

August
16-17, 2025

36TH ANNIVERSARY

RAIN OR SHINE
ON TRACK BY 9



Presented By:



Tom Johnston Memorial Weekend

Hosted by



Brent Martin Photos

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MOTORSPORTS CIRCUIT
MISSION, BC



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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 |
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| Secretary | Peter Valkenburg |
| Competition Director | Brett Payne |
| Membership | Mike Bailey |
| Web Site | Stanton Guy |
| BCHMR Chair | Gayle Baird |

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| | |
|--------------------------------------|------------------|
| 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 |
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| Photography and Media Relations..... | Brent Martin |
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Swift DB2 at Phoenix International Speedway for
team San Diego 1998.



Rawison 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 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

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



A black banner for Driver's Edge Autosport. At the top, the text "Driver's Edge" is written in a large, stylized font, with "Driver's" in yellow and "Edge" in red. Below this, the word "AUTOSPORT" is written in a smaller, white, sans-serif font. In the center, the text "Good Luck to all BCHMR Racers!" is written in white. Below that, the website "www.driversedgeautosport.com" is written in white. At the bottom right, there is a square QR code.

Chair's Welcome

I am so looking forward to
RACING with you!

WELCOME EVERYONE, to the 36th 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,

A handwritten signature of Paul Horn.

PAUL HORN
MAYOR

P.O. Box 20, 8645 Stave Lake St.
Mission, B.C. V2S 7Y7

604-820-3700 | info@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 Building
Victoria, BC V8V 1X4
Phone: 250-387-3309

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.

Tom Johnston (1941-2024), A Brief History

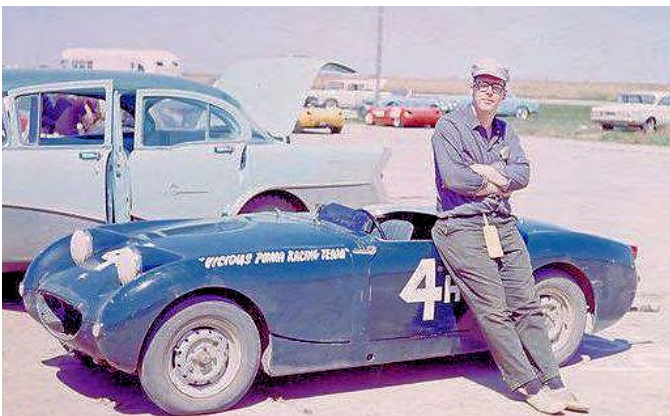


Edited by Vince Howlett from articles written by Brian Pratt & Brendan McAleer

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



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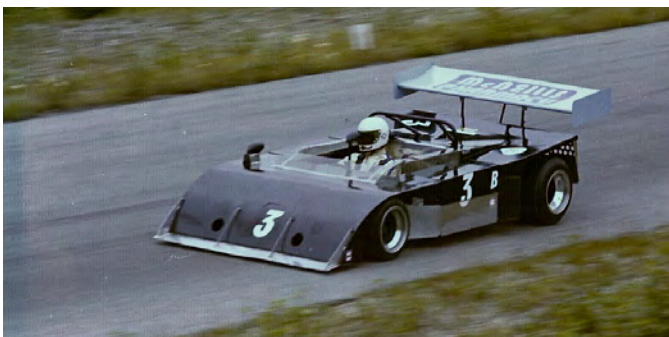
Continued From Page 7

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!. 



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

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

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.



Spridget race at Mission in August, 2024 - Brent Martin photo.

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.



Mazda Miatas racing at Mission on May 24, 2025 - Brent Martin photo.

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.

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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.



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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.

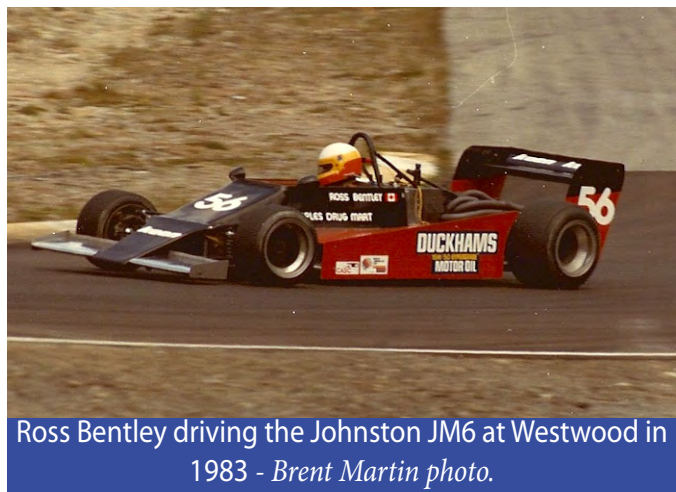


Ross developed his interest in racing at a very early age. His dad built and raced cars, and he started driving himself when he was only four! He won eleven amateur racing championships during his early career.

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.

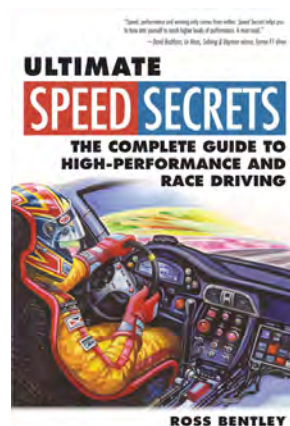
Ross switched to sports car racing in 1995, winning the 1998 United States Road Racing Championship GT3 class



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.



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