



PIT PASS

SCCBC

August 2010



Photo courtesy Sue Phypers - CCGP shot from last year

Just a few days to go now to the start of the
2010 Children's Charity GP

See Page 6 for more on the biggest race event on our racing schedule.

The Official Newsletter of SCCBC - founded in 1951

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Pit Pass

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Editors:
Robin Fairservice &
Peter Weedon

Quote of the Month

As seen on the wall of a Shopping Mall:

"All unattended children will be given an Espresso with double sugar, and a Kitten..."

Who, Where and When ?



Clue - this photo has a local connection.....

Last Quiz

The answer to las month's quize is:

1940 Type 12 Alfa-Romeo
Padiglione Automobili d'Epoca
Monza Italy

Jim Hilton came the closest with most of the answer right

Send your answer in to:

pitpass@sccbc.net

no prizes - it would just give away
your age !

Prez Sez

So, halfway through 2010 and I'm awaiting a half term report. I've only alarmed my executive a couple of times with my rather apolitical approach but generally I've received more +'s than -'s from the members in the paddock. Impeachment is still a possibility but not before the end of the racing season!

The BCHMR organized by Vintage Racing Club was not Westwood 51 but it was a very good weekend. Entries were down for a multitude of reasons but the competitors that arrived put on some terrifically exciting races. The marching band and the lunchtime Harvard Air Show were wonderful examples of a club that knows how to entertain and have fun. Then there was the dressing up of Greta and the Red Green show with Don Cherybomb (and Mike Tate wasn't even there!) - suffice it to say, that vintage Saturday nights are worth the price of admission alone.

Up next is the annual Children's Charity Grand Prix brought to us this year by The BMW Store (thanks to Rocky Eli). This event in the last couple of years has brought some very exciting racing and some 'big names' to the MRP Road Course. Kees Nierop, Ross Bentley, Glen Nixon, Tim Brown, Andy Pearson, Dave Humphrey, Carlos Tesler-Mabes, Steve Paquette and Collin Jackson (SCCA National Champion) to name but a few.

This also is not just a normal race weekend either; there will be kid's entertainment, exotic car rides (for a charitable donation) a great big huge TV screen and a spectacular view of the track from the Safway Sky Stand (thanks Jeff Remfert). To add to the fun for you import guys Chris Doodson (the Dude) will be presenting another Honda Challenge some of the closest racing you'll see anywhere in the Great North West. Oh yes there will be vintage races this weekend too!

Keith and Schuey (club member Ruff 1).
See you at the track.....





SCCBC DATES FOR 2010

RACE DATES AT RIVER'S EDGE

March 20/21	Driver Training
April 3/4	CACC # 1, WSC #1
April 17/18	CACC #2, WSC #2
May 15/16	CACC #3, WSC #3
June 12/13	CACC #4, WSC #4
June 26/27	ICSCC #1—2 Day Double Race Weekend
July 10/11	Driver Training
July 16/17/18	VRBC Historics' Race Meeting
Aug 7/8	CACC #5 + Children's Charity Weekend
Oct 9/10	CACC #2, WSC #5

Should you require a race announcement, race schedule, copy of the Supplementary Regulations, membership application or any other forms, please visit our website at www.sccbc.net . If you do not have access to the Internet, please contact the SCCBC Secretary at (604) 856-8957 to have forms mailed.

Pit Pass Deadlines

BY THE 21st OF THE MONTH IF POSSIBLE PLEASE

Your suggestions are always welcomed and your stories are always appreciated

2010 SCCBC MONTHLY MEETINGS

Coquitlam Best Western Hotel, 319 North Road at 7:30pm.

Dates:

Jan 13	May 12	Sept 8
Feb 10-AGM	June 9	Oct 13
Mar 10	July 14	Nov 10
Apr 14	Aug 11	Dec 8

Editor on Track

Well, the months tick by and here we are with just 2 race weekends left in the 2010 season, and I'm still the pencil pusher for the Pit Pass - I guess I have not run out of words just quite yet.....

