

August  
16-17, 2025

36<sup>TH</sup> ANNIVERSARY

RAIN OR SHINE  
ON TRACK BY 9

British Columbia

**HISTORIC**  
**MOTOR**  
**RACES**

Presented By:



# Tom Johnston Memorial Weekend

Hosted by



&



Brent Martin Photos

MISSION RACEWAY PARK  
MOTORSPORTS CIRCUIT  
MISSION, BC



**bchmr.ca** Check out the BCHMR on Facebook





# THRILLS AWAIT EVERY DRIVER

# DRIVE BEYOND LIMITS

The Vancouver Island Motorsport Circuit offers a diverse range of experiences tailored for individuals with varying skill levels and interests. Whether you're a novice or an experienced motorsport driver, there's an activity for everyone to enjoy. Experiences include:

- A Taste of the Circuit
- Open Lapping
- Corporate Events
- One-on-one Coaching
- New Driver Program
- Safe Driving Program
- High Performance Driving Experience I & II







Mission Raceway Park Motorsports Circuit  
Mission, BC  
August 16 and 17, 2025

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  
under the FIA

#### 2025 VRCBC Executive

President .....	Mike Bailey
Vice President .....	Aaron Robins
Past President .....	Mike Zbarsky
Treasurer .....	Gayle Baird
Secretary .....	Peter Valkenburg
Competition Director .....	Brett Payne
Membership .....	Mike Bailey
Web Site .....	Stanton Guy
BCHMR Chair .....	Gayle Baird

#### Race and Track Officials

Event Chairman.....	Gayle Baird
Event Steward.....	Mike Kaerne
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.....	Vince Howlett
.....	Nicholas Poitras
Paddock Marshal.....	Phil Roney
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**  
**604.433.4817 • WWW.IWEREARENDSONLY.COM**

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



# President's Greeting

Welcome all to the ANNUAL British Columbia Historic Motor Races (BCHMR) put on by the Vintage Racing Club of BC (VRCBC) with help from the Sports Car Club of BC (SCCBC).

## Sponsorship Appreciation

Our title sponsor is Titanium Ford, and I would like to thank them, as well as our other sponsors, for their support.

If you are interested in sponsoring our event or putting an ad in our program (which may include advertising on our website), please get in touch with our vice president, Aaron Robins, at [vicepresident@vrcbc.ca](mailto:vicepresident@vrcbc.ca)

The BCHMR is part of our REVS (Rivers Edge Vintage Series), which is sponsored by IWE Rear Ends Only. There are six other races in the REVS, held on the Sundays of SCCBC's CACC race weekends. Please refer to the SCCBC ad with their schedule on Page 11 of this program.

## Car Class Variety on Track

We have three Closed Wheel groups, two of which are pre-1980 cars ('Fast' and 'Not So Fast') 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).

For the first time, we are including Legends cars in the Open Wheel group this year. Although they are not truly vintage, they have a vintage look, and we hope you will enjoy watching them.

## Saturday and Sunday Feature Races

There are two Feature Races again this year. On Saturday, we have the fourth race in the West Coast Sprite-Midget Challenge Series, which runs at five different tracks (see <https://spritemidgetchallenge.com> for more information).


On Sunday, we host the Driver's Edge Autosport Spec Miata race. These cars are fairly evenly matched, so expect to see some tight racing.

## Collector Car Display

Take some time during the day to visit our Field of Dreams (FOD) car display, located 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 THE event and are owned by people who like to 'exercise' them regularly. Entrants also have the option of taking their cars on track at the lunchtime parade laps in exchange for a donation to Mission Hospice, the BCHMR's official charity.

All FOD participants are eligible for the Grand Marshall's Choice Best Overall Trophy awarded during the day. 

Mike Bailey  
President,  
Vintage Racing Club of BC



***Driver's Edge***  
A U T O S P O R T

**Good Luck to all BCHMR Racers!**

[www.driversedgeautosport.com](http://www.driversedgeautosport.com)





# Chair's Welcome

I am so looking forward to  
**RACING with you!**

WELCOME EVERYONE, to the 36<sup>th</sup> running of the BCHMR. Fortunately for us, once again, the Sports Car Club of B.C. has graciously offered to co-host this weekend.



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

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

We are having our traditional **Friday night "MEET AND GREET WESTWOOD BBQ"** at the west end of the

paddock, and on **Saturday evening, our BANQUET** for drivers, crew, guests and event volunteers. Hope to see you there!

I plan to meet each of you visiting racers, and thank you personally for attending our event.

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

Gayle Baird  
2025 BCHMR Chair

#118, 1964 AD MK IIIB Fox  
Formula Vee  
#75, 1991 Honda Civic



July 3, 2025

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

**Re: BC Historic Motor Races from August 16-17, 2025 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



Reann Gasper, MLA  
Abbotsford-Mission



## A Message from Reann Gasper, MLA for BC Historic Motor Races – 2025

To all the racers, teams, volunteers, organizers, and motorsport fans —

### Welcome to Mission and the beautiful Fraser Valley!

It's a pleasure to join in celebrating this year's **BC Historic Motor Races**—a thrilling event that brings together passion, precision, and history on the track.

There's something truly special about the sound of engines roaring and the energy of a crowd united by excitement. Events like this remind us that community is built not just through geography, but through shared experiences, dedication, and a love for the things that bring us joy.

Whether you're here to compete, cheer, or simply enjoy the moment, I hope you'll also take time to explore all that our region has to offer—locally owned shops, vibrant dining spots, and breathtaking natural beauty.

Thank you for being part of this exciting weekend. Drive safely, celebrate boldly, and we hope to welcome you back to Mission again soon.

Warm regards,

*Reann Gasper*

Reann Gasper, MLA

Reann.Gasper.MLA@leg.bc.ca  
Office: Parliament Buildings  
Victoria, BC V8V 1X4  
Phone: (250) 380-3307

# 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](http://www.meta.bc.ca) or  
call 604 581 7189

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



# Tom Johnston (1941-2024), A Brief History

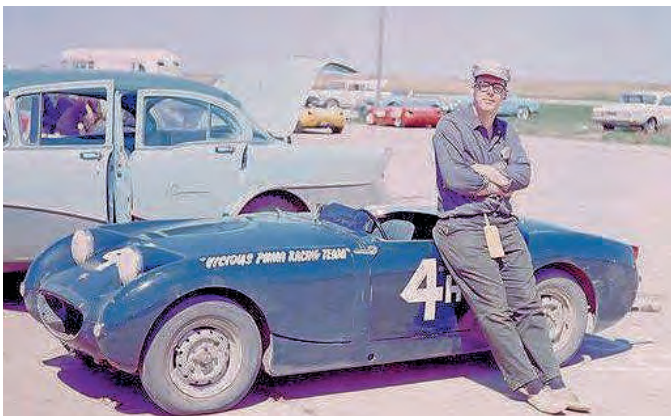


Edited by Vince Howlett from articles written by Brian Pratt & Brendan McAleer

This weekend, the B.C. Historic Motor Races run again here in Mission. An annual event put on by the Vintage Racing Club of B.C., it includes several classes of racing, from production-based machines to dedicated race cars, as well as a show-and-display paddock.

