



VANTAGE

July 14, 2026

Contents

2026 VRCBC Executive, Etc.....	1
VRCBC's Social Media Accounts	1
Next VRCBC Meeting.....	1
July 16 at 7:00 PM	1
VRCBC Trailer Needed.....	2
Field of Dreams Car Show.....	2
BCHMR Spectator Tickets.....	2
Meeting Minutes.....	2
Pacific Northwest Historics.....	2
Glenn David Woloski.....	2
September 12, 1963, to July 5, 2026	2
Information collected by Mike Bailey.....	2
From Michael Nau	3
From the GoFundMe page	4
The start of 'Vantage'	5
By Brian Johnston	5
Event Schedule	6
VRCBC	6
SCCBC.....	7
SOVREN	7
Meeting Schedule.....	7
The Vintage Racing Club of British Columbia (VRCBC)	7
Destination Meeting Ideas Wanted	7
Member Benefits Program.....	8
Get discounts from one of our supporters	8
Membership.....	8
2026 New Members.....	8
2026 Membership is Open	8
CACC 2026 License Application	8
Photos from Our Third REVS of 2026.....	9
Sunday, June 21, 2026	9



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
Website Editor	Stanton Guy

VRCBC's Social Media Accounts



[Facebook](#), [X](#), [Instagram](#), [YouTube](#).

Next VRCBC Meeting

July 16 at 7:00 PM

Train Wreck Brewing

3044 St Johns St, Port Moody, BC

Please let me know (president@vrcbc.ca) as soon as possible the **number in your group** if you plan to attend, so we can be sure enough space is reserved. Guests and spouses are welcome, but we already have several members committed with guests.

VRCBC Trailer Needed

Yes, we are still looking for a water-tight trailer suitable for storing our club assets. A small cargo trailer would probably work. We will be storing items such as the tent we plan to purchase for displays at shows where we promote the club, along with all the banners, other paraphernalia, and printed materials that accompany them. Contact an executive member with leads.

Field of Dreams Car Show

If you know anyone with a collector car or motorcycle, let them know that they get in free if they bring it to our Field of Dreams at the BCHMR. They can register at:
<https://2026-fod.eventbrite.ca>.

BCHMR Spectator Tickets

2026 BCHMR spectator tickets are available at:

https://2026_BCHMR.eventbrite.ca

Meeting Minutes

The minutes of the June meeting should be reviewed before the next formal meeting in July. All 2026 meeting minutes are available at <https://www.vrcbc.ca/2026-meetings>. Please make note of any errors or omissions, and if you can't attend the next meeting, send them to the executive.

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



Contact Bernie: bentwrenchesautoservice.com

Pacific Northwest Historics

Several of our club's members were down at SOVREN's Pacific Northwest Historics, and most seemed to enjoy themselves despite Sunday's incident that resulted in the death of a driver from BC, Glenn Woloski (more on Glenn elsewhere in this newsletter). As I write this, little reliable information is available, and I don't want to risk spreading unsubstantiated rumours (there are a few floating around). You can also check the [Kent Reporter](#) for information.



<http://www.driversedgeautosport.com>

Contact Frank at (604) 298-5575

Glenn David Woloski

September 12, 1963, to July 5, 2026



Glenn David Woloski, Racer & Rock Climber –
photo supplied by Michael Nau.

Information collected by Mike Bailey

Glenn David Woloski, 62, of Garibaldi Highlands (part of Squamish), BC, died in a racing

incident while driving his 1979 Van Diemen RF79 during this year's Pacific Northwest Historics at Pacific Raceways in Kent. Glenn was a recently retired HVAC installer. When he was not racing, he was likely rock climbing.



Glenn in his 1979 Van Diemen, at 2024 Pacific Northwest Historics at Pacific Raceways – Photo by Brent Martin (Editor's note: Brent was probably standing right beside me while I was the yellow-flagger when he took this photo).

Glenn got his start in motorsports with Auto Slalom in 1981, then moved up to Solo II and, for 7 years, ran a sedan in solo events from Vancouver to California. He became a member of the SCCBC (Sports Car Club of BC) and remained a member until 2022. At that time, his occupation at that time was listed as a Gasfitter/Heating Contractor. As a novice in 1984, he raced an Austin Mini at Westwood. In 1987, he was Competition Chairman for the Columbian Autosport Club. In 1988, he finished third in the 1988 Honda/Michelin Series West. He clinched the 1989 Honda/Michelin 'A' Series West championship in the September 3, 1989, Calgary, Alberta, race in his Can-Pet/Quick Mart-sponsored Honda Civic, a race that proved he was the deserving champion. For more details, see the September 1989 issue of the Pit Pass (SCCBC's newsletter) at <https://www.sccbc.net/pitpass/>. Glenn also won the SCCBC's Roy Shadbolt Memorial Trophy in 1989, awarded to the driver & SCCBC member who achieved the most success in professional events that year.

