consumed. Any action taken, or penalty applied by the Steward(s) in this regard is not subject to protest or appeal. You are responsible for the behavior of your crew and guests.

Narcotics and Drugs: The use of any narcotic or illegal substances, as defined in law, or the improper use of legal substances, by any participant is prohibited. The Steward(s) may prohibit participation if it is suspected that any such substances have been consumed. Such action is not subject to protest or appeal. Any consumption of prescription medication taken while under the care of a physician or over the counter remedies should be reported to the event medical personnel by the participant. Pharmaceutical drugs that may sufficiently affect normal alertness are also included in this policy.

Smoking: Smoking (including e-cigarettes) is not permitted inside any Mission Raceway Park building, or on the Pre-Grid or in the Hot Pits.

Access: Entry to and exit from Mission Raceway Park before 7:00 am and after 10:30 pm will only be possible in emergency situations.

2.0 In the Paddock

Paddock Space Allocation: Every effort will be made to meet individual entrant's Paddock reservation requests, however some final adjustments may be required. The Paddock Marshal (bchmrpaddock@vrcbc.ca) will assign final Paddock space(s) to entrants upon their arrival at the track.

Paddock Traffic: The Paddock area can become very congested. All entrants and their crew must drive all vehicles (both racing cars and support) at very slow speeds, use great caution





and **obey the one-way traffic rules**. Two of the paved lanes in the Paddock are one-way eastbound only. **Paddock lanes must always remain clear.**

Support Vehicles: Only **one support vehicle per entry** will be allowed in the Paddock area. Support vehicles and trailers in the Paddock must be parked perpendicular to the track front straight unless previous permission is obtained in writing from the Paddock Marshal to do otherwise. Support vehicles and/or trailers longer than 24 feet cannot be accommodated on the paved pads in the Paddock and must be located on the back row. Additional parking areas are available for other vehicles. Any entrant who is unsure how these requirements may affect them is requested to contact the Paddock Marshal before arrival at the track and definitely before parking their support vehicle(s).

Damage: It is the responsibility of the driver/entrant to protect their assigned paved paddock space from damage. The cost of repairing damage to track, grounds, buildings, or equipment, regardless of cause, including damage to paved areas from spills, jacks, jack stands and poles, etc., may be charged to the driver/entrant deemed to be responsible.

Spills: All spills are to be reported to the Paddock Marshal and cleaned up immediately. Containers for waste oils, cleaners, brake fluid, and other corrosive or damaging materials are not provided. Each participant is required to contain and properly remove such waste from Mission Raceway Park. Anyone caught dumping these materials on-site will be charged the cost of the cleanup and may be banned from the facility.

Camping: Overnight camping is permitted within the entrant's assigned paddock and parking space on the Friday and Saturday evenings. Overnight camping is not permitted on the Sunday night.

Fires: Open fires are not permitted. Gas or charcoal barbecues and Coleman-type camping stoves may be used provided that they are kept safely away from any combustible substance such as gasoline in cans, tanks, or fuel cells.

Vehicles: Skateboards and roller blades are not permitted. Bicycles and ultra-small, motorized vehicles are permitted and may be used by persons 16 years and older with the prior permission of the Paddock Marshal.

Animals: Pets must always be on a leash while on-site. Pet messes are to be cleaned up immediately.

Water: Note that access to potable water is limited.

Electric Power: Competitors may not plug in to any track facility power connection without permission from the Paddock Marshal or the VRCBC President.





3.0 Tech Inspection, On Pre-Grid, In the Hot Pits, On the Track

Drivers' Meetings: A drivers' meeting is held each morning at the time indicated (typically 8:30 am) on the Event Schedule. Attendance at all drivers' meetings is mandatory for all drivers. It is the driver's responsibility to determine the correct time of the meetings.

Passes: Any person in the Technical Inspection area, the Pre-Grid, and the Hot Pits must ensure that they have the required, appropriate pass/wrist band clearly visible at all times.

Tech Inspection:

- **Log Books:** A valid vehicle log book is required for Technical Inspection.
- **Race Numbers:** The VRCBC does not have permanently assigned racing numbers. Entrants are requested to provide their preferred number on the entry form, and these will be accommodated whenever possible, on a first come-first served basis. Note: Under CACC regulations, a local participant holding a CACC Vintage license has the priority on a number. Please be prepared to modify your car number if requested.
- **Safety Equipment:** All driver safety equipment must comply with current CACC Race Competition Regulations. A Frontal Head Restraint Device (FHRD) is required.