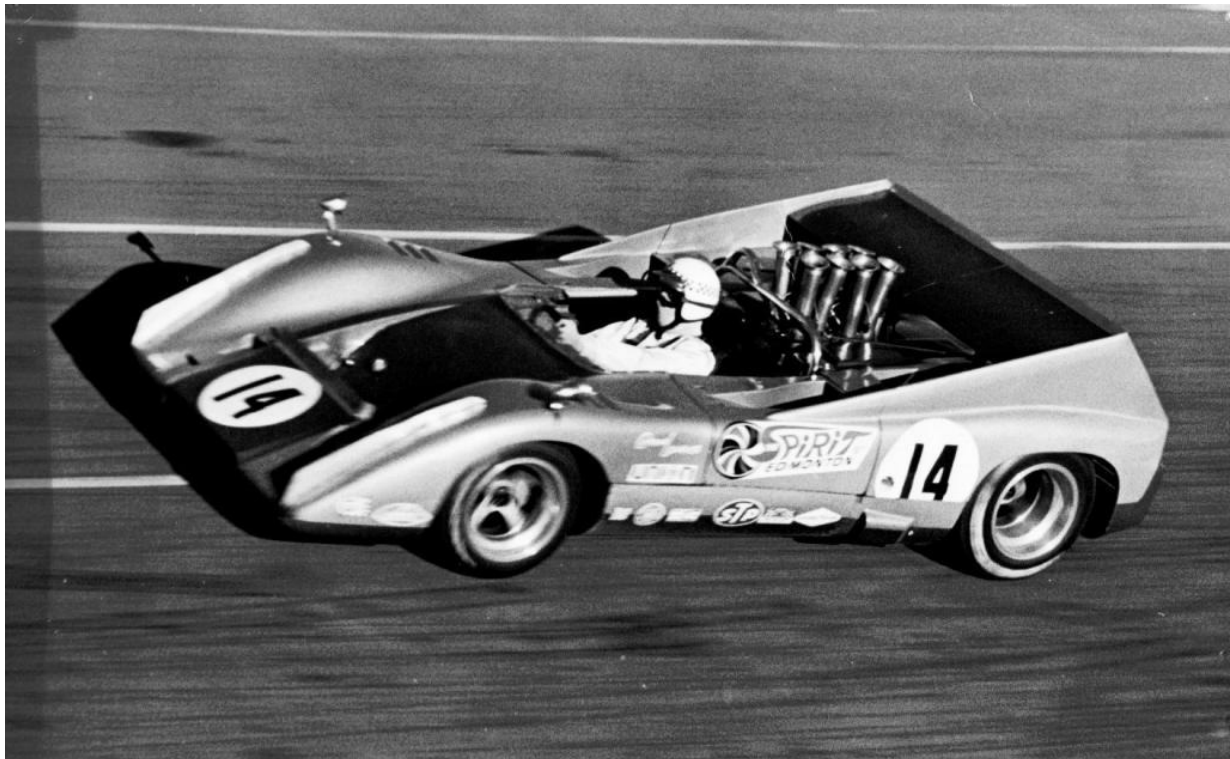
By the time most of you read this I will be in Vancouver for one of my two favourite events of the year, the CCGP. This has been a slow year for my racing for a number of reasons, so that makes this weekend even more sweet - can't wait !

The last couple of issues have seen a vast improvement in the number of contributions to Pit Pass, which is a big part of making it possible for me continuing at the helm. It is such a pleasure to interact with others in the club and racing circles, and I really do enjoy the satisfaction of getting the final copy off to Marc and the printers for posting and publication.

So, if we are going to maintain the status quo, and continue on squeezing out more issues, I encourage you to send in something to PP for me to publish - it makes such a difference to my ability and inclination to carry on.....

Pit Pass Pete.

PS -watch for the picture below to appear in a future issue - something to dwell on.....



2010 CCGP

As we draw close to the Children's Charity grand Prix, I always find this time of the racing season at Rivers Edge very exciting,

This event, along with the Vintage weekend has helped inject a lot of energy and excitement into the club and the racetrack. Just looking at the front page photo taken by Sue Phyphers at last years event, you see before you a coming of age - Rivers Edge no longer feels like the new kid on the block.

Tony and his compadre Ryan speak to the right people, push the right buttons and make it all happen, and we are all the better for it. The event attracts quite of high profile racers from all over. The big bore beasts rip and snort along, bullying their way around the track and tacking no prisoners, and each year, the Honda Challenge boys (and girls), headed up by Chris Doodson, become more and more a part of this wonderful weekend, always putting on quite the show with some very spirited driving and highly charged competition.

So why not do your part by not only coming along for the weekend, but by spreading the word and bringing along some friends - here are some photos from previous CCGP events to give you some inspiration:



2010 CCGP-Con't...



A CCGP note to my fellow SCCBC Members from Tony Morris Jr.

Hi Everyone,

The 3rd Annual, The BMW Store Children's Charities Grand Prix is upon us. This is a very special event that helps very courageous kids and promotes the sport we love so much. Hundreds of hours have gone into every aspect of the CCGP. I have been a proud member of the Sports Car Club of BC since 1988 and I look forward to having all our current members and their friends and family out the track August 7th and 8th to show the rest of Canada (and beyond) that Motorsport is alive and well in Western Canada.

The 2010 The BMW Store Children's Charities Grand Prix has raised \$60,000 in the last two years and has given some incredible kids the thrill of a lifetime. I spent most of my younger years at Westwood with my Dad. I am one of the very lucky ones who got to begin racing at a young age. To me, the race track was the greatest place on earth (even better than the hockey rink). I hope that by bringing new people to Mission Raceway Roadcourse and demonstrating on a grand scale; beautiful cars, incredibly talented drivers and great racing action, that we are investing in the future of our Motorsports.

I can't do this alone. To make this dream a reality, I have the help of many amazing people. The CCGP would not happen without the support of our sponsors, racers, volunteers, track workers, media partners, the Children's Charities, CACC and the Sports Car Club of BC. Together we have been able to create a very special event that gives us all hope and entertains our fans.

Makes me feel like I'm a kid again back at Westwood with my Dad...very happy.

A special thanks to Ryan O'Connor for his dedication and hard work.

Please forward this email to everyone you know!

See you at the track August 7th and 8th

Cheers,

Tony

2010 CCGP - Around The Track

River's Edge Around the Track Walk / Run Challenge

A REMINDER FOR YOU TO REGISTER:

You are invited to participate in our **River's Edge Around the Track Walk / Run Challenge** in support of BC Children's Hospital Foundation and the Children's Wish Foundation.

Participate in our 5K run or 2K walk/run and experience what the race drivers will see as they race their laps later in the day. This fun, everyone is welcome event, is in conjunction with the Children's Charities Weekend and will start off a great day of competitive car racing.