It appears Glenn also ran a Van Diemen RF88 in the 1990 Canon/Yokohama Challenge series. Of interest to our local racers, the first race of that series was at the old Westwood "Mountain High Racing" track. By 1993, his car was listed as a "Vanloksi" in the F1600 Hankook Challenge.

In 2023, he became a member of SOVREN and started competing in the Emerald Cup Formula Ford Series. He also ran in SCCA (Sports Car Club of America) races from 1984 to 2026 (and I assume was also a member of SCCA). In June of 2022, Glenn raced a Van Diemen in an NWFC race at Mission, and later that year in Seattle.

Some of the cars he raced include Mini GT 5, Honda-Michelin, Formula Ford, and Spec Racer Ford. He acquired the 1979 Van Diemen from California in 2023.

For more photos and information, search for Glenn Woloski on the Canadian Motorsport Historical Society website (<https://www.motorsporthistory.ca>).

From Michael Nau



Glenn Woloski (center) First place in the Emerald Cup Fall Finale Club Ford – photo supplied by Michael Nau.

Glenn Woloski was a member of SOVREN since 2023. His first race with SOVREN was the 2023 spring sprints. In Qualifying, he placed 15th out of 16 cars due to some mechanical issues. Not a glorious start for someone who would soon be running at the front of the pack. A DNS for the first race of that weekend, but by the second race he was in for the full race and turned a respectable sub-1:35 lap. By the Fall Finale in 2023, Glenn had improved and finished first in the weekend's second race. 2024 saw Glenn participate in more events and further from his home in Squamish, British Columbia. At the 2024 Spring Sprints, Glenn finished first in 4 of the 5 races. Because of his racing skills, he was now a force to be reckoned with. His personal best lap at Pacific Raceways was 1:29.730, which is fast no matter what group you run with. Glenn frequently traveled South to Run with the Crossflow Formula Fords at Sonoma and Laguna Seca. He was well respected by his fellow racers at any track he showed up to. And he would always show up with his white van pulling his trailer. He would often stay at the track with his wife, Yuko, by his side. He was passionate about racing, and it showed. His wife mentioned that he missed several of her birthdays and some of their anniversaries because they fell on race weekends.

He was also passionate about climbing. In his hometown of Squamish, he was part of a group that climbed regularly, often developing and marking new routes up difficult sections. Not surprisingly, he was as respected by that community as he was in the racing community. Glenn was born September 12, 1963, in Vancouver, Canada.

From the GoFundMe page

<https://www.gofundme.com/f/help-the-family-of-glenn-woloski-get-across-the-finish-line>

If you knew Glenn Woloski, you are likely a better person for knowing him. If you did not

know him, you missed out on knowing one of the greatest humans on the planet.

Glenn was passionate about racing in his race car. And he was good at it. He did his own maintenance. He travelled to races all up and down the West Coast. He raced with multiple groups and made friends in every paddock he went to. He brightened every track he went to, often with Yuko by his side. He was a joy to be with both on and off the track.

Glenn was a fixture in the Formula Ford world with his Van Diemen and his white van pulling his trailer to as many racing events as possible. Yuko shared that he missed her birthday on numerous occasions as well as their anniversary because there was a race that weekend. That just shows how committed both he and Yuko were to be racing Formula Ford.

He was also an avid Rock climber with a group in his hometown of Squamish, BC. Glenn retired about a year ago but still found time to help any neighbour who needed help. Often, they would have to force him to take money for the work he had done for them. For Glenn, it was about his community, be that racing, climbing, or just a person in need.

Sadly, on July 5, 2026, Glenn passed away after an on-track incident. The process, cost, and logistics of returning Glenn home across the border, as well as the costs for his final resting place, are formidable and something the family should not have to bear.

There are likely a dozen other expenses that we are not even aware of after an event like this.

