

# VANTAGE

**March 17, 2026**

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## *2026 VRCBC Executive Etc.*

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

## *Next VRCBC Meeting*

***March 19***

***On Zoom***

**7:00 PM Pacific Time (Vancouver)**

**<https://us06web.zoom.us/j/5891047610?pwd=Yk15dUdmOWNpT>**

**Log in early for pre-meeting bench racing.**

## *Meeting Minutes*

The minutes of the January meeting & AGM should be reviewed before the next formal meeting in March. All 2026 meeting minutes are available at <https://www.vrcbc.ca/2026-meetings>. Please make note of any errors or omissions.

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

## Meeting Schedule

### The Vintage Racing Club of British Columbia (VRCBC)

#### Planned Meetings

- March 19, 2026 – Zoom  
<https://us06web.zoom.us/j/5891047610?pwd=Ykl5dUdmOWNpT>
- April 16, 2026 – In-Person Meeting at Alyn Edwards' for his restoration shop tour;  
**RSVP Required, to <https://forms.gle/545SvqYND9v1qzCc8> as space is limited. VRCBC members only – Guests must be accompanied by a member.**
- May 21, 2026 – Zoom  
<https://us06web.zoom.us/j/5891047610?pwd=Ykl5dUdmOWNpT>
- June 18, 2026 – TBC
- July 16, 2026 – Zoom  
<https://us06web.zoom.us/j/5891047610?pwd=Ykl5dUdmOWNpT>
- August 20, 2026 – TBC
- September 17, 2026 – Zoom  
<https://us06web.zoom.us/j/5891047610?pwd=Ykl5dUdmOWNpT>
- October 15, 2026 – Zoom  
<https://us06web.zoom.us/j/5891047610?pwd=Ykl5dUdmOWNpT>
- November 2026 – Annual Banquet – TBC
- No meeting in December.)

#### 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 we could meet at? A shop tour? Please contact Patrick Stewart with your ideas!

## Race Event Schedules

### VRCBC

- <https://vrcbc.motorsportreg.com>\* **For BCHMR Only**, See the Race Schedules page ([here](#)) on our website for our full season, including SCCBC weekends with a vintage grid.
- August 8-9, 2026 – BCHMR

\***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 - Instructors & Volunteers](#)
- April 10-11-12 – CACC #1 – [Practice Day-Race Event](#) – [Volunteers & Crew](#) – [Package](#)
- 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) <https://sovrenracing.org/pacific-northwest-historics/>
- September 5-6 – Columbia River Classic (Featuring the International Bugatti Grand Prix, including 20+ car Bugatti races!!) <https://sovrenracing.org/columbia-river-classic/>
- September 19-20 – Fall Finale <https://sovrenracing.org/fall-finale/>
- October 4 – Maryhill Loops Hill Climb <https://sovrenracing.org/maryhill-hill-climb/>

### *Knox Mountain Motor Sport*

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

- May 16 & 17 – Knox Mountain Hill Climb. **The entry list is full!** Contact [Taralynne Edwards](#) to get on the waitlist. **Volunteers needed**, go to <https://www.knoxmtnhillclimb.ca/content/volunteers> or contact Kimberley Krell at [knoxmountainvolunteers@gmail.com](mailto:knoxmountainvolunteers@gmail.com).

### *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>

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

Contact [president@vrcbc.ca](mailto:president@vrcbc.ca) for **discount tickets**.

### *All British Field Meet*



### **May Long Weekend**

<https://www.westerndriver.com/?p=16044>

### *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*

**Jellybean**  
AutoCrafters

Jellybean Autocrafters: On all quotes, please request the VRCBC member special labour rate.

Contact Ewald Penner 604 427 4167

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

We currently have 15 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@western-driver.com](mailto:pstewart@western-driver.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.

## *Membership*

### *2026 New Members*

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

- Rob Boznik
- Gary Welford
- Lawrence Quinn

### *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 ([mailto:membership@vrcbc.ca?subject=PDF Form Needed](mailto:membership@vrcbc.ca?subject=PDF%20Form%20Needed)) 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>.

