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British Columbia Historic Motor Races (BCHMR) 2011 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.

2011 Club Executive:

President Stanton Guy
Vice President Dennis Repel
Past President Jim Latham
Treasurer Bruce Jamieson
Secretary Tedd McHenry
Race Director Alan Harvey
Vantage Editor Tom Johnston
Membership Stanton Guy
Web Site Stanton Guy
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B.C. Historic Motor Races Track Officials:

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Event Steward Hugh Archer
Clerk of the Course Robert Currie and Tom Roy
Chief Course Marshal Malcolm Curtis
Chief Time Keeper Marc Ramsay
CACC Chief Tech Inspector Jim Kurtz
VRCBC Tech Inspectors Mark Ashbrook
and Randy Custer
Course Doctor Keith Wong
Race Announcers Vince Howlett, Mike Tate
David Birchall,
Adrian Radcliffe
Paddock Marshal Keith Robinson

With special thanks to the following for their generous support:

- Sports Car Club of BC (SCCBC), Michael Lensen, President
- Motorsport Emergency & Turnworkers Association (META), Mike Bailey, President
- Society of Vintage Racing Enthusiasts (SOVREN), Eva Gordon, President
- Confederation of Autosport Car Clubs (CACC), Mike Kaerne, President
- Mazda Canada for supplying pace and chase cars.
- Program photos, Paul Bonner, Gerry Frechette.

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President's Greeting

On behalf of all of the members of the Vintage Racing Club of British Columbia, it is my great pleasure to welcome you to the 2011 BC Historic Motor Races.

We are especially pleased to welcome all of the racers and their crews from outside British Columbia. Motor sport truly knows no borders.

Vintage racers often say that "the cars are the stars". All of us have some sort of emotional attachment to our racing cars. Many have been racing the same car for so long that they have become members of their family and if you ask, they will proudly tell you its name!

Others have gotten into Vintage racing later in life and are now racing the car they wanted to have in their younger years. It may be a modified Mini Cooper S, a Jaguar E-type, or a purpose-built racing car – a single-seater or a sports racer. Each of these cars has its own unique appearance, and strengths and weaknesses on the track. It is this great variety that makes Vintage racing so much fun for both the competitors and the spectators.

Somewhere in the Paddock or in the Car Corral, you are sure to find at least one car that either brings back personal memories, or that you may have read about but never seen before.

Be sure to ask the owner about it. We enjoy talking about our cars almost as much as driving them!

Events like this cannot be put on without a lot of work by many people and organizations. I want to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworkers Association (META) plus the many volunteers – we couldn't do it without you.

And a very big thank you to Tom Johnston, who volunteered to take over the Event Chairman role when our long time leader, Ian Wood, retired. Tom kept everybody organized and on schedule – not an easy job! Thanks Tom.

The VRCBC races on the Sunday of every SCCBC race weekend throughout the season. This year the SCCBC is celebrating their 60th anniversary of organizing road racing in BC. A remarkable achievement – congratulations!

Enjoy yourself and we hope to see you again in 2012.



Stanton Guy
President
Vintage Racing Club of BC

Event Chair's Welcome

It was 1981 when the Vintage Racing Club of British Columbia ran their first Historic Motor Races. Now called the British Columbia Historic Motor Races (BCHMR), today's event is the 24th running. The event ran ten times at Westwood and this is the fourteenth at Mission. Each year it has become a more enjoyable event for both competitors and spectators. We feel this one will be the best ever.

Of the 24 events, Ian Wood chaired the last five, not only did he chair the events; he was a sponsor, an entrant and a winning driver, quite an accomplishment. Ian has stepped down and I have been asked to take over. To paraphrase Ian: I hope it will be all good.

We have fiddled with the eligibility rules a bit this year in hopes of attracting a bigger and more interesting entry, especially in the purpose-built racing car categories.

A feature of our event has been the paddock being completely open to spectators, so be sure

to have close look at the cars, the drivers and crew members are usually happy to answer question and give autographs.

