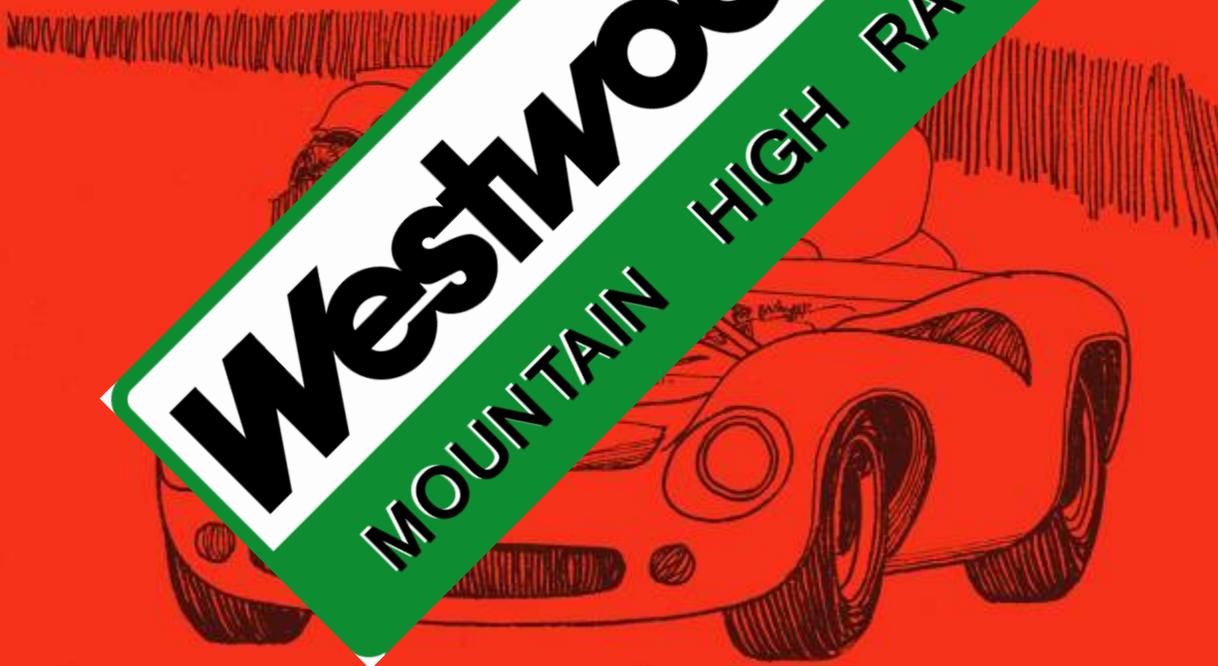




WESTWOOD

OFFICIAL PROGRAM * WESTWOOD CIRCUIT

Westwood50
MOUNTAIN HIGH RACING



VANTAGE

Volume 3, number 2 Summer 2009



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An aerial photo of the Westwood Circuit on opening day - July 26, 1959



HISTORIC MOTOR RACES 2009 SPECIAL EDITION WESTWOOD50

President's Message

What's Old is New Again: VRCBC Historics and Westwood50: A Great Success

We all vary a bit on how important history is to us but thankfully there are a whole lot of motoring enthusiasts who remember a time when racing was fun and the sport was focused on the cars and the people, and less on the results. Each day becomes history tomorrow, but some days are much more memorable; these three days were very special indeed. I think modern Vintage Racing is like that or at least it was July 17-19, 2009 at Mission Raceway Park. For the most part the VRCBC Historics and Westwood50 was a weekend of nostalgia, joy and smiles. We all saw cars and fellow enthusiasts we have not seen for years. It took me a full week to "come down" as they say.

Westwood meant a great deal to a very large number of racers, crews, officials and spectating enthusiasts. I was lucky enough to have been in each of those roles at various times at Westwood.

So when Tom Johnston posed the Westwood50 idea several years ago it resonated with many of us. At auto

shows and other spots where we publicized, the personal reaction by folks about the coming event was amazing. We were pretty sure that if the weather was nice we would get good crowds. Leslie Skinner, who wonderfully managed the gate, told me Saturday was the largest gate she had seen for a road racing event since Mission opened. On Sunday towards the end of the day she told me Sunday was twice that. Finally many folks have now found Mission and discovered it is more than a drag strip! If SCCBC, VRCBC and others plan well I suspect we can achieve future support we have not seen for many years.

The Westwood50 Historics weekend was our most ambitious undertaking to date and came about because of remarkable cooperation among VRCBC, SCCBC, SOVREN, CACC, META, Morrisport, the Westwood50 Committee and a large number of sponsors who collectively saw the possibility in Tom's vision for reinforcing the notion that if we did all the right things in the planning process there could be a great result.

Along the way it took time for the momentum to build and as little as a month before the event we were all sweating since we had only 70 entries at the time. But that spurred us on to work even harder and I suspect even the optimists among us were surprised we had 125 entrants and a gate of a few thousand spectators.

Mike Tate, in his wonderful article has mentioned many key folks who made this a great weekend. Thank you, Mike. Whatever the contribution you made as spectator, entrant, driver, crew, official, emergency team or in an admin function, thank you for contributing to our collective joy.

Tom Johnston, you saw your dream realized and each and every one of us benefited from that and so did motor sport in general. It was the best of times.

Jim Latham, VRCBC President
July, 2009

A CLASSIC PERFORMANCE

THE 2009 VRCBC HISTORIC MOTOR RACES HONOURS 'WESTWOOD' ✦ JULY 17, 18 & 19
AT THE RIVER'S EDGE ROAD COURSE, MISSION RACEWAY PARK, BRITISH COLUMBIA

HISTORIC
MOTOR
RACES

Westwood50
MOUNTAIN HIGH RACING



PEPSI PRO FORMULA "A" CARS ENTERING THE WESTWOOD HAIRPIN, 1970 ✦ PHOTO MURRAY CHAMBERS



THREE EXCITING DAYS OF HISTORIC MOTOR RACING TO CELEBRATE THE 1959 OPENING OF THE WESTWOOD RACE TRACK

PRESENTED BY THE VINTAGE RACING CLUB OF BRITISH COLUMBIA
IN CONJUNCTION WITH THE SPORTS CAR CLUB OF BC AND THE
MOTORSPORT EMERGENCY & TURNWORKERS ASSOCIATION

- ✦ FEATURING PRE-1970 SPORTS CARS, SALOONS & FORMULA RACE CARS
- ✦ RAIN OR SHINE ON TRACK AT 9:00
- ✦ CAR CLUB EXHIBITIONS SUNDAY 19TH
- ✦ ADULTS \$10 / STUDENTS \$8 / CHILDREN UNDER 12 FREE
- ✦ CARLOAD OF UP TO 5 PEOPLE \$20
- ✦ 2009 RACING SCHEDULE AT: WWW.VRCBC.CA

CONCEPT, PHOTOGRAPHY & DESIGN: MIKE TATE & LOUI PETERS ✦ ARCHIVING: TOM JOHNSTON





This Westwood sign was nailed to a telephone pole in Coquitlam for over 30 years to direct fans to the track. After the last race was run, racer Hugh Archer recovered it and has treasured it ever since.



