SPECIAL EDITION WESTERN DRIVER SUMMER 2010



The Canadian Motor Sport Experience!



JULY 16, 17 & 18 River's Edge Road Course, Mission Raceway Park











Formula Atlantic Johnston JM6, Frank Allers driver, 1985 Westwood





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Racing at the River's Edge July 16, 17 & 18, 2010



Vintage Racing Club of British Columbia 2132 Everett Street, Abbotsford B.C. V2S 7R9 www.vrcbc.ca

British Columbia Historic Motor Races (BCHMR) 2010 is presented by the VRCBC in conjunction with the Sports Car Club of BC (SCCBC) & the Motorsport Emergency & Turnworkers Association (META).

BCHMR is organized by the VRCBC. The event is sanctioned by the CACC, which is affiliated to ASN Canada FIA.

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Past President Evan Williams
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Custer
Paddock Marshall Keith Robinson

With special thanks to the following for their generous support:

- Sports Car Club of BC (SCCBC), Keith Robinson, President
- Motorsport Emergency & Turnworkers Association (META), Ann Peters, President
- Society of Vintage Racing Enthusiasts (SOVREN), Jim Dewey, President
- Confederation of Autosport Car Clubs (CACC), Mike Kaerne, President.
- Chilliwack Ford for supplying pace and chase cars.
- Program photos, Paul Bonner, Warwick Patterson.

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President's Greeting

Welcome racers, crews and fans. The success of Westwood50 last year energized everyone to put extra effort into making the 2010 British Columbia Historic Motor Races (BCHMR) another very memorable event.

If you are here at the track witnessing BCHMR 2010, you are among those who appreciate the cars that are here on track, in the paddock and on display. Each car has a history, some very significant. Each car represents countless hours of preparation at varying costs, depending on the car. Each driver recognizes that he or she is privileged to be the current caregiver to a piece of automotive history.

This year's theme, the "Canadian Motor Sport Experience," is fitting. Folks often forget the contribution of Canadian manufacturers, entrants and drivers to the legacy of motorsports. You will see a number of Canadian racing cars this weekend and a lot more Canadian drivers (see page 5). Take time to go to "Geezer Central" (just beside pre grid) to rub shoulders with some of the retired racers whom you may recall from bygone days.

We enjoy the competition with our American racers to the south, largely members of the Society of Vintage Racing Enthusiasts (SOVREN). As in so many series in the past, there really has not been a border when it comes to racing; we so enjoy the camaraderie that has no boundaries.

This year's special Sunday race, the Victory Lane Formula Vee race, celebrates the longest running class in motorsports, still strong today. Competition is fierce in this class.

While the Vintage Racing Club of BC has more than 100 members, many of whom are actively involved, the team of the Executive, Communications Group and BCHMR Committee led by Ian Wood has been a key component in the promotional and organizational success of the event. My sincere thanks to all of them.

The "work" of actually running this threeday event is done by the Confederation of Autosport Car Club (CACC), Sports Car Club of BC (SCCBC), the Motorsport Emergency and Turnworkers Association (META) and a large group of volunteers. Without them no one could race, and you could not watch. Thank you to all of them.

Enjoy yourself and please come back in 2011 and bring along another friend!

Jim Latham, President Vintage Race Club of BC



Event Chair's Welcome

This is the 12th year of the Vintage Racing Club of B.C.'s (VRCBC) British Columbia Historic Motor Races at the Mission Road Circuit. We have added the words "British Columbia" to our Historic Motor Races and VRCBC has invited local car clubs to participate by displaying their cars in our car corral. During the Sunday lunch break, owners of these cars will have an opportunity to parade their vehicles around the track and experience the vintage racing environment.

There are many Canadian Motorsport Hall of Fame members and many Canadian-built racing cars in attendance, and we have worked long and hard to bring this group of historically significant cars and drivers to the event.

Continuing the Westwood theme from last year's very successful Westwood50 celebration, we continue the Westwood Lapping Group sessions during the weekend, giving the chance for non-race license holders to get track time in their Westwood-era street cars.

