

August
6 & 7,
2022

33RD ANNIVERSARY

RAIN OR SHINE
ON TRACK BY 9

British Columbia

HISTORIC MOTOR RACES

Featuring:
Pacific Challenge
Cup Formula Vees
Historic Spec
Miata Invitational



Win a Barracuda See Page 18



SPEED-FANATICS MOTORSPORTS CIRCUIT

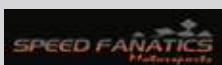
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Speed-Fanatics Motorsport Circuit
Mission Raceway Park
August 6 and 11, 2022

Vintage Racing Club of
British Columbia

British Columbia Historic Motor Races is presented by the
Vintage Racing Club of
British Columbia (VRCBC)

in conjunction with the British Columbia Custom
Car Association (BCCCA), Sports Car Club of British
Columbia (SCCBC), and the Motorsport Emergency &
Turnworkers Association (META).

The event is sanctioned by the Confederation of Autosport
Car Clubs (CACC) which is affiliated to Sports
Development Group (GDS)
Groupe de développement sportif

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BCHMR Chair	Ian Wood

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Event Steward.....	Mike Kaerne
Clerk of the Course	Tasma Wooton
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Starter.....	Mark Miller
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1970 McLaren M12 V8.

Owner/Driver
Ian Wood



President's Greeting

Welcome all to the British Columbia Historic Motor Races put on by the Vintage Racing Club of BC. While we've been busy racing at other club events, it's been a couple years since we hosted our own and we're happy to be back.

Our club is all about racing vintage machines in the vintage spirit. Some of you may be surprised to know that we consider anything over 25 years to be vintage... so cars from 1997 and all the way back to the 1950s can



be found on track this weekend to celebrate motorsport from different eras. While the racing is often close and competitive, our club prides itself in adhering to the vintage spirit with participation, sportsmanship, and enjoyment of the cars being paramount. We race hard on track but we are ultimately here to have fun and respect the cars and those who drive them.

While you may be here to watch the racing, I want to encourage everyone to also check out the race cars up close in the paddock and talk with the drivers. Everyone and everything is accessible to the fans! 🏎️

Mike Zbarsky
President,
Vintage Racing Club of BC



OFFICE OF THE MAYOR

July 12, 2022

To the Racers, Families, Crews, Officials, Volunteers and Fans:

Re: BC Historic Motor Races from August 6-7, 2022 at Mission Raceway Park

I am thrilled to welcome you to Mission for an exciting weekend of racing. Mission Raceway Park is one of my favourite parts of Mission and there are few things more exciting than the sights and sounds of vintage cars using our local track.

We know that you will find both Mission Raceway Park and the City of Mission to be extremely welcoming. No matter where you are from, we hope that you will get out and enjoy some of our local highlights, including our beautiful outdoors and some of our favourite places to meet, eat and get refreshed.

On behalf of the City of Mission residents and Council, we wish you a safe, fun and rewarding event. Remember to help others in the pits and to keep the rubber side down!

Sincerely,

PAUL HORN
MAYOR

P.S. I'll be the guy cheering for the Italian cars!

P.O. Box 20, 8645 Stave Lake Street, Mission, B.C. V2V 4L9
Phone (604) 820-3700 Fax (604) 826-1363 & (604) 820-3715 Web Site: www.mission.ca E-mail: info@mission.ca



LEGISLATIVE ASSEMBLY
of BRITISH COLUMBIA

MESSAGE FROM PAM ALEXIS, MLA GREETINGS 2022 BC HISTORIC MOTOR RACES

To the Racers, Family, Crews, Officials, Volunteers & Fans

Welcome to Mission and the Fraser Valley!

Mission is located on the ancestral and unceded territory of the Stó:lō People. It is considered a cultural treasure within the Fraser Valley.

I expect many of you have traveled a long road (both literally and figurately) to arrive here today. I am thrilled to be a part of this welcome program and to be a spectator as you test your skills this weekend at the Speed-Fanatics Motorsports Circuit.

Mission and the Fraser Valley offer many wonderful places to shop, dine and explore. If you can, please take the opportunity to find out more about the region while you are here.

Thank you for visiting, and please come again.