Run with your training buddies and support a great cause! It is a great family event where there are plenty of refreshment and draw prizes...PLUS you can enjoy the car racing show after the run! So, register yourself, friends, families and crew members.

Event details as follows:

Date: Sunday, August 8, 2010

Time: 7:30 am

Venue: River's Edge Raceway Park, Mission, BC

Registration fee is \$20 per person, and you can register by clicking <http://www.events.runningroom.com/site/?raceId=5818>

Your race registration includes entry to the race park for the day.

Thanks, and hope to see you there.

Edmonton Indy-2010

Most of you likely followed all the Indy Car activities at Edmonton this year, but likely know little about the GT Invitational, so Dennis Bainbridge who was one of the entries very kindly took the time to tell us a little about what happened to his Fusion entry amongst the rest of the GT cars in the Invitational.

So, here Dennis's version of events:



Honda Indy Edmonton Report by Dennis Bainbridge:

July 24, 2009- The Indy for Fusion Racing was a mixed pot of High/Low.

The High - after many hours (ok months) of hard work, Dennis was able to bring a new Title sponsor "Fas Gas" to the event.

The Low - we had the proverbial \$15 part fail while en route to what should have been another podium!!

The Honda Indy week was frantic for Fusion. After travelling out to Alberta the team made a detour for Red Deer, the corporate offices for Fas Gas. Tuesday & Wednesday were spent at the graphics shop to install the new Fas Gas look and meeting with Fas Gas management to show it off.

By Thursday we were onsite at the Indy and making all the setup changes required for the bumpy Edmonton track. I prefer to have all that done before showing up at an event but our busy travel schedule meant that showing up a day early was our only option. Setup was going to be critical because we were going to be running on old tires... really old tires! We had ordered a new set of Dunlops but when the container arrived from the UK on the east coast, our sizes were nowhere to be found. Our only option was to run the same set we ran at last years Indy (3rd place) and 6 track days since. Fortunately for us, these things last forever.

Edmonton Indy-2010 Con't..



Friday morning rolled around and our group, the Eurasia Cup paddock, was the first on the track to perform street sweeping duties. Our race weekend was to consist of a practice and qualifying race on Friday and a morning warm-up followed by mid-day race on Saturday. The practice times would set the grid for the qualifying race and the qualifying race would set the grid for the real race.

Back to the first practice and the first nick in the armour. 8 laps into the first session, the bumpy track claimed its first victim. A Heim joint on our left rear lower A-arm... a \$15 part. On examination we found corrosion inside the casting so a simple install of a new

one fixed the issue for the qualifying race.

The qualifying race was a much better outing for the first race of the new FRC-K20. The early departure from the practice relegated Dennis to a lowly 13th starting position, not what we are used to. The race however, was much better. By the time the checkered flag fell 45 minutes later he was sitting in 4th. A much better starting position for the final.

We elected to sit out the Saturday morning warm-up to save our tires and spend the time getting ready for the big race at 12:30. Our plan was simple, there was more HP in the event than ever before, so we knew we couldn't out muscle the leaders on the straightaway. It was going to be cornering speed and consistency that would bring the race to Dennis. As much as it is going to contradict the earlier statement of how old our tires were, the Dunlops do last extremely well and we knew they would be good until the end of the race. We also knew that with our car being so light, we would not overheat the brakes or the tires like the much bigger and higher HP cars we were competing against. So if we could stay in contact with the leaders for the first half of the race, then we could start making moves in the second half.

And the plan was working great until about 25 minutes into the race when, again, we had a Heim joint failure. With the bumpy track and the slightly heavier drive train of the Honda 2.0 ltr and the 6 speed transaxle it was just too much for the original spec joint. The good news is the fix is very easy, the next spec up of the Heim joint is almost double the force rating so all we have to do is thread in the new parts (\$25 this time) when they arrive. Of interest: the car we were dicing back and forth with at the time of the failure went on to finish 3rd.

Edmonton Indy-2010 Con't..



We also proven that our amazing little 200hp car was very competitive with the 600-700+ horse power cars at a fraction of the operating cost. An interesting side note to this point, on Friday we went through the practice and the quali race on 7.5 us gal (28.4 litres) of Fas Gas premium fuel or about \$25 in fuel... now that's a nice operating budget.

That's all I have for this update and look out for the Fusion next year... we'll have beefed up Heim joints and maybe just a little more under the hood.

A big thanks to Dennis for his account of the 2010 Edmonton Indy—if you have anything to send us in the way of a story or some words of wisdom, please get in touch—we'd love to hear from you.....

Pit Pass Pete

Helmets & Safety

Sorting Out Differences in Helmet Standards

From the New York Times

By DEXTER FORD

Published: September 25, 2009

The surest way for motorcycle riders to avoid joining the rapidly growing ranks of fatality statistics — up 144 percent since 1997, according to the National Highway Traffic Safety Administration — is to wear proper head protection. A helmet increases the chances of survival in an accident by 37 percent, the safety agency says.

Picking the helmet that provides ideal protection is not easy, however. While all helmets sold for road use in the United States are required to carry the stamp of a federal safety standard established by the Transportation Department, riders may also find an independent certification label, from the Snell Memorial Foundation, on many helmets they are considering.

The certification by Snell, a non-profit research and testing organization financed by helmet makers, is not mandatory for road use but it is for some racing series, which can lead consumers to assume that a Snell-compliant helmet is safer — an assumption that is not agreed upon by researchers.