We extend a very warm welcome to the Society of Vintage Racing Enthusiasts (SOVREN)

competitors, who make up a large portion of our entries. We're glad to see so many Americans come up every year.

Many thanks again to Keith Robinson, President of the Sports CarClub of British Columbia (and Paddock Marshal this weekend) and his executive committee, all of whom graciously provide the expertise in running a great safe race weekend. Thanks also to the Motorsport Emergency and Turnworkers Association (META), E-crew, CACC and all the volunteers that make this, "The best attended motor sport event in Western Canada."

Thanks to all of you, who keep coming back and making each year better and better. We encourage you to make the best of this rare opportunity to stroll the paddock, chat with

the drivers, and pick up this year's souvenir program from one of our vendors.

lan Wood, Event Chair





Office of the Mayor

Dear Racers, Families, Crews, Officials, Volunteers and Fans:

As Mayor of Mission, it is my great pleasure to welcome you to our city for this weekend of racing. Mission Raceway Park is an integral part of our community and a substantial economic driver that is very significant to many local businesses.

The increasing significance of the British Columbia Historic Motor Races has not gone unnoticed. Your Westwood50 theme last year was a great success, becoming the largest road racing event in Western Canada. We applaud the recognition of Canadian-built racing cars and Canadian racers with this year's theme, "The Canadian Motor Sport Experience."

I understand that many racers come from the United States and other parts of Canada. We are particularly delighted that you have made the trip to our community and hope you get a chance during your visit to see some of the many beautiful sights it has to offer.

Have a safe, enjoyable weekend. I look forward to seeing you all enjoying Mission's beauty and hospitality again next year and in the years to come.

Yours truly



James Atebe, MAYOR



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Message from Ed Fast, M.P.

As the Member of Parliament for Abbotsford, British Columbia, it is my pleasure to deliver greetings to everyone participating in the 2010 Canadian Motor Sport Experience at Mission Raceway Park this July 16 to 18. Although I am unable to personally attend your event due to other commitments, I know that your event will be a resounding success!

I want to especially congratulate the Vintage Racing Club of BC, supported by the Sports Car Club of BC and the Motorsports Emergency and Turnworkers Association, for putting on this event. Your efforts serve to highlight one of the most challenging and exciting events in British Columbia's sports calendar.

Please accept my sincere wishes for a successful and safe competition.

Sincerely,

Ed Fast, M.P., Abbotsford





Proud supporter of the British Columbia Historic Motor Races Best Western and National Car Rental are located at 32281 Lougheed Hwy, Mission, BC

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British Columbia Historic Motor Races Honourary Guests 2010

Meet these Canadian Hall of Famers at 'Geezer Central' in the Paddock



Frank Allers at Westwood in 1986.

Frank Allers

Frank Allers of Coquitlam, B.C., is one of Canada's finest and most versatile road racing drivers. He started his racing career at the Jim Russell Race Drivers School Formula Ford series at the Snetterton Race Circuit in England in 1971, and went on to score many victories and championships.

Allers was national champion of the Honda-BF Goodrich/Michelin Challenge Series in 1978 and '79, and was western champion of the Player's GM Motorsports Series between 1987 and 1992 every year but one. Driving in the Formula Atlantic series from 1987 until 1998, he was Canadian Player's Ltd. Formula Atlantic champion in 1990. He finished second in the series in 1989 and 1991.

In all, Allers made more than 90 professional Formula Atlantic starts. He ran in the Speedvision World Challenge series for two seasons—2000 and '01—at the wheel of a Corvette C5. Being a consistent front-runner, he was included in GM Racing's prestigious A-list.

He was inducted into the Canadian Motorsport Hall of fame in 2006.

Although he hasn't raced competitively since August 2001, Allers still does occasional driver-training work. He owns and operates Frank Allers Autosport, a successful Porsche service and tuning business in North Vancouver.

George Chapman

George Chapman, a lifetime resident of Winnipeg

and well known lawyer, was the 1966 Canadian National Driving Champion, driving a Lotus 23B that he purchased in 1965. Key to the victory was Chapman's friend and mechanic, Frank Mancini.