All The Planets Lined Up At Last And The Sun Also Shone On Our Great Historic Race Meeting.

Photos by Peters & Tate

A little 'Tate á Tate' on the VRCBC Westwood 50 HMR meeting at Mission B.C.

It takes a whole bunch of things to fall in to place for a historic race meeting to be a great success; sometimes if only one item falls by the wayside the viability of the race meeting often goes with it! The marketing, the time of year the track is available, the state of the economy, the sponsor's keenness or otherwise to be financially involved and of course in the Pacific northwest the weather plays a vital role in the success equation! Rain here? ~ *Never!*

This year the VRCBC Historic Motor Races aligned themselves with the 50th

anniversary of the opening of "*Everyone's Favourite Racing Circuit*" *Westwood* as Tom Johnston puts it on the cover of his great book on the now defunct but once popular B.C. race track. Lots of history and lots of emotion flowed forth in the sunshine that held for the entire weekend of July 17th, 18th and 19th.

On reflection, if one watches that VRCBC classic video "The Last Race" and listens to the driver's meeting segment, Ralph Zbarsky is heard to say something like . . . "*This is the 10th year we have held our VRCBC Historics at Westwood and we have a record entry of 120 race cars*". I can't help reflecting that this was

the 10th year that we have held our Historic Motor Races at Mission and we had a record entry of 125 race cars! Things are hotting up again methinks and that is good for all of us and the sport in general. In my humble opinion it's time to leverage the circumstance and take the VRCBC to the next level as there is no doubt that Vintage and Historic motor racing is gaining in popularity hereabouts again. Having the 'Westwood50' folks as a separate but parallel part of our event was a great success too. What a great bunch they are.

Perhaps because of the aforementioned parallel involvement we saw racers from as far a field as California, Ontario, Oregon and Saskatchewan; some of them new faces and some old faces returning to try the greatly improved Road Course at The River's Edge Race Track at Mission B.C. I can't help wanting to extend a word of praise to META, CACC and SCCBC and their very professional members who enhanced the experienced VRCBC race team and put on what was a very memorable event. Robert Currie, Jim Kurtz, Leslie Skinner, Robert Johnston, Mike Bailey, Ron Salomon, Ann Peters, Mike Kaerne, Marc Ramsey, Brian Hellevang, Irene Chambers, and so



Charlie Lyford in his Caldwell F.F. (78) makes a passing move on Jim Johnson's March 729



BMW's of Ron Dempsey and Skip Foss chase the TVR in the Cascade Curves.

many, many more with out whom the event would be a non-starter. It's the folks who spend hours and hours in the hot cabs of the emergency vehicles and under the unrelenting sun on all the corners that make all of our racing possible. One hopes that they are never urgently needed to attend a serious situation but if they are ~ *and they were* ~ one just can't thank them enough for the professional work they do.

This year's event, under the watchful eye of HMR race chairman and top competitor Ian Wood, VRCBC event steward Hugh Archer, VRCBC chief course marshal Alan Donaldson and paddock marshal Keith Robinson was for the most part a safe and wonderful race meeting. It had its moments of concern but by and large it was a great and fun event for the participants who applied their skills to some very close and entertaining historic motor racing. The thousands that turned out to enjoy the

three day event were not to be disappointed and much appreciation from the grandstands was shown to the drivers; cameras flashed and there were smiles everywhere as old and young shared in the fast paced action.

As always the VRCBC broadcast team under the guidance of old Westwood announcer Vince Howlett tried to keep everyone on top of the action. The very colourful and informative HMR official program was once again put together by *Western Driver* publisher Patrick Stewart and a fine job he did too. Pam Shatraw from leading vintage racing magazine *Victory Lane* personally covered the event and honoured us with her presence.

Our close friends from *The Society Of Vintage Racing Enthusiasts (SOVREN)* based in and around Seattle were once again in good numbers and fine form and we enjoyed the cross-border competition which is always hard fought but always in good spirit. In vintage racing we say *"The cars are the stars"* and there is no doubt that this motto was lived up to as



Thor Thorson of VRM 1962 Elva Mk 6

we saw many very fine cars on the track and on display in the paddock; Vintage Racing Motors once again did us proud and entered some fine racing machinery. Many local motor clubs also graced us with their presence touring the track and living the moment. The old Westwood cars that did demonstration laps were also a treat for us all to see.

There were Barbeques with bizarre and special guests! Artists, vendors of all sorts, Concessions and great paddock displays and one could even, for a donation to Tony Morris Jnr's Children's Charities, go out on the track for demonstration laps in some very exotic automobiles ~ what more could one want. **Our fine sponsors, how could we thank them enough? One thing I do know we will buy and promote their products wherever we go!**

It's hard to get the broad inane grin off our esteemed VRCBC president's face . . . but Jim Latham looks good with a smile especially racing his red and delightful 1968 Volvo 122S. A sad 'no-show' in the Exhibition Group was Mike Tate in the amazing Can-AM Lola T 70 Spyder ~ *Ah well!* Perhaps next year in the Walter Mitty Race Group! So how do we top that? Right now I don't think we know . . . **but we will and you can count on it . . . with your help and support we can make it happen better than ever in our Olympic Year 2010!**

Mike Tate

HMR Race Results (unofficial)

Group 1 Race 1

1	84	Stephen Clark	60 Lola Mk 1
2	80	Thor Thorson	62 Elva Mk 6
3	64	Tim Pinkston	64 Porsche
4	81	Myles Winbigler	60 Lotus 7
5	330	Leigh Anderson	67 BMW 1600
6	191	Al Ores	FV
7	33	Peter Jeffrey	62 Triumph Spl
8	9	Gil Stuart	58 Volvo PV444
9	18	Retta Winbigler	58 Beach FV
10	118	Bill Mote	67 AH Sprite
11	100	Ivan Lessner	58 Healey
12	0	Krista Johnson	68 Zink FV
13	19	Larry Patterson	55 Healey
14	280	Dave Adams	66 Ford Anglia
DNF	157	Doug Trimble	
DNF	2	Jim Cutts	
DNF	43	Lawrence Green	
DNF	141	Marianne Campbell	
DNF	72	Steve Hare	
DNF	541	Peter Valkenburg	
DNS	3	Dick Tilden	
DNS	7	David Isselhard	
DNS	57	Dave Phillips	
DNS	62	George Holt	
DNS	74	Mary Lyford	