Even knowing the differences between the standards is not enough: on Oct. 1, helmets meeting a new Snell test, M2010, with revised force limits, can go on sale, probably adding to the confusion among helmet shoppers.

The debate in the helmet industry and the scientific community about just what constitute the best design criteria for a motorcycle helmet — especially for riders with smaller heads — has been going on for years.

The conflict is between scientists and helmet designers who prefer the government-mandated helmet standards of the United States and Europe, up against the current Snell standard, called M2005, which Snell says provides "premium levels of protective performance."

Many head-injury scientists, motorcycle-accident researchers and helmet makers say they are concerned that the "premium protection" proffered by current Snell-certified helmets may not be better after all. They argue that current Snell-rated helmets are too rigid and unyielding to properly absorb impact energy in the great majority of motorcycle crashes, subjecting riders to preventable brain injuries.

Helmets & Safety-Cont...

Why is this a concern, considering that the new M2010 standard — a major revision that addresses some of the objections scientists and helmet makers have raised for decades — is coming next week? It stems from the fact that the Snell Foundation will continue to certify helmets made under the Snell M2005 standard until March 31, 2012. There are now hundreds of thousands of pre-M2010 Snell helmets on rider's heads, in garages and on retailer's shelves, and hundreds of thousands more that will be made in coming years — which means that riders, especially those with smaller heads, will have to pay close attention when buying a helmet.

In one test the Snell M2005 standard requires each helmet to withstand two successive impacts against an orange-sized steel hemisphere without subjecting the aluminum "headform" inside to more than 300 times the force of gravity, or 300 g's.

Hugh H. Hurt, a researcher who developed the Head Protection Research Laboratory at the University of Southern California, and author of the Hurt Report, a seminal study of motorcycle crashes, calls the current Snell M2005 standard "a little bit excessive."

"What should the limit on helmets be?" Mr. Hurt asks, referring the g-force levels. "They should be softer, softer, softer. Because people are wearing these so-called high performance helmets and are getting diffuse brain injuries — well, they're screwed up for life. Taking 300 g's is not a safe thing."

James A. Newman, a former director of the Snell Memorial Foundation, considers the Snell tests obsolete. "If you want to create a realistic helmet standard, you don't go bashing helmets onto hemispherical steel balls. And you certainly don't do it twice," he said.

Mr. Newman has estimated an impact of 200 to 250 g's to the head corresponds to a severe brain injury, that a 250 to 300g impact corresponds to a critical injury, and that a hit over 300 g's is often not survivable.

"Over the last 30 years," Mr. Newman said, "we've come to the realization that people falling off motorcycles hardly ever, ever hit their head in the same place twice. So we have helmets that are designed to withstand two hits at the same site. But in doing so, we have severely, severely compromised their ability to take one hit and absorb energy properly."

Editor's Note: The reporter who wrote the above article got fired as a result of it being published—read how:

<http://jalopnik.com/5582380/how-the-truth-about-motorcycle-helmets-got-a-journalist-fired>

Thanks to Robin the Intrepid for sending in this article.

According to Allen...

10 COMMON HIGH PERFORMANCE DRIVING ERRORS

Brought to us by Allen Berg Racing

<http://www.allenbergracingschools.com>

NOT ENOUGH MENTAL PRACTICE: The more complex the task, the more improvement is likely to result from mental practice; and motor racing would surely qualify as sufficiently complex. Mental practice is the most important part of any driving exercise. Stretching the mind prior to competition prevents mental cramps. Imagery can be used to create intensely realistic pre-experiences that give the feeling of having been there before, with the confidence and competence that comes with it. Arrange the course into a mental slide show. With your eyes closed replay the course exactly as you intend to drive it. Mentally rotate the steering wheel, shift gears and brake at appropriate locations. Repeat these images until they become fluid. Since the brain makes little distinction between a visual image and a thought image, by practicing purely within your mind, imagery can create, modify or strengthen pathways important to the co-ordination of your muscles. Fine skills or complex techniques can be slowed down, analyzed, and on-track driving scenes and actions can become familiar. Familiar scenes are important in order to process the abundance of real-time information created by increasing speed.

NOT SCANNING: Keeping the eyes in constant motion helps maintain a little better sensory connection with the environment. Movement is necessary for sensory input. If you stare too fixedly at a single point your eye develops a momentary blind spot. To maintain visual contact you have to keep your eye moving, sweeping the target area in a searching behavior. Wherever you are, take a quick visual scan of the area in front of you. Start at the horizon on your left and scan across it to the horizon on your far right. Do not concern yourself with breaking the scan down, just scan the area in front of you left to right as you would normally. Use the horizon as an outward limit, but concentrate on seeing everything between you and it. Close your eyes and take a mental inventory of what was perceived. Repeat the scan. This time, break the visualization into six or eight mental snapshots as your eyes move. Compare the first mental picture to the second. It is amazing and fun to perceive detail that was not noticed before. Try it again, this time behind the wheel of the car at speed. Breaking the scan picture into mental snap shots of familiar scenes radically improves the odds of doing the right thing at the right time.

