



VANTAGE

February 3, 2026

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2026 VRCBC Executive Etc.

President.....	Mike Bailey
Past President.....	Michael Zbarsky
Vice President.....	Aaron Robins
Secretary Treasurer.....	Gayle Baird
Directors at Large.....	Brett Payne
.....	Keith Robinson
Vantage Editor.....	Mike Bailey
CACC Vintage Discipline Director.....	Stanton Guy
BCHMR Chair.....	Gayle Baird
Membership Secretary.....	Mike Bailey
Photographer.....	Brent Martin

Vancouver International Auto Show

March 25 - 29, 2026

Volunteers Needed

****Sign up NOW****

We have a signup sheet on Doodle that you can use to choose your shift. Please ensure that you choose the correct club. Setup is the only one where the club doesn't matter. Please plan to show up 15 minutes early for your shift so that there is time to set up for the first shift of the day, debrief between shifts, organize materials, and shut down or hide equipment at the end of the day. As I write this, I'm working on the Doodle shift choices, which I hope to have sorted by the time you get this.

The sign up link is <https://doodle.com/signup-sheet/participate/df32629f-175d-4490-a42c-3285d0d614b5/select>. **Please try to sign up before February 8**, the sooner we can get the list in to the VIAS office the better.

As in previous years, if you arrive early and/or stay late, you can use your pass to look around the show.

Tickets to the show can be purchased in advance at <https://vancouverinternationalautoshow.com/about/tickets>. Current club members can get a **discount code** by contacting president@vrcbc.ca.

President's Pit

Hi everyone,

I hope you had a good January. The 2026 race season is coming fast, especially if you hone your skills competing on ice. I understand there is an Ice Cross event planned in the interior, and another one on Charlie Lake in the Peace Region.



Vancouver International Auto Show

ELEVATE
VANCOUVER AUTO SHOW

It is imperative that we have volunteers to help with the VIAS. Please sign up for a shift before February 8, as the show approaches, securing exhibitor passes becomes more difficult. I will send links to those who sign up soon to secure your exhibitor pass. Links are in the reminder on page 1 of this newsletter.

VRCBC History

I have two stories on VRCBC History this month: the first is a continuation of what I've been uncovering in past newsletters, and the other is a republished story from Gil Stuart.

Stories and Ideas Needed

Although I have a couple of articles in progress that need more research (and time), I would welcome more articles and ideas from club members. Do you have a car with some racing (or other significant) history? Perhaps even race adventures overseas (Ivan, I'm waiting for notes and photos on your travels).

Play safe and have fun. - Mike Bailey

Member Benefits Program

Remember to check our website for the latest Member Benefits (<https://www.vrcbc.ca/about/member-benefits-program>), including discounts on race gas, machining, and car parts. What discounts are you missing out on?

Get discounts from one of our supporters:



<http://www.alecsautomotive.com/>

We currently have 14 companies offering discount benefits. We want to expand the program by adding more companies willing to provide services and/or products to VRCBC members.

If you know of a company not currently on our list, please email their name and contact information to Patrick at pstewart@westerndriver.com for follow-up. According to our last member survey, 78 percent of members spend between \$5K and \$10K per racing season, underscoring significant potential for suppliers.



An Austin-Healey (driver unknown) followed by Bill Damm in an AlfaSS at the Westwood Histories July 23 & 24, 1988 – VRCBC Photo Archives

Meeting Schedule

The Vintage Racing Club of British Columbia (VRCBC)

Planned Meetings

- February 19, 2026 – *In-Person Destination Meeting at Jellybean - **RSVP** @ <https://forms.gle/kyo6M5ExgjsI9nNYA> by February 4 Midnight.
- March 19, 2026 – Tentative - Zoom
- April 16, 2026 – *Tentative In-Person Meeting (May be at Alyn Edwards' for his restoration shop tour; **RSVP** Required, as space is limited.)