If you knew Glenn, or if you love motorsports the way he did, please send in a donation to help him get to that final pole position. We all accept that there are risks to this sport we love, and when one of our own falls on the other side of those risks, it is upon us to take care of him or her.

Glenn was one of us. Let's make sure that Glenn, his family, his friends, and anyone who reads this knows that we are one and we take care of our own.

The start of 'Vantage'

By Brian Johnston

I was more than the editor. I was "Yrs Trly," and I wrote 'RUMERZ'. I was the writer, the race-coverage photo-journalist, the printer, the publisher, and the distributor: a one-man show.

At our formative first meeting, I was nominated for the executive position that Miles was elected for. I had declined the nomination and advised the assembled throng that I could contribute more by putting together a much better-than-average, truly informative newsletter that would help retain membership and encourage newcomers to our brazenly bold throng of defunct old race-car drivers. And, as you know: I was right. I served in that role from start-up until 1980. I had to step back because I was under contract to a Toronto architectural and engineering firm and had to relocate.

Miles Fenton and I shared drawing the original cartoons. We plagiarized nothing, ever. Getting photos was always a challenge, so I was the photographer, paying out of pocket for film and processing. I personally paid for all the printing because the club has no budget for a newsletter, particularly not one that was properly pasted up and professionally printed on quality paper with Kromekote cover stock, bound and stapled.

No Gestetner-copied quick-and-dirty newsletters for our members. No ten-cent-a-page photocopies either. The best. Or nothing.

And yeah, even full colour covers. The club couldn't begin to afford the monthly expense of 'Vantage'. And yeah again: I named the publication. And for the formative years, I paid to produce 'Vantage' out of my own pocket.

I believe the treasurer eventually helped subsidize it, but 'Vantage' was my baby. I never let the guys down and always have them unexpectedly more than a proxy mere "newsletter". They got a 'member's journal' worth saving. And that was my objective.

And, knowing an editor doesn't get elected, I knew I would be in that voluntary role for the long haul: exactly as I anticipated in that first pivotal meeting.

You, I'm certain, fully comprehend what I'm talking about. The old die-hards are gone. Of the founders, I suspect only David Birchall and 'Yrs Trly' are still around.

Three FYIs

1. "Back in the day," I raced a 1960 Lotus Elite Series-2 SE under Jack Wheeler's "Lotus Team Canada" banner, at Mosport. Jack was the proprietor of Autosport Equipment Ltd., in Cooksville, Ontario. Jack was the exclusive Lotus distributor in Canada back then. His racing team members got parts and service at cost back then. Jack lined up sponsors for us. Mine were Dunlop Tires and Champion sparkplugs. Our team consisted of Jack Boxtrom racing his unpainted aluminum Lotus-6; Bob Downey racing his Lotus-7, or a Lotus-16; Pete Ryan had a Lotus 15; and Max Narrier raced an Elite SE like mine. That was "Lotus Team Canada" in the early 'sixties. I'm 83 now, and most likely the last one still standing.

I started racing at sixteen, in 1959, at Green Acres near Goderich, and Hare-

wood, near St. Catharines, before Mosport opened in June '61.

My first race car was an MG-TC that Wheeler helped me shoehorn a TR2 engine and gearbox into. It ate a half-shaft and DNF.

2. In our first race at Westwood, I drove my Arnold Special; Miles Fenton was in his MG-ND; Ray Cook had a 289/305 Ford Cobra; Jack Fox had a Lancia; Birchall had the Climax Special; Bob Nicholson had his 300SL, and his son drove an MG-TD, Peter Price was in a hairy Allard J2X; we had Phil Esworthy in his XK150 Jaguar coupe; and Doug Lupton drove an MG-TC. The SCCBC adamantly insisted that we grid not less than eight cars. It was close, but we pulled it together.
3. I raced our last race at Westwood too, in my RHD 1961 XKE competition coupe. It's still in the family. My son Frazer is re-restoring it.

And More

I raced as a member of the VRCBC at Westwood; Seattle International Raceway; Portland International Raceway; and Laguna Seca Raceway. The cars were the Arnold Special; the Mistral Special; the ex-Innes Ireland ex-Le Mans Lotus Elite; and the RHD E-Type coupe.

Like everyone else, I have loads of great racing memories. So, I won't bore you further.



