

British Columbia

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MOTOR

RACES

August 20 & 21, 2016

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Racing at the Road Course Mission Raceway Park August 20 & 21 2016



PRESENTED BY:
KEY-WEST FORD

FEATURING:
**Hagerty Formula
Festival & the
Jim Latham
Memorial Race**

VINTAGE RACING CLUB OF BRITISH COLUMBIA

British Columbia Historic Races is presented by the Vintage Racing Club of British Columbia (VRCBC) in conjunction with the Sports Car Club of British Columbia (SCCBC) and the Motorsport Emergency & Turnworkers Association (META). The event is sanctioned by the CACC which is affiliated to ASN Canada FIA

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Guide Photography Brent Martin

From The President

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 2016 BC Historic Motor Races.

Star Cars

Vintage racers like to say that, 'The cars are the stars!' This year there is a great variety of 'star' racing cars to look at, and when you include the display of special interest and collector cars, there will be something for everyone.

Open Paddock

Remember that spectators are free to walk through the Paddock and see all of the cars 'up close'. Be sure to ask the owners; we enjoy talking about our cars almost as much as racing them!

Sponsors Make it Happen.

I would especially like to thank Key West Ford for their support of the BCHMR. Key West is a big supporter of motorsport and automotive events in the Lower Mainland, and we are very pleased to have them back again this year. Make sure to check out their display in the Paddock. Special mention also goes to Hagerty Collector Car Insurance and Adesa Public Auctions for their respective support.

Feature Races

Be sure to check the race schedule for two feature races this year. The Hagerty Formula Festival for Formula Fords and Formula Vees is sponsored

by Hagerty, 'The Classic and Collector Car Insurance Specialists' and the Jim Latham Memorial Race for Vintage Closed Wheel cars honours a former Club president.

A Good Cause

We are also very pleased to have the Mission Hospice Society back as our Event Charity. Drop by the Society's booth to learn about their activities. And be sure to sign up for a ride in a real Vintage racing car during lunch time both days. We promise you won't forget it! Your 'entry fee' goes toward the Hospice program to help youth in the community.

Thanks Supporters

Events like this cannot be put on without the support of other organizations and a lot of hard work - mostly unseen - by many individuals. We want to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworkers Association (META), plus our many other volunteers. We couldn't do this without you or our many sponsors. Thank you to all.

We hope you enjoy yourself and that we will see again in 2017.

Stanton Guy
*President, Vintage
Racing Club of BC*



The Geezer Speaks

Having acted as chairman of this event for the last several years, this year the job has been turned over to our ever suffering president Stan Guy who has asked me for a few comments.

This being the 29th running of the British Columbia Historic Motor Races, the event itself is older than most of the cars entered.

Each year it is more difficult to get sufficient entries to make the event viable as both the cars and their owners continue to age-out. Of course the very age issue is what makes the event attractive to the many fans that turn out each year.

It has been said that the best vintage

cars are the ones we used to lust after when we were teenagers, so what does that make us, the organizers?

You will find me with one of my cars in the tent labeled GEEZER CENTRAL, where I will be available to chat about racing in the old days (some may say that is all I ever did at the best of times!).

Friday night is Westwood Reunion night and I'll be there and also at the Saturday Banquet night event.

I have been doing this racing thing since 1962, and I'm not finished yet!

**Tom (Geezer)
Johnston**



MISSION
ON THE FRASER
OFFICE OF THE MAYOR

To the Racers, Crews, Officials, Volunteers and Fans

Welcome to the 29th annual BC Historic Motor Races!

If you are old enough to remember the days when MGs, Austin Healeys, Triumphs, and Sunbeam Tigers roared up and down our streets, their memory likely brings waves of nostalgia. If you are not, you are in for a real treat!

August 19, 20 and 21 at Mission Raceway Park, these and other classic cars will bring a bygone era back to life as they roar around the track. You'll wonder why on earth they stopped making these stunning machines. Don't miss the thrill of watching the owners race to the finish line in their quest for the first checkered flag.