Group 1 Race 2

1	80	Thor Thorson	62 Elva Mk 6
2	64	Tim Pinkston	64 Porsche
3	81	Myles Winbigler	60 Lotus 7
4	330	Leigh Anderson	67 BMW 1600
5	57	Dave Phillips	
6	191	Al Ores	FV
7	118	Bill Mote	67 AH Sprite
8	9	Gil Stuart	58 Volvo PV444
9	541	Peter Valkenburg	
10	157	Doug Trimble	
11	18	Retta Winbigler	58 Beach FV
12	0	Krista Johnson	68 Zink FV
13	100	Ivan Lessner	58 Healey
14	19	Larry Patterson	55 Healey
15	72	Steve Hare	
16	84	Stephen Clark	60 Lola Mk 1
17	62	George Holt	
DNF	280	Dave Adams	
DNF	43	Lawrence Green	
DNS	33	Peter Jeffrey	
DNS	2	Jim Cutts	
DNS	3	Dick Tilden	
DNS	7	David Isselhard	
DNS	78	Mary Lyford	
DNS	141	Marianne Campbell	

Group 1 Race 3

1	57	Dave Phillips	
2	330	Leigh Anderson	
3	9	Gil Stuart	
4	100	Ivan Lessner	
5	18	Retta Winbigler	
6	0	Krista Johnson	
7	72	Steve Hare	
8	19	Larry Patterson	
9	62	George Holt	
DNF	541	Peter Valkenburg	
DNF	81	Myles Winbigler	
DNF	43	Lawrence Green	
DNS	2	Jim Cutts	
DNS	3	Dick Tilden	
DNS	7	David Isselhard	
DNS	33	Peter Jeffrey	
DNS	64	Tim Pinkston	
DNS	78	Mary Lyford	
DNS	84	Stephen Clark	
DNS	80	Thor Thorson	
DNS	141	Marianne Campbell	
DNS	157	Doug Trimble	
DNS	118	Bill Mote	
DNS	191	Al Ores	
DNF	280	Dave Adams	

Group 2 Race 1

1	58	Jon Norman	71 Alfa GTV
2	444	John McCoy	69 Ford Escort
3	669	Jeff Larson	68 Datsun 510
4	195	Laurie Lyford	69 BMW 2002
5	82	Ron Dempsey	69 BMW 2002
6	91	Art Conner	61 Porsche
7	50	Skip Foss	69 BMW 2002
8	88	John Murray	66 BMW 2000C
9	581	Neil Tregear	65 Austin Mini
10	46	Mark Colbert	66 Alfa GTV
11	74	Mark Brown	69 Lotus 7
12	246	Evan Williams	69 Ferrari Dino
13	51	Jeff Quick	57 Triumph
14	95	Phil Roney	69 TVR Vixen
15	32	Laurie Fraser	64 Lotus S7
16	169	Joe Lightfoot	65 MGB
17	44	Charlie Mitchell	69 Triumph
18	850	Mike Owen	67 Austin Mini
19	64	Allan Harvey	71 MGB
20	13	Greg Carvouras	67 Datsun
21	120	Jim Latham	68 Volvo 122S
22	60	Richard Childs	60 MGA
23	14	Solomon Nordine	69 Datsun 510
24	18	Brian Williams	65 Alfa Giulia
25	510	Paul Haym	69 Datsun 510

DNF	..93	Paul Burckhard
DNF	42	David Murray
DNS	10	Jim Robinson
DNS	52	Mike Horner
DNS	59	Jack Healy
DNS	69	Mike Adams
DNS	144	Geoff Tupholm
DNS	329	Mark Finness

Group 2 Race 2

1	58	Jon Norman
2	444	John McCoy
3	195	Laurie Lyford
4	82	Ron Dempsey
5	50	Skip Foss2
6	46	Mark Colbert
7	88	John Murray
8	95	Phil Roney
9	51	Jeff Quick
10	581	Neil Tregear
11	74	Mark Brown
12	246	Evan Williams
13	411	Geoff Tupholm
14	169	Joe Lightfoot
15	850	Mike Owen
16	60	Richard Childs
17	64	Allan Harvey
18	120	Jim Latham
19	18	Brian Williams
20	510	Paul Haym
21	14	Solomon Nordine
22	329	Mark Finness
23	10	Jim Robinson
DNF	44	Charlie Mitchell
DNF	669	Jeff Larson
DNF	32	Laurie Fraser
DNF	13	Greg Carvouras
DNS	42	David Murray
DNS	52	Mike Horner
DNS	59	Jack Healy
DNS	69	Mike Adams
DNS	91	Art Conner
DNS	90	Paul Burckhard

Group 2 Race 3

1	58	Jon Norman
2	195	Laurie Lyford
3	88	John Murray
4	46	Mark Colbert
5	95	Phil Roney
6	50	Skip Foss
7	669	Jeff Larson
8	51	Jeff Quick
9	82	Ron Dempsey
10	581	Neil Tregear
11	411	Geoff Tupholm
12	74	Mark Brown
13	42	David Murray
14	169	Joe Lightfoot
15	44	Charlie Mitchell
16	246	Evan Williams
17	64	Allan Harvey
18	850	Mike Owen
19	120	Jim Latham
20	60	Richard Childs
21	14	Solomon Nordine
22	18	Brian Williams
23	510	Paul Haym
DNF	329	Mark Finness
DNF	444	John McCoy
DNS	10	Jim Robinson
DNS	13	Greg Carvouras
DNS	32	Laurie Fraser
DNS	52	Mike Horner
DNS	59	Jack Healy
DNS	69	Mike Adams
DNS	91	Art Conner
DNS	90	Paul Burckhard