Abbotsford-Mission Constituency Office

33058 1st Ave
Mission, B.C. V2V 1G3
T 604.820.6203
Pam.Alexis.MLA@leg.bc.ca



Pam Alexis, MLA

BCHMR Chairman's Address

"Smile, you're at the races" - Ian Wood

A hearty welcome to all who love motor racing at any level!

This weekend we are "Back with Gusto" after an unplanned two year break from most public events. It's hard to dampen the spirit of motor racing that is in our blood so let's get back to shaking hands with old friends who share our passion for speed and the amazing camaraderie that we share.

This weekend, we are remembering Greg Moore and his accomplishments when on Saturday evening we plan to re-dedicate Turn 2 in his honour and after the banquet, celebrate his life with the unveiling of a prototype statue, whose permanent location is to be determined.

Changes have come to Mission Road Course, now renamed Speed Fanatics Motorsport Circuit, but the thread of active amateur motor racing lives on.

Last year, our landlord, the Custom Car Association, unveiled both a five year and a ten year plan for the whole facility to develop and prosper and they have already started making improvements to that goal.

The Vintage Racing Club of British Columbia is a small but enthusiastic group, passionate to keep the sport alive. The VRCBC hosts the annual Historic Motor Races, feature event and this year we celebrate its 33rd anniversary.

Friday evening we will host our Westwood Reunion BBQ, staffed by some of the same folks that made Westwood the amazing spirit it was from 1959 to 1990. Both Saturday and Sunday are filled with many different race groups. Hope you catch them all!

There will be guided track parade tours both days - three laps with a \$10 minimum donation, in your own car. The money raised will go to charity.



We take this opportunity to thank the Confederation of Autosport Car Clubs (CACC), the Sports Car Club of BC (SCCBC), the Motorsport Emergency & Turnworker Association (META) and our valuable Sponsors, plus our many other volunteers who make it all happen.

So, stroll the paddock, enjoy the race and collector cars, chat to the drivers, fill the grandstands, and be entertained with knowledgeable commentary by Vince Howlett and his 50+ years of experience.



Cheers,

Ian Wood
2022 Chair
BC Historic Motor Races
#24, 1969 Volvo 142S



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Women In Motorsports

By Courtenay Rimaldi

In the words of James Keller, “A candle loses nothing by lighting another candle”, so it is with women empowering and encouraging other women in all facets of motorsports.

Women In Motorsport Canada, an affiliate of ASN Canada is working as a group to increase the active participation of women and girls in British Columbia in the Confederation of Autosport Car Clubs (CACC). We do this by promoting opportunities designed to encourage new enthusiasts to enter the sport, fostering an “I can” attitude, and supporting future and current female driver development.

With a multitude of roles and opportunities within motorsports, we are looking to be an inclusive and safe place for everyone while helping them find their passion. Potential areas to experience the thrill and excitement in motorsports could be volunteering, autoslalom, road racing, officiating, ice racing, rallying or karting.



Pam Stec



Bonnie Wall

The race family is a real thing. I would encourage any female, young or old, to give it a go. We are all here to support you in your journey and be your friend along the way.

Continued on page 6



While you're out there having fun, we're keeping you going—all weekend.



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Women in Motorsports — Continued from page 5

Lifelong friendships begin at the track, a bond of shared drive and passion. We celebrate all the highs, and we will lift you up with support of the lows. Motorsports can bring uncertainty, but our community of women remain a constant. Any women who supports other women is a hero in my books!