This year at the BCHMR, we honour the memory of racer/builder/author Tom Johnston. Tom had a tremendous impact on Canadian racing over the years.

Tom's first car, during his high school years, was a 1940 Ford Standard Tudor sedan which sported a California rake and moon hubcaps. So, really, Tom began as a hot rodder. He quickly lost his way and found his interest lay in sports cars and road racing.



Tom with his 1959 Austin-Healey Sprite Mk 1

Tom's first race took place in 1960, at the Davidson airfield near Saskatoon. His first time around a course was at the wheel of his mother's Morris Minor 1000, unknown to her. He moved on to a 1959 Austin-Healey Sprite Mk 1 and then, in 1965, imported a Lola-Climax 1100 c.c. sports racer for \$2500. Moving to the West Coast after completing an engineering degree, Tom had another car, a Formula Ford



Tom Johnston's 1961 Lola (with Coventry Climax engine) at Davidson on May 23, 1965

Merlyn Mk11A, shipped to Vancouver, which was raced in 1969 and 70. The last car he bought to drive was a March 719 Formula Ford. Over the years, Tom raced at many of the prairie circuits and ventured as far south as Wisconsin's Elkhart Lake and west onto Vancouver Island. His last race, as a driver (save for a co-driving stint at Westwood a year later), was at Mosport in 1972. After a dozen years of racing, Tom realized he wasn't going to win the world driving championship and went back to the drawing board, literally.



Tom's March Formula Ford

Continued on Page 8





Race Support Equipment



mktechnologies.com

888.764.7875

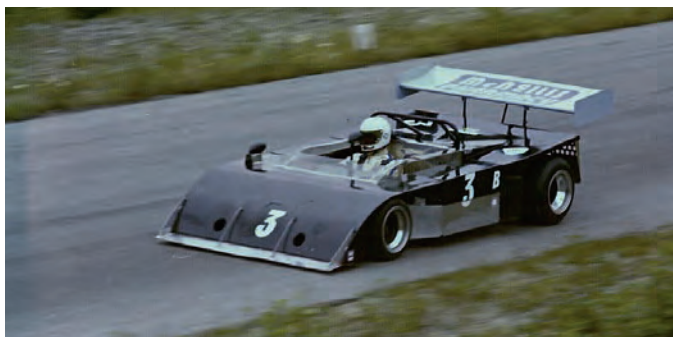
### Continued From Page 7

In 1973, Johnston began building and designing his own cars. In total, he'd campaign 17 machines that he either bought or built, working with drivers, including Frank Allers and Ross Bentley, author of the popular Speed Secrets. He designed and built several race cars from sports racers to Formula Atlantics. Some were more successful than others, and some went through yearly modifications to make them, theoretically, faster. From the JM1, standing for Johnston Mark 1, through to the JM6E, the fifth reworking of the Johnston Mk 6 Atlantic car, Tom Johnston's drivers included Bryan Evans, Tony Carruthers, Ross Bentley, and Frank Allers. The cars made races on the West Coast Atlantic circuit with many forays further afield. As he had done before, Tom

began, in 1984, buying, rather than building, cars for his racing team. Formula Atlantic cars that were purchased included a Ralt RT4, a Swift DB4 and a Reynard 92H. Frank Allers drove, with Tom managing, and the team travelled the Formula Atlantic Canadian and most of the US circuit.

During all this, Tom Johnston was inducted into the Canadian Motorsport Hall of Fame in 1998.

Continued on page 9



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



Tom consults with driver Ross Bentley, who is driving the Johnston JM3 at Westwood in 1981  
*Brent Martin photo*



## Continued From page 8

Many of his cars were saved, either in a museum that was part of his home or bolted to the wall of his Keen Engineering business, which he ran as president for more than two decades

A new racing series, the Speedvision World Challenge, was the next, first with a Dodge Viper and then a Corvette C5 and thus began his latest endeavours. In 2000, with a list of victories as long as your arm, and the Corvette entered in the Speedvision World Challenge, Johnston suffered a stroke that nearly claimed his life. While he did come back to the track to manage his team in 2001, that portion of his competitive life ended.

It was an end and a beginning; he left the world of managing race teams and moved into the world of writing about racing. Tom began going through his museum and wrote the first of many books on motorsport history that range from his iconic Westwood book and others on subjects like hill climbs. He also brought a few of his “museum pieces” back to the track for vintage races at Mission, BC, and as far east as Ontario and Quebec and south to California. 2012 had the Johnston JM3 Formula Atlantic car appearing at the Rolex Monterey Motorsport Reunion at the Laguna Seca circuit in California. His driver was Marty Knoll.

Over the years, he supported the Canadian racing scene in new ways, both through his involvement in vintage racing and by chronicling its past. If you want to know more about some facet of Canadian racing history, Tom Johnston likely wrote about it.

In the back of one of his books, Westwood; Everyone's Favorite Racing Circuit, there is a yearbook-style gallery of drivers, officials, and other volunteers from the Westwood years. Gilles



Tom Johnston's Corvette - Marty Knoll photo.

Villeneuve's picture has an exclamation point: “Driver!”

Tom also organized the Westwood50 banquet in 2009 to celebrate the 50th anniversary of the opening of Westwood in 1959. He was a committee member for the Greater Vancouver Motorsport Pioneers Society starting in 2004 and was editor and designer of the annual yearbooks, programs and newsletters. He started the Canadian Motorsport History Group forum on Yahoo and also began an informal semi-regular lunch gathering of race “geezers”, which still takes place at Ricky's restaurant in Coquitlam every third month. When Tom arrived at the lunches, I would announce, “All rise!”... and Tom would smile.

In 2012, Tom was inducted into the Greater Vancouver Motorsport Pioneers Society.

There are those who preserve the past and who celebrate it. Johnston did both, in word and deed.

His kids, Brendan and Kristen, grew up at Westwood, among the racers and their families. This weekend, we are pleased to have them, plus Tom's widow, Sharon, along with drivers Frank Allers, Ross Bentley, and Marty Knoll, with us as we remember Tom Johnston and all he meant to the racing community in Canada and here in B.C. Thanks for everything, Tom! 🏎️



Tom Johnston's Reynard FA at Mission - Brent Martin photo.