Group 3 Race 1

1	45	Steve Paquette	87 Porsche 911
2	122	Kees Nierop	74 Porsche 911
3	59	L. Constantino	86 Porsche 944
4	82	Doug Yip	67 Tiger
5	46	John Delane	64 Lotus 26R
6	38	Gunter Pichler	64 Jaguar E
7	62	Brian Meakings	86 Camaro
8	18	Paul Kuckein	69 Camaro
9	58	Carl Latzel	72 Porsche 914
10	356	Greg Campbell	55 Devin
11	84	Jim Loveall	66 Porsche 911
12	26	Ernie Yakimovich	69 Porsche 911
13	16	Gary Tisdale	67 Porsche 911
14	69	Roger Flescher	67 Tiger
15	94	Gerry Leffler	65 Tiger
16	83	Walt Carrel	65 Porsche 911
17	21	Nick Woodhouse	61 A. Healey
18	289	Reg Houle	67 Mustang
19	9	Mark Westlake	69 Porsche 911
20	199	Terry Hollinger	65 Ford Shelby
DNF	.. 8	Fred Yeakel	64 Cheetah
DNF	111	F. Chynoransky	65 Porsche 911

Group 3 Race 2

1	45	Steve Paquette	87 Porsche 911
2	59	L. Constantino	86 Porsche 944
3	82	Doug Yip	67 Tiger
4	18	Paul Kuckein	69 Camaro
5	38	Gunter Pichler	64 Jaguar E
6	46	John Delane	64 Lotus 26R
7	356	Greg Campbell	55 Devin
8	58	Carl Latzel	72 Porsche 914
9	26	Ernie Yakimovich	69 Porsche 911
10	62	Brian Meakings	86 Camaro
11	94	Gerry Leffler	65 Tiger
12	16	Gary Tisdale	67 Porsche 911
13	83	Walt Carrel	65 Porsche 911
14	84	Jim Loveall	66 Porsche 911
15	21	Nick Woodhouse	61 A. Healey
16	289	Reg Houle	67 Mustang
17	199	Terry Hollinger	65 Ford Shelby
18	111	F. Chynoransky	65 Porsche 911
19	69	Roger Flescher	67 Tiger
20	9	Mark Westlake	69 Porsche 911
21	8	Fred Yeakel	64 Cheetah
22	122	Kees Nierop	67 Porsche 911

Group 3 Race 3

1	122	Kees Nierop
2	45	Steve Paquette
3	59	L. Constantino
4	18	Paul Kuckein
5	82	Doug Yip
6	38	Gunter Pichler
7	58	Carl Latzel
8	26	Ernie Yakimovich
9	84	Jim Loveall
10	64	Brian Meaking
11	16	Gary Tisdale
12	83	Walt Carrel
13	21	Nick Woodhouse
14	289	Reg Houle
15	199	Terry Hollinger
16	122	Kees Nierop
DNF	44	Charlie Mitchell
DNS	8	Fred Yeakel
DNS	9	Mark Westlake
DNS	46	John Delane
DNS	69	Roger Flescher
DNS	94	Gary Leffler
DNS	111	F. Chynoransky
DNS	356	Gregory Campbell

Group 4 Race 1

1	68	Jake Thompson	69 Brabham
2	9	John Delane	65 Brabham
3	31	Alan McColl	77 Tiga
4	25	Timothy Osborne	67 Brabham
5	34	Joe Gordon	66 Brabham
6	13	Tony Carruthers	86 Swift DB2
7	78	Charlie Lyford	70 Caldwell
8	42	Jim Johnson	72 March 729
9	9	Chuck Lyford	70 Caldwell
10	63	Alan Peterson	68 Macon MR8
11	5	Rick Korn	79 Tiga SC-79
12	12	Stephen Guy	72 Elva PH9
13	79	Angela Duncan	69 Caldwell
14	81	Ian Wood	72 Rawlson
15	80	Doug Lorraine	78 Lola 492
DNF	69	Dan Marvin	76 March 76B
17	52	Curie Boyle	72 Hawk DL9
DNF	89	Al Cruickshank	75 LeGrand
DNF	86	John Thompson	71 Lola T210
DNF	151	John Spak	79 VanDieman
DNS	0	Lorne Andras	
DNS	3	Jim Crittenden	
DNS	7	Martin Phillips	
DNS	10	Mitch Stone	
DNS	83	Stephen Clark	

Group 4 Race 2

1	69	Dan Marvin
2	81	Ian Wood
3	68	Jake Thompson
4	89	John Thompson
5	34	Joe Gordon
6	25	Timothy Osborne
7	78	Charlie Lyford
8	13	Tony Carruthers
9	8	Chuck Lyford
10	42	Jim Johnson
11	5	Rick Korn
12	63	Alan Peterson
13	12	Stephen Guy
14	79	Angela Duncan
15	83	Stephen Clark
16	80	Doug Lorraine
DNF	0	Lorne Andras
DNS	8	Jim Crittenden
DNS	7	Martin Phillips
DNS	9	John Delane
DNS	10	Mitch Stone
DNS	31	Alan McColl
DNS	52	Currie Boyle
DNS	89	Al Cruickshank
DNS	151	John Spak

Group 4 Race 3

1	98	Dan Marvin
2	81	Ian Wood
3	9	John Delane
4	25	Timothy Osborne
5	31	Alan McColl
6	5	Rick Korn
7	78	Charlie Lyford
8	42	Jim Johnson
DNF	34	Joe Gordon
DNF	80	Doug Lorraine
DNS	0	Lorne Andras
DNS	3	Jim Crittenden
DNS	7	Martin Phillips
DNS	8	Chuck Lyford
DNS	10	Mitch Stone
DNS	13	Tony Carruthers
DNS	12	Stephen Guy
DNS	52	Currie Boyle
DNS	63	Alan Peterson
DNS	68	Jake Thompson
DNS	79	Angela Duncan
DNS	83	Stephen Clark
DNS	89	John Thompson
DNS	89	Al Cruickshank
DNS	151	John Spak



THE GALA BANQUET

all photos by Gerry Frechette



Of the 250 who attended the Gala, 21 helped build Westwood over 50 years ago

Well wasn't it a party?

250 people turned up at the surprisingly grand ballroom of the Best Western Mission City Lodge just up the road from the Mission Raceway Park the site of the 2009 Vintage Racing Club of BC annual Historic Motor Races. The Gala Banquet was to recall and celebrate the 50th anniversary of the first race at the long lost but still loved Westwood Racing Circuit.

The evening started with a cocktail party where guests were able to meet and greet.

Banquet organizer Ron Curties introduced the emcee for the evening: The voice of Westwood: Vince Howlett. VRCBC president Jim Latham, Westwood 50s Tom Johnston, and Robert Johnston and Leslie Skinner from the SCCBC welcomed guests. Good wishes were read out from those who couldn't attend. George Daszkowski of Toronto brought greetings from the Canadian Motorsport Hall of Fame.

Video presentations included the opening of the track in 1959 and also the last Historic race in 1990

Of course the Westwood Circuit was built, owned and operated by the Sports Car Club of British Columbia. One of the highlights of the evening was the address to the group by Ben Manning, the oldest surviving SCCBC president, who turned up in his stocking feet. Later an obviously moved Ben, Jr. told tales of growing up at the track .