Another change for this year is to make a feature of the Car Corral show area by placing it immediately at the circuit spectator entrance.

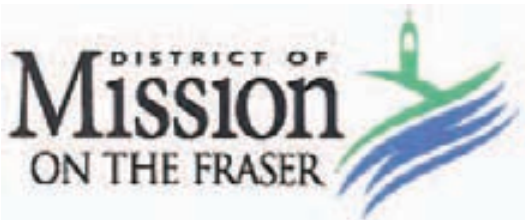
Of course the star of this event is the Canadian motor sport Legend Bill Sadler. Bill was creating ferocious Canadian racing cars before many of our competitors were born.

I want to extend a special thank you to all of the volunteers who help put on this event; the officials, the turn workers and all the rest; we couldn't do this without you! I also want to thank all of the competitors and their crews, and the fans as well.

Thanks for coming, I hope you enjoy yourselves.



Tom Johnston
Event Chairman



Office of the Mayor

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

On behalf of the District of Mission residents and Council, it is my great pleasure to welcome you to our city for this weekend of historic motor racing. Mission Raceway Park is one of the many wonderful recreational and tourist attractions in our community; the activities and events organized at the Raceway contribute to our community spirit and promote our local businesses.

The increasing significance of the British Columbia Historic Motor Races has continued to develop with each year of racing. The "Canadian Motor Sport Experience" theme last year was a great success, and this year's "River's Edge Vintage Series (REVS)" focus should be very interesting to Vintage car enthusiasts.

It is my understanding that many of the race participants arrive from the United States and other parts of Canada. We are very pleased to welcome you all to our community, and hope that you will have a memorable experience.

Have a safe, enjoyable racing weekend. I look forward to seeing you all enjoying Mission's hospitality and exploring it's beauty during the races, as well as on future trips with your friends and family.

Yours truly,

James Atebe, MAYOR



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Message from Randy Hawes, MLA

GREETINGS

THE BRITISH COLUMBIA HISTORIC MOTOR RACES
JUNE 11 AND 12, MISSION RACEWAY PARK

To all who love vintage autos and racing (and who doesn't?)

For almost a century there has been a fascination with automobile racing and it would be difficult to find a better reason than the vintage car races held a Mission each year. Mission Raceway Park provides the perfect venue. From the fantastic array of vintage cars to the excitement of the races the whole event is professionally run to ensure every minute provides pleasure to the spectator and racer.

This is rapidly becoming "THE EVENT" for vintage racers and racing fans. The volunteers must be congratulated for the hours of preparation and dedication that goes into making this race weekend such an outstanding success.

Great cars, great races, great organization, and all of the superb attractions Mission has to offer guarantee the British Columbia Historic Motor Races will be marked as a "must attend" on more and more calendars in both Canada and the United States.

Thanks to the organizers and the racers for making all of this possible. Keep up the great work!!

Randy Hawes,
M.L.A., Abbotsford Mission



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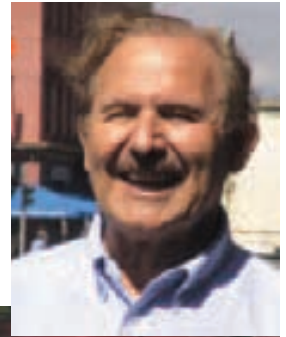
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Guest of Honour **Bill Sadler**

Canada's Great Race Car Designer

By **John Wright**



Bill Sadler is a legend in Canadian motor sport. Sadler is member of the Canadian Motorsport Hall of Fame and his cars are prized by collectors, yet Sadler's motor sport career lasted less than ten years. Bill Sadler was on his honeymoon in England when he discovered sports car racing.

Young Bill was involved with cars all of his life through the family business Sadler Auto Electric in St. Catharines Ontario. Adding to his new found enthusiasm was the MGTD given to the newlyweds by Bill's father as a wedding gift.