Tom Johnston and Vince Howlett.



# Spotter's Guide



Gayle Baird, 1991 Honda Civic



Leigh Manyk, 1963 Lotus 23B



Ian Thomas, 1970 BMW 2002



Gayle Baird, 1964 Formula Vee AD MK IIIB Fox



Brad Zimmerman, 1995 Nissan 240sx GT3



Jon Wright, 1990 BMW E30



Marty Knoll, 1975 Johnston JM3



Anthony Nadalin, 1965 FFR Challenge



Scott Dougans, 1990 Mazda Miata



Craig Larsen, 1969 Zink C4 Formula Vee



Wynn Hollingshead, 1971 Datsun 240Z



Wynn Hollingshead, 1992 Mazda Miata



Chris Field, 2000 Mazda Miata



Peter Weedon, 1994 Toyota Sportsracer



Brett Payne, 1980 Van Diemen RF80 FF



# Unofficial Race Schedule

SATURDAY August 16, 2025				Race Day 1		
7:00			AM	Main Gate Opens		
9:00	to	9:15	AM	Vintage CW Group A / CW Novice	Practice & Qualifying	15 min
9:25	to	9:40	AM	Combined OW & Sports Racer Group	Practice & Qualifying	15 min
9:50	to	10:05	AM	Vintage CW Group B	Practice & Qualifying	15 min
10:15	to	10:30	AM	Vintage CW Group C	Practice & Qualifying	15 min
10:40	to	10:55	AM	Vintage CW Group A / CW Novice	Race 1	15 min
11:05	to	11:20	AM	Combined OW & Sports Racer Group	Race 1	15 min
11:30	to	11:45	AM	Vintage CW Group B	Race 1	15 min
11:55	to	12:10	AM	Vintage CW Group C	Race 1	15 min
12:15	to	1:15	PM	Lunch Break		60 min
12:20	to	12:50	PM	Parade Laps	Field of Dreams Cars	30 min
12:50	to	1:10	PM	Official Opening Ceremony & Turnworkers Return to Corners		20 min
1:20	to	1:35	PM	Vintage CW Group A / CW Novice	Race 2	15 min
1:45	to	2:00	PM	Combined OW & Sports Racer Group	Race 2	15 min
2:10	to	2:25	PM	Vintage CW Group B	Race 2	15 min
2:35	to	2:50	PM	Vintage CW Group C	Race 2	15 min
3:00	to	3:15	PM	Vintage CW Group A / CW Novice	Race 3	15 min
3:25	to	3:40	PM	Combined OW & Sports Racer Group	Race 3	15 min
3:50	to	4:05	PM	Vintage CW Group B	Race 3	15 min
4:15	to	4:30	PM	Vintage CW Group C	Race 3	15 min
4:40	to	5:00	PM	West Coast Sprite - Midget Challenge	Feature Race	20 min
10:00			PM	Main Gate Locked		
SUNDAY August 17, 2025				Race Day 2		
7:00			AM	Main Gate Opens		
9:00	to	9:15	AM	Combined OW & Sports Racer Group	Warm up	15 min
9:25	to	9:40	AM	Vintage CW Group A	Warm up	15 min
9:50	to	10:05	AM	Vintage CW Group B	Warm up	15 min
10:15	to	10:30	AM	Vintage CW Group C	Warm up	15 min
10:40	to	10:55	AM	Combined OW & Sports Racer Group	Race 4	15 min
11:05	to	11:20	AM	Vintage CW Group A	Race 4	15 min
11:30	to	11:45	AM	Vintage CW Group B	Race 4	15 min
11:55	to	12:10	PM	Vintage CW Group C	Race 4	15 min
12:15	to	1:15	PM	Lunch Break		60 min
12:20	to	1:00	PM	Parade Laps	Field of Dreams Cars	40 min
1:10	to	1:20	PM	Turnworkers Return to Corners		10 min
1:30	to	1:45	PM	Combined OW & Sports Racer Group	Race 5	15 min
1:55	to	2:10	PM	Vintage CW Group A	Race 5	15 min
2:20	to	2:35	PM	Vintage CW Group B	Race 5	15 min
2:45	to	3:00	PM	Vintage CW Group C	Race 5	15 min
3:10	to	3:25	PM	Combined OW & Sports Racer Group	Abbotsford Trophy/Race 3	15 min
3:35	to	3:50	PM	Vintage CW Combined All groups	Jim Latham Memorial Race	15 min
4:05	to	4:25	PM	Driver's Edge Autosport Spec Miata Challenge	Feature Race	20 min
End of the Weekend Races - Thanks for Coming - Have a Safe Drive Home - See you Next Year!						

# Spotter's Guide



Rod Duncan, 1962 MG Midget



Stephen Newby, 1959 Austin Healey Sprite



Kiwi Bishop & Lou Gruzelier, 1989 Chevrolet Camaro



Martin Maggio, 1963 MG Midget



Ian Mackie, 1970 Datsun 510



Michael Hawthorne, 1987 Porsche 944



Wayne Goodwin, 1934 Ford Legend



Scott Lohnes, 1934 Ford Legend Coupe



Martin Sparkes, 1934 Ford Legend



Gordon Phinney, 1934 Ford Legend



Malcolm McQueen, 1972 Datsun 510



Gunther Ruppel, 1960 Austin Healey Sprite



Bill Okell, 1968 MG Midget



Marcel Zhao, 1990 Mazda Miata



Chun Ping Li, 1990 Mazda Miata



# Spotter's Guide



Bobbie Phinney, 1934 Chevrolet Legend



Deanna Halischuk, 1999 Porsche Boxster



Cody Paris, 1973 Elden Mk. 10



Kira Allen, 1990 Mazda Miata



Han Chen, 1991 Mazda Miata



Pat Hall, 1972 Datsun 240z



Greg Cavouras (Sr), 1984 Chevrolet Corvette



Ralph Stotschek, 1976 Chevrolet Camaro



Lorne Stead, 1971 Datsun 1200



Robin Strachan, 1968 Volvo 122S



Ray Stec, 1996 Van Diemen RF 96 2



Jason Wesson, 1990 Acura Integra



Peter Strachan, 1972 Datsun 510



Joshua Jeffers, 1987 BMW 325is



Tony Baldassarre, 1994 FV Tsunami



# Spotter's Guide



Brian Volkert, 1960 Austin Healey Sprite



John Elliott, 1969 MGB



David & Jim Robinson, 1967 Lotus Seven



Byron Meston, 1969 Datsun 510



Susie Zimmerman, 1997 Acura Integra



Steve Percival, 1991 Honda Civic



Brian Harvey, 1991 Mazda MX5 Miata



Erle Archer, 2004 Birkin S3 (Lotus 7)