www.caccautosport.org/women-in-motorsport

Facebook: CACCWomenInMotorsport 



Bonnie Wall photo

Calle Mirkowsky



Bonnie Wall photo

Gayle Baird



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Spotter's Guide



Charly Mitchel, 1969 Triumph TR6



Marty Knoll, 1975 Johnston JM3



Gayle Baird, 1964 AD MK IIIB Fox FV



Andrew Mawdsley, 1993 Hayes MrIan FV



Anthony Nadalin, 1965 FFR Challenge



Tom Sproule, 1976 Caldwell D13 FV



Brad Shinn, 1966 Austin Healey Sprite



Aaron Robins, 2016 RD Merc Formula Vee



Derrick Moennick, 2009 Protoform P2 FV



Hardeep Chaggar, 1978 Datsun 280z



Ian Wood, 1969 Volvo 142S



Ian Wood, Mazda Miata



Ralph Zbarsky, 1967 MGB GT Sebring



Gayle Baird, 1991 Honda Civic



Michael Zbarsky, 1967 Triumph 2000 Mk I

Spotter's Guide



Robin Strachan, 1968 Volvo 122S



Nick Gunner, 1985 Porsche 944



Steve Gunner, 1983 Porsche 944



Daniel Morrison, 1968 Lotus 51 FF



Quinn Posner, Protoform P3 FV



Robert Posner, 2003 Protoform P2 FV



Leigh Manyk, 1963 Lotus 23B



Mike Nau, 1974 Hawke DL11 FF



Larry Sandham, 1985 Mini Vauxhall



Trevor Sandham, 1975 Austin Mini Cooper



Stephen Newby, 1959 Austin Healey Sprite



Ian Thomas, 1970 BMW 2002



Alec Buchan, 1962 Triumph TR4



Ryan O'Connor, 1985 Chevrolet Camaro



Brett Payne, 1972 Porsche 911 RSR

Greg Moore Tribute

By Gerry Frechette

On the occasion of the B.C. Historic Motor Races, the Vintage Racing Club of B.C. is honouring the life and racing achievements of Greg Moore.

The young man who would score victories in the top levels of racing was born and raised in Maple Ridge, just half-an-hour west of Mission Raceway Park, and not far from Westwood Motorsport Park, where he began to race karts as a ten-year-old. It was a natural thing for Greg to want to race, and to be a fast driver, given he grew up the son of a noted local racer, Ric Moore.

From winning North American championships in karting, Moore followed the natural progression of moving up the racing ladder, racing in 1991 in



BC Sports Hall of Fame photo

Greg Moore when he ran in Indy Lights

Greg Moore's Racing Legacy

Always a fan favourite, known for pushing his car to the limit over his four CART / Indy Car seasons, Greg compiled five career victories, 12 podium finishes, and 33 top-10 results in total of 72 races. He finished seventh and fifth overall in the CART championship driver standings in 1997 and 1998 respectively. What an achievement for such a young racer.

Thanks to the BC Sports Hall of Fame for information and use of some of the photos for this article. Be sure to visit the Greg Moore Gallery at the BC Sports Hall of Fame at BC Place Stadium. bcsportshall.com



BC Sports Hall of Fame photo

Greg Moore in a Kart with his dad, Ric Moore



SCCBC Archives photo

Greg Moore (left) as Phil Heard addresses Ross Bentley at the Mission Road Course opening

Greg Moore — Continued from page 11

a Formula 1600 car and in 1992 in a Formula 2000 car, winning races and Rookie of the Year honours in both series. At this stage, some big decisions had to be made as to the next step on the ladder, and how the privately-funded family team could make the very big step up into a series just below the top-rung CART Champ cars. An Indy Lights car was acquired, and Greg would have the opportunity to show his stuff at big events.


Still just 17 as the 1993 season started, Greg knew he had to conserve his equipment to make it through the season, and he achieved a top-ten finish in the points with a best result of third place. It was a good start, and for 1994 and in the same car, he stepped it up, winning three races and third-place in season points. His efforts caught the attention of noted team Forsythe Racing, whose new sponsor Player's Ltd. wanted a Canadian driver for its Indy Lights team. A five-year contract was signed, the financial pressure on the family was eased, and Greg could race for victories in 1995.

And that he did, winning a record 10 out of 12 races, running away with the Indy Lights Championship, and getting himself a ride in Forsythe's Champ Car for 1996, the first of four years there.