Mission Raceway Park is an internationally known, outstanding facility that is home to all facets of racing from jet dragsters to hot rods. It features ample parking, great food, and an atmosphere that will bring you back again and again.

On behalf of Mission residents, we welcome you to our beautiful community. While you are here, enjoy our many fine restaurants, do some shopping and take a look at all of our wonderful facilities. Be warned though – you may never want to leave!

Yours truly,



Randy Hansen
MAYOR

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Province of
British Columbia



Simon Gibson, MLA
Abbotsford-Mission
P.S For Independent Schools

August, 2016

Greetings from the Province of British Columbia:

Welcome to Mission, home of the highly-regarded BC Historic Motor Races where Vintage cars battle it out to the finish line. It is exciting for me to acknowledge that the races are one of the premier events in the riding of Abbotsford-Mission!

Congratulations to the organizing committee and dedicated volunteers that make the races possible each year.

On behalf of Premier Christie Clark and our entire government have a wonderful weekend. Enjoy the races and take some time to enjoy seeing the rest of the area.

All the best,



Simon Gibson, MLA
Abbotsford-Mission

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2016 BCHMR SCHEDULE

THURSDAY August 18, 2016

5:00 PM	Paddock Gate Opens – Early arrivals may park in the main parking lot
5:00 to 7:00	Registration, Tech & Paddock assignment – Clubhouse & Tech Area
10:30	Main Gate locked

FRIDAY August 19, 2016

TEST & TUNE / PRACTICE DAY

7:00 AM	Main Gate opens
9:00 to Noon	Practice: revolving 20 minute sessions for OW, CW and Time Attack
12:00 to 1:00 PM	Lunch Break
1:00 to 4:00	Practice: revolving 20 minute sessions for OW, CW and Time Attack
3:00 to 7:00	Registration, Tech & Paddock assignment – Clubhouse & Tech Area
4:00	Track Closes
5:00	By donation Westwood Reunion BBQ – Tent in West Paddock
10:30	Main Gate Locked

SATURDAY August 20, 2016

RACE DAY 1

7:00 AM	Main Gate Opens
7:00 to Noon	Registration, Tech & Paddock assignment – Clubhouse & Tech Area
7:30 to 8:00	Mandatory track walk for newcomers – PreGrid
8:15 to 8:45	Mandatory drivers' meeting – PreGrid
9:00 to 9:15	Vintage CW Group – Practice & Qualifying – 15 min
9:20 to 9:35	Time Attack – Practice – 15 min
9:40 to 9:55	Vintage Exhibition Group – Practice & Qualifying – 15 min
10:00 to 10:15	Combined Formula Ford & Formula Vee – Practice & Qualifying – 15 min
10:20 to 10:25	Schedule catchup – 5 min
10:25 to 10:40	Vintage CW Group – Race 1 – 15 min
10:45 to 11:00	Time Attack – Qualifying – 15 min
11:05 to 11:20	Combined Formula Ford & Formula Vee – Race 1 – 15 min
11:25 to 11:40	Vintage Exhibition Group – Race 1 – 15 min
11:45 to 1:05 PM	Lunch Break – Parades, Racing Car Rides – 80 min
1:10 to 1:25	Time Attack – Run Session 1 – 15 min
1:30 to 1:45	Combined Formula Ford & Formula Vee – Race 2 – 15 min
1:50 to 2:05	Vintage Exhibition Group – Race 2 – 15 min
2:10 to 2:25	Vintage CW Group – Race 2 – 15 min
2:30 to 2:50	Vintage Exhibition Group – Race 3 – 20 min
2:55 to 3:05	Demonstration laps – 10 min
3:10 to 3:25	Time Attack – Run Session 2 – 15 min
3:30 to 3:50	Vintage CW Group – Race 3 – 20 min
5:00 to 5:30	BCHMR Dinner & Ceremonies – Happy Half Hour – West Paddock
5:30	BCHMR Dinner & Ceremonies – Meal served – West Paddock
10:30	Main Gate Locked