NOT LOOKING FAR ENOUGH AHEAD: Vision is our overwhelming dominant sense: the "king of the senses". Eyesight is so intimately involved in almost every athletic task that superstars often are credited with what amounts to an unfair visual advantage. Scanning familiar scenes at the point of emerging information provides a necessary perspective for increasing speed. Your eyes lead the way and control smoothness. Without proper visual perspective "High Speed" can be like driving in a bank of fog where planning ahead is unthinkable, but critical. Looking ahead not only gets a racer where he needs to be, it focuses concentration. However, scanning the point of emerging information is not enough. Learn to project ahead. As objects in your scan become closer, anticipate a shift to objects even further ahead. Anticipation is crucial because everything happens very quickly at high speed. The ability to look ahead immunizes against accidents.

According to Allen-Con't...

SCARING OR SURPRISING THE BRAIN: The brain allows the driver to anticipate and, therefore, is his best ally. Overload, scare or misuse that ally and response becomes involuntary (emotional). One example: ground rush — many objects flying by quicker than can be mentally sorted. Ground rush is caused by failing to continually adjust vision further ahead, particularly as speed increases. Escalating speed magnifies anxiety. As visual depths of field get shorter with increasing speed, anxiety progressively grows. If this cascade of events continues, once eye placement is inside reaction distance and speed continues to mount, eye movement becomes fixed and scanning for crucial information stops. Fear is the result of progressively increasing anxiety. Fear brings panic inputs, and involuntary panic input is always wrong. A brain that has been scared sends off commands like: "Lift!" "Look over here, instead of where you are going!" "BRAKE!! in the middle of this turn".

UNFINISHED BUSINESS: The quickest indication of an unskilled driver is the hurried move. The hurried move does not come from starting a skill to soon but from neglecting to finish the skill that preceded it, cutting it off short. Just as a wide receiver must "put the ball away" before he starts to run with it, so must any driver put away the movement at hand before starting the next. It's a paradox: taking time to finish one move gives you more time to get the next one started right. Skill is simply performing in a higher gear where there is less of the grinding inefficiency of a lower gear to multiply task difficulty. Skill allows you not to rush and lets you have time to choose when to rush. You have to have confidence to take time to control the car. Next time you're having trouble, try telling yourself you have more time than you think you have. You'll find another several inches of incoming trajectory to work with, during which you can focus on finishing the skill at hand. That few inches is enough; it is a few inches in time, if you have confidence enough to take it. The result, another racing paradox: You must slow down in order to go fast.

CARRYING TOO MUCH SPEED INTO A TURN: How much speed is too much? When it keeps you from going precisely where you planned it is too much. Carrying too much speed into a turn can be thrilling and may feel fast, but it keeps you from your planned positions. The primary purpose of braking is to slow the vehicle to target turn-in speed. A car can be slowed faster than it can be accelerated. Over equal distances brakes are capable of producing greater changes in speed than acceleration. Speed is not the issue though, CONTROL is. Control of speed and control of self. Driving is all about making good judgments. "Judgment" is not a sensation. Judgment and experience take the form of thought. Motions generate thoughts too, but feelings of going fast can also be attached to motions. These "feel-fast" sensations are distractions and can be quite unrelated to speed. Carrying demon amounts of speed into a turn might "feel" fast or gain a few hundredths of a second initially, but overall speed is sacrificed and entire seconds can be lost.

OVERDRIVING: Technical proficiency requires little physical effort because the performances are always controlled, balanced. Less technically perfected efforts require as much physical and emotional strength as necessary to continually snatch oneself back from disaster time after time. To do something inefficiently (badly) requires more effort, like driving a car with an out-of-balance wheel. "Natural talent" is no substitute for careful learning and diligent practice. Beginners should not expect to post times that would champions would be proud to claim. Experienced drivers who have been idle should expect to spend practice time to find and refine old skills. Approaching perfection that's when the pro-athlete most recognizes the need for his coach. To extract that last 10% to 15% is inordinately more difficult.

According to Allen-Con't...

MOTIVATION: Once you perform a skill to your own satisfaction you tend to stop looking for improvement. Yet the physiological limits to your performance of the skill may be a great deal higher the upper reaches are virtually limitless, provided there is sufficient motivation to reach them. Have we forgotten the effort required to "get it right?" There is such an emphasis today on instant gratification and being a winner that we often forget the valuable lessons we learn from losing. Remember that the fact of trying something, even if it does not work, often opens doors that would have otherwise remained closed. Small failures lead to incremental improvements. More than any film, bench-racing session or ride a long, not being able to make it through a turn will sear into your brain the importance of doing it right. Discipline yourself to concentrate on what it takes to be where you need to be. On track, focus on the present and save analysis for the paddock. It is the driver's job to learn to do the hard thing easily, gracefully, efficiently. Improvement is there for the taking only if the effort is invested.

OUT OF "ZONE" PERFORMANCE: A large part of any sport comes from the compelling sensation of getting it right. A coming together of "Art" and "Science" is where magic happens. The feeling is almost mystical. When timing is right: motion is smooth; skill levels are elevated; driving actions are quicker, more forceful and more accurate. In the "zone," effort is optimized, not over stressed, and endurance is increased; a driver is performing "within" himself. Concentration slows time to allow for confidence, the ultimate tool for getting control of the time sequence. More interesting is what control of the time sequence within the movement does for skill. Different arcs or portions of arcs within a sequence of motion can be moved with brilliant results. Today's technology is capable of designing a machine to replicate perfect driving, but the rhythm it produces will always be identifiable, instantly, as machine produced. It is "cold". To warm it up, put a hand on it. Change the time sequence, introduce human control. It is not the gizmo, not the tool, it is the tool-user that makes the real difference.