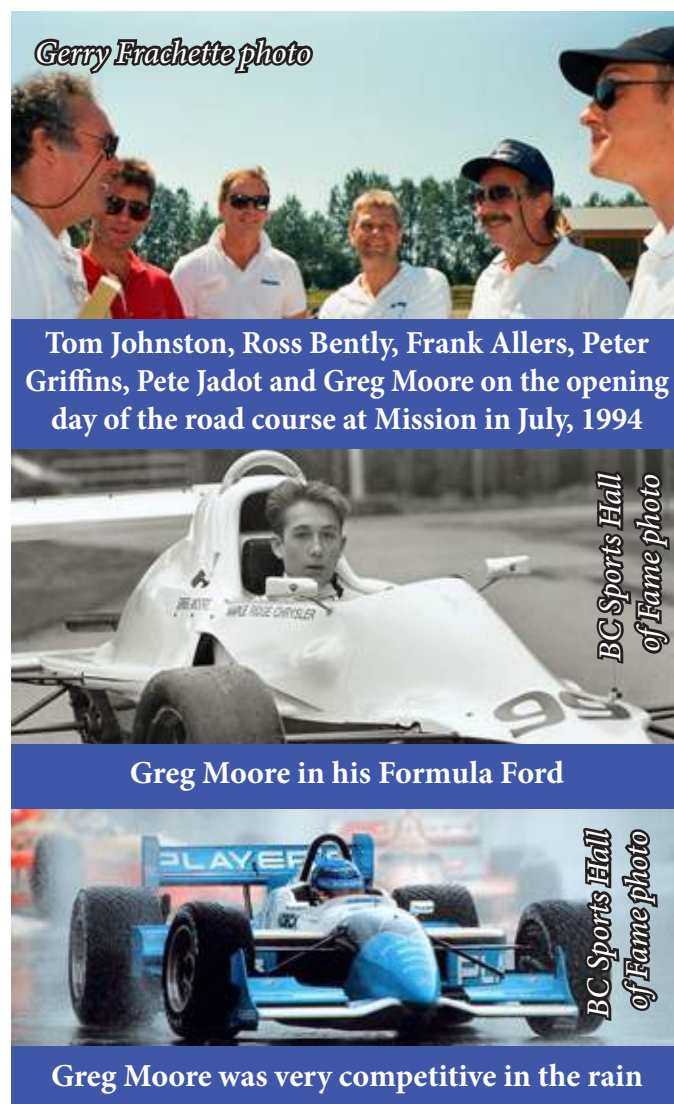
Those four years established Greg as one of the top young drivers in the world. Due to often having cars or engines that were not the most competitive on the grid, he was only able to win five races and a dozen other podium positions over those four years, but he competed hard on every lap of every race, and his star power off the track made him a fan favourite everywhere he went.



And then, in the blink of an eye, it was all over. Greg left us in a horrendous crash on October 31, 1999 in the last race of the season in Fontana, California. Who knows what level of greatness he might have attained; he had been signed to drive for Team Penske in 2000, and was known to be interested in eventually pursuing a career in other series such as NASCAR or Formula One.

In his brief several years competing in the top levels of North American open wheel racing, Greg Moore left an indelible impression on racing fans, and a template for all those young drivers who have followed him into racing. The VRCBC is honoured to have so many of his family and friends here at the B.C. Historic Motor Races to share in our celebration of the life and racing career of British Columbia's winningest open-wheel road racing driver. 

For more information and photos go to https://bcsportshall.com/honoured_member/greg-moore/.



A Family Racing Affair

By Gerry Frechette

There is a saying that “behind every successful person, there is a team that helped him or her get there.” Or something to that effect. Professional motorsport is a perfect example, as most young and aspiring drivers don't make the expensive climb up the racing ladder to the Big Time without a lot of support.

Greg Moore was a perfect example. The late racer from Maple Ridge was raised in a family that was involved in the auto industry at the retail sales level, as well as the sport of auto racing, through his father, Ric Moore.

Like so many others, Ric got involved in local road racing at the Westwood track in Coquitlam, acquiring his racing license in 1966, fifty-six years ago. The first

America's wildly popular Can-Am Challenge Series, which featured the world's best drivers in the world's fastest race cars? He did just that, and entered the Moore Mark 2 in the Can-Am race in Edmonton in 1970. He qualified 20th, and finished 15th, last car running, and got a taste of 200-mph racing alongside legendary drivers.

After that experience, Ric stepped back from racing to concentrate on his business endeavours, only getting back into driving in the mid-1980s in the IMSA Camel GT series, for a dozen races over four seasons.