SUNDAY August 21, 2016

RACE DAY 2

7:00 AM	Main Gate Opens
8:30 to 8:50	Mandatory drivers' meeting – PreGrid
9:00 to 9:15	Vintage CW Group – Warm up – 15 min
9:20 to 9:35	Combined Formula Ford & Formula Vee – Warm up – 15 min
9:40 to 9:55	Vintage Exhibition Group – Warm up – 15 min
10:20 to 10:40	Combined Formula Ford & Formula Vee – Race 3 – 20 min
10:45 to 11:00	Vintage CW Group – Race 4 – 15 min
11:05 to 11:20	Vintage Exhibition Group – Race 4 – 15 min
11:25 to 11:40	Time Attack – Run Session 3 – 15 min
11:45 to 1:25 PM	Lunch Break – Grand Opening, Parade, Racing Car Rides – 100 min
1:30 to 1:50	Time Attack – Run Session 4 – 15 min
1:55 to 2:10	Combined Formula Ford & Formula Vee – Race 4 – 15 min
2:15 to 2:25	Demonstration laps – 10 min
2:30 to 2:45	Time Attack – Run Session 5 – 15 min
2:50 to 3:10	Vintage Exhibition Group – Pete Lovely Memorial Award – 20 min
3:15 to 3:35	Hagerty Formula Festival (FFord & FVee) – Westwood & Abbotsford Trophies – 20 min
3:40 to 4:00	Jim Latham Memorial Race (Vintage CW Group) SCCBC Trophy – 20 min
End of the Day - Have a Safe Drive Home - See you Next Year!	
10:30	Main gate Locked

Subject to change according to entries received.



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In Memoriam

A Salute to Member racers and volunteers

Adrian Ratcliff

One of the original members of the VRCBC passed away suddenly in June. Adrian Ratcliff had appeared to be in good health until he was diagnosed with terminal cancer only a few weeks previously.

More recent members of the VRCBC know Adrian as one of key members



Adrian Ratcliff with his Genie Can Am car, which he had personally restored over several years. - photo courtesy GVMPS

of our excellent BCHMR commentary team, always contributing knowledgeable and witty comments - better known as 'Adrianisms' - about the on-track action. Older motorsports enthusiasts however, remember Adrian for his own racing exploits.

His driving style was spectacular. He was famous for cornering his Alfa 2600 sideways with smoke pouring from all four tires. After the Alfa was destroyed in a big accident at the Westwood hairpin when the brakes failed, Adrian replaced it with a Lotus Cortina, which he continued to race until Westwood closed in 1990.

Adrian had also raced an (in)famous Lotus Elite. It was famous because it had originally been owned by Grand Prix driver Innes Ireland and it was infamous

with Adrian because it seemed to be continually plagued with bad luck. Adrian was a 'larger than life' personality and his old friends have many great stories about his exploits.

Jim Latham

The local motorsports world lost a long time member when Jim Latham passed away in May after a long battle with cancer. Club members knew Jim for his passionate support of the spirit of Vintage racing, his very well-prepared and driven racing cars, and for his many hours of hard work on behalf of the VRCBC, including his three years as president during some very challenging times. 'Gentleman Jim' was always generous with his time and energy, and never seemed to lose



Jim Latham and his favourite Vintage racing car 'Greta', a 1968 Volvo 122S - VRCBC photo

his optimistic outlook or his great sense of humour, regardless of the circumstances.

Jim had a long and very successful career in education in the Fraser Valley during which he demonstrated all of the same personal characteristics for which we knew him so well. It is very appropriate therefore that his family has established the *Jim Latham Scholarship* to honour his legacy.

Jim loved big Vintage grids with lots of competitive battles throughout the field. For this reason, the final all-comers Closed Wheel race on Sunday afternoon has been named The First Annual Jim Latham Memorial Race in his honour.

Tony Morris

The BC motorsports community lost one of its most familiar figures when Tony Morris passed away in July. Originally from Scotland, Tony managed the Dunlop Racing Tyre Group and was heavily involved in all types of motorsport, including Formula One. He moved to Vancouver in the 1960's and opened Circuit Tire in Port Moody.