NOT RECOGNIZING FATIGUE: Everything in racing is dynamic: temperature, tire wear, track conditions, excitement, passing opportunities, **FATIGUE**. When you become physically tired, the first thing to go is your sense of judgment. Fatigue causes lines to get sloppy, crisp turn-in suffers, throttle action becomes more abrupt and driving no longer flows from one action to another. To grow increasingly numb to the "sensation" of speed with each successive lap is normal. Increasing speed to "chase" this seductive sensation can have disastrous results no matter the cause of deteriorating conditions. Failure to recognize mistakes, failure to anticipate and adjust are all indications of lost concentration **FATIGUE**. Why driving suffers is no mystery. We are poised for flight, our muscle systems are cocked for emergencies — and release — that never come. We get tired of being poised, but we can't willfully let go. Fatigue itself is a snowballing mechanism: tired muscles contract themselves involuntarily and thus use still more energy, generating more fatigue in the uncontrolled effort. Fatigue has focused concentration on your body. If your attention is on your body, it is not on your driving. Adhere to the Three Mistake Rule: Three mental and/or physical mistakes in a row — low down, go into the pits; **REGROUP**.

Sources:

www.globalracingschools.com

www.motorsports.sae.org

Vintage Vignettes

By Robin Fairservice - Reporter at Large

A big thanks to Robin the intrepid, for his efforts in bringing us this report with pictures - he even captured the salute by a Harvard Trainer way above the track amongst those sunny clouds.

BRITISH COLUMBIA HISTORIC MOTOR RACES - JULY 15/6/7 2010

This annual event organised by the VINTAGE RACING CLUB OF BRITISH COLUMBIA took place at the Rivers Edge race track under mainly sunny clouds. The S.C.C.B.C. and M.E.T.A. also assisted with personnel and vehicles. About 90 cars took part and there was only one accident, but a few mechanical failures. A number of visiting cars were on display, mainly on Sunday, which made walking around the paddock more interesting than usual.

Celebrities on hand included George Chapman the 1965 Canadian National Driving Champion in a Lotus 23B and Taisto Heinonen who was the Canadian National Rally Champion for five seasons between 1977 and 1982. The Mayor of Mission made an appearance, and the crowd was entertained by the Chilliwack Pipe Band

on Sunday lunch time. As they finished a Harvard flown by Bill Findlay made a fly past with Stanton Guy as a passenger.

The cars racing varied from two quick Minis to the thundering Camaros and Mustangs, who kept the official sound monitor busy during practice on Saturday. Five Formula Vees were present, which was a little disappointing as 12 had been expected. What the Vees lacked in numbers was made up for by the intensity of the racing on Sunday afternoon, as Mary Lyford and Jim Johnson driving his daughter, Krista's car fought tooth and nail. Mary just

beating Tom with a last minute pass around the outside of Tom as they came through turn 9 for the last time. Of course, Al Ores was cruising along out in front watching the battle in his mirrors. Al told me afterwards that he had thought about slowing down for a better look, and then he remembered that the last time he did that he got beaten.

Remember Mr Bean with his green Mini? Well Tom Pickstone has a rival to the Mini. He turned up with a 1963 Pea Green Porsche 356C called the Bean, and won Race 1 of Group 1. Peter Valkenburg was second in a 1961 Volvo PV 544, but won Races 2 and 3 followed closely by Leigh Anderson in his 1967 BMW 1600. The 1973 Austin Mini of Geoff Tupholm was second in Group 2 Race 1 on Saturday, but had an engine failure in Race 2 on Sunday, letting Mark Brown win all three Group 2 races in his 1969 Lotus 7 Ford. Group 3 was for the Large Bore Historics and the three races were won by different cars. Doug



Vintage Vignettes-Cont

Yip's 1967 Sunbeam Tiger won race 1, Paul Kuchein in a 1969 Chevrolet Camaro won Race 2 and Tom Cantrell won the third race with his Ford Mustang.

Ian Wood with his 4 litre 1972 Rawlson CR 11 dominated all three Group 4 races. He tried to beat his last year's lap time, but he commented after that someone has



moved the walls closer this year! He only got down to 1 minute 8.114 seconds. Marty Knoll in a 1981 Van Dieman RF81 managed to finish third in each race, whilst Alan McColl in 1977 Tiga FF was second in Races 2 and 3, leaving Charlie Lyford with his 1970 Caldwell D-9 FF to claim second in Race 1.

Robin Fairservice

Vince Howlett

Taisto Heinonen

George Chaman

Tom Johnston



Vintage Vignettes-Photos

Vince Howlett from Victoria also very kindly sent us a variety of photos and captions from the 2010 BC Historics weekend at Rivers Edge. Hope that you enjoy more of the same.....

British Columbia Historic Motor Races, July 16-18, 2010



Ron Farmer and Vince Howlett. As a member of the B.C. Custom Car Association since 1951, Ron was deeply involved in building Mission Raceway, in 1965.



Ed Clements and Gio Coletta relive the "Mr Mikes" barbecues of the Westwood days.