By this time, his young son Greg was racing karts and beginning his progression into cars, and Ric was right there guiding him into Formula Ford in 1991, USAC Formula 2000 in 1992, and then making a big commitment on all levels by buying an Indy Lights car for the 1993 season. For that and the 1994 seasons, Greg's ability to race at this level was a testament to the unwavering support of Ric, his family and his close friends in the racing community, until Player's Ltd took Greg on for 1995's Indy Lights season, and then the next four years in CART Champ Car, taking some of the financial pressure off. The rest is Canadian and B.C. racing history.

One could say that Ric Moore did things his way, as designing and building a Group 7 car, and then competing with it in a Can-Am race, was no small feat. One might also say that he lived vicariously through the racing exploits of Greg, who achieved a level of success that perhaps Ric might have aspired to by reaching for the stars in the Can-Am series on that day in Edmonton 52 years ago. But he is far from the only father to have made sacrifices and commitments so that his son or daughter had the chance to follow their dreams in motorsport, and Greg showed that his father's belief in his talent and dedication was not misplaced.

Continued on page 12



Ric Moore with Greg sitting in the toy van

race car he drove there was a Volvo, sponsored by noted local racer G.B. Sterne. That was certainly not the fastest of cars on the track, but it was enough that he got the idea that he wanted to go faster – much, much faster – so why not build his own sports racing car?

That he did, and the Moore Mark 1 was the result. Ric raced it at Westwood and Seattle, but he wanted to go still faster, and began building a lighter, more powerful car. While he was at it, why not build it to Group 7 specifications, which would allow him to enter North

Builder, Racer, Entrepreneur, Businessman

By Mike Bailey

The father of the famous racer “always wanted to go fast” but like many, he didn’t have the money to buy a car. So, he decided to build one himself. This was quite an undertaking considering he had no previous experience, and the car was intended for the top auto racing class in Canada, A - Modified, with 365 hp and capable of up to 175 mph!

The Chevrolet-powered Moore MK1, (known to many at the time as the Moore Special) took two years to complete. It was the first home-built modified machine in its class to appear at Coquitlam’s famous Westwood track. This is where the senior Moore, with his newly acquired CASC race license, began his racing pursuits. He subsequently progressed to compete in the Conference (ICSCC) races at other Pacific Northwest tracks.



Ric Moore in the Moore Mk 1 in 1968

The Mk 1 used at least some of the molds from Jim Rattenbury’s well-known Rattenbury Genie (another very interesting story) to produce the fiberglass bodyshell. It appears the Mk 1, based on results from the time, was often entered as just the ‘Moore’ for the make with no model designation.

Ric later built the Moore Mk 2, which he entered in the 1970 Can-Am race in Edmonton, as well as other races around the Pacific Northwest.



The Moore Mk 2 at Westwood

Ric Moore started racing in the IMSA series in 1985, partnering with Peter Baljet, Ric ran the Riverside 600 Kilometers in April in a Chevrolet Camaro. This was probably the same Camaro he ran until 1987 in both IMSA and the Trans-Am. For the Trans-Am at St. Petersburg in October 1987, he ran a Buick Somerset. It appears he ran this Buick until at least 1989, when he raced in the famous Daytona 24 Hours with Peter Baljet and Randy McDonald. A photo of this car can be found <https://www.racingsportscars.com/photo/1989/Daytona-1989-02-05-032.jpg>.



The Moore Mk 2 in the paddock at Westwood

Ric also ran in the Players GM series in 1989, running a Chevrolet Camaro sponsored by Peter Baljet.