Tony Morris in 1967

Tony brought his Mini Cooper S from the U.K. and was soon successfully racing it at Westwood. He then moved to bigger machinery, the best known being his Trans Am 'Heavy Chevy' Camaro. He was still winning races in the Player's / GM Motorsport Series in the late 1980's.

Tony was recognized for his on-track skill but it was his other contributions that made him so popular and well-respected. In the Westwood days, he took on various roles with the SCCBC, including driver training and track management. In later years, he served as the FIA track safety inspector for Western Canada.

Tony trained many people in high performance driving over the years. He was known for his very helpful style and for being always ready to help anyone who asked. Tony was inducted into the Greater Vancouver Motorsport Pioneers Society in 2006. 🏆

Trophies and Awards

Chairman's Trophy

The Chairman's Trophy is presented to the driver/team that race officials feel has made the most outstanding appearance at the BCHMR taking into account Canadian racing history, distance travelled and spirited performance. The 2015 winner was Colin Jackson with his 1973 Brabham BT40.

Abbotsford Trophy

This trophy recalls the roots of BC sports car racing that were planted at Abbotsford Airport. It is awarded to the winner of the Formula Vee group in the Hagerty Formula Festival race. The 2015 winner was Paul Higgins in his 1995 Protoform P2.

Westwood Trophy

Most racing fans know that the Sports Car Club of British Columbia built the legendary Westwood Racing Circuit

which opened in 1959 and continued until its closing in 1990. This trophy is awarded to the winner of the Formula Ford group in the Hagerty Formula Festival race. The 2015 winner was Alan McColl in his 1977 Tiga.

SCCBC Trophy

The Sports Car Club of British Columbia (SCCBC) donated this trophy from their collection. The winner is selected by our race commentators to recognize the performance of the weekend by a Vintage Closed Wheel Group driver. The 2015 winner was Doug Yip with his 1967 Sunbeam Tiger.

Pete Lovely Memorial Award

This trophy was first presented in 2011 to honour the then recent passing of Tacoma-based pioneer racer Pete Lovely. It is awarded to the driver who puts on the

most spirited performance in the Vintage Exhibition Group. The 2015 winner was Collin Jackson in his 1973 Brabham BT40.

SOVREN Canada Cup

Seattle-based SOVREN (The Society of Vintage Racing Enthusiasts) has had a long standing friendly relationship with the VRCBC. The SOVREN Canada Cup is awarded to the US-based SOVREN member who has had the most significant impact on our event, whether on or off the track. The 2015 winner was Martin Rudow.

Battered Cup

The Battered Cup is awarded to the driver / car / crew that has suffered the most 'battering' in the event. The 2015 'winners' were Dennis Repel and his 'battered' 1974 Chevrolet Camaro. 🏆



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Hagerty Formula Festival



Hagerty the Classic Car Insurance people, are again sponsoring a special race for Formula Fords and Formula Vees. 'Formula' racing cars are those single seat, open wheel 'pure' racers built to a specific set of rules – hence the word 'formula'. There have been many different sets of rules over the years, ranging from those for very small, inexpensive, home-built cars with motorcycle engines all the way up to the very sophisticated and expensive Formula 1 ('F1') cars at the very top of the pyramid. Many of these formulae disappeared quickly, while others have evolved and remain extremely popular. Probably the two most long lasting racing formulae, particularly with amateur racers, are the two in the Hagerty Formula Festival.

Formula Vee

Formula Vee originated in Florida in 1963. Since the concept was to create

a low cost racing car, this 'formula' required the use of the 1200cc engine, drive train and front suspension from the readily available Volkswagen Beetle. The amount of modification was strictly limited and a minimum weight including the driver was set at just over 1,000 lb. The rules have changed over the years and the design and preparation techniques have become more sophisticated, but Vees are still the lowest-cost form of single seater racing. Three former World Champions, Emerson Fittipaldi, Niki Lauda and Keke Rosberg started out in Formula Vee.