Burnaby, BC – engine rebuilds – contact Alec at (604) 876-7111 – <https://alecsautomotive.com>

Event Schedule

VRCBC

<https://vrcbc.motorsportreg.com>*

2026 Vintage Race Results:

<https://www.vrcbc.ca/race-results/2026-season>



British Columbia



August 8-9, 2026 – Titanium Ford BCHMR

– Spectators: <https://www.bchmr.ca/spectators>

– Drivers: msreg.com/2026VRCBCHistorics

– Volunteers & Crew:

msreg.com/2026BCHMRVolunteers

– Event Package/information:

<https://www.bchmr.ca/information/entrant-info>



See SCCBC for Sunday Vintage Grids on their weekend **OR** <https://www.vrcbc.ca/2010->

[calendar/events-calendar.](#)

***Note:** To collect Points in the IWE 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>
Results: <https://www.sccbc.net/racers/results>

July 18-19 – CACC #4 (NO Vintage Grid)
September 12-13 – CACC #5 (Vintage Grid on Sunday, September 13)
October 3-4 – CACC #6 (Vintage Grid on Sunday, October 4)
October 17-18 – Driver Training #2

SOVREN

In case you missed the news, for 2026, SOVREN warmly invites our **Canadian friends** to come down and race with us at **par entry fees**. Yep, this means that you'll pay the U.S. dollar amount in Canadian dollars to race with SOVREN this year.

To make this simple for everyone, this will be done with a coupon at MSR. For Spring Sprints, it will discount your entry by US\$155. The coupon code is now available on the [MSR registration page](#).

We missed many of our Canadian friends in 2025 and hope to see you at the track in 2026.

<https://sovrenracing.org/schedule>

September 5-6 – Columbia River Classic (Featuring the International Bugatti Grand Prix, including 20+ car Bugatti races!!) – [Details](#).

September 19-20 – Fall Finale – [Details](#).

October 4 – Maryhill Loops Hill Climb – [Details](#).

Meeting Schedule**The Vintage Racing Club of British Columbia (VRCBC)****Planned Meetings**

Meetings are at 7:00 pm unless otherwise stated.

July 16, 2026 – Train Wreck Brewing
[3044 St Johns St, Port Moody, BC](#)

August 20, 2026 (Cancelled)

September 17, 2026 – Zoom*.

October 15, 2026 – Zoom*

November 2026 – Annual Banquet – TBC

No meeting in December.)

*** The link for Zoom meetings will be emailed to members before Zoom meetings. [Guests may request the link.](#)**

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-To-

gether? Do you know of a car collection we could meet at? A shop tour? Please contact Patrick Stewart with your ideas!

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



<https://www.lordco.com>

Contact membership@vrcbc.ca to create or connect your Lordco account to our discounts.

We currently have 17 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 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.

High Performance Engines

4329 Buchanan St, Burnaby, BC
- engine machining -
Contact Dave at (604) 299-6131

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
John Madsen

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>.



<https://www.iwerearendsonly.com/>

Contact Ian at (604) 433-4717

*Photos from Our Third REVS of 2026**Sunday, June 21, 2026**Photos by Brent Martin*

Paul Haym (22 grey & blue) in his 1971 BMW 2002 at Mission Raceway Park.



Ian Wood (24 white) in his 1969 Volvo 142S, nicknamed 'Sven', at Mission Raceway Park.



Steve van Meel (43 black) in his 1991 Chevrolet Camaro at Mission Raceway Park.

More photos from the June 21 weekend are available from [Brent Martin's website](#) at [2026 SCCBC Race #3 \(Vintage Group\)](#). Open-wheel cars will be under [2026 SCCBC Race #3 \(Open Wheel/Legend Group\)](#).



Jon Wright (45 red) in his 1990 BMW 325 (E30) at Mission Raceway Park.



Gayle Baird (75 green & white) in her 1991 Honda Civic at Mission Raceway Park.



Stanton Guy (78 orange) in John-Paul Skinner's 1990 Mazda Miata at Mission Raceway Park.



Byron Meston (510 blue) in his 1969 Datsun 510 at Mission Raceway Park.



Gary Welford (512 orange) in the Welford's Pontiac Grand Am at Mission Raceway Park.



Gayle Baird (75, green & white) in her 1991 Honda Civic, followed by Byron Meston (510, blue) in his 1969 Datsun 510, at Mission Raceway Park.



Paul Haym (22 grey & blue) in his 1971 BMW 2002 at Mission Raceway Park.



Steve van Meel (43 black) in his 1991 Chevrolet Camaro at Mission Raceway Park.

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.