50's and 60's racers Jerry Barber, and Marg and Geoff Hortin



Owner Frank Anderson, and former Alfa racers Ed Clements, Gio Coletta, and Jerry Barber, with Frank's Alfa

Vintage Vignettes-Cont

More from the British Columbia Historic Motor Races, July 16-18, 2010



Jo Terek, who had Westwood Circuit Motors in the early 60's, and was Terry Nilsson's mechanic



"Common-tater" David Birchall, 1966 Canadian champion George Chapman, and 60's racer Cam Mackenzie



Chapman with 5-time Canadian rally champion with Chapman



Early Westwood starter Jim McRae Champion Taisto Heinonen

Vintage Vignettes-Cont

And still more from July 16-18, 2010



Harold Kaesbauer (left) kindly accompanied Chapman as George was allowed to drive a few laps in Harold's Camaro



John Randall with Chapman



Howlett, Heinonen, and Chapman with Tom Johnston (in "pole" position)

Meeting Minutes

July 14, 2010 Meeting

President – Keith Robinson
Vice President Administration – Marc Ramsay,
Vice President Operations – Roland Stec
Secretary – Leslie Skinner
Treasurer – John Cartwright
Track Ops – Norm Shaw - absent
Past President – Robert Johnston - absent

President Keith Robinson called the meeting to order at 7:48 PM with 22 Club Members present.

Minutes of the last meeting were read .

Correspondence: Mayday

Business arising from the minutes:

Kevin Skinner asked if the Constitution changes had been submitted to Victoria. John Cartwright advised he was still working on it.

Jerry Coughland is back at home and resting.

Ann Peters was asking about the meeting that is to be happening between the META & SCCBC executives.

Conference: Kevin Skinner

Spokane entry was low, approximately 85, there are track changes being proposed. Had a bad accident with a Porsche 911 rolling several times. The driver was released from hospital that evening, upon inspection all of the safety gear held up. Dave Bell was in Race Control and did a great job handling the emergency situation. Next race is Seattle July 30th weekend and then the Co-Hosted SCCBC/Cascade race in Portland Aug 15th weekend.

ROD: Dave Bell

Good core of local workers in Spokane, since they have only 1 race a year the ROD is trying to get them to other races for more experience.

CACC: Mike Kaerne

Most likely Hans Device will be mandated for 2011. Probably 1 more year left on the 2000 helmets. Any suggested rule changes should be emailed to Mike.

VRC – Ian Wood

Weekend is shaping up – 70 entries. The Mayor of Mission has been invited, there will be a surprise in the sky. The Westwood reunion will be Friday night.

Race Chair: No Report

META; Ann Peters

The long day at the last Conference race went by very quickly – great feed back on the excellent meals – makes a big difference.

Media: Ryan O'Connor

CCGP is only 3 weeks away – lots of preparation under way.

Raffle ticket books being distributed tonight.

Motorcycle stunt show & Bouncy Castle are confirmed, as is the Kidz zone, also the 10 X 20 Video Screen. Hot Laps for Kids, Media day set for the Tuesday. The Molson party is on hold. We will be having a program to hand out. Honda Canada will be bringing the new CRZ which will be used for the Pace Car for the Honda Challenge.

Meeting Minutes-Cont...

Volunteer Report: Leslie Skinner

We have a couple of new volunteers coming out for the Vintage event.

WSC: Larry Bell

Next race is in October – rule changes need to be submitted by the Sunday. These can be submitted to Larry Bell or Jim McAdie. Anyone can submit a rule change but only drivers and entrants can vote.

RDC: Roland Stec

35 entered for the driver training Great group this time with 6, second generation racers. No dents – good weather. Thanks to Roman Cardinal, John Gillespie and James Dallimore for helping out. Issued the 1st Junior License in Canada to a 15 year old driver.

Membership: Gayle Baird

267 Full, 2 Associate, 21 Emeritus, 4 Honorary, 15 Life = 309

Historian: Ron Curties (Absent)

John Randall related stories about Marvin Webster pro race events and more antics about John Hall performing rain dances at Westwood, along with tales of the infamous Burt Lakmann & Charlie Godeckie.

Track Manager: Rentals are down from last year, although still a good showing.

New Business: None

Track Ops – Norm Shaw

Out of Town.

VP Admin: Marc Ramsay

We will be Co-Hosting the Cascade Conference race in Portland. Cascade will be offering SCCBC members the same discount they give their club members. They are willing to help workers with expenses. We are sending our logos for trophies. This will be a Conference and SCCBC Club points race.

VP Ops: Roland Stec

Lots of cleanup and grass mowing under way. We need to look at buying a new mower. Grand Stand boards to be replaced by the CCGP. Bought the new Gator – well received – will be used for flat tows, paddock support, track set up. Part of the cost will be fronted by CACC. We will be looking at replacing the truck in 2011. Evenings are open to anyone who wants to help out.

President's Report: Keith Robinson

All of the tracks seem to be experiencing fewer entries. SCCBC is doing quite well in comparison. The Club even kept running while I was on holidays. There seemed to be a positive response from the Conference drivers. Marc and the executive did an excellent job managing the Conference event and Club business.

We have lots of repair work to be done. Will be meeting with the Steering committee to discuss major projects.

Discussion regarding the Donair Caterer –mixed reviews.

Keith presented the Photographer arm bands that will be used.

Good & Welfare:

There is an excellent article in Inside Track Magazine that Gerry Frechette had submitted re the CCGP & SCCBC.

Mike Kaerne is now an official FIA International Steward.

50/50 = Bruce Yeo won \$ 27.00

Meeting adjourned at 9:45 PM.

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1984 Corvette coupe, automatic, about 195,000 km. I have owned and cared for this car for 20 years, and now is time to say goodbye. The Cross-fire manifold has been replaced by a more efficient XRAM manifold, it has roller higher lift Rockers and the gearbox was replaced with a 1987 unit, It is on collector plates. I am asking \$10,000.