Notes:

- The meetings are usually on the 3rd Thursday. Dates are subject to change.
- *Destination meetings require you to let us know if you plan to attend (RSVP), since space may be limited. Members and Guests accompanied by members only.**
- Whenever possible, we will include Zoom at the Rugby Club meetings for out-of-town members.

Destination Meeting Ideas Wanted

We need ideas for destination meetings! Would you like to organize a Go-Kart Get-Together? Do you know of a car collection where we could meet? A shop tour? Please contact Patrick Stewart with your ideas!

Meeting Minutes

The January meeting minutes should be reviewed before the next formal meeting in March. All 2026 meeting minutes are available at <https://www.vrcbc.ca/2026-meetings>.

The 2025 meeting minutes are available at <https://www.vrcbc.ca/2025-meetings>.

2026 Event Schedule

VRCBC



<https://vrcbc.motorsportreg.com>

- April 12 – REVS #1
- May 10 – REVS #2
- June 22 – REVS #3
- August 8-9, 2026 – BCHMR (REVS #4)
- September 13 – REVS #5
- October 3-4 – REVS #6

*Note: To collect Points in the REVS (Rivers Edge Vintage Series), you must:

- Be a current member of the VRCBC
- Display a REVS sticker on each side of the car (preferably on the bodywork behind the front wheel).

SCCBC

<https://www.sccbc.net/calendar/schedule>

- March 28-29, 2026 – Driver Training #1 Students: <https://msreg.com/SpringDT2026>
- April 10-11-12 – CACC #1
- May 9-10 – CACC #2
- June 21-22 – CACC #3
- July 18-19 – CACC #4 (**No** Vintage Grid)
- September 12-13 – CACC #5
- October 3-4 – CACC #6
- October 17-18 – Driver Training #2

SOVREN

<https://sovrenracing.org/schedule>

- May 1-3 — Spring Sprints - Pacific Raceways
<https://sovrenracing.org/spring-sprints/>
(Novice Day and Test-n-Tune on Friday)
- June 6-7 — Spokane Festival of Speed —
Qlispé Raceway Park
<https://sovrenracing.org/spokane-festival-of-speed/>
- July 3, 4, & 5 — Pacific Northwest Historics
(Featuring special guest Peter Brock and the Under 2.5 Trans Am Challenge)
- September 5-6 — Columbia River Classic
(Featuring the International Bugatti Grand Prix, including 20+ car Bugatti races!!)
- September 19-20 — Fall Finale

Knox Mountain Motor Sport

<https://www.knoxmtnhillclimb.ca/>

- May 16 & 17 — Knox Mountain Hill Climb*
<https://www.knoxmtnhillclimb.ca/content/drivers>
Volunteers: <https://www.knoxmtnhillclimb.ca/content/volunteers>

Vancouver International Auto Show

**March 25 to 29, 2026 at the
Vancouver Convention Centre West**

Canada Pl, Vancouver, BC V6C 3G3
<https://maps.app.goo.gl/57NWSW692fDz9XyW6>

Volunteer signup: <https://doodle.com/signup-sheet/participate/df32629f-175d-4490-a42c-3285d0d614b5/select>, or contact Mike Bailey: president@vrcbc.ca

Information: <https://vancouverinternationalautoshow.com/about/general-information/>

Membership**2026 New Members**

Please take the time to introduce yourselves to our new member if you haven't already:

- Rob Boznik
- Joe Lightfoot
- Gary Wlford

2026 Membership is Open

It is preferred that memberships be renewed through MSR, <https://msreg.com/2026-VRCBC-Membership>. However, a fillable PDF form is available from the membership secretary (membership@vrcbc.ca) and MUST accompany renewals and new memberships not made through MSR.

Mike Bailey
Membership Secretary
10916 112 Ave,
Fort St John, BC
V1J 6R7

CACC 2026 License Application

You can renew your CACC license at <https://caccautosport.org/forms>.