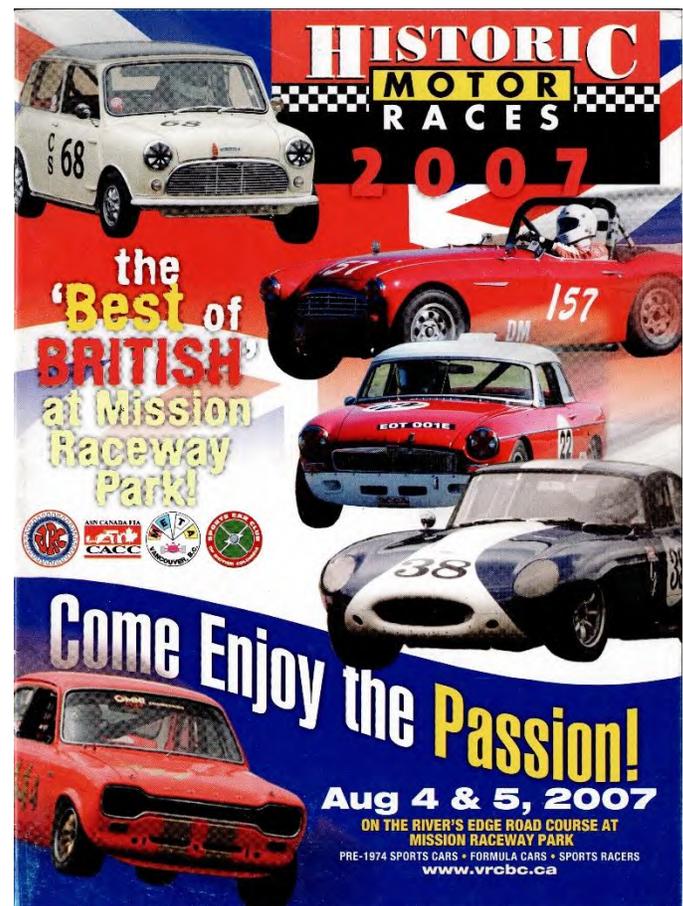
## *VRCBC Rough History 2007 to 2011*

*By Mike Bailey*

### *2007*

Ed Smart, a long-time Technical Inspector at both Westwood and Mission, passed away in June 2007. He left the CACC Ed Smart Legacy Fund.

At some point, Tom Johnston resurrected the Vantage and began publishing it again, with the first issue in Summer 2007. Tom did 2 issues of the Vantage that year.



2007 BCHMR Program Cover.

The 2007 HMR. Featuring the 'Best of British' at Mission Raceway Park, which happened on August 4 & 5. It appears to have been a

successful event; Certainly, I remember it as a highlight of the year as a Turnworker.



**June 3 Grid for the first of two vintage races that day. – Photographer unknown.**

The REVS (River’s Edge Event Series) had 5 events that year, with 17 cars appearing on the first vintage grid on June 3, 2007. This was the first SCCBC Volunteer Appreciation race weekend that I am aware of (and I still have my commemorative mug from that weekend.

*2008*

2008 saw another change to the road course at Mission Raceway Park, then known as River’s Edge. The image below shows the first proposal, with the Kink removed and a long sweeper replacing turns 7, 8, and 9. It was decided that cars could carry too much speed through the sweeper onto the front straight, so turns 7a & 7b were added to slow them down before the sweeper.



**River’s Edge Proposal 1 for 2008 track changes.**

5 SCCBC weekends in 2008 included REVS grids on Sundays.

The 2008 HMR, also known as Germania, featured former Porsche factory driver Kees Nierop as a guest. For more on Kees, go to <https://www.keesnierop.com/story-1>. I still remember Kees from the late 1970’s, Ice racing on Barnes Lake with his brother, both of them racing copper-coloured Datsuns. The ‘Germania’ results can be found at <https://www.vrcbc.ca/wp-content/uploads/VRCBC-Vantage-Summer-2008.pdf> on Page 4. The 2008 HMR also included a special FV race honouring Al Ores with 19 Formula Vees entered, 18 starting, and 15 finishing. Al Ores won that race.



**The 2008 program cover.**

There was a Germania skit at the BCHMR dinner Saturday evening, performed by Mike Tate and Ian Wood, available at [https://youtu.be/6RYocFzY-b0?si=8U\\_3jr3E6Nm0\\_ZOLH](https://youtu.be/6RYocFzY-b0?si=8U_3jr3E6Nm0_ZOLH) (my apologies for the sound quality; Sandy Meggyesi took it on her phone). Of

course, we can't forget the Germania song: [https://youtu.be/tvg8CsjlHms?si=7EszuYXS\\_wBCq75tM](https://youtu.be/tvg8CsjlHms?si=7EszuYXS_wBCq75tM) (video by Sandy Meggyesi). We also had a Sopwith Camel land on the front straight during the festivities. To see many of the Germania photos taken by the late Jo Proud, go to [https://meta.bc.ca/Members/PhotoGallery/2008/2008\\_vintage/2008\\_vintage\\_index.htm](https://meta.bc.ca/Members/PhotoGallery/2008/2008_vintage/2008_vintage_index.htm).