A "special guest from Italy"

entertained everyone, including a sing-along of "Those Were the Days, My Friends", while Ian Wood's song, "McWestwood Park" was an emotional end to the evening.

Tommy Meehan and George Keck who each won a race at Westwood on opening day were in attendance as well as were countless other race winners from subsequent years.

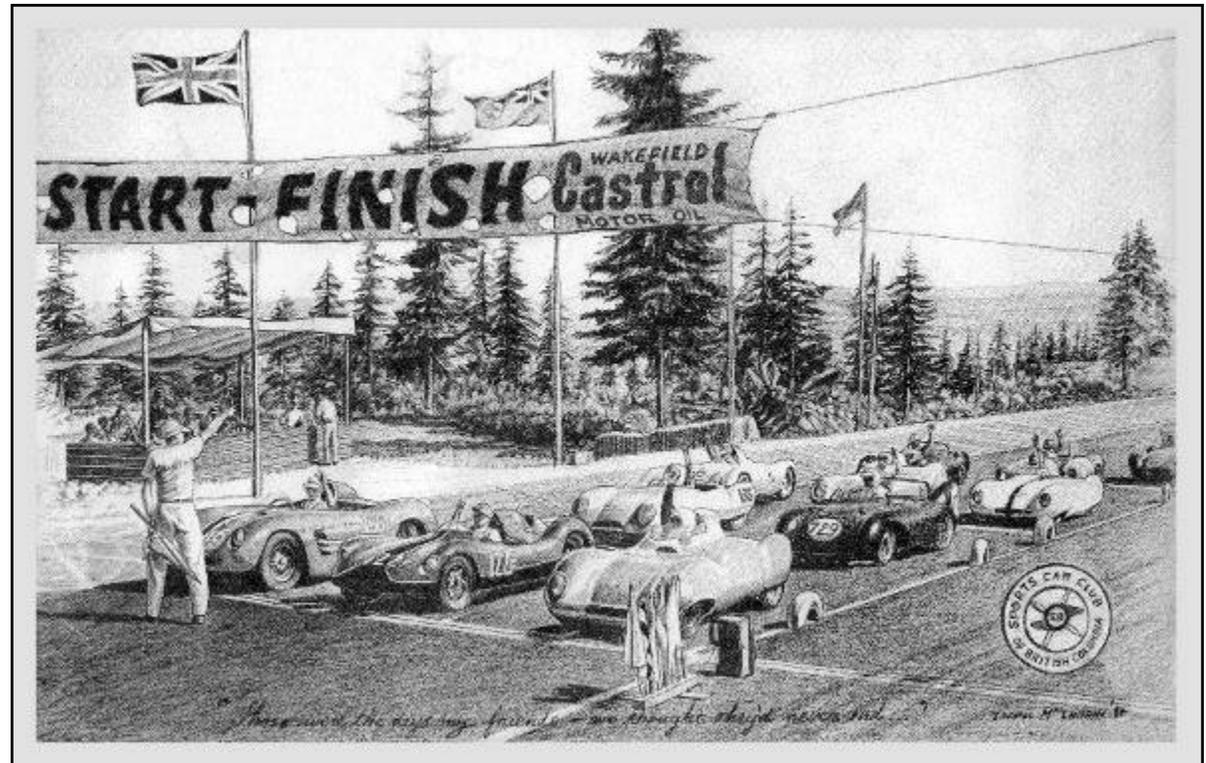
Emcee Vince Howlett called to the front the special group of 21 persons in

attendance who had helped to construct the track 50 years ago.

Vince also called for a show of hands of various groups such as drivers, pit crew, turn workers and other participating groups. Just about every hand went up at some point.

The food was good, the drinks were good, the memories were even better!

Stay tuned for the 100th!



Special Isobel McLaurin placemat from the 25th was a gift for attendees



Long time SCCBC president Pete Jadot



Model maker Phil Dauphinee



Driver Marty Knoll and Susan



Driver Frank Allers and Kate



Driver John Hall and AJ



Organizer Ron Curties and Tomie



Ed Clements and Merv Therriault



Leslie Skinner and Jim McRae



META's Anne Peters and Roger Salomon



The food was good



Tom Johnston, Kristen and Sharon



Gio Coletta (had more fun than anyone)



Phil Simon and Judy



Emcee Vince Howlett



George Keck and Tommy Meehan



Ron Curties and Ben Manning



Ian Wood and Tazio Flasholini

Westwood50

MOUNTAIN HIGH RACING

HISTORIC MOTOR RACES

all photos by Gerry Frechette



The star car of the event—The ex-Gilles Villeneuve Canadian Championship March 76B Formula Atlantic driven by Dan Marvin

Frechette photos available from www.dotphoto.com - username: gerryf, password rainbow



Older Jaguar leads newer one



One of several Sunbeam Tigers



Player's/GM Camaros



No shortage of Geezers



A gaggle of Formula Fords



Getting ready for the parade



Formula Ford podium



Rytune Scorpion Formula Junior



Alfa leads BMW



A big Healey leads a Formula Vee



Ron Curties first Westwood starter returns



Bert Laakmann and Charly Godeke



It seemed easier in 1970



Westwood Stars: Allers and Morris sr.



The Gold Bug Lotus Elan



You don't see many Cheetah racing cars



March 729 Formula Ford



The two fastest cars



Group 4, Jake leads Tony



Ian Wood tries to hold off Dan Marvin



Someone always comes home on the hook



Perfect day for the big crowd of fans

We Get Mail

The following are some of the comments we have received since the HMR/Westwood50 event:

"Kudos to the VRC for an amazing event and a truly inspiring 50th Anniversary Westwood celebration - We are honored to be a part of history." – *Tony Morris Jnr.*

"Hats off to the VRCBC for a great weekend. There were some "glitches", which were worked through, but all in all a great race weekend. Now if they could have organized a little rain at night to cool things off it would have been just like WESTWOOD. Neat cars! Great people! Huge fun!" – *Mike Currie*

"Awesome event; I wish I still had a car that was old enough to qualify for running during the Westwood50! If we could market racing at Mission, like it was done for this weekend, it would change the game for all the clubs. Congratulations again." – *Collin Jackson*

"The Westwood 50th Anniversary celebration and Mission Historics were fantastic this past weekend. The weather was great, lots of interesting cars and all the wonderful people and stories. There

were quite a few racers from the first event on July 26, 1959, including George Keck who won the feature race in his Ferrari 250 Testa Rossa." – *Phil Dauphinee*