Next VRCBC Meeting

Thursday, February 19, 2026

**7:00 pm Pacific Time
In-Person @ JellyBean Autocrafters**

- Please RSVP immediately @ <https://forms.gle/kyo6M5ExgjsJ9nNYA> by February 4 Midnight.

**Guests must be accompanied by A
Current (2026) VRCBC member**

VRCBC Executive & Newsletter Editors, etc. 1997 to 2001

1997

President: Leigh Anderson
 Vice President: Alan Donaldson
 Secretary: Andrew Slater
 Treasurer: (until May) Lucienne Lehmann
 (From May 1997) Julia Slater
 Past President: David Roberts
 Race Director: Alan Donaldson
 Director at Large: Robert Barg

Newsletter Editor:
 (until end of June) Henry Lehmann
 (From September) Leigh Anderson

1998

President: (Until August 11) Art Brumpton
 (After August 11, 1998) Leigh Anderson
 Vice President: Alan Donaldson
 Secretary: Evan Williams
 Treasurer: Pat Anderson
 Past President: Leigh Anderson
 Race Director: Frank Chynoransky

Newsletter Editor: Leigh Anderson
 Newsletter Editor:
 (Starting in April 1998) Gil Stuart

*Liegh did a couple of issues of the Vantage while Gil was out of the country

1999

President: Alan Donaldson
 Vice President: Julia Slater
 Secretary: Evan Williams
 Treasurer: Gil Stuart
 Past President: Leigh Anderson
 Race Director: Frank Chynoransky

Newsletter Editor: Gil Stuart
 HMR Chairman: Leigh Anderson

2000

President: Mike Tate
 Vice President: David Roberts
 Secretary: Andrew Slater
 Treasurer: Gil Stuart
 Past President: Alan Donaldson
 Race Director: Hugh Archer

Newsletter Editor: Gil Stuart
 HMR Chairman: Mike Tate
 Official Photographers: Gerry Frechette
 Sue Pypers

2001

President: Tom Sproule
 Vice President: Andrew Davis
 Secretary: Perrin Hayes
 Treasurer: Ivan Lesner
 Past President: Mike Tate
 Race Director: Hugh Archer

Newsletter Editor: Gil Stuart
 HMR Chair: Ian Wood



Race Drivers Training put on by VRCBC at Westwood July 23 & 24, 1988 – VRCBC Photo Archives



VRCBC Rough History 1997 through 2001

One thing I discovered while reviewing old issues of the Vantage was that many of the newsletter's cartoons were drawn by Craig Ainscough.



November 1998 Vantage - Cartoon by Craig Ainscough.

The other thing I discovered was that, although, to the best of my knowledge, the club has always been referred to as the Vintage Racing Club of British Columbia, it was registered in Victoria as the Western Vintage Automobile Racing Club. At the May 11, 1999, meeting, a motion was passed to officially change the registered name to the Vintage Racing Club of British Columbia.

In 1997, it was suggested that executive commitment to start racing in earnest at Mission was lacking, with many still mourning the loss of Westwood and racing in US events. However, VRCBC was still putting on a couple of joint races with SOVREN, promoting air races at Boundary Bay Airport, and planning a

vintage grid as part of the festivities. There was a clear fear that if we promoted a race, such as the BCHMR, at Mission, we would 'lose our shirt'. Additionally, there is a suggestion that SCCBC was difficult to work with. Unfortunately, the VRC lost \$5,000 when the air races were cancelled. There was also a Test & Tune scheduled for August at Mission Raceway. The end-of-year AGM/Banquet celebrated the club's 20th anniversary. It appears that the winter found VRC working with CACC to create a new discipline, Vintage. This enabled us to develop rules and regulations that were more consistent with those of other major players in North America's evolving Vintage. Leigh Anderson was also working with SCCBC to have a Vintage grid at their races. To keep VRCBC relevant, the executive also continued to partner with SOVREN on two of their races.