## 2009

I was invited to the VRCBC AGM in 2009, probably because I was president of META at the time, and I ended up joining the club in March of that year. I remember the AGM being held in the Car Barn behind Evan Williams' house in a meeting room/office on the second floor. I remember there being some contention at that meeting, as there was debate about making it mandatory to use a dual-circuit master cylinder on all vintage race cars running at River's Edge. I believe it was Roger Flescher who had a brake failure the year before, going into turn 1 due to a hydraulic leak, narrowly avoiding a catastrophe as he drove straight through to turn 3 and into the Drag Strip run-off gravel before coming to a stop. Many of the racers at that meeting felt it was an unnecessary change and that switching to aftermarket dual-circuit brakes would devalue their cars.

The Historic Motor Races were held on July 18 & 19, with a practice day on July 17<sup>th</sup> in 2009.

The Westwood50 was a great success with 125 entrants and a gate of a few thousand spectators.

I can attest to the full paddock for the WW50, as the 1971 Datsun 510 I had helped Mark Finniss build for the Datsun Radial Challenge class at Westwood was one of many cars outside the fence (where spectators usually park) with lots of other entrants.

# Westwood50

## MOUNTAIN HIGH RACING



**July 17, 18 and 19, 2009**

The Sports Car Club of British Columbia and the Vintage Racing Club of British Columbia jointly announce an event to celebrate the opening day of the legendary Westwood Racing Circuit fifty years ago in 1959.

The celebration event will consist of a special three day running of the Vintage Club's annual Historic Motor Races as well as a variety of social events and displays of cars of Westwood history and other memorabilia.

The event will run on the weekend of July 17, 18 and 19, 2009 at the River's Edge Road Racing Circuit at Mission Raceway in Vancouver suburb of Mission British Columbia. A gala dinner is planned for the Saturday evening.

[www.westwood50.org](http://www.westwood50.org)

**Westwood50 ad that was circulated to many publications promoting the event.**

Mark thought the HMR was too expensive to enter, so I entered him on my dime, wanting very much to see the car run (I remember the registrar, the Honourable Judge Donaldson, wondering why I entered the car rather than the driver). Sadly, the 510 never finished a race that weekend because we burned/holed a piston on Saturday during practice. We missed the WW50 dinner because we were repairing the motor. Sunday gave the car a DNF for the same reason. Later, after a bit of diagnosis, we found a lump of clear silicone in the stock Hitachi 2-barrel float bowl. Apparently, it would float into one of the jets under open throttle, causing the mixture to lean out, then float back into the float bowl at closed throttle when fuel flow stopped. I could not figure out how the silicone got into the carburetor in the first place, as when I had originally rebuilt the carburetor with the jetting used at Westwood, I

was extremely careful to keep all the parts on a clean, white, lint-free cloth. Unbeknownst to me, Mark had noticed that, in error, I'd switched the secondary and primary jets around and swapped them back to the correct positions on a dirty workbench (unusual for Mark, as he is usually fastidious).



The artwork for the Westwood50 dinner placemats is from a watercolour painting by Isobel MacLaurin (June 17, 1931 - February 12, 2024), modified by Mike Bailey. The placemats were printed on ivory coloured stock.

## 2010

In 2010, Stanton Guy unveiled the new Word-Press-powered website, which is still used today. The Webmaster before Stanton was Michael Zbarsky. The first REVS race of the year was thin on the ground, although Canadian Entries were up, US entries were down. Things were Bleak for the BCHMR entering 2010, with the US being in a recession, and the Canadian dollar at Par. Jaguar turned 50, so I'm sure that was part of the 2010 BCHMR Theme, and the first year it was called the 'British Columbia Historic Motor Races,' and if memory serves me correctly, converted the previous HMR logo to vector graphics from Raster (pixel based) image and added the 'British Columbia' to the top at Tom Johnston's direction.

2010 BCHMR Poster, probably designed by Mike Tate.

The honoured guests at the 2010 BCHMR were Frank Allers, George Chapman, Taisto Heinenon, Tom Johnston, and Walter Wolf. There was a flyover of a World War Two Harvard Aircraft to remind us of the airport-racing roots of our sport.

## 2011

In 2011, the VRCBC eligibility rules were re-written to be compatible with CACC. Tom Johnston's press release in early 2011 states, "In essence, production-based sports cars and sedans up to 1974 are now accepted. Purpose-built sports racing and open-wheel (monoposto or formula) cars with documentable racing

history are to be accepted up to 1990. Specific details will be included in the event supplementary regulations." At the time, some of us 'younger members' felt that this was a big move forward.