Clothing: Shirts, long pants and closed-toe footwear must be worn in Pre-Grid, in the Hot Pits and in the Technical Inspection area.

Fueling: Fueling is permitted in the Paddock only. Any spillage may result in a cleanup charge

Noise Restrictions: Prior to ten minutes before the first scheduled session each day, race engines may only be idled to warm, or to report to Tech and then return to their Paddock space. The maximum sound limit at the Mission Raceway Park for the 2025 BCHMR is **103 decibels at 50 feet** from the track surface. The sound produced by individual racing cars will be measured and any car deemed to be too noisy by the Steward and race officials will be black flagged. If a muffling device has been modified after initial vehicle scrutineering, then it must be re-inspected and approved by a Scrutineer prior to the vehicle going on the track.

Speed Limit: The speed limit in the Hot Pits is **50 kph (30 mph)**. This speed limit ends at the designated exit point (adjacent to the Starter's Tower) from the Hot Pits to the track surface.

Track Access: The racetrack is approximately 2.1 kilometers (1.3 miles) in length with nine corners. It is used in a counter-clockwise direction. Access to the track is through the Pre-Grid and then through the Hot Pits, unless otherwise directed by an official. When entering the track, stay in the dedicated (left hand) Hot Pits out lane to Turn 1.

Track Exit: Racing cars intending to exit the track must enter at the beginning of the Pit Entrance Line in Turn 9 and stay **all four wheels** to the right of that line for its entire length into the Hot Pits. Stay in the dedicated (right hand) lane through the Hot Pits and then turn right into





the Paddock. There is also a secondary exit from the track at Turn Two (the 'Back Door') directly into the Paddock, for use in case of an emergency or vehicle breakdown.

Grid Size: The maximum allowable grid size will be determined by the event Steward dependent upon the number of entries and weather conditions. Race groupings will be adjusted as required to ensure that this maximum is not exceeded.

Grid Positions: The My Laps (formerly AMB) transponder system is used for timing and scoring. The use of transponders is mandatory. There will be a limited number of transponders available for rental at registration and a request should be made in advance on the entry form.

Pre-Grid: Cars arriving at Pre-Grid must shut their engines off until the 'One Minute Warning' is given. Racing cars arriving at Pre-Grid for any session after the 'Five Minute Warning' has been given may be placed at the back of the grid.

Race Starts: Rolling starts behind a pace car will be used for this event unless otherwise instructed. (see: **Addendum: BCHMR Le Mans Start Procedure**, page 13)

Tire Scrubbing: Tire scrubbing is **not permitted** at any time **during practice or qualifying**. Scrubbing is **only permitted** during the pace lap(s) preceding the initial green flag race start or when otherwise under Pace Car control.

On Track: Drivers may not short cut the corners by crossing over curbs. Intentionally putting wheel(s) on the inside of curbing during qualifying will result in a loss of five overall grid positions for each occurrence and during a race will result in a 20 second time penalty for each occurrence. Decisions by the CACC Steward(s) are not subject to appeal.

No positional or lap time advancement is permitted in the following circumstances:

- **Turn 1:** Racing cars failing to negotiate Turn 1 that do not pass the Commitment Line may re-enter safely at Turn 1. Racing cars beyond the Commitment Line must re-enter safely at Turn 3 and should wait for direction from a Turn Marshal prior to re-entering the track.
- **Turn 4:** Racing cars using the Run-Off Road in Turn 4 must come to a stop prior to the Turn 6 Turn Station and wait for direction from a Turn Marshal prior to re-entering the track.
- **Turn 7:** Racing cars exiting the racing surface in Turn 7A or 7B must re-enter the track only when safe to do so. There is a penalty for hitting the cones in Turn 7B.
- **Turn 9:** Racing cars not exiting the track must not place four wheels to the right of the Pit Entrance Line in Turn 9.

Access: There is no access to the Race Control building without the permission of Race Control. There is no access to the Public Address stand except for authorized observers and event personnel.