Fedrick Wong, 1981 Crossle 45F



Cory Macleod, 2001 Mazda Miata



Alex Zuccaro, 1985 BMW 325is



Robert Fraser, 1991 Citation Formula Ford



Patrick Welford, 1998 Pontiac Grand Am



Rob Boznik, 1969 BMW 2002



Alan Long, 1995 Toyota WSR



# Spotter's Guide



Eric Stanley, 1987 Nissan 300zx



John-Paul Skinner, 1994 Toyota WSR Sports Racer



John Madsen, 1934 Chevrolet Coup Legend



Antonio Bianchi, 1934 Chevrolet Coupe Legend



Courtenay Rimaldi, 1984 Van Diemen RF-84



Robin Liu, 1971 Datsun 240Z



Robert Seversen, 1971 Datsun 240Z



Courtney Shaw, 1996 Mazda Miata



Peter DeVido, 1991 Mazda Miata



Werner Berger, 1990 BMW 325is



Doug Seal, 1967 Lotus Type 41



Tom Tranter, 1990 Mazda Miata



Michael Webb, 1937 Chevrolet Legend



Kirby Ell, 1998 Van Diemen RF982



Andrew Wright, Mazda Miata

# Entry List

## Closed Wheel Cars

No.	Driver	Vehicle Year/Make/Model	Home Town	Class
1	Stephen Newby	1959 Austin Healey Sprite	Lake Tapps Wa	Vintage CW B (Faster)
2	Ian Mackie	1970 Datsun 510	Lake Cowichan BC	Vintage CW B (Faster)
02	Ian Thomas	1970 BMW 2002	Saanich BC	Vintage CW B (Faster)
7	Bill Okell	1968 MG Midget	Victoria BC	Vintage CW B (Faster)
9	Ryan O'Connor	1985 Chevrolet Camaro	Vancouver BC	Vintage CW (C) 1980 and newer C/W
13	Greg (Sr) Cavouras	1984 Chevrolet Corvette	Delta BC	Vintage CW (C) 1980 and newer C/W
16	Werner Berger	1990 BMW 325is	Delta BC	Vintage CW (C) 1980 and newer C/W
17	David Robinson	1967 Lotus Seven	Lethbridge AB	Vintage CW B (Faster)
24	Ian Wood	1969 Volvo 142S	Burnaby BC	Vintage CW B (Faster)
27	Robert Seversen	1971 Datsun 240Z	Vancouver BC	Vintage CW A (Not So Fast)
33	Martin Maggio	1963 MG Midget	Bainbridge Island WA	Vintage CW A (Not So Fast)
36	Eric Stanley	1987 Nissan 300zx	Lake Country BC	Vintage CW A (Not So Fast)
38	Brad Zimmerman	1995 Nissan 240SX GT3	Maple Ridge BC	Vintage CW (C) 1980 and newer C/W
44	Gunther Ruppel	1960 Austin Healey Sprite	Burnaby BC	Vintage CW A (Not So Fast)
45	Jon Wright	1990 BMW E30	Falkland BC	Vintage CW (C) 1980 and newer C/W
46	Wynn Hollingshead	1971 Datsun 240Z	Coquitlam BC	Vintage CW A (Not So Fast)
50	Brian Volkert	1960 Austin Healey Sprite	Normandy Park WA	Vintage CW A (Not So Fast)
52	Peter Strachan	1972 Datsun 510	Maple Ridge BC	Vintage CW B (Faster)
060	Courtney Shaw	1996 Mazda Miata	Langley BC	Vintage CW (C) 1980 and newer C/W
63	Kiwi Bishop	1989 Chevrolet Camaro	Agassiz BC	Vintage CW (C) 1980 and newer C/W
64	Brian Harvey	1991 Mazda MX5 Miata	Kelowna BC	Vintage CW (C) 1980 and newer C/W
71	Jim Robinson	1967 Lotus Seven	Calgary AB	Vintage CW A (Not So Fast)
75	Gayle Baird	1991 Honda Civic	Ladner BC	Vintage CW (C) 1980 and newer C/W
78	Stanton Guy	1990 Mazda Miata	Maple Ridge BC	Vintage CW (C) 1980 and newer C/W
80	Jim Duncan	1964 MG MGB	Kent WA	Vintage CW A (Not So Fast)
82	Rob Boznik	1969 BMW 2002	Langley BC	Novice Closed Wheel
86	Chris Field	2000 Mazda Miata	Langley BC	Vintage CW (C) 1980 and newer C/W
091	Kira Allen	1990 Mazda Miata	Maple Ridge BC	Vintage CW (C) 1980 and newer C/W
91	Han Chen	1991 Mazda Miata	Richmond BC	Vintage CW (C) 1980 and newer C/W
96	Michael Hawthorne	1987 Porsche 944	Saanichton BC	Vintage CW (C) 1980 and newer C/W
97	Anthony Nadalin	1965 FFR Challenge	Woodinville WA	Vintage CW B (Faster)
99	Robin Liu	1971 Datsun 240Z	Port Moody BC	Vintage CW B (Faster)
116	Scott Dougans	1990 Mazda Miata	Port Moody BC	Vintage CW (C) 1980 and newer C/W
116	Howie Stevens	Mazda Miata	North Vancouver BC	Novice Closed Wheel
122	Robin Strachan	1968 Volvo 122S	Rossland BC	Vintage CW B (Faster)
124	Peter DeVido	1991 Mazda Miata	Langley BC	Vintage CW (C) 1980 and newer C/W
127	Susie Zimmerman	1997 Acura Integra	Maple Ridge BC	Vintage CW (C) 1980 and newer C/W
131	Andrew Wright	Mazda Miata	Vancouver BC	Vintage CW (C) 1980 and newer C/W
154	Rod Duncan	1962 MG Midget	Victoria BC	Vintage CW A (Not So Fast)
163	Lou Gruzelier	1989 Chevrolet Camaro	Harrison Hot Springs BC	Vintage CW (C) 1980 and newer C/W
168	Marcel Zhao	1990 Mazda Miata	Richmond BC	Vintage CW (C) 1980 and newer C/W
169	Chun Ping Li	1990 Mazda Miata	Richmond BC	Vintage CW (C) 1980 and newer C/W
178	Keith Robinson	1990 Mazda Miata	Abbotsford BC	Vintage CW A (Not So Fast)
217	Jason Wesson	1990 Acura Integra	Pitt Meadows BC	Vintage CW (C) 1980 and newer C/W
241	Nathan Robinson	Honda S2000	Coquitlam BC	Novice Closed Wheel
317	Alex Zuccaro	1985 BMW 325is	Maple Ridge BC	Vintage CW (C) 1980 and newer C/W
420	Joshua Jeffers	1987 BMW 325is	Whistler BC	Vintage CW (C) 1980 and newer C/W
433	Lorne Stead	1971 Datsun 1200	Aldergrove BC	Vintage CW A (Not So Fast)