2011 BCHMR program cover

The BCHMR was on June 11 & 12, 2011 and featured Canadian Racing Legend Bill Sadler driving the Sadler Formula Junior, which VRCBC member Myles Winbigler owned at the time.



Canadian Racing Legend Bill Sadler Drives the Sadler Formula Junior – Brent Martin photo.



Behind the Sadler Formula Junior: Mike Currie, unknown, Tom Johnston, Hugh Archer, with Bill Sadler in the car – Brent Martin photo.

Here is Tom Johnston's summary of the 2011 BCHMR:

*"Well, the BCHMR is over, and a pretty good one it was! If we could just attract about 20 more entries, it would be perfect."*

*One of the highlights for me was meeting Bill Sadler. I can remember as a young man reading about Sadler and his cars in Canada Track & Traffic magazine. Many thanks to Myles Winbigler for making his Sadler Formula Junior available to us for the weekend."*

In 2010, 41 Club members earned REVS points. In 2011, the number increased to 48, and we finished the season well, with 20 Vintage entries on the Children's Charity Grand Prix weekend and 18 for the last weekend. That said, it was clear that the economic situation in 2011 was affecting the number of events our club members attended.

The annual VRCBC Gala in 2011 was held on the evening of November 19 and, thanks to Gayle Baird, was piggybacked on the CACC Fall General meeting the next day at the same venue.

*VRCBC Executive, etc. 2007 – 2011***2007**

President: **Evan Williams**  
 Vice President: **Ian Wood**  
 Secretary: **Jim Latham**  
 Treasurer: **Rachel Nelson**  
 Past President: **Dave Williams**  
 Race Director: **Bob Barg**

Newsletter Editor: **Tom Johnston**  
 Membership: **Rachel Nelson**  
 HMR Chair: **Ian Wood**

**2008**

President: **Jim Latham**  
 Vice President: **Leigh Anderson**  
 Secretary: **Wes Stinson**  
 Treasurer: **\*Rachel Nelson,**  
 followed by **Solomon Nordine**  
 Past President: **Evan Williams**  
 Race Director: **Ivan Lessner**

Newsletter Editor: **Tom Johnston**  
 Membership: **\*Rachel Nelson,**  
 then **Stanton Guy**  
 HMR Chair: **Ian Wood**

\* Members Rachel & Andy Nelson moved to Ontario early in 2008, so Rachel stepped down from her two roles. The Nelsons kept up their memberships until the end of 2012.

**2009**

President: **Jim Latham**  
 Vice President: **Leigh Anderson**  
 Secretary: **Wes Stinson**  
 Treasurer: **Solomon Nordine**  
 Past President: **Evan Williams**  
 Race Director: **Ivan Lessner**

Newsletter Editor: **Tom Johnston**  
 Membership: **Stan Guy**  
 HMR Chair: **Ian Wood**

**2010**

President: **Jim Latham**  
 Vice President: **Stanton Guy**  
 Secretary: **Tedd McHenry**  
 Treasurer: **Bruce Jamieson**  
 Past President: **Evan Williams**  
 Race Director: **Alan Harvey**

Vantage Editor: **Tom Johnston**  
 Membership: **Stanton Guy**  
 BCHMR Chair: **Ian Wood**

**2011**

President: **Stanton Guy**  
 Vice President: **Denis Repel**  
 Secretary: **Tedd McHenry**  
 Treasurer: **Bruce Jamieson**  
 Past President: **Jim Latham**  
 Race Director: **Alan Harvey**

Vantage Editor: **Tom Johnston**  
 Membership: **Stanton Guy**  
 BCHMR Chair: **Tom Johnston,**  
 with support from **Jim Latham**  
 & **Alan Harvey**

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# HAGERTY®

## CLASSIC CAR INSURANCE

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*2026 CACC Spring Meetings**Vintage Discipline Meeting*

The CACC Vintage Discipline Meeting is on **Wednesday, March 18, at 8:00 PM** on Zoom. 2026 CACC Licence holders will have the details emailed to them, and you **MUST have a 2026 CACC Vintage licence to vote**. Any guests wanting to attend, please contact Stanton Guy at [vintage@caccautosport.org](mailto:vintage@caccautosport.org) for the link.

***Other CACC Discipline Meetings***

You must be a 2026 CACC license holder in that particular discipline to vote.

Discipline	Date and Time
Autoslalom	Monday, March 9, 7:00 PM
Ice Race	Monday, March 9, 8:00 PM
Officials	Wednesday, March 18, 7:00 PM
Race	Monday, March 16, 8:00 PM
Time Attack	Monday, March 16, 7:00 PM

If you wish to attend one of these meetings, contact me ([president@vrcbc.ca](mailto:president@vrcbc.ca)) for the link. CACC license holders should already have the links emailed to them.