Broadcasting: Live broadcasting (i.e., Facebook Live, Periscope, etc.) is NOT PERMITTED during the event. Contact the Steward for clarification if necessary.

4.0 Racing Car Groups and Classes

There are three groups for the 2025 BCHMR: Closed Wheel Production-Based Cars, Purpose-Built Open Wheel /Sports Racer/ Legends Cars, and Novice Drivers.

4.1 Closed Wheel (CW) Production-Based Racing Cars

This group is for sedans and sports cars that were constructed up to **December 31, 2000**, and have been prepared to the Production and Improved Production racing specifications of a major sanctioning body including:

- CASC and its successor organisations such as ASN Canada and its regional sub-organizations
- SCCA
- ICSCC
- FIA Groups 1 and 2

Cars constructed to another organization's specifications may be considered by the VRCBC upon application. All cars should be clean and in respectable condition.

The organizers reserve the right to move a car to a different category based on lap times with the permission of the Steward.

The Classes in this Group are Vintage CW(A), Vintage CW(B), Vintage CW(C), Sprite-Midget Challenge, and Spec Miata. (see 4.4)

4.2 Purpose-Built Open Wheel (OW), Sports Racing (SR) and Legends Racing Cars

This group is for open wheel ('formula') and sports racing cars constructed and with verifiable racing history up to **December 31, 2000**, and that have been prepared to the specifications of a major sanctioning body including:

- CASC and its successor organisations such as ASN Canada FIA and its regional sub-organizations.
- SCCA
- ICSCC
- IMSA
- FIA Groups 6 and 7 and all formulae

Cars constructed to another organization's specifications may be considered by the VRCBC upon application. In general, any purpose-built racing car that meets the age criteria and the safety requirements and is in the spirit of vintage racing will be eligible. All cars should be clean and in respectable condition. (See Section 4.4 for Legends eligibility.)





The organizers reserve the right to move a car to a different category based on lap times with the permission of the Steward.

The Classes in this Group are Vintage OW/SR, Vintage Exhibition OW/SR, all Formula Fords, all Formula Vees and Legends. (see 4.4)

4.3 Novice Drivers – Open Wheel and Closed Wheel

This group is for those entrants who have a current CACC Novice Licence and who have run at least one prior Novice race. It is open to any racing car (whether Vintage-eligible or not) that is compliant with current CACC regulations. Entrants will automatically be entered in Vintage CW(A) or OW/SR/Legends as appropriate (see below) for Saturday only. If the entrant is subsequently upgraded from Novice to a full Race license by the CACC Novice Director after Saturday, they may be eligible to participate in the CW(A) events on Sunday, if they have a Vintage-eligible racing car.

Note: Each Novice entrant **must** have the **prior** approval of the CACC Novice Director and the Event Steward(s). Please confirm that you have this before arrival at the track.

4.4 Race Classes for 2025

The following are the fifteen classes as listed on the online MSReg entry form:

1. **Vintage CW (A)** for “1979 and Older” “Not So Fast” (e.g., 1:23 and slower Mission lap time)
2. **Vintage CW (B)** for “1979 and Older” “Fastest” (e.g., 1:22 and quicker Mission lap time)
3. **Vintage CW (C)** for all “1980 and Newer” (regardless of Mission lap time)
4. **Sprite Midget Challenge:** This class is for those running in the West Coast Sprite-Midget Challenge Series. They will also be automatically entered in the CW(A) class (to start with – subject to change with Steward approval) and will have their own Challenge race on Saturday. Contact the Challenge organizers directly with any eligibility questions.
5. **‘Driver’s Edge Spec Miata Race of Champions’:** This class is open to all Spec Miatas. They will also be automatically entered in the CW(C) class (to start with – subject to change with Steward approval) and will have their own special race to close the BCHMR on Sunday.
6. **Vintage Open Wheel / Sports Racer (OW/SR)**
7. **Vintage Exhibition Open Wheel / Sports Racer (OW/SR)**
8. **Club Formula Ford:** For FFord per ICSCC Club Ford regulations.
9. **Modern Formula Ford:** For current FFord (aka Formula F) per CACC/SCCA regulations.
10. **Vintage Formula Ford:** For Vintage FFord per Monoposto Racing regulations.