# Entry List

## Closed Wheel Cars - Continued

No.	Driver	Vehicle Year/Make/Model	Home Town	Class
414	Tom Tranter	1990 Mazda Miata	Vancouver BC	Vintage CW (C) 1980 and newer C/W
447	John Elliott	1969 MG B	North Vancouver BC	Vintage CW A (Not So Fast)
483	Steve Percival	1991 Honda Civic	Salmo BC	Vintage CW (C) 1980 and newer C/W
510	Byron Meston	1969 Datsun 510	Maple Ridge BC	Vintage CW A (Not So Fast)
512	Patrick Welford	1998 Pontiac Grand Am	Abbotsford BC	Vintage CW (C) 1980 and newer C/W
727	Malcolm McQueen	1972 Datsun 510	Burnaby BC	Vintage CW B (Faster)
861	Cory Macleod	2001 Mazda Miata	Langley BC	Vintage CW (C) 1980 and newer C/W
986	Deanna Halischuk	1999 Porsche Boxster	Abbotsford BC	Vintage CW (C) 1980 and newer C/W

## Open Wheel Cars

No.	Driver	Vehicle Year/Make/Model	Home Town	Class
3	Marty Knoll	1976 Johnston JM3	Creston BC	Vintage Exhibition OW & SR
6	Brett Payne	1980 Van Diemen RF80	Cultus Lake BC	Club Ford
7	Bobbie Phinney	1934 Chevrolet Legend	Abbotsford BC	Legend
8	Ray Stec	1996 Van Diemen RF 96 2	Pitt Meadows BC	Vintage Exhibition OW & SR
09	Gordon Phinney	Ford 34 Legend	Abbotsford BC	Legend
9	Keith Robinson	1975 Van Diemen FF RF75	Abbotsford BC	Vintage Open Wheel / Sports Racer
10	Martin Sparkes	1934 Ford Legend	Agassiz BC	Novice Open Wheel
14	Kirby Ell	1998 Van Diemen RF982	Surrey BC	Vintage Open Wheel / Sports Racer
17	Cody Paris	1973 Elden Mk. 10	Woodinville WA	Club Ford
18	Michael Webb	1937 Chevrolet Legend	Maple Ridge BC	Legend
22	Fedrick Wong	1981 Crossle 45F	Vancouver BC	Club Ford
23	Leigh Manyk	1963 Lotus 23B	Kelowna BC	Vintage Open Wheel / Sports Racer
51	Antonio Bianchi	1934 Chevrolet Coupe	Langley BC	Legend
59	Erle Archer	2004 Birkin S3 (Lotus 7)	West Kelowna BC	Vintage Open Wheel / Sports Racer
74	John-Paul Skinner	1994 Toyota Sports Racer	Langley BC	Vintage Open Wheel / Sports Racer
74	Peter Weedon	1994 Toyota Sports Racer	Prince George BC	Vintage Open Wheel / Sports Racer
075	Courtenay Rimaldi	1984 Van Diemen RF-84	Abbotsford BC	Club Ford
77	Scott Lohnes	1937 Chevy Coupe Legend	Langley BC	Legend
83	Doug Seal	1967 Lotus Type 41	Langley BC	Vintage Open Wheel / Sports Racer
85	John Madsen	1934 Chevy Coupe Legend	Agassiz BC	Novice Open Wheel - Saturday Only
91	Robert Fraser	1991 Citation Formula F	Langley BC	Modern Ford
94	Wayne Goodwin	1934 Ford Legend	Chilliwack BC	Legend
95	Phil Roney	1977 Ford Johnston JM2C	Langley BC	Vintage Exhibition OW & SR
111	Tony Baldassarre	1994 FV Tsunami	Burnaby BC	Modern Vee - FV
118	Gayle Baird	1964 FV AD MK IIIB Fox	Ladner BC	Vintage Vee - FV
174	Craig Larsen	1969 Zinc C4 FV	Shelton WA	Vintage Vee - FV
721	Alan Long	1995 Toyota WSR	Langley BC	Vintage Open Wheel / Sports Racer

## Sprite Midget Challenge

No.	Driver	Vehicle Year/Make/Model	Home Town	Class
1	Stephen Newby	1959 Austin Healey Sprite	Lake Tapps Wa	Sprite or Midget
7	Bill Okell	1968 MG Midget	Victoria BC	Sprite or Midget
33	Martin Maggio	1963 MG Midget	Bainbridge Island WA	Sprite or Midget
44	Gunther Ruppel	1960 Austin Healey Sprite	Burnaby BC	Sprite or Midget
50	Brian Volkert	1960 Austin Healey Sprite	Normandy Park WA	Sprite or Midget
154	Rod Duncan	1962 MG Midget	Victoria BC	Sprite or Midget

## Drivers Edge Spec Miata Challenge

No.	Driver	Vehicle Year/Make/Model	Home Town	Class
19	Wynn Hollingshead	1992 Mazda Miata	Coquitlam BC	Spec Miata
060	Courtney Shaw	1996 Mazda Miata	Langley BC	Spec Miata
64	Brian Harvey	1991 Mazda MX5 Miata	Kelowna BC	Spec Miata
86	Chris Field	2000 Mazda Miata	Langley BC	Spec Miata
091	Kira Allen	1990 Mazda Miata	Maple Ridge BC	Spec Miata
91	Han Chen	1991 Mazda Miata	Richmond BC	Spec Miata
116	Scott Dougans	1990 Mazda Miata	Port Moody BC	Spec Miata
124	Peter DeVido	1991 Mazda Miata	Langley BC	Spec Miata
131	Andrew Wright	Mazda Miata	Vancouver BC	Spec Miata
168	Marcel Zhao	1990 Mazda Miata	Richmond BC	Spec Miata
169	Chun Ping Li	1990 Mazda Miata	Richmond BC	Spec Miata
178	Keith Robinson	1990 Mazda Miata	Abbotsford BC	Spec Miata
414	Tom Tranter	1990 Mazda Miata	Vancouver BC	Spec Miata
861	Cory Macleod	2001 Mazda Miata	Langley BC	Spec Miata



## Vancouver International Auto Show Announces 2026 Dates Following Record-Breaking 2025 Edition

*The 102<sup>nd</sup> edition of the show will take place March 25<sup>th</sup>-29<sup>th</sup>, 2026*

**Vancouver International Auto Show (VIAS)** is excited to announce that the 2026 edition of Western Canada's largest automotive event will return to the Vancouver Convention Centre West from **March 25<sup>th</sup> to 29<sup>th</sup>, 2026**.