"What a great weekend!Many thanks to everyone who helped put this weekend together." – *Tim Osborne*

"Congratulations on a marvellous show and in fact the entire weekend! We enjoyed it all immensely and want to express our thanks for the enormous amount of work it took to put it all on. It was a tremendous success in every respect." – *Patrick Brown & Eileen Gunning*

"Just a quick note to thank you for organizing a great lunch and tour yesterday at Westwood Plateau. I enjoyed seeing both the old members and the remains of the track. I'm sure you will receive many appropriate and deserving thanks for your part in a fabulous weekend." – *Lois Hourston*

"(A) belated Thank You to you Vince, and all of the Westward 50 Committee and assistants. A big job well done." – *Lawrence Green*

"..... I would like to thank you and all the crew for such a wonderfully successful Westwood50 event. We had a great time and it was great that so many of the original Westwood pioneers were able to attend and be recognized." – *John Hall*

"...thanks for having my car and I at the event..... Tremendous event and I look forward to next year's, more of the same I hope, what a blast....." – *Art Dickinson*

"I had a great time at the Historics!" – *Paul Kuckein*

"....,apart from the hard work keeping it (*the Healey*) out there, I had a ball, great weekend, great people, good food, who could ask for more, well done to everybody, these things don't happen without a hell of a lot of input from unpaid guys and girls behind the scene." – *George Holt*

"Great weekend's racing, huge thank you to all the organisers and volunteers, and everyone who made it happen for us....." – *Mark Brown*

"Thanks for a great event.....looking forward to next year....." – *Carl Latzel*

"This is a thank you and appreciation note to all of you (and the large list of others) that made the weekend a very well run and enjoyable event! I had an absolute blast!! Having Tony Jr. of Morrisport onboard with his great crew of guys/girls was also a lot of fun. He runs a very professional program." – *Brian Thomlinson*

"Thanks to VRCBC for holding a great event. This was my first time at Mission and I thoroughly enjoyed myself, despite my car breaking down during the feature race." – *Stephen Guy*



Driver Frank Allers reunited with his 1990 Canadian Formula Atlantic Championship Ralt

Old Racers golf and lunch at old Westwood site

Photos and story by Vince Howlett



Surveying the site of the Carousel (about all that remains)

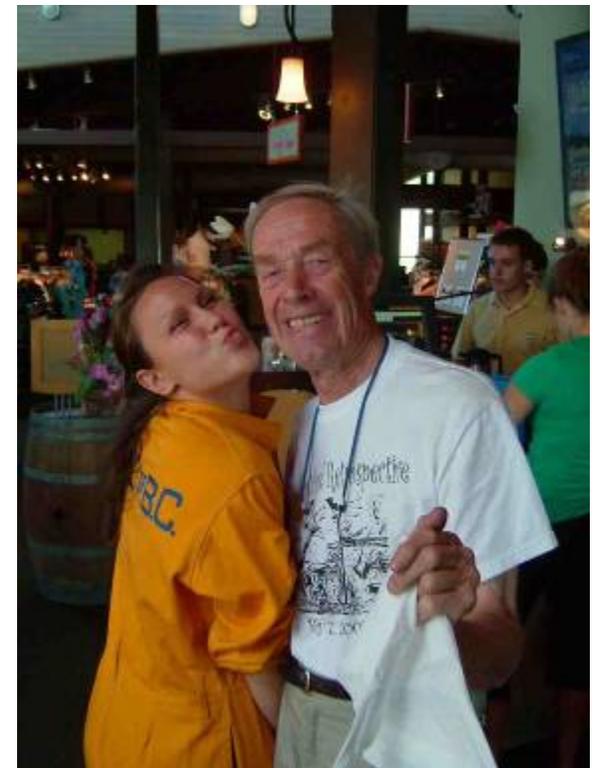
On Monday, July 20, eleven folks golfed at the nine-hole Academy at Westwood Plateau. The winning team consisted of Ron and Tomie Curties and Phil Simon, while Dennis Howlett and Ian and Catherine Wood each got special prizes. Twenty-two turned up for lunch at Hazards Restaurant at the Academy, and then went for a tour of the old track site at the Westwood Plateau Golf and Country Club. The eighteenth fairway at the Club is where the old Westwood pit straight used to be. The visit to the club included an impromptu Le Mans start to some golf carts, won by Ian "Stirling" Wood.



Found it!



Ian wins again



Merv found this former pit crew member

The Day That Jellybeans came to Westwood

In the 1950s and '60s, sports car racing was probably more popular and prestigious than even Formula One. The most successful driver in that era was Belgium's Olivier Gendebien. Gendebien won the Le Mans 24-hour race four times, the Sebring 12-hour three times, the Targa Florio three times, and many other important races. He also competed in 14 Grand Prix events and scored points in half of them.

Right at the peak of his career, Gendebien, who had the nickname of Jellybeans, came to Canada's first purpose-built road racing circuit, Westwood. Why?

In March of 1960, Gendebien, teamed with Hans Herrmann, won at Sebring, Florida driving a works Porsche. Not long



SCCBC Pres. Ben Manning and Gendebien

after he raced at Ontario's Harewood Acres Circuit in the Carling 300, billed as Canada's first professional sports car race, where he finished third, beaten by a Canadian, Peter Ryan, and a youthful Roger Penske, all three in Porsches.

Following the Harewood race, Gendebien and his wife set off on a business and vacation trip to Western Canada, combining promotional appearances for Volkswagen Canada (distributors of Porsche cars at that time) and an intention to see "the Rocky Mountains and some cowboys."

On the way west they stopped in Calgary where they came into contact with the Calgary Sports Car Club. The Calgarians gave the Belgian driver the traditional white Stetson hat to celebrate his visit. His parting words to the Calgarians were that he was to be racing at Le Mans in a few weeks and if he won, he would wear the hat. Teamed with fellow Belgian Paul Frère, he did win in the works Ferrari, and he did wear the hat.

An interesting sidebar story was reported at the time. When Gendebien was at the Calgary Airport, waiting for his flight to Vancouver, he was wearing or carrying the hat. Someone approached him for a photograph and autograph, not because he was a famous racing driver but because the person had never seen a real cowboy. Always the



Jellybeans and hat at LeMans

gentleman, the fluently multilingual Gendebien obliged.

Upon arriving in Vancouver he was escorted to Westwood by members of the Sports Car Club of BC. Past president Dr. Claire Wilson brought along his brand-new 1500cc Lotus 17 for the occasion. Gendebien drove the car four laps, during which he set a new course record.