In 1954 Sadler built his first special, a tube framed two seater built from Jowett components, later acquiring a fuel injected Triumph motor and a fibreglass body becoming the Sadler Mk I.

By 1956 the special was revised extensively

including one of the first uses of the Chevrolet Corvette engine in racing, the car now becoming the Mk II. The Sadlers returned to England with the car where it was raced. During his stay in England, Sadler worked for John Tojeiro a builder of specialized cars. While at Tojeiro, he had his car rebodied with a rather attractive aluminum body. After returning to Canada several replicas of the Mk I were built with a variety of improvements advancing the count to the Mk IV, by 1959. Also in 1959 the legendary Formula Ferocious single seater Formula Libre car was constructed for the young up and coming driver Peter Ryan. This car marked the first time (as far as we know) that a Chevrolet V8 engine was installed in rear engined modern style racing car. For some reason this car did not receive a Mk designation.

It was about this time that Sadler became associated

with Charles Rathgeb of Canadian Comstock resulting in the creation of the Sadler Mk V Chevrolet rear engined sports racing for the Comstock Racing Team. The Mk V car could be said to have inspired many later generations of Can-Am cars.

As a parallel project Sadler produced a run of front engined Formula Junior cars based on Austin Healey Sprite components.

By 1961, Sadler gave up racing and went to university to become an electronics engineer. He worked as an engineer in the aerospace industry until his retirement. He currently lives in Florence, Oregon. Sadler still owns one of his racing cars and shows up occasionally at Historic races. If you see him in the Paddock be sure and say hello now that you know that he is truly a great Canadian race car designer. 🇨🇦



Sadler Mk III



Sadler Formula Junior



Sadler Formula Ferocious

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Good Luck to all competitors and Welcome to all HMR and W50 visitors from all of us at Overseas.



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) in 2010. This multi-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.

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) 2011 Event Schedule

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

PRESENTED BY THE VINTAGE RACING CLUB OF BC (VRCBC) WITH CACC, SCCBC, META, SOVREN

Friday June 10th: Early Entry Day

- 2pm** No entry to Paddock until 5 pm. Early arrival rigs may park temporarily in the main gate area.
- 5pm** Registration opens, Paddock opens for parking, Pit assignment, Tech Inspection
- 6pm** The "by donation" Meet and Greet and "Westwood Reunion" BBQ in Pre-Grid
- 10:30pm** Gates Locked

Saturday June 11th: Race Day #1

- 7am** Gates Open
- 8am-Noon** Registration, Paddock Assignment and Tech Inspection
- 8am** Compulsory Track Orientation for Newcomers
- 8:30am** Compulsory Drivers' Meeting

	GROUP	
9:15 – 9:30am	4	Practice
9:40 – 9:55am	1	Practice
10:05 – 10:20am	2	Practice
10:30 – 10:45am	3	Practice
10:55 – 11:10am	5	Practice
11:20 – 11:35am	4	Qualifying
11:45 – Noon	1	Qualifying
Noon – 1:35pm	Lunch	CCGP VIP Rides
1:35 – 1:50pm	2	Qualifying
2 – 2:15pm	3	Qualifying
2:25 – 2:40pm	5	Qualifying
2:50 – 3:10pm	4	Race #1
3:20 – 3:40pm	1	Race #1
4 – 4:20pm	2	Race #1
4:30 – 4:50pm	3	Race #1
5 – 5:20pm	5	Race #1

- 6pm** Annual VRCBC BBQ (for Entrants, Drivers, Crew, and Track Workers)
- 10:30pm** Gates Locked

Sunday June 12th: Race Day #2

- 7am** Gates Open
- 8:30am** Compulsory Drivers' Meeting

	GROUP	
9 – 9:15am	4	Practice
9:25 – 9:40am	1	Practice
9:50 – 10:05am	2	Practice
10:15 – 10:30am	3	Practice
10:40 – 10:55am	5	Practice
11:05 – 11:25am	4	Race #2
11:35 – 11:55am	1	Race #2