Phone Robin Fairservice, at (250) 963-7362, OR rbfairs@bigfoot.com for more pictures.



SPORTS CAR CLUB OF BRITISH COLUMBIA

Application for Membership 2010

(MUST BE SIGNED)

MEMBERSHIP PRIVILEGES Associate Members: 1. Attendance at general meetings and social functions. 2. Receipt of bulletins and other club publications. 3. Wearing club insignia. 4. Service as committee members.	Club Members (includes family members): Same as 1,2,3,4 and also: 5. Service as Committee Officer or Executive Committee Officer after one year of membership. 6. The right to vote on the business of the club. 7. Access to and use of River's Edge paddock and clubhouse during club events. 8. Competition in motoring events of the SCCBC for the term of the club membership, with points accrued.
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I understand that the personal information provided herein will be used by the Executive committee for the purpose of identifying and verifying membership to racing associations to which the club belongs, to update and retain a membership directory as required by the Societies Act, and for the purpose of mailing, by post or email, the monthly newsletter and other such publications which the club may deem necessary or useful from time to time. I hereby give my permission to the Membership Chairperson of the SCCBC to retain my personal information as contained in this application for the purpose of maintaining historical membership information for whatsoever period of time the club feels appropriate.

I AGREE: if accepted to the membership of the SPORTS CAR CLUB OF BRITISH COLUMBIA, to abide by the objects of the Society as set down on this form and in the By Laws and Constitution of the club.

- To promote, encourage, and support motorsport within the Province of British Columbia.
- To foster sportsmanship and give mutual guidance and assistance within the membership.
- To encourage and promote safe driving.
- To assist actively in the development and maintenance of the River's Edge Road Course at Mission Raceway Park and to take part, whenever required, in the organization of Club events.
- To allow the information I provide above to be entered on the club roster and to be distributed to other club members.

I understand that the roster may not be used for commercial purposes and that I may opt out of having my information included in the roster by crossing off this item (#5) and applying my initial hereon. _____

Signed _____ Dated: _____

NAME: _____	Membership Type (includes HST) FULL: \$60.00
ADDRESS: _____	
CITY: _____ PROV/ST: _____ P.C. _____	FAMILY: \$25.00 (per member – in addition to one Full member)
TEL: Home _____ Bus: _____	ASSOCIATE: \$40.00
E MAIL: _____	PAID BY:
OCCUPATION: _____	CASH
VISA/MASTERCARD #: _____	CHEQUE
EXPIRY DATE: _____ (if paying by credit card)	VISA/MASTERCARD

Mail application and fees to: SCCBC MEMBERSHIP, C/O Gayle Baird
4042 River Road West, Ladner, BC V4K 1R8
Tel: (604) 946-6416 Fax: (604) 946-6434
(no calls/faxes after 9:00pm please) e-mail: membership@sccbc.net

ALL APPLICATIONS MUST BE SIGNED

OFFICIAL USE: MEMBER NO. _____ DEPOSIT: _____ ENTERED: _____

2010 SCCBC Executive and Contacts

TITLE	NAME	EMAIL	TEL. #	FAX. #
President	Keith Robinson	pres@sccbc.net	604.209.5943	
Vice President - Operations	Roland Stec	vicepres@sccbc.net	604.465.0745	
Vice President - Administration	Marc Ramsay	adminvice@sccbc.net	604.816.6272	
Treasurer	John Cartwright	treasurer@sccbc.net	604.395.5061	
Secretary	Leslie Skinner	secretary@sccbc.net	604.856.8957	
Track Operations	Norm Shaw	trackops@sccbc.net	604.551.5266	
Past President	Robert Johnston	pastpres@sccbc.net	778.878.7806	
Membership	Gayle Baird	membership@sccbc.net	604.946.6416	604.946.6434
Marketing Chairman	Ryan O'Connor	marketing@sccbc.net	604.785.0065	
Website & Forum Admin	Marc Ramsay	website@sccbc.net	604.816.6272	
Track Booking Manager	Ray Stec	bookings@sccbc.net	604.465.5773	
RDC Chairman	Roland Stec	school@sccbc.net	604.465.0745	
Pit Pass Editors	Peter Weedon	pitpass@sccbc.net	250.565.8888	
Historian	Ron Curties		604.469.2000	
Registrar	Rob & Angie Gilchrist	registrar@sccbc.net	604.857.2492	604.855.1767
Driver Training Registrar	Roland Stec	school@sccbc.net	604.465.0745	
Technical Inspection	Jim Kurtz	tech@sccbc.net	604.298.7227	
Timing & Scoring	Perry Afaganis	perry@gods-of-timing.org	604.820.0952	
Race Chairs	Robert Currie Irene Chambers	rbdrc@shaw.ca gikdf@telus.net	604.854.5797 604.820.1653	
ICSCC Exec Board Rep	Ray Stec	pastpres@sccbc.net	604.465.5773	
ICSCC Contest Board Rep	Michael Lensen	mlensen@shaw.ca	778.886.3702	
ICSCC License Director	Randy Blaylock	license_director@icscc.com	425.806.9725 res 206.398.9283 cel	
CACC Race Director	Steve Paquette	race@caccautosport.org	604.990.4597	
CACC Novice Director	Curt Storms	race.novice@caccautosport.org	604.462.9724	
Paddock Marshal	Terry Overdiek	TBA	TBA	