APRIL 1st 2009

DEAR TOM -

MANY YEARS AGO I USED TO DO A FEW
CARTOONS & DRAWINGS FOR THE VANTAGE.
I JUST HAPPENED TO COME ACROSS THE
VRCBC WEBSITE AND SAW THE NEWS OF
THE WESTWOOD 50 EVENT.

IF YOU CAN USE THE 2 ENCLOSED
CARTOONS, PLEASE DO SO. MY PLEASURE.

CRAIG AINSCOUGH



Craig Ainscough was a member of VRCBC in the Westwood "Old Days". After Westwood closed, Craig like many others drifted away. Recently through the power of the Internet he re-discovered the club and sent along a note and these cartoons.



The amazing talents of Craig Ainscough . I was truly delighted to see the wicked and satirical pen of Craig Ainscough in the 'Vantage' again. From the moment we were introduced Craig and I got on like a 'house on fire'. We had both created edgy pieces of comedy, written satire, produced advertising commercials and always loved to push the edges of any envelope that was foolish enough to get our way!

We laughed a lot privately about what we could never share in public and then we shared in public what we deemed wasn't too private! I still have all my Ainscough 'originals' and take them out from time to time and laugh out loud at the un-publishable ones! The rest are good . . . they are ruddy brilliant!

Craig . . . if you are out there reading this in some toilet or private place of your ken and having a little chuckle to yourself, I can't tell you how wonderful it is to see your mighty pen in action again. 'Welcome Back' and get as crazy as you dare editors aren't that powerful any more!

Don't be a stranger! Your old pal . . . Mike

Another Perspective on Westwood.

In 1990 Toronto based writer, artist and Lotus Seven enthusiast Michael Eddenden was in Vancouver on a family matter. He happened to attend the last HMR to run at Westwood. He wrote about it in the prologue for his book on Lotus

Sevens that he is currently publishing. Michael has kindly given us permission to include this in our special Westwood50 edition of Vantage.

Michael Eddenden is the editor of the Lotus Club Canada newsletter the Lotus Letter. Copies can be seen at www.lotusclub.ca/lcc/





Prologue
LAST RACE



July 8, 1990

In Ontario this would be a ski resort and where we stood, the start of the highest run. Here, secreted on a narrow, natural plateau on the hillside below, lay a race track.

Distances were visceral; background had become foreground. What surrounded us -the furrowed, sap-scented trunks and spongy forest floor- was peripheral to the panorama before us. Beyond the serrated skyline of conifers below, spread a map-like landscape of suburbs and highways, farms and rivers that faded to a horizon of thick haze. Above this, far to the south, floated the glaciated peak of an enormous white volcano in a summer-blue sky.

We were standing near the top of a minor foothill. Behind, to the north, the Coastal Mountains stretched to Alaska. Below lay the Fraser Valley and Vancouver's rapacious suburban sprawl. The triangular, fairy tale volcano, across the border in the United States, was prosaically named Mount Baker. Just below, rising and falling with the slope lay the Westwood Race Track.

Old sports cars were screaming down Deer's Leap backstraight. Spectators crowded the line of brightly striped tents, RVs, and vintage race cars that stretched along pit lane. The smell of burnt oil, hotdogs, and fir needles mingled in the clear air. But for the mechanical noises it was a medieval fair. We were surrounded by dark forest. Everyone was on foot. It was small enough to be intimate, large enough to take on a life of its own. The cars were as expensive and pampered as medieval chargers, if less useful.

It was the Tenth Annual Westwood Historic Racing Weekend; it was also the last. There would be no more races. The track had been sold. Two years later, the next time we came, the foothill had been turned into a golf club and suburb and the paved area of roads and driveways and parking lots was greater than that of the sinuous track below.

For the moment Time dawdled, reluctant to move on, content for a brief afternoon to be a spectator watching a small, nebbish slice of history. The cars flashing by were vintage sixties and fifties. Back in the pits, drivers clambered into Brabhams, Lotus, Ginettas, Elvas, Cobras and Corvettes. Middle-aged men, driver/owners, had trailed their cars from British Columbia, from neighbouring Washington and Alberta, from California and Ontario, Quebec and England. More roared by, blatting, screaming, whining: MGAs, Porsche

356s, Alfas, a Jaguar XKE, TR4As, Austin-Healeys, Mini Coopers, Sunbeam Tigers, a Lotus Elite, a Lotus Cortina. And my favourite, the Lotus Sevens.

It was the reason we were here.

A Series 1 Seven came sliding through the Esses towards us. Its bare aluminum skin had been polished till it looked like chrome, its skinny tires were mounted on Lotus yellow wobbly-webs, and its board flat bench seat was scarlet. I glanced at the programme. It was a 1957, built just two years before Westwood opened. The Seven, alongside the more expensive Lotus Elite, launched Lotus as a manufacturer in '57. Lotus founder Colin Chapman based the Seven's design on the spectacularly successful Lotus Eleven which had taken the coveted Index of Performance at Le Mans earlier that year. In typical Lotus logic, seven comes after eleven.

The cars were rare. If people knew about the Seven it was far more likely it was from seeing it in the opening scenes of *The Prisoner*, the wonderfully bizarre series that came out of late sixties British television, than from meeting one in life. Long and low, nimble and quick, they were at the extreme end of what defined a sports car; they did not seem to be road cars at all. Colin Chapman designed the car as a Club racer you could drive to the track. They were as Spartan as possible. Many were unpainted, the stressed aluminium skin riveted to the triangulated space frame, left bare. Above all they were light, Lotus's hallmark. Anything that didn't make them go faster was cut out.

"Add lightness," said Chapman famously, "If it's not there it doesn't weigh anything."

They lacked the assumed comforts, whether defined as CD players and cup holders or real seats and doors. They offered instead, the sound of the engine and carburetors, the feel of the car's tires gripping the surface of the road, and all the smells of exhaust and internal combustion intact and unfiltered. Single purpose, single-minded and singularly impractical; impossible not to like, impossible to like, depending on your point of view. But impossible to ignore.

Unlike the other cars circling the track, the Seven was still being built. Lotus made the Seven in various forms until 1973 when, wanting to move up market, they sold the rights to Caterham Cars, long their only dealer. Caterham tinkered with the car's idiosyncrasies endlessly, assuaging some, preserving others, and prospered. Now, there were more Caterham Sevens than Lotus Sevens in existence.

Owners had to assemble them. From the beginning the Seven had been a Kit Car, at first to avoid onerous taxes in England, later to avoid onerous North American regulations such as 5mph bumpers and crash tests that home-built cars are still exempt from.