In the dozen years he raced, Chapman contributed a lot as a competitor, but he probably contributed more after he retired and took on the posts as President and Vice-President of the Canadian Automobile Sports Clubs



George Chapman receives the Players Challenge trophy after the 1966 win in his Lotus 23B at Westwood. (CASC), Canada's ASN at the time. Chapman filled those rolls admirably, and motorsport in Canada benefitted from his leadership.

Prior to his national championship win, Chapman was a long-time competitor in the CASC Prairie Region, driving a variety of cars to class and overall race victories. Generally, he preferred larger V8-engined cars such as Corvettes and V8-engined specials, but he was seen to compete in small Minis and a particularly quick Lotus 7 America.

During his Prairie racing days, Chapman won several regional championships. He also raced as far afield as Ontario, Florida and Wisconsin.

Chapman was inducted into the Canadian Motorsport Hall of Fame in 1974.

Now retired, Chapman keeps abreast of the happenings in motorsport while pursuing his passion for running marathons.

Taisto Heinonen

Taisto Heinonen immigrated to Canada in 1970 from his native Finland. He had begun rallying in Finland in 1964 and after immigrating

in 1971.

he began rallying in Canada

a total of 40 victories in

Canadian national events

in his relatively short driving

career and captured five

national championships

between 1977 and 1982,

when he retired from

Heinonen racked up



Taisto Heinonen with one of his factory entry Toyotas.

competition. During that time, he was primarily responsible for Toyota winning the Margues Championship six times. The car control demonstrated by Heinonen was awesome. He seemed to do the impossible, especially in snow and ice and he rarely crashed. He won the B.C. Region Ice Racing Championship three straight years from 1974 through '76, and always seemed to be able to "dig deeper" when necessary to overcome the opposition.

Heinonen's record shows that he stands at the top of the class of Canada rallysport drivers. He heads the small group of drivers who have attained Grand Master status (more than 2,000 points) with a lifetime total of 5,580 points—some 800 ahead of the rest.

Heinonen was inducted into the Canadian Motorsport Hall of Fame in 2003.

In addition to rallying, Heinonen was also a constructor, building his own cars, including the factory entries when he ran for Toyota. The cars were professionally constructed and maintained and it was extremely rare for him to drop out of an event because of mechanical failure.

Heinonen retired from competition in 1983.



Tom Johnston, Westwood 1978.

Tom Johnston

Mechanical engineer Tom Johnston has had a love affair with road racing that spans nearly 50 years, including 13 as a driver, 14 as a constructor/owner and 13 as an owner/entrant in a variety of professional series. As a racer, Johnston won CASC Prairie Region championships: H production in 1963 and A Modified in 1965, and after moving to Vancouver, the 1970 International Conference of Sports Car Clubs Formula Ford title. Since retiring as a driver in 1973, he has produced and raced 15 cars of his own design.

Johnston has created opportunities for many young drivers including Ross Bentley and Frank Allers. His backing allowed Allers to win the 1990 Player's Ltd. Canadian Formula Atlantic Championship and place second in that series in 1989 and 1991.

Johnston was inducted into the Canadian Motorsport Hall of Fame in 1998.

More recently, he has entered some of his cars in historic racing and has written several books on Canadian motor sport history; most notably the story of the legendary Westwood Racing Circuit.

Johnston currently lives in West Vancouver.



The Wolf Racing WR1 is on display at the Canadian Motorsport Hall of Fame in Ontario.

Walter Wolf

Austrian born Walter Wolf moved to Canada with his family in 1958 and soon became a citizen. Involved with the growth of the North Sea oil business in the 1970s, he amassed sufficient funds to become actively involved with motor sport. At first he supported Frank Williams but went on to form Walter Wolf Racing as an active constructor in the world of Formula One.

In 1977, Jody Scheckter drove a Wolf-Ford to a win in Argentina in its first race ever, and then followed with wins at the Monaco and Mosport. Wolf's cars also competed in Can-Am with Gilles Villeneuve. Wolf also supported Villeneuve in Can-Am and BC driver Kees Nierop in the British Formula Three series.