Formula Ford

Formula Ford was created in England in the late sixties, originally as a cheap, reliable car for race driving schools. They became so popular for amateur racing however, that a new formula was developed. A Ford Cortina 1500cc

engine was required and a minimum weight limit was set, but there was a lot of freedom with the drivetrain and chassis design. Formula Ford rules have also evolved over the years so that there are now several different classes, although wings are not allowed in any of them. As with the Vees, the more modern Fords are significantly faster than the Vintage versions. Many famous drivers such as Gilles Villeneuve, Ayrton Senna and Nigel Mansell were very successful in Formula Ford in their early careers.

Both classes are very popular in BC. At Mission, the newer Formula Vees are faster than the older Formula Fords. This makes for great inter-class racing and a lot of friendly 'discussions' in the Paddock after each race! Ask any of the 'Ford' or 'Vee' drivers in the Paddock about their cars. 🏁



Formula Vee



Formula Ford



Spotters Guide



Ian Thomas, 1970 BMW 2002



Ian Mackie, 1970 Datsun 510



Jim Bradley, 1973 Elden PH-10B Formula Ford



John Rankin, 1965 Beach Mark 4B II



Marty Knoll, 1993 Reynard 93-H



Bill Okell, 1964 MG Roadster



Time Attack: Dale Nyeste, 1994 Ford Mustang



Keith Wong, 1968 Triumph GT6



Larry Sandham, 1985 Mini Vauxhall



Ralph Zbarsky, 1958 MGA Twin Cam



Roger van der Marel, 1967 Alfa Romeo GTV



Charly Mitchel, 1969 Triumph TR6



Dave McKay, 1984 Lola T644



Gayle Baird, 1990 Honda Civic



Frank Winterlik, 1988 Van Diemen RF88

Spotters Guide



Tim Pickstone, 1963 Porsche 356C



Steve Poole, 1969 MGB



John Carroll, 1967 Ginetta G4



Ken Butler, 1964 Lotus Elan



Dennis Repel, 1974 Chevrolet Camaro



Steve Clark, 1960 Lola Mk1



Karlo Flores, 1984 Austin Mini



John Levitt, 1968 Datsun Fairlady



Doug Lorraine, 1978 Lola FF 540



Gayle Baird, 1964 Autodynamics Mk 3B



Lorne Andras, 1968 Volvo 122S



Peter Valkenburg, 1969 Porsche 911



Mike Zbarsky, 1988 Chevrolet Camaro



Shane Lodjn, 1982 Pontiac Trans Am



Shelby Clark 1959 Elva Courier

Spotters Guide



Geoff Tupholme, 1973 Austin Mini



John McCoy, 1986 Mallock Mk27



Time Attack: John Edwards, 2003 Diasio Subaru 962



Gil Stuart, 1958 Volvo P444



Al Ores, 1976 Caldwell D13 Formula Vee



Leigh Anderson, 1967 BMW 1600



Alan McColl, 1977 Tiga Formula Ford



Phil Linzey, 1971 Datsun 240Z



Gunter Pichler, 1964 Jaguar XKE



Phil Pidcock, 1965 Triumph Spitfire



Tom Sproule, 1969 Marilyn Mk1 FVee



Michael Hawthorne, 1987 Porsche 944



Paul Haym, 1969 Datsun 510



Bruce Jamieson, 1976 Caldwell D-13



Mark Finnis, 1970 Datsun PL510

Spotters Guide



Walt Carrel (1970 Zeitler)



Collin Jackson, 1973 Brabham BT40



Martin Phillips, Tsunami Mk2



Robbie Arthur, 1990 Tsunami Mk11 FVee



Dave Londry, 1987 Nissan 300ZX



Ivan Lessner (1958 Austin Healey 100-6/BN6)