This announcement follows the overwhelming success of the 2025 Auto Show, which saw 138,773 attendees pass through the doors, surpassing last year's total of 129,033 and setting a new single-day attendance record of 42,761 visitors on Saturday. The show's continued growth highlights the increasing appetite for cutting-edge automotive innovation, electric mobility, and engaging family-friendly experiences.

Once again, the show will feature a special Speed Thrills Motorsport display hosted by the Vintage Race Club of BC (VRCBC) and the Sports Car Club of BC (SCCBC).

*"We are thrilled to confirm the 2026 dates and build on the incredible momentum we've experienced over the past two years," said Blair Qualey, President and CEO of the New Car Dealers Association of BC (NCDA), which owns and operates the event. "With another record-breaking year behind us, we're already focused on raising the bar again in 2026."*

The 2025 show featured over 30 world-class brands, exciting Canadian and Western Canadian vehicle debuts, and a record-breaking EV display offering attendees the opportunity to get behind the wheel of 41 electric and plug-in hybrid vehicles from 16 top manufacturers.

*"The Vancouver Auto Show continues to be the leading automotive showcase for Western Canada," said Eric Nicholl, Executive Director of the Vancouver International Auto Show. "We can't wait to welcome back our passionate community next March for an even more dynamic and immersive experience."*

Tickets will go on sale this November, with special Black Friday savings available for early buyers.

For tickets, exhibitor information, or updates on what's in store, visit:  
[www.VancouverInternationalAutoShow.com](http://www.VancouverInternationalAutoShow.com)

### About the Vancouver International Auto Show

Owned and operated by the New Car Dealers Association of BC (NCDA), the Vancouver International Auto Show is British Columbia's premier automotive event and serves as a vital platform for manufacturers, dealers, and enthusiasts to explore the future of transportation.



# Spotter's Guide



Phil Roney, 1977 Johnston JM2C



Stanton Guy & Keith Robinson, 1990 Mazda Miata



Keith Robinson, 1975 LeGrand MK 21



Ryan O'Connor, 1985 Chevrolet Camaro



Ian Wood, 1969 Volvo 142S

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

## ROAD RACING AT MISSION RACEWAY PARK

[www.sccbc.net](http://www.sccbc.net)

### 2025 Race Schedule

Drivers' Training . March 23, 29-30

CACC Race #1 . . . . . April 26-27

CACC Race #2 . . . . . May 24-25

CACC Race #3 . . . . . June 21-22

CACC Race #4 . . . . . July 19-20

CACC Race #5 . . . . . September 6-7

Driver's Training. Sept. 27, Oct. 4-5

CACC Race #6 . . . . . October 18-19

Brent Martin Photo



**SPORTS CAR CLUB**  
OF BRITISH COLUMBIA



# What is a Le Mans Start?



Le Mans Start at Westwood about 1975 - Brent Martin photo.

By Stanton Guy

We plan on having two Le Mans starts at this year's BCHMR; first for the Sprite Midget Challenge on Saturday and then again for the Driver's Edge Autosport Spec Miata Challenge on Sunday. Most people have heard of the famous Le Mans 24-hour sports car race (Steve MacQueen even made an epic movie about it in 1971!) but what is the Le Mans Start and where did it come from?


Back in 1923, a motoring club in France thought it would be a great idea to have a 24-hour endurance race around a 14-kilometer circuit of public roads (all gravel in those days.) The idea was to give the many car manufacturers the opportunity to demonstrate how strong and reliable their cars were. That was a very tough challenge in those days, so doing well at Le Mans was a big selling point and the race quickly became a major annual tradition. Even now, it is a big accomplishment to just finish the race, never mind winning it!

Originally, the cars had to be basically 'showroom stock'. One of the ways the organizers decided to test the cars (and the drivers!) was to begin the race by making the drivers start their cars from cold without any outside help. The cars were lined up next to each other at an angle along one side of the front straight. The drivers then lined up opposite their cars on the other side of the track. When the starter dropped the

flag, the drivers would run as fast as they could across to their car, jump in, (try to) get it started, and then blast off in a cloud of gravel and dust towards the first turn. There was no time lost to fasten your safety belts in those days because there weren't any!

That became known as 'the Le Mans Start' and it was also adopted by many other long-distance sports car races of the time, such as the Sebring 12 Hours. The Le Mans race started this way up until 1969, when it was decided that this was no longer safe. From 1970, the Le Mans race has used a rolling start with the drivers all fully strapped in.

However, a modified (safer) version of the classic Le Mans start is still used for some amateur Vintage events to honour the tradition and add some variety. The cars are lined up diagonally with their engines off and the drivers fully strapped in. A (preferably the fastest running!) crew member then lines up opposite each car. When the starter drops the flag, these crew members sprint across the track and either tap the cars' roof or roll bar or turn on the battery cut off switch and then jump over the wall! The drivers start their cars and accelerate away hard, trying not to stall their engines in all of the excitement!

It should be fun watching the swarms of Spridgets and Spec Miatas charging down the straight into Turn 1! 



# What are Legends Racing Cars?



Legend racing cars at Mission on June 22, 2025 - Brent Martin photo.

By: Stanton Guy

What are Legends racing cars and why are they racing at the BC Historic Motor Races? After all, they aren't really legendary, they have motorcycle (not car) engines and (even though they look like it) they certainly aren't either Vintage or Historic!

Legends are purpose-built single seat, tube chassis, rear wheel drive racing cars powered by an air- or water-cooled Yamaha motorcycle engine with its six speed 'sequential' gearbox and no differential. When you take their fiberglass bodies off, they actually look a lot like a 'scrunched up' older Formula Ford, except that the engine is in the front!

Those distinctive bodies are 5/8 scale replicas of 1930's and 1940's Ford, Chevrolet or Dodge two door sedans. The cars are designed to look like mini versions of the dirt oval track racing cars of years ago.

The Legends class was started in the southern US in the early '90's as a low cost but very competitive way to go racing. Legends are a very strictly regulated 'spec' series. The rules are designed so that all of the cars will be identical in potential performance. For example, the engines must be prepared by the same company, and they are all sealed. Therefore, unlike many other forms of racing, you can't plan on winning a championship by just spending more money on expensive, special parts for your engine and car, than your competition can afford. Instead, to beat them, you have to be better at car setup

and of course, driving.