Wolf was inducted into the Canadian Motorsport Hall of Fame in 1996.

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History of the Vintage Racing Club of BC

The Vintage Racing Club of BC (VRCBC) was established in 1976 by a group of Vancouver-based friends as a way of sharing with others their enthusiasm for motor racing, and their appreciation of the great vintage racing cars of bygone days. The VRCBC's competition philosophy is to encourage participation, sportsmanship and the display of the vehicles in their natural state on the race track. There are no prizes or trophies, merely the great enjoyment of driving and watching well-prepared vintage racing machines being operated at speed.

VRCBC members raced at the famous Westwood track from 1976 until it was closed in 1990. Since then, the River's Edge Road Course at Mission Raceway Park has been the home track. The season typically runs from early April until mid-October. The major event of the season is the Historic Motor Races, renamed the British Columbia Historic Motor Races (BCHMR) this year. This three-day event, exclusively for vintage racing cars, is held during mid-summer and attracts many entrants from other provinces and the United States. All of the season's races, including the BCHMR are part of the Club's annual River's Edge Vintage Series (REVS), which rewards car preparation and participation, rather than finishing position.

Club members also regularly participate in events put on by the Society of Vintage Racing Enthusiasts (SOVREN) at race tracks in Washington and Oregon. And many SOVREN members come north to race at Mission.

The Club's biggest and most successful event to date was held in July 2009. The regular Historic Motor Races was combined with a very special celebration of the 50th anniversary of the opening of the Westwood track in 1959. The Westwood50 Committee sponsored many special events during that weekend, including a great banquet honouring many of the individuals who had contributed so much to the success of the much-missed race track. This year, a Speed Race Class called W50, for later-model cars of the Westwood era, has been added to carry on the tradition.

Over the years, the membership has grown to more than 100. About 25 per cent of the members are active racers. Many of the others are former racers or long-time enthusiasts. The common theme is a love for racing and sports cars of the past and the enjoyment of seeing them in operation.

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British Columbia Historic Motor Races (BCHMR) 2010 Event Schedule

(Note: Both the Schedule and Car Groupings are subject to change according to entries received.)

2010 Groups

- Group 1 Vintage Production Cars to December 31, 1963.
- Group 2 Historic Production Cars—Small Bore (under 2000 cc), January 1, 1964-December 31, 1969.
- Group 2 Class Production Cars—Small Bore (under 2000 cc), January 1, 1970-December 31, 1974.
- Group 3 Historic Production Cars—Large Bore (Over 2000 cc), January 1, 1964-December 1969.
- Group 3 Classic Production Cars—Large Bore (Over 2000 cc), January 1, 1970-December 31, 1974.
- Group 4 All Open Wheel & Sports Racing Cars to December 31, 1990.
- WClass Cars from the Westwood era, 1959-1990. Cars and drivers comply with ASN Canada/FIA/CACC SoloSport Lapping Regulations.

Friday July 16, 2010: Lapping/Practice Day

No Timed Runs	
9am-Noon	Alternating BCHMR Practice Sessions & WClass Lapping Sessions-
	Schedule TBA
Noon-1pm	Lunch
1pm-4:30pm	Alternating BCHMR Practice Sessions & WClass Lapping Sessions-
	Schedule TBA
брт	Westwood Reunion BBQ in Pre-Grid (details TBA)
10:30pm	Gates Locked

Saturday July 17, 2010: Race Day #1

7am	Gates Open	2:25-2:40pm	WClass Lapping
9:15-9:30am	Group 4 Practice	2:50-3:10pm	Group 4 Race #1
9:40-9:55am	Group 1 Practice	3:20-3:40pm	Group 1 Race #1
10:05-10:20am	Group 2 Practice	4:00-4:20pm	Group 2 Race #1
10:30-10:45am	Group 3 Practice	4:30-4:50pm	Group 3 Race #1
10:55-11:10am	WClass Lapping	5:00-5:20pm	WClass Lapping
11:20-11:35am	Group 4	5:40pm	Mass Photo—All
	Qualifying		Cars and Drivers
11:45am-Noon	Group 1	6:00pm	Annual VRCBC
	Qualifying		BBQ (for Entrants
Noon-1:35pm	Grand Opening,		Drivers, Crew,
	Lunch, VIP Rides		Workers, META,
1:35-1:50pm	Group 2		SCCBC, CACC
	Qualifying		members)
2:00-2:15pm	Group 3	10:30pm	Gates Locked
	Qualifying		