The Vantage newsletter lost its editor, Henry Lehmann, due to increasing work commitments. Leigh Anderson took over production of the Vantage newsletter from October 1997 until March 1998, when Gil Suart stepped in as editor. Gil took time off to travel to Africa for a couple of months (July to late September), and Leigh took over again during that period.

Leigh was also looking into the opportunity to promote a grid at the Air Race at Boundary Bay Airport for the August 11, 1998, weekend. Apparently, that idea still had life; however, it was not to be. It was around that time that Leigh Anderson was appointed president since Art Brumpton had stepped down.

In the meantime, Leigh's efforts secured a Vintage Grid for the April 11, 1998, SCCBC race - VRCBC was back in the Racing game on its home turf! VRCBC had grids on a few other SCCBC/CACC weekends in 1998.

For unknown reasons, the AGM was moved from the end of November to February 1999.

Despite that, planning was underway for the First BCHMR at Mission, with support from SCCBC and SOVREN, who would provide entries and volunteer workers.

The VRC needed significant help organizing the first vintage race at Mission, but it was held on May 29 & 30, 1999 (almost 9 years after Westwood closed). Vintage Motorcycles were included in this event, along with a 'Tall Tyres' Group consisting of pre-war Vehicles. Alan Donaldson, in his Vantage report, thanked SCCBC, META, Leigh Anderson, Julia Slater, Gil Stuart, Evan Williams, and their helpers for their efforts in making the event safe and successful. However, 2 drivers were disciplined for 2 incidents that occurred on the first day of the event. A sound level of 95 dB was a significant issue for some, with loud cars requiring repairs to bring them below the maximum allowable limit.

In addition to the BCHMR, a vintage grid was scheduled for four of the SCCBC/CACC races in 1999.

Although vintage racing was again happening in British Columbia and VRCBC was a CACC member club, most members were still getting their licenses from VMC and SOVREN, so Gil Stuart wrote an editorial plea encouraging all members to get their licenses from CACC.



Around this time, Mike Tate suggested updating the club's logo; the result is shown at the bottom of the previous column. As far as I can tell, this was the first time the VRCBC officially had colour in their logo. I suspect Mike Tate had this created digitally so it could be used in either a word processor or desktop publishing software.

Over the winter of 1999 to 2000, while the VRC worked on Eligibility rules and detailed vintage regulations for CACC, the SCCBC lengthened the Road Course at Mission, officially named River's Edge Road Course at Mission Raceway Park. The new track length was 1.32 miles, and it was completed for the Historic Motor Races (HMR).

At the February Regular meeting, the VRC passed a motion to loan the Okanagan Auto Sports Club (OASC) \$1,000 towards paving the return road on the drag strip in an attempt to make a road course in the Okanagan.

The 2000 AGM followed the regular February meeting, and there was a minor shake-up of the Executive, with Mike Tate elected President. Mike indicated he would continue the previous executive's work in rejuvenating the club.

In March 2000, Mike Tate began setting up the VRCBC website, which was approved at the March 2000 meeting, marking our entry into the 21st century and the digital age.

In 2000, SCCBC scheduled vintage grids at 3 of its races run under CACC regulations; our HMR was held on the May 27 & 28 weekend. The HMR would also be a SOVREN points race. Sadly, rain fell in biblical proportions during the event, dampening spirits but not most participants' driving abilities. That said, there was at least one incident, and concerns about two drivers who had penalties assessed. It appears that Vintage Motorcycles were still

part of the HMR in 2000; they only did 'wet' laps behind a pace car. On the bright side, we had media coverage of the event. The 'Tall Tyres' group was also included. Sadly, despite about 100 entries before the event, rain kept many away, turning the 2000 HMR into a money loser. Another issue for some was the use of a different transponder system at Mission than at SOVREN events, which prevented laps and times from being recorded for some entrants.

In 2001, the AGM was pushed to March due to insufficient people willing to step up to take an executive position at the February 2001 AGM. The March AGM saw significant changes to the VRC executive, but all positions were filled.