In addition to the US, Legends are now raced around the world including Mexico, the UK, continental Europe, Australia and here in Canada. In BC, they have been racing at several oval tracks for many years. A few years ago, several of the local drivers decided to try out road racing at Mission. They really enjoyed themselves and spread the word. Their numbers have been growing rapidly, and they are now a very popular subgroup within the Sports Car Club of BC's Open Wheel / Sports Racing category. Even though they look like sedans, they are actually real racing cars and so they race in this group.

Weighing only 1,300lb (with driver) with 125-140 horsepower, a short wheelbase and a 'solid' rear axle, Legends are not only very quick (up to 120mph) but also very tricky to drive really fast. Many experienced racers who are used to 'regular' road racing cars, often struggle a bit until they get the hang of a Legend ... but then watch out! They are very entertaining to watch!

Be sure to have a look at the cars in the Paddock and ask the drivers questions. They are a very friendly bunch, and you might even get a chance to sit in one! They are surprisingly roomy! Maybe you should get one for yourself!

The BC Legends group is a perfect example of what amateur road racing is all about. They fit right in with the spirit of the BCHMR. 

# Spridgets and Miatas

By: Stanton Guy

Austin Healey Sprites and MG Midgets were probably the most popular first racing cars 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 Sprite first appeared in 1958. For obvious reasons, they were quickly nicknamed Bugeyes (or Frogeyes in the UK). In 1961, the Mk2 appeared with a more traditional body style and was joined by the almost identical MG Midget Mk1. It didn't take long for someone to come up with the joint nickname 'Spridget', and that has stuck ever since.

British sports cars were perfect for the North American market of that time. However, the increasingly stringent US emissions and crash safety requirements became impossible to meet and still keep their original performance and personality. The Austin Healey brand was dropped in 1971. The MG brand continued, but production of these Midgets finally stopped in 1974.



Their popularity with enthusiasts has never faded, though, and Spridgets are still being raced all around the world today. The annual West Coast Sprite – Midget Challenge was organized a few years ago by a group of Vintage racers on the West Coast. They have five races this year, at Spokane, Laguna Seca, Seattle, here at the BCHMR, and then finishing up at Portland.

The Mazda Miata is probably the closest modern equivalent of the Spridgets. The Miata's original design

concept was 'borrowed' from the much more expensive Lotus Elan, but its real 'spiritual inspiration' was definitely the early Sprites and Midgets.



The first-generation Miata (the MX-5) appeared in 1989 and was produced until 1997. With their peppy engine, five-speed gearbox, light weight, excellent brakes and suspension, and good reliability, all at an affordable price, Miatas quickly became favourites for both the track and the street. The Miata is now generally recognized to be the most raced car in the world and the best-selling sports car ever!

The Spec Miata class was created about 25 years ago to provide a relatively low-cost way to go amateur road racing by strictly limiting expensive modifications. It quickly became very popular worldwide, just like the Spridgets did many years ago. We have our own very competitive Spec Miata group right here at Mission. The Spridgets and the Spec Miatas will be racing against each other in the same class throughout the weekend, and both will have their own feature races as well.

In 2024, we matched Saturday's Sprite Midget Challenge race with the Driver's Edge Autosport Spec Miata Challenge race on Sunday to close out the BCHMR weekend. We are repeating that for 2025, and this year we also plan to use a Le Mans start for both races!

The West Coast Spridget racers say it best for both themselves and their Spec Miata 'cousins': "Our 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." 🏎️



# Robert Barg (1938 - 2025); AKA Mr. Trans-Am

By Mike Bailey

Robert's handle on many forums was oldtransamdriver. Robert Barg drove various cars over his career, notably racing Camaros in the Trans-Am series, including at least one race at Westwood in Port Coquitlam, where the Westwood Plateau is now. He also competed with a Ford Cortina at Westwood.



He was best known for his table at Mission on road racing days, displaying Westwood and Trans-Am memorabilia, magazines, and club newsletters relating to road racing.

Robert, from St. Catharines, Ontario, spent a good part of his racing career on the East Coast, beginning with a 1961 Crosley-powered homemade race car before progressing to a Mini in 1966, which he shared with Rick Stevens. He quickly moved on to racing Camaros. His first Trans-Am series Camaro, a 1967 model, was purchased from Maurice "Mo" Carter. Robert later acquired other Camaros, though little information exists on them except for the distinctive yellow Camaro with stripes, which he raced at Westwood in the 1980 Trans-Am. He lent that car for a Support race, where it hit the tire wall in Westwood's Hairpin corner, but it sustained minimal damage, allowing Robert to compete in the main event, finishing in 12th place. In 1969, he raced at Sebring, placing third in class despite losing 2nd gear early on. I suspect Richard Stevens (also from St. Catharines) was his co-driver in that race. Robert also raced a 1969 Camaro in the early IMSA series. Check out <https://www.racingsportscars.com/driver/results/Robert-Barg-CDN.html> for more of his history. I found more of Robert's own words quoted in a Forum (probably taken from another interview), <http://www.camaros.org/forum/index.php?topic=7844.0>.

During his Trans-Am racing days, Robert got to race with some of the greats, like Parnelli Jones and Mark Donohue. On a road trip with Robert, he told me a story of



A very young Robert Barg getting ready to race - Photo from Robert Barg's Archive

Donohue coming up behind him at one of the tracks in the US and tapping the back of his Camaro before passing Robert, as if to say, "I'm about to pass, don't do anything stupid." A mutual friend of ours, Skip Jones, and I were going to build a tribute car of the blue Camaro that Robert raced, as this car no longer exists. Unfortunately, the Camaro we acquired to work with turned out to be unsuitable. Fortunately for us, Robert had a contact who could no longer race, that wanted the street car we had obtained, and was willing to trade it for a 1985 Camaro that had been raced in both the Trans-Am series (bodied as a Firebird at that time) and IMSA (when it was rebodied as a Camaro), that car is now owned by Ryan O'Connor and I (look for the #9 white Camaro). Skip Jones, who lives south of the border, eventually did build a clone of Robert's 1967 Camaro Trans Am car. When finished, he hoped to show it to Robert. Unfortunately, COVID closed the border, and all he ever saw of it was pictures. It now races in New Zealand.