Sunday July 18, 2010: Race Day #2

7am	Gates Open	1:05pm
9-9:15am	Group 3 Practice	
9:25-9:40am	Group 4 Practice	1:30-1:50pm
9:50-10:05am	Group 1 Practice	2-2:20pm
10:15-10:30am	Group 2 Practice	
10:40-10:55am	WClass Lapping	2:30-2:50pm
11:05-11:25am	Group 3 Race #2	3-3:20pm
11:35-11:55am	Group 4 Race #2	3:30-3:45pm
Noon	Grand Opening	3:55-4:10pm
	Ceremony	4:20-4:35pm
12:05-1pm	Lunch, VIP Rides	4:45-5pm
12:55pm	Pipe Band	7pm
	marching Pit Lane	

Drive home safely, and we'll see you in 2011!

Flyover

Gates Locked



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1963 Lola Mk6 GT, Chassis LGT-2, Ex-Mecom, Augie Pabst Fresh 327 Chev. on Webers, Colotti Transaxle \$Call







1960 Lola Mk 1 - Stephen Clark



1957 Alfa Giulietta Vel - Frank Anderson



1962 Triumph TR3 - Peter Jeffrey



1957 Austin Healey 100-6 - Dave Phillips



1958 Austin Healey 100-6 - Ivan Lessner



1968 Volvo 1225 - Jim Latham



1958 Volvo PV444 - Gil Stuart



1969 Volvo 142 - Ralph Zbarsky



1961 Volvo PV544 - Peter Valkenburg



1962 Elva Mk VI - Thor Thorson



1963 Porsche 356C - Tim Pickstone



1963 Triumph Spitfire - Steve Hare





1967 BMW 1600 - Leigh Anderson



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1969 Lotus Seven S3 - Mark Brown



1971 MGB - Al Harvey



1969 Piper GTT - Kirby Drawbaugh



1965 Austin Mini Cooper S - Neil Tregear



1963 Elva Courier - Gary Silcox



1969 TVR Vixen - Phil Roney



1969 Alfa Romeo GTV - Glen Gibbons



1969 Triumph TR6 - Charly Mitchell



1967 Austin Mini - Mike Owen

Know Your Flags

Green – Start. Signals a clear course and indicates the immediate start or restart of a race.

Yellow – Slow down. No passing. An unsafe track condition exists.

Single Stationary yellow - slow down no passing.

Waving Yellow – Single waving yellow—slow down, no passing, immediate danger.

Double Yellow – slow down, no passing. The entire course is under yellow condition. Prepare for safety car to enter the course.

White – Caution, a slow-moving vehicle, ambulance, service or another race car is immediately ahead. A standing white flag may be displayed during the first lap of a practice or qualifying session to pinpoint the location of the flagging stations. A standing white flag may be displayed at Start/Finish to announce the final lap of a race.





Black Flag All – Displayed at all stations—stop racing the session has been halted. Proceed directly to the pits do not take another lap.





Blue With Stripe – Debris, oil, water or some other circumstance has changed the condition of the racing surface.



Black With Red Disk – Do not take another lap. Something mechanical is wrong with a participant's car. This flag will be displayed along with a board indicating the offending car's number. That participant should proceed at a reduced pace directly to the pits.



Checker – Finish—The current competitive session has ended, continue cautiously to the pits.

Safety Car – To slow the field for safety and provide expeditious restarts. No car shall pass the safety car unless directed from the safety car to do so. The safety car will enter the course with lights flashing. All competitors shall slow and keep pace with the safety car. After the safety car leaves the course, the established pace shall be maintained and no competitor shall improve track position or begin racing before a restart.