Pierce Isaacs, 1966 MGB



Stephen Clark, 1963 Lotus 23b



Paul Higgins, 1995 Protoform FV-P2



Peter Weedon, Toyota WSR



Jim Robinson, 1967 Lotus Super Seven



Pam Williams, 1980 Lynx C FVee



Fedrick Wong, 1981 Crossle 45F



Hal Hamilton, 1960 MGA




Mike Elsinga, 1973 Porsche 914

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Vancouver Area Motor Racing Facilities of the Past

By Tom Johnston



Westwood action circa 1970

Prior to the Second World War, there was plenty of motor racing in the Vancouver area. Most of the automobile and motorcycle racing of the era was run on oval tracks built for horse racing such as the ovals at what we now call the PNE and a one mile oval in Richmond's Minoru Park. The Minoru oval was big enough that it contained an airstrip in the infield, the site of Vancouver's first aviation activities.

It wasn't until after the war that road racing as we now know it became popular, due to the introduction of what we came to call sports cars that were discovered by enthusiasts during their wartime visits to Europe, cars such as the MG. Another legacy of the War was the construction of a great number of airfields for training of military air crew. There were over one hundred of these built in Canada, several in the Vancouver area. Most of the air fields were decommissioned at the end of the war and motor sport enthusiasts soon adopted them to run events for road racing such as we are



Molson Indy 2004



seeing here today.

By the mid-1950s, there were multiple races running at Abbotsford Airport until it was taken over in 1958, by the Ministry

of Transport to become an alternate to Vancouver International. Other races were run on Cassidy Airport in Nanaimo and Bellingham Airport just south of the border.

The Sports Car Club of British Columbia that was founded in 1951 ran most of the road racing events in the area and decided to construct a new purpose built racing circuit after Abbotsford closed; the legendary Westwood. July 26, 1959 was the opening day, the circuit ran until 1990 when it was taken over by the great growth of Vancouver and it's surrounding communities.

After Westwood came the Vancouver Molson Indy, an annual Indy Car event run on downtown streets, from 1990 to 2004.

Following the last Indy event, the Sports Car Club struck a deal with the British Columbia Custom Car Association to build a new road racing facility integrated with the existing drag racing facility here at Mission where we are racing today. 🏁



Racing action Vancouver's Hastings Park (today's PNE) horse oval, early 20th century



Mission today

Racing Car Rides for Charity



Mission Hospice Society
... when time matters most

Have you ever wondered what a Vintage racing car feels like when it is being pushed hard around a real track? Well, this weekend is your chance to find out. Some of the VRCBC's finest have added a passenger seat and seat belt to their beloved racing cars, and will be giving rides around the track during the lunch hour on both Saturday and Sunday.

Your donation will go directly to support the excellent work of the VRCBC's 'Charity of Choice', the Mission Hospice Society. For over 30 years, the Society has provided the community of Mission with free-of-charge compassionate care and support for those facing life-altering situations. One of these activities is to enable

children who have had to deal with significant grief due to the loss of a parent or sibling, frequently in very tragic circumstances, to attend a local summer camp; something that they would never otherwise be able to do. What would seem a small thing to many of us can have a dramatically positive impact on the future direction of a young life. The VRCBC is very pleased to help out. We hope that you will too and also enjoy the ride!

Fair warning! Vintage racing cars are noisy and they vibrate, the gears whine, the engines either rumble or scream (depending on the car!) and the tires squeal. In other words, you will love it! It's 'First Come - First Served', so look for the



sign-up spot in the Paddock as soon as you arrive. 🏁



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One lap around the track



The Road Course at Mission Raceway Park is a challenging, nine turn, 2.25 km (1.4 mile) track alongside the beautiful and famous Fraser River.

A lap starts with crossing the Start / Finish line on the high speed front straight. The Turn 1 right hand hairpin requires very heavy braking, offering a very popular passing opportunity. The cars then accelerate hard along the short straight from Turn 1 to the Greg Moore Turn, aiming directly at the spectators in those bleachers. It is important to have a smooth, tight line around Turn 2 to allow early, hard acceleration down the straight toward Turn 3.