Mesmerized by the gleaming cars arrayed before us, with their better than new chromed suspensions, and obsessively clean, polished bodies, it was easy to imagine the Joy of Building such a car yourself. That it was a typical sublime Vancouver day, sun-drenched, sea breeze and mountain air all at once, and that everyone seemed to carry a bottle of dark ale, made the dream intoxicating. The minute-men team of mechanics, the tractor trailer full of new spares, and the motel-sized RV that stood in attendance behind each car had to be ignored or the D.I.Y. dream would implode - but being infatuated, it was not difficult. It is easy to see what you want to see.

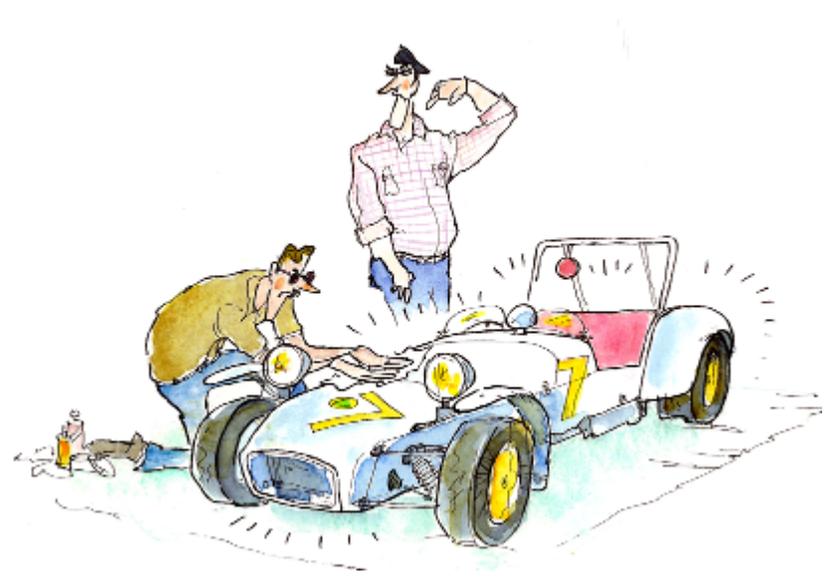
Besides, what amateur, setting out to accomplish his dream, wants to hand it over to the experts?

Which, in a way, was why we were here at Westwood, playing hookey.

Donna's extended family lived in Coquitlam, a suburb on top of an adjacent foothill. We had flown from Toronto for a sister's wedding and the accompanying round of obligatory gatherings and banquets everyone in a large, extended, healthy, food-obsessed Chinese family thrived on. But back in Toronto, waiting in a dirty,

darkened garage, sat our new half-assembled Seven. It had taken years of waiting and doing without. It had to wait a little longer. But for a few hours now we could see and hear the finished product at speed.

How we reached this point and what happened afterwards is what this story is about.





WILKINSON'S AUTOMOBILIA IS WORTH A SPECIAL VISIT RIGHT ABOUT NOW!

Timing is everything as they say and at Wilkinson's Automobilia *the right time is right now!*

What do I mean?

Ted Wilkinson, trusted as he is in his specialised field of collectibles, was called to be involved in the assessment and sale of two of British Columbia's finest automobilia collections. These are the lifetime collections of the late car aficionado Bob LeFlufy and Ferrari devotee the late Gerry Benzon.

These are both large and valuable collections that are now being offered at the Wilkinson's store, on Ontario at Broadway, following months of evaluation, negotiation and pricing. Ted, whilst admitting that the pricing of all items has to be at fair market value, admits that for the right person there are some gems in these massive collections. Some of the items are rare and some of the books are first editions and others just plain out of print and not likely to see a reprinting.

Ted and his great and very knowledgeable team . . . Ross, Tim, Larry and we must include Ted's better half Loraine, have got most of the sorting and pricing done and the items are currently moving slowly into the main body of the store which is getting an enforced spring

clean into the bargain as everything is moved around!

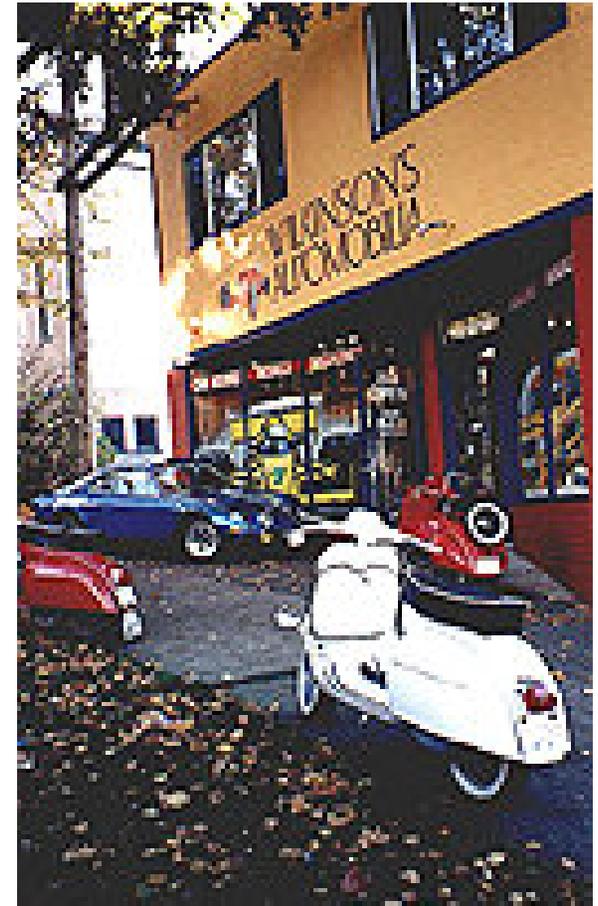
There are books, incredible models in many scales from 1/5th through 1/18th and 1/12th including a very fine presentation of 1/43rd scale cars. There is motor racing related clothing, memorabilia, and automobile collectibles of the most diverse kinds. Ferrari is a well featured racing name in the collections as are some of the other fine vehicle marques some racing orientated and some of the road and touring varieties. Some of the books are so rare I doubt we will see their like in this part of the world for quite a while. I was allowed a quick preview and there would have been little left for the rest of you had I had a million dollars in my jeans. I guess I had put the wrong pair on that day!

Yes . . . There is also rare automobile art, autographed and well presented and so much more. It is like a day at the auto-museum with a chance to buy the best of the best.

Timing is everything and at Wilkinson's the time is now. Hurry . . . don't be disappointed . . . I wasn't!

Mike Tate
June 2009

White Rock, B.C. ~



About the Vintage Racing Club of BC

The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The

Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed.



Rocky



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