- Noon – 1:30pm** Official Opening Ceremonies
Lunch CCGP VIP Rides

1:30 – 1:50pm	Trans Am & British Sports Cars Feature Race	
2 – 2:20pm	5	Race #2
2:30 – 2:50pm	3	Race #2
3 – 3:20pm	2	Race #2
3:30 – 3:45pm	3	Race #3
3:55 – 4:10pm	1	Race #3
4:20 – 4:35pm	2	Race #3
4:45 – 5pm	4	Race #3
5:10 – 5:25pm	5	Race #3

- 7pm** Gates Locked

Please note: While these are the basic groupings, the organizers may rearrange vehicles to ensure cars are competitive and speed differentials are minimized.

Group 1	Vintage Production Sports Cars and Sedans to Dec. 31/63
Group 2	Historic Production Cars - Small Bore (Under 2000 cc) Jan 1/64 to Dec. 31/69 Classic Production Cars - Small Bore (Under 2000 cc) Jan 1/70 to Dec. 31/74
Group 3	Historic Production Cars - Large Bore (Over 2000 cc) Jan 1/64 to Dec. 31/69 Classic Production Cars - Large Bore (Over 2000 cc) Jan 1/70 to Dec. 31/74
Group 4*	"Fast" Exhibition Class - Lap times over TBD benchmark time to Dec. 31/90
Group 5#	"Faster" Exhibition Class - Lap times under TBD benchmark time to Dec. 31/90

The Sunday Feature Race is for Classic British Sports Cars and those sedans (e.g., Alfa Romeo, BMW, Datsun, Escort, Fiat, Lotus Cortina, Volvo, Porsche, etc.) from Groups 1, 2, and 3 above that could have qualified for the Under 2.5 Trans Am Series, which raced from 1966 to 1972.

Drive home safely, and we'll see you in 2012!