1967 Mustang - Reg Hoole



1967 Porsche 9115 - Gary Tisdale



1969 BMW 2002 - Laurie Lyford



1965 Ford Shelby GT350 - Terry Hollinger



1967 Sunbeam Tiger - Roger Flescher



1969 BMW - Skip Foss



1969 BMW 2002 - Ron Dempsey



1968 Lotus Cortina - Alan McColl



1967 Sunbeam Tiger - Doug Yip



1972 Porsche 914-6 - Carl Latzel



1969 Ford Escort - John McCoy







1969 Chev Camaro - Paul Kuckein







1977 Tiga FF - Alan McColl



1968 Titan FF - John Ballantyne



1969 Beach FF - Jack Ballantyne



1970 Caldwell D9 FF - Charlie Lyford



1972 Xpit F4 - Tedd McHenry



1973 GRD - Mitch Stone



1970 Crossle FF - Clayton Sturge



1986 Swift DB2 - Tony Carruthers



1963 Lotus 23B - Stephen Clark



1964 Bobsy Vanguard FV - Jim Cutts



1969 Kelly FV - Lawrence Green

12



1974 Rawlson CR11 - Ian Wood



1969 RCA FVee - Mary Lyford



1976 Caldwell D13 - Al Ores







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his weekend's Feature Race is part of the Victory Lane magazine's North America-wide Formula Vee Festival series. Other events that form part of this series are run at tracks in California, Virginia, Colorado, Illinois, Kansas, Oregon, and Oklahoma.

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The race this weekend is open to Formula Vees of all ages and specifications. The split start procedure will be employed to equalize performance.

On the local front, the best known Formula Vee competitor is Al Ores of Burnaby who has been racing a series of cars since 1968. Ores holds the closing lap record at the former Westwood Racing circuit and has on occasion held the same record here at Mission Raceway.





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One Lap around the Track in the Driver's Seat

Greg _A

he excitement is felt as soon as you drive through the front gate of Mission Raceway Park. Fast cars, determined drivers and an expectant crowd—it's called "racing!"

To the left are the stands and the Drag Racing Control Tower. On the right is the shut-down part of the Dragstrip that doubles as the front straightaway of the road-racing course.

Once in, you're set to strap in and do some hot laps. Drive to PreGrid, where you'll wait while the cars from the previous session clear the track. Listen for the whistle. There it goes! Touch your accelerator and move out.

Steady down Pit Lane, slowly pass the Start/Finish Tower and then it's onto the track.

On the first lap, you're behind the pace car, but now as you near the Pit Lane once more, the pace car pulls off and you get the green flag.

Now's the time to hit accelerator and race through **Turn 1**, where you're hard on the brakes for a right hander, followed by the short straightway to Turn 2, sweeping in front of the grandstand—a great view for the spectators. To set up for Greg Moore Corner, you want to move to the right side of the track and make a wide sweeping arc through the corner.

Next, gather your speed down the tree-lined, long straightaway and squeeze those brakes to rein in for Turn 3, a tourniquet-tight left hander.

Coming out of Turn 3 brings you onto the original section of the circuit where you once again accelerate hard now towards Turn 4. The track weaves somewhat as you set up for the sweeping Cascade Corners. A light dab on the brakes to set for Turn 4 is all that's required as you turn left and power through into the hard braking area at Turn 5.

Keeping tight to the right to enter Turn 6, you're now racing hard down the riverside back straight headed for the Turn 7A-7B chicane. Check to make

sure no one is directly beside you as you slow down to navigate the left-right combo before accelerating through a sweeping Turn 8. It's really important to have the car settled as you exit Turn 8 and enter

Turn 9, as this leads onto the front straight and it's imperative that you carry as much speed as possible through Turn 9 and get the power down as you launch onto the front straight. Get your line through this corner precisely right so you can wind 'er up for the fastest possible straightaway speed.

Check your gauges, look up to the starter's stand, check your mirror for the competition, and get set to do it all over again.