Spotter's Guide



Ivan Lessner, 1958 Austin 100-6/BN6



Wynn Hollingshead, 1992 Mazda Miata



Philip Roney, Lotus Cortina



Peter Weedon, 1994 Toyota Sportsracer



Peter Strachan, 1972 Datsun 510



Dennis Repel, 1970 MG Midget



Greg Cavouras (Sr), 1991 Ford Mustang



Erle Archer, 1967 Lotus S3



Gunther Ruppel, 1960 Austin Healey Sprite



Paul Haym, 1969 BMW 2002



Peter Valkenburg, 1969 Porsche 911



John Elliott, 1969 MGB



Gunter Pichler, 1964 Jaguar E-Type



Michael Hawthorne, 1987 Porsche 944



Robbie Arthur, 1989 Lazer MK2

Spotter's Guide



Tony Baldassarre, 1994 FV Tsunami



Howard Whitlock, 1993 BMW 325is



Wynn Hollingshead, 1971 Datsun 240Z



Lawrence Quinn, 1984 Citation FV



Scott Dougans, 1990 Mazda Miata



Wil Painter, 1966 Alfa Romeo GTV



Mike Granat, 1967 Morgan +4



Martin Maggio, 1961 Elva Courier



Jeffrey Quick, 1967 Triumph TR4-A



Steve Poole, 1959 Elva Courier



Roger van der Marel, 1967 Alfa Romeo GTV



Ken Wolgram, 1993 Volkswagen Caracal C FV



Eric Stanley, 1987 Nissan 300zx



Geoff Tupholme, 1973 Austin Mini

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5 Year Plan for Mission Raceway Park

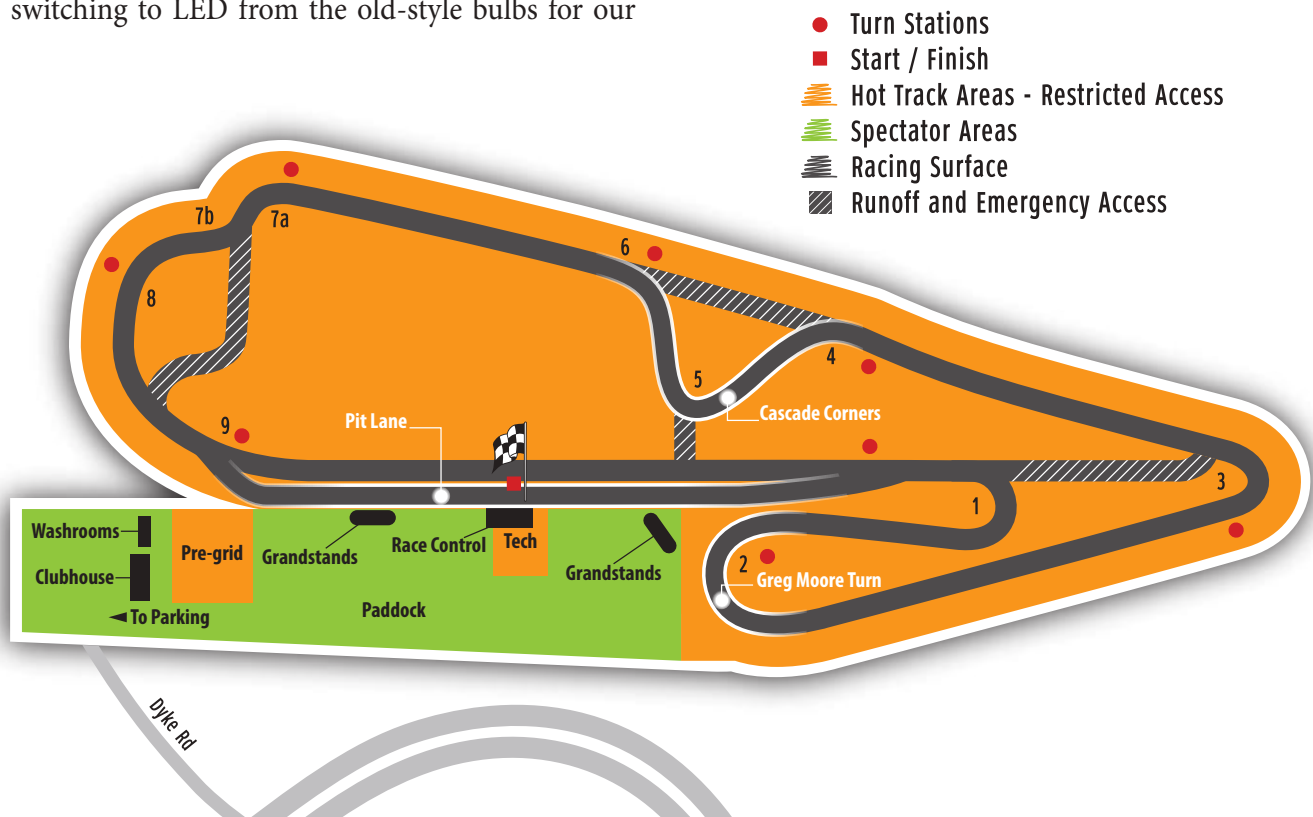
By Adrien Horne, the Marketing Director for Mission Raceway Park.