Race Group 1



1967 BMW1600 – Leigh Anderson



1969 Datsun 510 – Paul Haym



1968 Triumph GT6 – Keith Wong



1963 TVR Grantura – Nancy Moore



1955 Austin Healey - Larry Patterson



1967 Ginetta G4 – John Carroll



1969 Volvo 142S – Ralph Zbarsky



1958 MGA Deluxe – Michael Zbarsky



1968 Volvo 122S – Lorne Andras



1961 Volvo PV544 - Peter Valkenburg



1967 MGB - Alan Reid



1958 Volvo PV444 – Gil Stuart



1958 Austin Healey – Ivan Lessner



**Thank You
Volunteers...**
you are the best!

Race Group 2



1969 Lotus Seven S3 – Mark Brown



1969 TVR Vixen – Phil Roney



1973 Mini – Geoff Tupholme



1969 Alfa Romeo GTV – Glen Gibbons



1971 MGB – Alan Harvey



1965 Austin Cooper S – Neil Tregear



1966 Morris Cooper S – Carl Latzel



1969 Datsun 510 – Brian Meakings



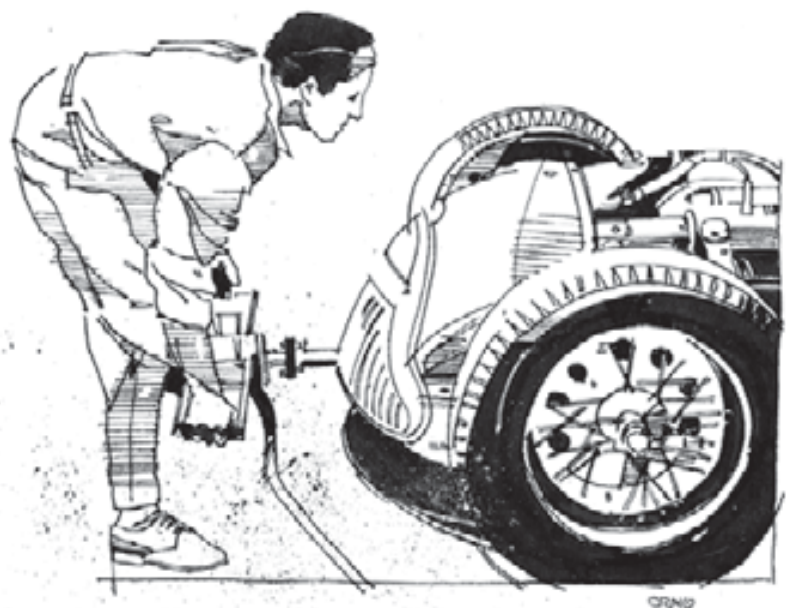
1963 Porsche 356C – Tim Pickstone



1967 Austin Mini – Mike Owen



1969 Ford Escort – John McCoy



Race Group 3



1965 Porsche 911 – Frank Chynoransky



1969 BMW 2002 – Ron Dempsey



1967 Sunbeam Tiger – Roger Flescher



1969 Chev Camaro – Paul Kuckein



1972 Porsche 914-4 – Carl Latzel



1965 Sunbeam Tiger – Gerry Loeffler



1974 Chev Camaro – Dennis Repel



1969 Porsche 911T – Ernie Yakimovich



1967 Sunbeam Tiger – Doug Yip

Race Groups 4 & 5



1976 Caldwell D-13 – Stanton Guy



1968 Zink FV – Krista Johnson



1972 XPit F4 – Tedd McHenry



1969 RCA FV - Mary Lyford



1970 Caldwell D9 FF - Charlie Lyford



1972 March 729 – Jim Johnson

Race Groups 4 & 5

CONTINUED FROM PAGE 11



1963 Lotus 23B - Stephen Clark



1964 Autodynamics FV - Gayle Baird



1964 Bobsy Vanguard FV - Jim Cutts



1986 Swift DB2 - Tony Carruthers



1981 Lola T590 - Ron Eckhardt



1984 Tiga S2000 - Steve Goodfellow



1983 Ralt RT4 - Marty Knoll



1977 Tiga FF - Alan McColl



1972 Titan Mk6 - Chris Schoap



1988 Swift DB4 - Evan Williams



1960 Lola Mk1 - Stephen Clark



1975 Legrand Mk21 - Allan Cruickshank



1974 Rawlson CR11 - Ian Wood





The BCHMR Festival Weekend



Sunbeam Tiger

The BCHMR festival weekend is a unique experience as there is nowhere else in British Columbia where road racing fans can get up close and personal with these wonderful machines and their drivers, and where you will see some of the world's finest race-bred marques racing for the chequered flag. The Paddock is open all weekend for public access and the on-track racing is fast and competitive, stirring nostalgic memories from a bygone era of motor racing.



Rocky, new driver of Tom's Ralt



Ribbon cutting 2010

Paul Bonner photo

The event has become an annual gathering for vintage racing drivers and their crews, as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Adding to the festival atmosphere are the many sponsors' booths offering everything from automobilia and artwork, to automotive product displays. The food concessions, informative track-side commentary and excellent grandstand viewing, all make this an entertaining weekend for families as well as long-time enthusiasts.



Pipe band

Paul Bonner Photo



Harvard Flyover 2010

Paul Bonner Photo



Geezer Central



Westwood Barbeque

Frechette photo

Classic British Sports Cars

by Mike Tate

How do we define a Classic British Sports Car or any Sports Car for that matter?

They are a breed apart in the automobile world: they are faster, louder, more exciting, of higher than average performance, prestigious in some cases, usually offering function over comfort and perhaps saying as much about their owner as they express about themselves! If defined by color they are Red not Beige. They are individual! The sports car should demand dexterity, daring, accuracy, passion and even envy! They are an extension of personality with pride of possession as a prerequisite and the various marques of sports cars imbue in their owners great loyalty; the brand is king and the courtiers loyal.

Britain is not the only home of the sports car, far from it, but it has produced a greater diversity of sports cars than any other nation and the term 'sports car' or 'sporting car' was first used in the British publication 'The Autocar' in the February edition of 1919 so the 'Brits' do have a claim to the name I suppose.