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 - October 2-3, 2010
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2010 Vintage Racing Club of BC Racing Schedule

All races are held at Mission Raceway

DATE	EVENT
July 16-18	BC Historic Motor Races
Aug. 8	SCCBC Children's Charities Grand Prix
	Weekend: CACC #5 and REVS #4
Oct.10	Fall Finale – CACC #6 and Revs #5

2010 Society of Vintage Racing Enthusiasts Race Schedule

DATE	EVENT
Aug. 28-29	SCCA Vintage Grids, Bremerton Airport, Wash-
	ington
Sept. 4-6	Columbia River Classic, Portland International
	Raceway
Sept. 18-19	Fall Finale with Enduro, Pacific Raceways
0ct. 2-3	Maryhill Loops Hill Climb, Maryhill Loops Road,
	Washington

2010 Vintage Formula Vee Schedule

Victory Lane Vintage Formula Vee Races

The Victory Lane Vintage Formula Vee Races are sanctioned by the Vintage Formula Vee Association and organized by Victory Lane Motorsports Marketing Inc., with the host Vintage Racing Club.

DATE	EVENT
July 16-18	With Vintage Racing Club of BC, Mission Race-
	way, Mission. 20-minute race
July 24-25	With VSCDA, Autobahn, Joliet, Illinois
Aug. 19-22	With HR, Hearland Park, Topeka, Kansas
Sept. 4-6	With SOVREN, Portland International Raceway,
	Oregon
Sept. 11-12	With VARA Octoberfest, Buttonwillow Raceway,
	California
0ct. 1-3	With CVAR, Hallett Motor Racing Circuit, Tulsa,
	Oklahoma.



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Vintage Racing Categories & Classes How does it all work?

By Tom Johnston

There are probably 20 or more vintage road-racing organizations in North America each having its own definition of what classification categories should be, what kind of cars should be allowed to compete and what technical rules and regulations should apply.

In most cases there are two general groups:

- A. Production-based racing cars, and pure racing cars that were manufactured prior to 1974 (or so), and;
- B. Everything else generally referred to as the exhibition class.

In the case of the Vintage Racing Club of BC (VRCBC), group A cars are quite rigidly controlled and must meet the specifications that these cars would have faced in their day—generally Sport Car Club of America (SCCA), Canadian Automobile Sport Clubs (CASC), or International Conference of Sports Car Clubs (ICSCC) rules—the three racing organizations that controlled racing in these parts at the time.

Why the 1974 cut-off? That is the approximate time that modern, high-performance "slick" tires were introduced—older Group A cars all run on treaded tires.

Group B, or "anything else" cars, are variously controlled by different vintage clubs. These are usually 1970s, or later, pure racing cars, or Group A cars that fail to meet their period regulations due to modifications, tires or other issues.

All cars, regardless of group, must meet appropriate safety regulations.

In 2008, the Vintage Racing Club allowed Group B Exhibition Class cars with a date of manufacture up to 1988 to compete. While this date was later than previously allowed, it was done in the hope of attracting a larger field of interesting cars, such as Formula Atlantic and racing sports cars from the very active 1970s and 1980s racing period—the "Wings" and "Slicks" era.







Early Aviation Boosted Growth of Motor Sport

By Tom Johnston

he United Kingdom is without doubt the centre of the world's motor sport industry. For many years, its Motorsport Valley, home to the world's leading cluster of high performance engineering and motorsport companies, has dominated much of world motorsport.

In 1996, Dr. Beverly Aston of Royal Holloway & Bedford College, University of London, conducted a survey to establish the size of Britain's motor sport industry and its economic and technical significance. The study found that the large number of airports constructed in the country during WW II gave the sport an abundance of relatively low-cost venues which, in turn, were largely responsible for its growth and success. Many of the airfield race tracks have gone, nearly 60 years later, but some, such as Silverstone—the premier UK circuit—as well as Snetterton, Goodwood, Thruxton and Croft, are still in use.