If a faster car can't overtake another down this straight, they may try out-braking them into the tight left hand Turn 3. Turn 3 has

a unique rise in the middle which can quickly unsettle a car on the limit. There is again full throttle from the exit of Turn 3 right into Turn 4, then heavy braking into Turn 5 followed by careful acceleration to get around the left hand Turn 6 before accelerating again down the back straight into the tight Turn 7A / 7B chicane. Power is then steadily increased through Turns 8 and 9 so that the car is accelerating as hard as possible coming on to the front straight to cross the line and start another lap.

The most powerful cars will try to pull away down the straights while the more nimble ones will have more of an advantage in the tight turns. The large grandstands provide a view of most of the on-track action. 🏁



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Would you like to get involved in road racing but aren't interested in actually racing a car, at least not yet? Maybe becoming a turn worker at Mission would be the perfect opportunity for you! You will have the best seat in the house to see the racing action while at the same time not having to invest all of the time and money that the racers do!

You will have noticed that most of the turns on the track have a flag station. The turn workers use various flags to communicate vital information to the drivers. You will see the yellow and blue flags most often. These two flaggers work in pairs, with the blue flagger looking up the track watching for faster cars

overtaking slower traffic, and the yellow flagger looking down the track watching for any incident that may pose a hazard to the approaching cars.

Fast and efficient communications among all track officials is essential. Each flag station has at least one two-way radio operator. Any incident within a station's area of responsibility is immediately reported to Race Control and the other flag stations. Race Control assesses the situation, decides on the action required and informs everyone who needs to know. This all happens very quickly. The flaggers then inform the drivers.

Almost anyone can become a turn worker. To work in a 'hot area', (i.e. in

close proximity to the track), you must be at least 18 years of age (or 16 with written parental consent). The Motorsport Emergency & Turnworkers Association (META) runs a training program, usually right here at Mission Raceway. This covers the basics of turn working: flagging, communications, quick response and other roles. Training 'on the job' is then provided on an ongoing basis, by META's very experienced marshals.

If you are interested in learning more, just ask anyone wearing the white META coveralls or any official or racer in the Paddock. 📍

<http://meta.bc.ca>

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Sunday Aug 21 Starting Noon*

Want to go Vintage Racing?

Now you have enjoyed the action on the track it's time to give it a try!

Previous motorsport experience is not necessary. Many of the racers you are watching this weekend didn't start until they were in their fifties or sixties.

Take Driver Training

The first thing to do is find out whether you actually enjoy driving fast around the track, and the best way to do that is attend the SCCBC's excellent, inexpensive two-day race driver training program right here at Mission; they hold two each year. Upon successful completion you will receive a Novice racing license and after successfully completing at least three Novice races, you will receive a full Race Licence. None of this requires a Vintage racing car. In fact, it is much better to focus on getting your race licence first.

What Car?

The two basic types of Vintage racing cars are Open Wheel (OW) and Closed Wheel (CW). If you have never driven

an OW car, you should try one before deciding on your Vintage racer. Many people are surprised to find that they prefer them and they do have some practical advantages over their bigger and heavier CW cousins.

In Vintage racing, 'the cars are the stars'. You pick a car to race for personal reasons. Some have always dreamed of racing a Mini Cooper or an Alfa; for others it's a Van Diemen Formula Ford or a Caldwell Formula Vee. That is why there is such a variety of cars on Vintage grids. It doesn't matter; it's all about enjoying the car you like on the race track.

Getting Ready

Modern safety equipment is required for both the driver and the car. Some modifications are allowed to increase reliability or because parts are scarce, but in general, a Vintage racing car should be representative of the era in which it was originally raced.



Michael Stewart photo

Most experienced racers will recommend that you purchase an existing Vintage racing car (that might need some work) rather than build your own from scratch. You will get it on the track much sooner and for far less cost. The VRCBC recommends seeing our sponsor, Driver's Edge Autosport (www.driversedge.ca) for all of your equipment needs.

However, your starting point is to first talk to a member of the VRCBC. Just ask anyone in the Paddock. We will be very glad to help. 🍷



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