Let's dash through the alphabet and trot out a number of British sports car names and see just how familiar they are to our eyes... Aston Martin, AC, Austin Healey, Bentley, Bristol, Gordon-Keeble, Jaguar, Jensen, Jowett, Lotus, MG, Morgan, Mini ~Austin and Morris~ Nash, Riley, Sunbeam, TVR, Triumph, Vauxhall and there are many more... not a bad brand building performance for a small Island nation! No denying it the Brits love their sports cars and like 'Mr. Toad' enjoy nothing more



The ubiquitous Mini Cooper shows a 'bit of leg' as she hustles around!



Thundering Healeys'... what could be more 'Brit'?

than, or used to when the roads were less policed and cluttered, the thrill of driving at speed and living on the edge from time to time as the hedgerows fly by and rustle in wind created by a car as much as inclement weather!

The sports car took to the track like a duck to water. It was a totally natural extension to ownership to do the 'my car can go faster than your car.' thing! So off to the races they went and the manufacturers soon perversely learned that 'Win on Sunday ~ Sell on Monday' was a fact of life and so more and more of them encouraged motor sport and so the passion grew. Demand became



MG Midget and Austin Healey Sprite in close company.



Just black and white... a TR 3 chased by a MGA.

broader and so more economic brands were produced to sate the needs of everyman and woman whatever the size of their wallets. Britain also exported their passion, their brands of sports automobiles and with them that unique quirkiness that goes with owning a British sports car! Folks loved it especially their old cousins in the United States of America whose returning servicemen after World War Two brought them home by the thousands.

There you have it the Classic British Sports Car... enjoy watching them race and I say... 'may the best man win old chap! Jolly good show!' 🏎️

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.

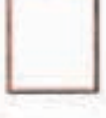


Waving Yellow – Single waving yellow—slow down, no passing, immediate danger.

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.



Furled Black – Closed Black flag – Warning!... when pointed or shaken at a participant from the starters stand. If the action continues, the participant will be given an open black flag.



Open Black - Displayed with the car's number below. Do not take another lap. Proceed directly to the black flag station in the pits.



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



Red – Extreme danger. The race session has been stopped. Stop racing, check your mirrors. Come to a controlled stop as quickly as practical to edge of track within the driver's line of sight of a flag station. Only upon indication from a corner worker, proceed cautiously to the pits.



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



Yellow With Stripes—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.

One Lap around the Track in the Driver's Seat

The 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.

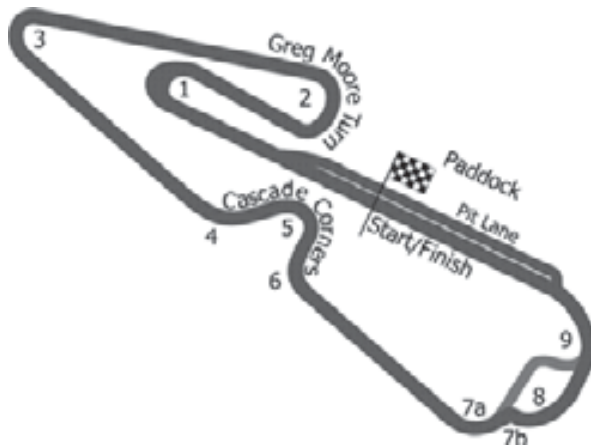
Coming out of Turn 3 brings you onto the original section of the circuit where you once again accelerate hard now towards **Turn 4**. The track weaves somewhat as you set up for the sweeping **Cascade Corners**. A light dab on the brakes to set for Turn 4 is all that's required as you turn left and power 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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For entry and race information, call (425) 277-3177 or visit our website www.sovren.org