There was much controversy in 2001 over eligibility (some wanted to move it from pre-1970 to pre-1975 cars) and the requirement to use transponders. For Transponders, it was decided they wouldn't be mandatory. Cars without transponders would not be timed or charted (due to a lack of manpower in the timing building), and uncharted cars would have to go to the back of the grid on a first-come, first-served basis. This probably made the race results somewhat inaccurate.

SCCBC had a vintage grid at three of their weekends, and our HMR was held on May 26 & 27, 2001. There was a reasonable turnout of vintage motorcycles and Tall Tyre (pre-war) cars, and a strong turnout of newer vintage cars.



A pace lap at Westwood July 23 & 24, 1988 – VRCBC Photo Archives

1999 Historic Motor Races

by Gil Stuart for Victory Lane and RPM Magazines

Mission Raceway Park, British Columbia

May 29 and 30, 1999

On May 29 and 30, 1999, after nine long years, the sights and sounds of vintage race cars and motorcycles was heard again in British Columbia. A fabulous and fun time was had by participants and spectators at the Vintage Racing Club of BC's first full weekend of racing since the closing of the famous Westwood circuit in 1990. The venue: Mission Raceway Park road course about 70 kilometers east of Vancouver and 18 kilometers north of the State of Washington's Sumas border crossing.

A total of 71 vintage and historic race cars in four race groups and 17 vintage motorcycles were enjoyed by everyone; and on Sunday, local car clubs brought a further 100 cars for show and parade laps. The weather was perfect with sunshine and a cool breeze; and the predicted flooding of the nearby Fraser River did not happen.

The Mission road course is 1.17 miles in length, has 7 challenging turns and is driven in a counterclockwise direction. Since the facility is fairly flat and quite compact, almost the entire circuit can be seen from the paddock and the spectator viewing areas. The fastest vintage race cars lap in a demanding 55 seconds - not much time to look at the guages.

VRCBC presented the event with assistance and support from the Sports Car Club of BC (which manages the Mission road course on behalf of the facility owners), the Motorsport Emergency Turnworkers Association and

vintage racers from Seattle's Society of Vintage Racing Enthusiasts. Volunteers from the City of Mission Community Services, Mission Big Sisters and Chilliwack St John Ambulance charities provided valuable assistance all weekend and received a portion of the gate for their efforts.

Track time was not available on Friday so activities were limited to registration, paddock set up and technical inspection followed by a beverages and snacks reception at a nearby hotel. Such a casual day in perfect weather set the tone for the event: low key, friendly and relaxing. Registration was painless and efficient. Each participant received a welcoming smile and commemorative golf shirt, poster and official program. Since the facility is quite compact, rigs and canopies were placed with care to ensure everyone a satisfactory spot. Any and all questions and requests were cheerfully handled at the Driver's Services canopy. Roving tech inspectors confirmed that individual vehicle and driver safety equipment met vintage racing standards.

Saturday race day started with orientation for those who were not familiar with pregrid, the hot pits and the track layout. Following a cordial driver's meeting, each race car group got four track sessions: a warm up, a qualifying, and 2 races. The vintage motorcycles got two sessions: mid morning and mid afternoon. Since there were no major incidents, activities were mainly on schedule. Accurate results were available at Driver's Services soon after each race. The public address system was effective and the announcers were interesting and knowledgeable. There were three concessions which offered a variety of inexpensive and high quality food.

A salmon and chicken barbeque held at the track Saturday evening for all participants, officials and track workers made for a relaxing

finish to a nearly perfect day. There was food aplenty including fantastic fresh fruit and vegetables obtained from a nearby farm; and fruit pies for desert. Vintage race events are not complete without good food and beverages.

On Sunday, each race group got three track sessions: a warm up and two races; and an opportunity to participate in VRCBC's famous relay race. The vintage motorcycles got two track sessions once again. About 100 vintage, historic and classic club cars took to the track at lunch time for parade laps. The schedule was efficiently implemented again on Sunday except the motorcycles were given extra track time because the relay race did not take as long as planned.