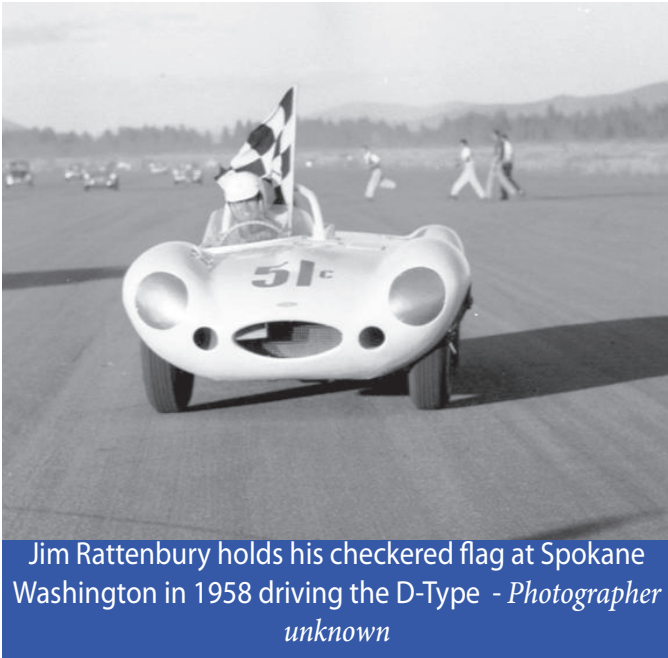
The interesting thing is that Robert kept in touch with many of his Trans-Am colleagues and managed to broker a few deals on used race cars (including many Datsun 510s). He would often acquire run-down race cars and, with the help of friends, would bring them back up to snuff and sell them. Robert also wheeled and dealt in street cars; in fact, I acquired a couple of old E30 (325E) BMWs from him.

Sadly, Robert passed away on January 6, 2025, but many of us will remember him fondly. 🏎️

# Replica Tribute Jaguar D-Type XKD-558

By Ian and Doreen Newby

The original D-Type was dispatched from the Coventry factory, England, February 07, 1956, to the Vancouver dealer, Oxford Motors (Plimley) where it was then sold to Jim Rattenbury, Acadia Road, Vancouver for \$6562.50 on October 1st, 1957, and raced until April 1961 when it was then sold to Starr Calvert, Seattle, Washinton, USA.



Jim Rattenbury holds his checkered flag at Spokane Washington in 1958 driving the D-Type - *Photographer unknown*

British Racing Green for his first race at Westwood "O'Keefe Trophy", April 8/9, 1961. Starr rammed the Tommy Veness Special in race one, 4th place. Spun out on Hairpin; knocked teeth off ring gear; jumped out of 2nd gear and overrevved to 6700 rpm. Goldendale, Washington "Mary Hill Climb" Race 7. Ran up a bank and pranged the front-end, having previously sheared off the left front wheel spindle in Race 5.

Starr crashed 558 during the Rose Cup Race at Vanport, Portland International Raceway on June 11th, 1961. On the second to last lap he went off course and hit a concrete building foundation hidden in the tall grass. He was badly injured, broke his back and effectively wrote the Jag off. He wrote a list of all the parts that needed repair or replacement including the front frame, every body panel and rear frame.

Starr then retired the car until late 1964, after it had undergone a complete re-engineering; Ford 427 engine;

BW T10 transmission; Hildebrand rear axle; Ford braking system; Stewart Warner instruments; Chevrolet wide wheels and tires; painted red with major portions of the body work cut away for "bundle of snakes" exhausts; huge fender flares; cut down hood with large air scoops.

At high-speed coming into the Carousel at Westwood, (September 1964) he totally lost his brakes, launched up the embankment and cartwheeling through the trees landed 150 feet from the track, luckily upright, with a carburetor on fire.

Rushed to the ICU at Royal Columbian, New Westminster, unconscious, he survived but never raced again. The wrecked car was towed on its trailer back to Seattle, where it sat in his driveway for years until the neighbors complained.

He gave the original Jaguar engine to a Sears repairman "for use in a boat". He sold the wreck on its trailer to "Sandy McThrifty" Auto Wrecking on East Marginal Way near Boeing Field. They cut up what was left to more easily remove the 427 engine/transmission and differential, and took the twisted remains to Dorsten's Metal Recycling.

## The Next Chapter

The author was able to obtain the parts that Jim and Sue & Starr Calvert had retained, plus the original Owner's Manual and Starr's racing logbook. My intention was to include these in a re-creation of 558 as a tribute to Jim Rattenbury and the Westwood era.

I have the Bill of Sale, Vin plate, wheels, differential, reams of correspondence, photos and paperwork, Borg & Beck multiplate clutch assembly, steering wheel and other miscellaneous bits.

Accordingly, I have maintained for decades that the physical remains and the provenance have remained in my care in the Pacific Northwest. I have searched for many years for a suitable "D" replica to which I could add the original parts and found it last year in the car you see displayed in the Paddock at BCHMR today.

[Continued on page 17](#)



Continued From page 16

This replica was constructed from day one as a racing car, by a specialist on the US East Coast, for an enthusiast who raced it for over three decades and last raced in 2024. Included in the purchase was the custom 1986 Ford/Grumman Kurbette truck that has done thirty years of yeoman service transporting the racing car to tracks in the USA.



I have begun adding some of the original parts from 558 to the new acquisition but wish the World to know that I consider this Jaguar simply as a tribute to Jim & Connie Rattenbury and Starr & Sue Calvert, so their spirit may live on.

They ride with me, may I prove worthy of the Honor.



*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](http://www.vrmotors.com)**



# Ross Bentley - Our Grand Marshal!

By Stanton Guy

We are very pleased and honoured to have Ross Bentley back as our Grand Marshal again 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. Ross then raced Tom's new JM6 Formula Atlantic car in the Pro series for the next three years.

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 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



Ross Bentley driving the Johnston JM6 at Westwood in 1983 - Brent Martin photo.

for the BMW factory team and the 2003 24 Hours of Daytona in the SRP II 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's 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's 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! 



# Women In Motorsports (WIM)

## Women Supporting Women in All Aspects of Motorsports

We're a passionate group dedicated to increasing the active participation of women and girls in motorsports across British Columbia through the Confederation of Autosport Car Clubs (CACC). Our mission is to promote accessible opportunities, cultivate an empowering "I can" attitude, and support the development of both new and experienced female drivers.

Motorsports isn't just about being behind the wheel—it's a world full of exciting possibilities. Whether it's volunteering, autoslalom, vintage racing, road racing, officiating, ice racing, or karting, there's a role for everyone. We're creating an inclusive, welcoming, and safe space where women can explore their passions, build confidence, and connect with a strong and supportive community.

The race family is real—and it's powerful. Whether you're 16 or 60, we encourage you to give it a try. You'll be amazed at the sense of camaraderie that exists both on and off the track. Even as competitors, we lift each other up, celebrate the wins, and offer support through the tough moments. Lifelong friendships are formed at the track, united by a shared love for the sport.

**Ask us. Join us. Cheer us on.**

There's a place for you here—let's discover it together.





# 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](http://www.titaniumford.ca)



titanium.ford