It is not generally known that Canada, too, had a large number of airfields built during WW II. The country's wide-open spaces and remoteness from any theatres of battle made for an ideal arena in which to train pilots and flight crew. In 1939, Canada, Australia, New Zealand, and the UK agreed to a combined training plan based in Canada. At its peak, the British Commonwealth Air Training Plan (BCATP) administered 40,000 training personnel and instructed 20,000 aircrew annually in 74 training schools at 231 sites, including a large number of airfields, many in the Prairie Provinces of Western Canada. As in the UK, most of these facilities were closed soon after the War ended, and were then 'discovered' by the motor sport community. About a third of the 100-plus BCATP airfields became motor sport venues of some kind.



Track-based automobile and motorcycle racing in B.C. began at Abbotsford Airport, a BCATP airport, in 1949.

The principal aircraft used in advanced training by the BCATP was the North American Harvard, one of which will be seen at the noon opening ceremony on Sunday, July 18. The 600-horsepower Harvard, owned and flown by Bill Findlay, will perform a low-level flyover dedicated to all the racers and Canadian military of all eras. **Meet the Pilot**

Bill Findlay has been a licensed pilot and involved with aviation since 1965. The ensuing years have included eight as a military pilot with the Royal Canadian Air Force, and 31 years flying with CPAir, Wardair, Canadian Airlines, Air Canada and ZIP Air. Retired "from the big jets" since June 2004, Findlay continues to fly his Globe Swift and Harvard aircraft at airshows and other events throughout southwestern BC.



Join the VRCBC and go RACING

Types of cars eligible for vintage racing are generally sports and racing cars manufactured before 1974. There are no classes as in contemporary racing, instead, cars are grouped by age, type, or lap times, depending on the entries received to participate in a particular event. There are no prizes given since everyone who satisfactorily participates is considered a winner—the cars are the "stars," not the drivers.

Vintage racing cars are presented in the form they were raced in before 1974. For closed-wheel cars, this means tires must fit within unaltered bodywork (i.e., no flares, spoilers, or wings), and interiors should be preserved as much as possible.

Engines should be the same type and size as raced at the time of manufacture.

Tires must have tread and a profile reasonably consistent with the period.

Protective equipment, such as roll bar/cage, five-point harness, master cut-off switch and fire extinguisher are also required.

Drivers must have a proper racing license and are required to have a high standard of personal protective equipment.

It is not essential to race or even own a vintage sports car or race car to be a member of the VRCBC. An interest and appreciation of these vehicles is all that is needed.

Eight Steps to Becoming a Vintage Racer

- Join the Vintage Racing Club of BC. Membership is renewed annually for the calendar year. The club has two membership categories: Individual (CDN\$50 or US\$50); Family (CDN\$60 or US\$60). There is no limit to the number of family members. Guests are always welcome to attend any regular monthly meeting. If you decide to join, you can do so right at the meeting. New members are asked to complete a membership application form which can be found at www.vrcbc.ca.
- Interrogate members for scraps of vintage racing knowledge (and the location of long lost Ferraris, if you're lucky).
- 3. Attend an accredited racing school (e.g., the Sports Car Club of BC has two highly recommended driver training sessions at Mission each year) and get your Novice



competition racing license. This experience will either fire your enthusiasm even more, or (less likely) convince you that you might prefer the club's off-track activities. Regardless, you will have a great time at the school!

- 4. Decide which Vintage Class/Category you want to race in (Group 1 cars are a good entry level). Most experienced racers will recommend that you purchase an existing race car (that might need some work) rather than start from scratch and modify a street car. You will get on the track much sooner and for less cost.
- 5. Scrounge in the couch for any lost loose change to purchase your vintage racer.
- 6. Scrounge your bank account for more change to make your vintage racer safe and reliable (make sure you get advice from current club members, and read the rules carefully before buying parts or doing any work).
- 7. Adopt the philosophy and spirit of vintage racing.
- 8. Enter races, make friends, en joy the cars and live your dream.

For membership information, contact Stan Guy (604) 980-7750. Meetings are held the second Tuesday of the month, starting at 7:30 p.m. Check www.vrcbc.ca for more details.



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