Congratulations to the race operations people in timing and scoring, at pregrid, at the start/finish line and all around the track for a superb job. Well done all.

Group 1 (Vintage and Formula Vee)

Each of the four Group 1 races had a different winner the tight circuit being ideally suited to the nimble Formula Vee cars. Fastest lap times were 61 seconds. First across the start/finish line in races 1 through 4 respectively were Mike Tate (VRCBC - Bobsy FV); Daryl Honigbaum (SOVREN - Zink FV); Mark Aker (SOVREN - Porsche Speedster); and Mike Stacey (VRCBC - Bobsy FV). Dave Phillips (VRCBC - AH 100-6) was very consistent among the front runners with three third place finishes.

Group 2 (Historic small bore)

Very close racing throughout the field of 20 Historic small bore cars saw two sedans win two races each. Fastest lap times were 59 seconds. First across the start/finish line were Jim Froula (SOVREN - Datsun 510; races 1 and 2) and Terry Flanagan (SOVREN - BMW 2002;

races 3 and 4). Tony Garmey (SOVREN - TR250K) was also very fast coming second twice and third once. Consistent David Winters (SOVREN - Volvo P1800) achieved 2 third place finishes.

Group 3 (Historic large bore)

Byron Sanborn (SOVREN - Goodman Corvette) ran from everybody in the Historic large bore group. Byron was first across the start/finish line in each of the four Group 3 races with lap times of 55 seconds. Art Brumpton (VRCBC - Corvette) had two second place finishes; Bill Cotter (SOVREN - Corvette) had a second and two thirds; Mark Adams (SOVREN - Jag XK140) had a second and a third; and Doug Yip (VRCBC - Tiger) one third place finish among otherwise consistent top six results.

Group 4 (Open Wheel and Sports Racing)

The four races for Open Wheel and Sports Racers was dominated by the three Formula Fords of the Lyford family and the Elva Mk7 of Thor Thorson. Lap times were in the 55 second range. Charles Lyford (SOVREN - Caldwell D9FF) had two wins; Chuck Lyford (SOVREN - WinkelmannFF) had a win and two second place finishes; and Laurie Lyford (SOVREN - Caldwell D9FF) had consistent top six finishes. Thor Thorson (SOVREN - Elva Mk7) had one win and consistent finishes in the top four.

Relay Race

A Relay Race comprising eight teams of four cars (one car from each race group) was run immediately after lunch on Sunday. Each car on the team was required to complete four laps prior to coming into the hot pits to pass an armband to the next car in the team. The first team to cross the start/finish line after all four cars completed four laps each was the winner.

The winning team consisted of Mike Stacey (63 Bobsy FV), Tony Garmey (67 TR250K), Doug Yip (67 Sunbeam Tiger), and Charles Lyford (70 CaldwellFF).

A Westwood tradition was continued at these Historic Motor Races. The driver of the first car across the start/finish line in each race received a personal laurel wreath. No other awards were made to drivers and crews for their efforts in bringing such a fine display of vintage and historic race cars back to the track in British Columbia. Such is the spirit of vintage racing: **the cars are the stars**.

By most measures, the 1999 Historic Motor Races were a success. The Vintage Racing Club of BC looks forward to presenting the event again in the year 2000.

Editor's Note

Currently I do not have any photos from 1999, in fact our archive only has photos from Brent Martin (basically what he has at <https://martinsactionphotography.smugmug.com>), an unknown photographer (1986 -1990 — I got the photos as part of the VRCBC Archives, which are incomplete), and a few I took as a turnworker in the late 1970's (the negatives are long lost and these photos aren't that great). If you have any VRCBC archives let me know, also I could use help scanning and archiving these in order to preserve them (training & guidance available).

president@vrcbc.ca