***CACC General Meeting***

The CACC Spring General Meeting is on Saturday, March 21, at 10:00 AM. 2026 CACC license holders should already have received the Zoom link for this meeting.



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

Member discount at all BC stores: **Abbotsford, Chilliwack, Coquitlam, Kamloops, Kelowna, Langley, Nanaimo, Prince George, & Victoria.**



[Bent Wrenches Autoservice:](#)

***Stanley Park Grand Prix***

***By Tom Johnston***

Reprinted from the [Winter 2007-2008 Vantage](#). This was an excerpt from Tom Johnston's book, *Sports Car Road Racing in Western Canada*

Most Vancouver motor sport fans will remember, years ago, seeing Stanley Park Grand Prix bumper stickers. Most think of the Stanley Park GP as an urban legend, a fable or a joke. In fact there were at least three (or more) serious efforts at implementing some kind of organised racing in the park.

The most recent attempt, which was in the late 1990s, involved the Vintage Racing Club of British Columbia (VRCBC) and might have been more of a parade of vintage cars than an out and out race track. This event was to be based upon the very successful Pittsburgh Schenley Park Vintage Grand Prix in the US. VRCBC had been on the lookout for somewhere to run their annual historic weekend since the closure of Westwood. The group were unable to gain permission to run it in Stanley Park.

Tony Morris, a long time BC racer and motor-sport official, recently told me the remarkable story of the Canadian Grand Prix. In 1978 a group of Canadian motor sport officials and sponsors were seeking a new site for the Canadian Grand Prix that had been run at Mosport near Toronto and at Le Circuit Mont-Tremblant (north of Montreal) since 1967. The roads in Stanley Park looked to offer a perfect setting. The Mayor of the day, Art Phillips, was seemingly interested and the project looked likely to proceed. Then disaster struck: A well-known young playboy and heir to a major Vancouver retail chain was killed one night when he crashed his Ferrari while driving (probably quite quickly) through Stanley Park. This effectively finished the project. I discussed this

story with George Chapman, who was on the Board of CASC that year. George confirmed the story, and said that he recalled the plan. There were other attempts for alternative GP venues, including a major street circuit in Montreal. Ultimately, the present permanent home was built in Montreal, at Le Circuit Gilles Villeneuve, on an island in the St. Lawrence River.



The earliest plan to use Stanley Park for race events was reported in the November 20, 1954, issue of the Vancouver Sun:

*The sports car club is hopeful of overcoming what they think is unfair prejudice towards their plan of using Stanley Park for a race route.*

*Golden Gate Park in San Francisco has been used for racing by the Sports Car Club of Southern California with the full blessing of the City Council and the Park Board. The SCC of B.C. hopes that they can make similar arrangements here.*

*"The course is a natural," says President (Jim) Rattenbury. "We have made a thorough study of the situation and the layout of park and have mapped out a tentative road plan 2.1 miles long around Brockton Point which would not interfere with the usual traffic on the rest of the park."*

*Crowd control, says the club president,*

*would be the main point of safety measures. Ample guards at all vantage points would prevent any crowding.*

*"We estimate that we would be able to draw 20,000 spectators on a good summer weekend - which would net \$10,000 for a charitable organization" says Rattenbury.*

Like the other two plans, this one never did come to fruition. Optimistically, the SCCBC included the Stanley Park Race on their annual schedule for 1954 as a tentative event on July 17 or 18.

### *Brent Martin*

*Many of you are familiar with Brent Martin's photos. He has been a great supporter of the Vintage Racing Club. I'd like to remind you all that his photos are available at reasonable prices on his site, <https://martinsaction-photography.smugmug.com>. Please support him as he has supported us, and please buy photos of your car or your favourite car(s) from him. Remember that it is a copyright infringement to print copies of his photos from this newsletter or other places on the internet.*



<https://www.napacanada.com>

**VRBC Member Discounts on all Products at BC stores (See the back of your membership card for account number).**

*Photos from the 2003 HMR*

*Photographer Unknown (Mike Tate?)*



Tom Johnston is talking to spectators while Marty Knoll works on the Johnston Formula Atlantic.



Jim Latham having problems with his Volvo Canadian



A Ferrari 512M, serial number 1008



Terry Hollinger's 1965 Ford Shelby GT 350 Mustang - Ex Tommy Hamilton car raced at Westwood



Nick Woodhouse had some tough times in his Lotus 7



George Chambers is giving the chequered flag