2011 Vintage Racing Club of BC Racing Schedule

All races are held at Mission Raceway

DATE	EVENT
June 11 & 12	BC Historic Motor races
Aug 6 - 7	SCCBC Children's Charity Grand Prix Weekend: CACC #4 and REVS #4
Oct 8 - 9	Fall Finale - CACC #5 and REVS #5

2011 Society of Vintage Racing Enthusiasts Race Schedule

DATE	EVENT
July 1 - 3	PNW Historics, Pacific Raceways, Kent, WA
Sept 3 - 4	Columbia River Classic, Portland International Raceway
Sept 17 - 18	Fall Finale with Enduro, Pacific Raceways, Kent WA.
Oct 1 - 2	Maryhill Loops hill Climb, Maryhill Loops Road, WA.

2011 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
June 17 - 19	With VSCDA, Blackhawk Farms ,Illinois.
Sept 10 - 11	With VARA, Buttonwillow Raceway, California.

More events announced soon. Enter direct with your Host Club.

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Vintage Racing Categories & Classes

How does it all work?

By T. Tom Meshingear

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:

PRODUCTION-BASED RACING CARS: lightly modified mass produced road cars (sports cars and sedans) that were raced back in the day. These cars are allowed to be clones, they can be constructed from former road cars to the racing regulations of the past. Examples would be MGs, Triumphs, Minis and Volvos.

PURPOSE BUILT REAL RACING CARS: pure racing cars (sports racing and formula cars) with actual racing history. Examples would be Formula Atlantic and Formula Ford and various models of Lotus sports racers.

In the case of the Vintage Racing Club of BC (VRCBC), all of the cars are quite rigidly controlled and must meet the specifications that they 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 (ICSCQ) rules—the three racing organizations that controlled racing in these parts at the time, or international F.I.A. rules.

There is considerable disagreement amongst the racing organizations as to age cut-off for cars allowed to compete. Most—as VRCBC—take into account the approximate date of 1974, the year that modern, high-performance “slick” tires were introduced.

VRCBC through the regional racing sanctioning body CACC have set the age cut-off for production based cars to be 1974. The much more complex purpose built racers



group have a similar consideration of slick tire but also take into account aerodynamic design developments that also came into being about 1974.

- Production based racing: cars up to 1974
- Purpose built racing cars: two groups; pre and post “Wings and Slicks” era with some cars up to 1986.

In addition to the above, regulations allow race organizers to include a third group of different specification to run as an Exhibition Group. In the case of the 2011 BCHMR this group is for Purpose Built racing cars up to 1990.

On top of all that, race organizers often group cars of similar performance into specific races for safety reasons and for more competitive racing.

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The Trans-Am 2.5 Litre Challenge Series

By Tom Johnston



Most racing enthusiasts know of the legendary Sports Car Club of America (SCCA) organized Trans-Am racing series that began in 1966. Trans-Am still carries on in a modified form to this day. Mention of Trans-Am brings thoughts of fire breathing muscle and pony cars such as Mustangs, Camaros and the like

Less well known but equally impressive was the smaller subclass of Trans-Am which focussed on imported sedans. Initially the class was restricted to under two litre engines, later changed to 2.5 litres and entitled the Trans-Am 2.5 Challenge


In the beginning, both the over and under two litre cars ran together but after a few years separate races for the two classes were run, usually at the same race meeting but sometimes on separate dates and at separate tracks.

While the smaller cars were generally slower than the big V8 machines, Saskatoon born Australian driver Allan Moffat managed to win an event overall at Bryar Motorsports Park in the first year of the series. Moffat was driving a factory supported Lotus Cortina.

In the 2.0 litre era, the most competitive cars were the Alfa Romeos and Porsches, in the 2.5 Challenge era Peter Brock's BRE entered, works backed John Morton driven, Datsun 510s won pretty much everything.

At the British Columbia Historic Motor Races for 2011 we will see a recreation of the battle for this racing group again featuring Alfas, Porsches, Ford Cortinas and Escorts, Volvos, BMWs and others in the feature races of the day.

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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

1. 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.
2. 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, enjoy the cars and live your dream.

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

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