- 11. Modern Formula Vee:** For current FVee per CACC/SCCA regulations.
- 12. Vintage Formula Vee:** For Vintage FVee per Monoposto Racing regulations.
- 13. Legend Cars:** For Legends racing cars that are currently accepted at CACC events.
- 14. Novice Open Wheel:** This class is for entrants holding a current CACC Novice Licence with an Open Wheel or Sports Racing car. They will automatically be entered in the Vintage OW/SR/Legends class.
- 15. Novice Closed Wheel:** This class is for those entrants holding a current CACC Novice Licence with a Closed Wheel car. They will automatically be entered in the Vintage CW(A) class.

5.0 Driver Information

5.1 Documentation

Drivers are required to present a current, valid Vintage Race or Race Licence when registering at the track: Note: GDS / ASN / CACC regulations require that a Canadian resident, (whether a Canadian citizen or not) hold a licence issued by the CACC, ASN Canada or its territories to race in a CACC-sanctioned event.

5.2 Driver

Race officials must know who is driving each racing car at any time during all on-track sessions. Permission must be obtained from the Steward(s) in advance if a racing car is to be driven by anyone other than the registered driver.

6.0 Entrant Information

6.1 Entry Fees for Race Classes

The following entry fees are payable in Canadian funds:

- Basic entry fee for each driver / car combination: \$475
 - Non VRCBC Member surcharge: \$50
- Additional fee for each additional car (same driver): \$275
- Additional fee for a second driver in a shared car:
 - Both in same class (i.e., one Sat / one Sun): \$125
 - Each in a different class: \$425
- Novice Closed Wheel (Saturday only): \$375





- Novice Open Wheel Race (Saturday only): \$375

Note: The basic single-entry fee (\$475) includes three individual passes (one driver and two crew) and two tickets for the Saturday Evening Dinner event.

6.2 Additional Items for Purchase

The following can be purchased with your online event entry or at registration at the track:

- Additional Saturday dinner tickets – each (limited availability) \$45
- Additional crew pass \$5

6.3 Entry Submission

All entries will be handled online through MotorsportReg.com. Go to the BCHMR registration page (msreg.com/VRCBC-2024-BCHMR) or the VRCBC MotorsportReg Landing Page (vrcbc.motorsportreg.com). Note: Crew members must register separately.

6.4 Entry Confirmation

Your event entry, race group and car number will be confirmed by e-mail prior to the event.

7.0 Dispute Resolution

Any unresolved issue or disputes with regard to entry matters will be referred to the Registrar and their decision or resolution will be considered binding and not subject to appeal.

8.0 Race Officials

Event Chair / Chief Organizer	Gayle Baird
Clerk of the Course	Tasma Wooton (or her delegate)
Registrar	Mike Bailey (or his delegate)
Chief Timekeeper	John Cathie (or his delegate)
Chief of Flags / Chief Marshal	Tasma Wooton (or her delegate)
Steward	Mike Kaerne and Terry Overdeik
Starter	Mark Miller (or his delegate)
Scrutineer/Tech Inspector – CACC	Jim Kurtz
Scrutineer/Tech Inspector – SOVREN	
Chief Medical Officer	
Paddock Marshal	Phil Roney



