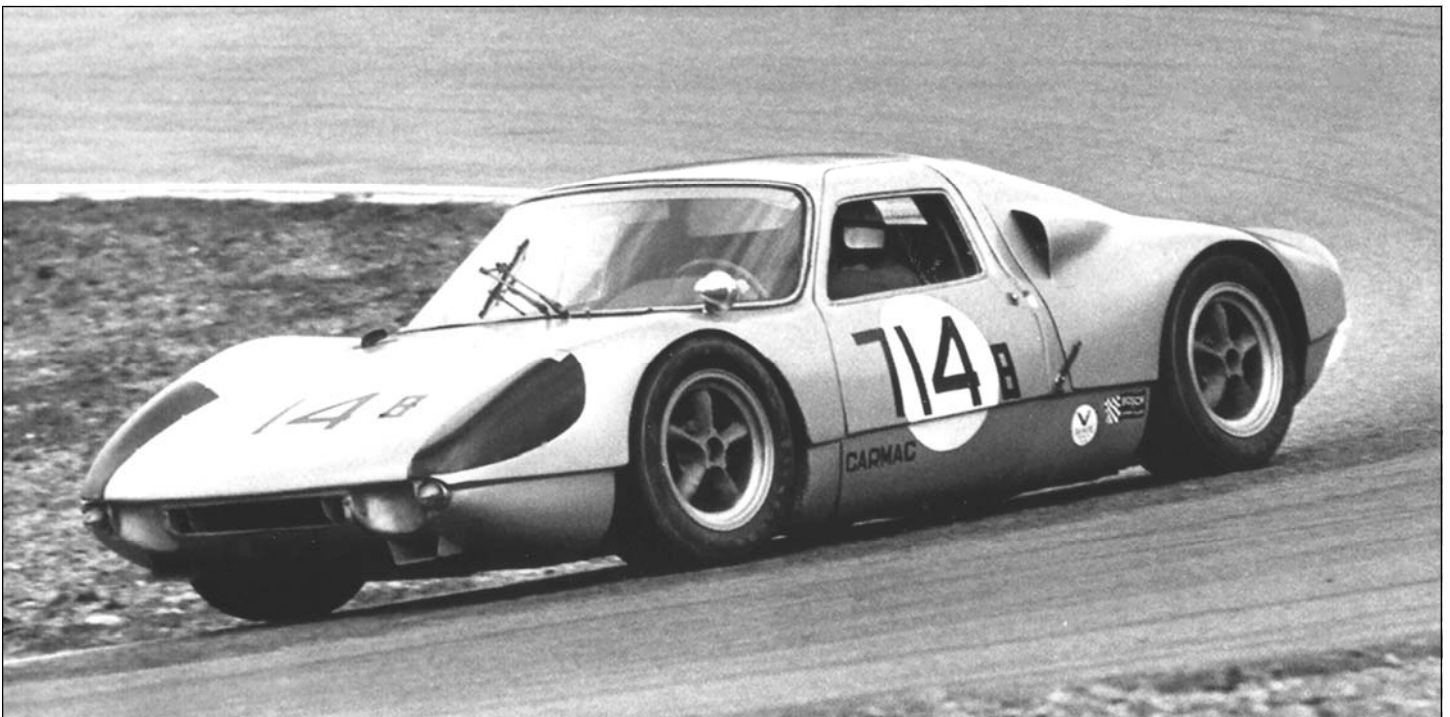


*Above: Tony Campbell centre: With His 1969 Westwood Seven Hour Race Winning Crew
Co-Drivers Mike Whitters left: Mike Stacey right: and son Greg front right (Murray Chambers photo)*



Above: Campbell in the Porsche 904 at Westwood (John Randall collection)

TONY CAMPBELL

Pioneer - Sports Car and Road Racing

By Vince Howlett

Born in Surrey, England in 1941, Tony Campbell moved to Canada when he was five and a half.

Living in Victoria at age 18, Tony got his first sports car, a 1950 Jaguar XK120 drop head coupe.

Tony then moved to Vancouver. His involvement with motorsport in BC began with hill climbing a two-year old 356 Porsche in 1961 and 1962, at Kelowna, Mount Douglas, Port Alberni, Mission, and Cultus Lake. He came away with a class championship.

Tony doesn't remember going to an actual race before he met Eric Faulks. Eric took him out to Westwood and mentored him in Eric's Lotus 20B Formula Junior. Eric said, "Take the Formula Junior out and see if you can do it."

Tony then started racing in 1964 in the Porsche, which he continued to race for two years. He also bought an AC in Los Angeles and "tried to make a racing car out of it." It had had a V8 in it before, and Tony raced it with a Chev engine. Tony says, "It was rather unsuccessful."

Tony then graduated to a Porsche roadster, and in 1965, he bought and raced the Rattenbury Porsche Special, onto which he put a Python body. This was later sold in pieces.

In late 1967, Tony bought, from Paul Woodroffe, the Porsche RSK in which John Hall had won the 1965 Rose Cup race at Portland. Tony promptly installed Rattenbury's RS60 engine. He also traded his roadster for an RS60, basically as a way of insuring that he got the class championship in 1968.

It was the first year of Alitalia airlines flying out of Montreal and they sponsored the Canadian drivers championship. Tony won the western championship and went with eight other Canadian drivers for a week at the Jim Russell School at Snetterton. They drove Lotus Formula Fords and it was suggested that maybe he would like to drive for the Russell team. He declined their offer of \$300 a month. Instead, he bought the ex-Duval/Brezinka Porsche 904 for the 1969 season. He ran this in Conference and SCCA races. With co-



Tony Alitalia Champion (John Randall collection)

drivers Mike Stacey and Mike Whitters, he topped the season off with a win in the Province 500 seven-hour enduro at Westwood.

During this time, he formed CAR-MAC racing and worked on road Porsches and their own race cars. This lasted for six years. He also spent a couple of years buying and selling Porsches, some of it with the late historian and racer, Bob LeFluffy.

In 1971, Tony worked as team manager for Dick Barbour (Porsche 908) and Rainer Brezinka (McLaren M6B) in their Can Am efforts.

Tony then went to Salt Spring Island to build a house for his mother and decided to stay. He spent twenty-five years working for BC Ferries and is now retired.

Tony also helps his son, Greg, with restoration of his historic race cars. Be-

fore Westwood closed, Greg took drivers training, and Tony was soon sharing the Porsche 911 with him in vintage racing, which Tony took part in for twelve years.

Tony would rather not talk about his Lotus Europa, which he also drove in the last two years of his vintage racing!

Tony is recognized as one of the greatest Porsche technicians and drivers to come out of BC in the 1960s, and was the local guru of Porsches here. Greg recalls that his dad used to get the tricky 4-cam Porsche engines very cheap or even free as no one else could make them run when they started to wear down. "He never had any trouble getting them to run right."

Most recently, Tony drove Art Conner's Porsche roadster at Mission in 2009 for the Westwood50 reunion.