The BC Custom Car Association, owners of Mission Raceway Park, have plans to improve the facility over the next five years. These include significant upgrading of the buildings and the bleachers around the entire facility. These will provide all of our participants and spectators with modern, comfortable places from which to view all of the on-track activities.

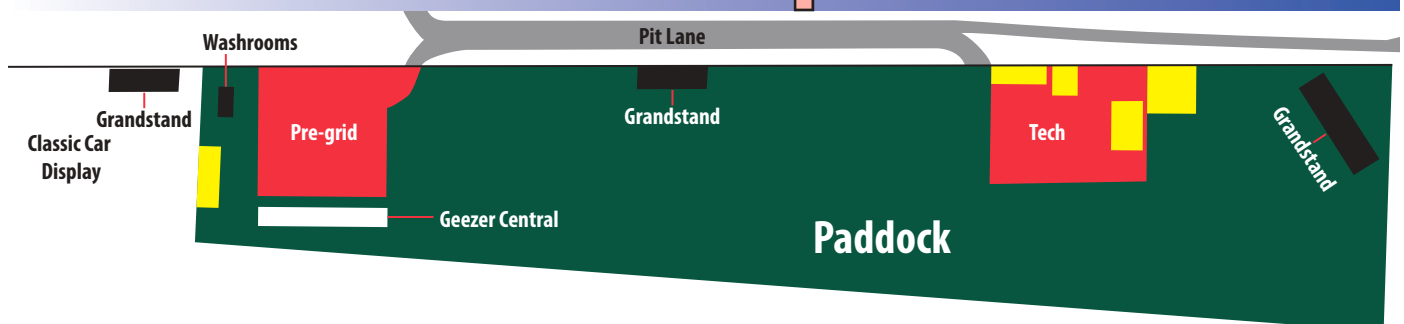
The lighting around the track is being upgraded. We are switching to LED from the old-style bulbs for our

drag strip and also plan to add lighting around the road course so it can be lit up for some night racing.

We will also be continuing to expand our online live stream offering. We have had amazing success so far with our live stream coverage of drifting and drag racing, and we will be looking to expand it to the racing on the road course in the near future. Exciting times! 🏎️



Mission Paddock Map



Speed Fanatics Motorsports

By Gary Kwong

Speed-Fanatics offer high performance driving programs for enthusiasts from different driving backgrounds to learn safe and effective track driving manners and techniques.

The programs are available at the newly named Speed-Fanatics Motorsports Circuit in Mission, also at Vancouver Island Motorsports Circuit (VIMC) in Duncan, and Area27 in Oliver.


In addition to track driving SpeedFanatics also offers an Outdoor Karting Academy at Greg Moore Raceway in Chilliwack.

At all events instructors come from backgrounds which include decades of racing experiences.

Popular arrive and drive programs on race weekends are available using their large fleet of race prepped cars including - Spec Miata, Acura Integra GTU car, and Ligier Formula 4 cars.



Gary Kwong coaching a student

For those who intend to go racing the company provides a one-stop service, including full race car builds, service and maintenance, logistics, crew, and coaching. Get all the details at SpeedFanatics.ca or contact Team Principal Gary Kwong at speedfanatics@hotmail.com 



Gary Kwong talking to participants at a drivers meeting



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Some Of The 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.

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.

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.

Mike Tate Battered Cup

The Mike Tate Battered Cup is awarded to the driver / car / crew that has suffered the most 'battering' in the event. The late Mike Tate was a longtime member and supporter of the Vintage Racing Club of British Columbia. Mike passed away in 2022. 



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