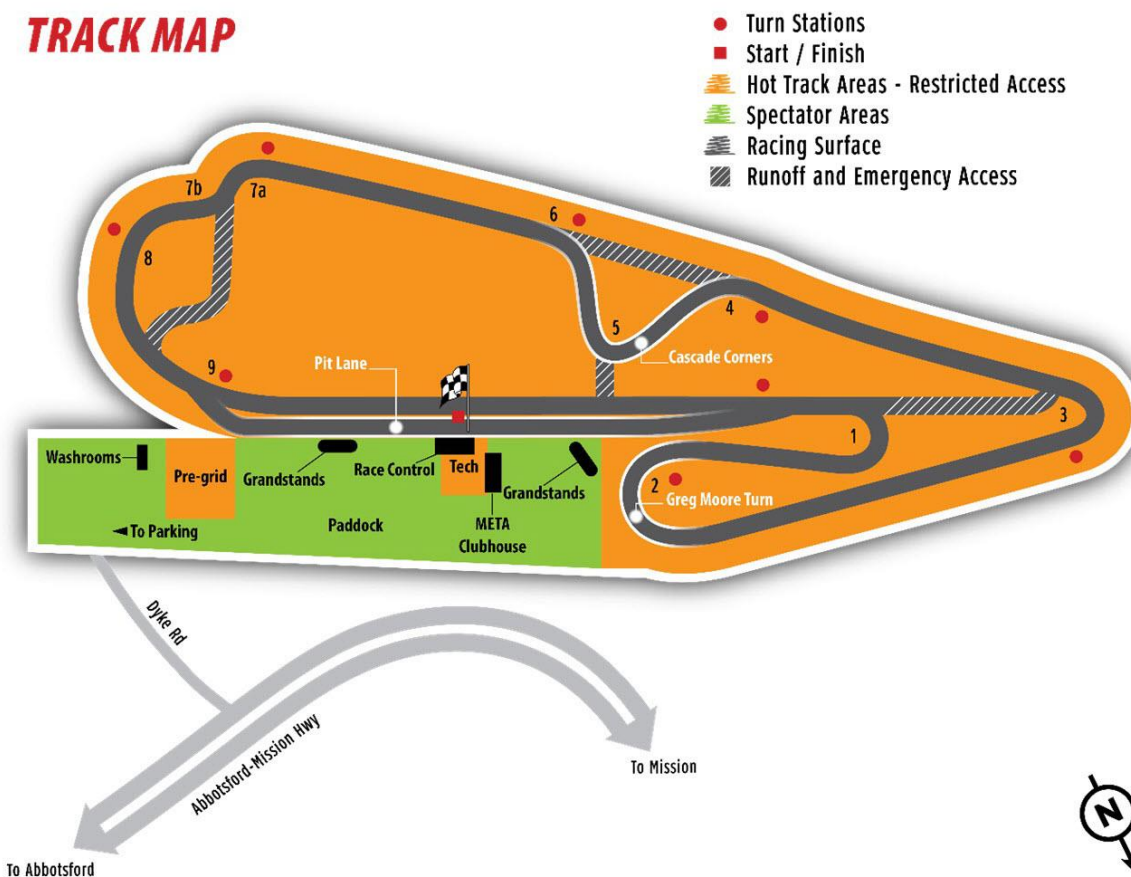


Novice Director

Shawn Allen (or his delegate)

9.0 Track Layout - Mission Raceway Park Motorsports Circuit

TRACK MAP





10.0 Paddock Map





Addendum: BCHMR Le Mans Start Procedure

The following are the supplementary regulations for the BCHMR Le Mans Start Procedures:

1. Cars sent to “pre-grid” in the designated starting area as directed by Race Control. All cars will have a 12-inch (305 mm) section of green tape adhered to the roof and in the view of the driver.
2. The Clerk of the Course shall instruct Pre-Grid to display a five (5) minute warning signal to the field. At that time, drivers must be fully suited and belted in and ready to start while one (1) designated crew member will position themselves directly across the Le Mans starting area from their driver’s car. Engines must be off. A one (1) minute warning is given when all crew members are in place and others have left the designated starting area.
3. At the one (1) minute signal, the Starter or Pre-Grid Marshal shall take a position in view of all of the field of cars and shall give a signal to drivers that the start will be in 1 minute (audible and showing of the red flag).
4. Any driver(s) unable to respond shall so indicate immediately by raising an arm outside the confines of the bodywork.
5. When satisfied that all cars are ready to proceed the Starter or Pre-Grid Marshal shall indicate to the Clerk of the Course that the field of cars is ready to start.
6. The Clerk of the Course shall give the Pre-Grid the signal to proceed.
7. The Pre-Grid shall start the race by lowering the red flag and raising the green accompanied by an auditory signal. Crew members will cross the designated starting area and remove the green tape and stand behind the car with the tape held in the air in view of the Pre Grid Marshal.
8. After the tape has been removed, engines may be started, and cars can leave the designated starting area.
9. In the event of an incident during the Le Mans start, the Pre-Grid will display a waving yellow flag and advise Race Control.
10. Leaving the designated start area in an unsafe manner as determined by the Steward will result in penalties. These penalties will not be subject to protest or appeal.
11. Cars unable to start before the lead car has exited Turn 9 will be considered DNS.
12. No work may be performed on cars in the designated start area after the 5-minute warning.

