

MAY

# NEWSLETTER 87

vintage racing club

Box 23393, Vancouver, A.M.F.  
British Columbia V7B 1W1



WESTWOOD IN THE RAIN - THE EX JOHNSTONE,  
EX BAIN, NOW SMITH, 1957 VOLVO POWERED MISTRAL

## CLUB EXECUTIVES:

Past President	Leigh Anderson	536-5292
President	Dave Birchall	581-4685
Vice President	Robert Follows	926-3338
Treasurer	Ray Nicols	941-5624
Secretary	John Ridington	946-1545
Competition	Allen Richardson	222-1778

## Other Officials:

Race Organizer	Robert Follows	926-3338
Social Convener	Elizabeth Smith	943-2779
Club Photographer	vacant	
News Sheet Editor	John MacGregor	536-4228

## MONTHLY MEETINGS:

Officers Mess Jericho Det.  
4100 W.4th Ave., Vancouver  
Second Tuesday of every month.  
7:30 starting time  
Dress Code: NO jeans, T-shirts, sandals

## CLUB ADDRESS:

Vintage Racing Club of B.C.  
P.O. Box 23393 AMF  
Vancouver, B.C., V7B 1W1

Dues: \$30/ year

Advertising Rates: Business cards \$5/ issue, Full page \$30/  
Half page \$16/

Deadline for all contributions, third Tuesday of every month.

1987 RACE SCHEDULE

<u>DATE</u>	<u>EVENT</u>	<u>ORGANIZER</u>	<u>POINTS</u>
June 20/21	Seattle Conference & Vintage	CONFER.	NO
July 10/11	Portland Historic	HMRA	YES
July 11/12	CASC Driver Training	SCCBC	NO
July 18/19	Westwood Historic	VRC	YES
Aug. 7/8/9	Tacoma GP & Vintage	VR	possible
Aug. 22/23	Monterey Historic	HMSA	YES
Sept. 5/6/7	Olympia (possible vintage)	SCCA	possible
Sept. 12	VRC Club - Race - Westwood VRC	VRC	YES
Oct. 10	Westwood Enduro	SCCBC	YES
Nov. 28	Annual General Meeting	VRC	NO

This is just a brief message. I'm in the middle of moving house, actually putting everything into storage since I still haven't bought a new place, so everything is very up-in-the-air.

As many of you will know by now, I sold off my two racing Lotus, a 23B and a 26R, but I bought something rather less impressive to race this season, a Lotus Cortina, not the ultimate vintage racer but it should provide some fun when I have the time to get it out to the track. The car is interesting in that it is a one owner with original paint and, having come from Southern Oregon, is totally rust free.

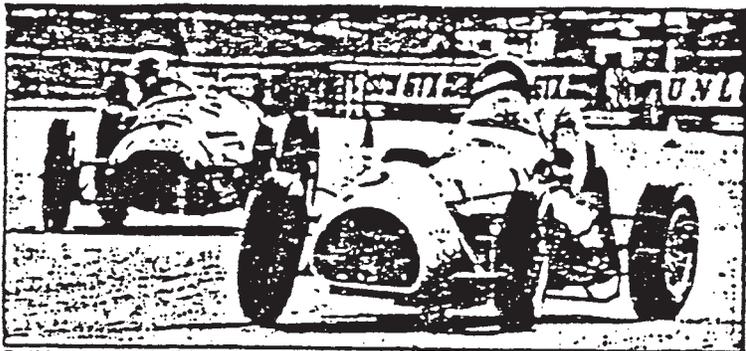
It was nice to see a good representative group of cars from the club at the All-British Field Meet. Greg Griffiths, Mike Welland, Phil Entwistle and John Fairclough were VRC members who won prizes in various categories. This event is a good opportunity for the VRC to generate publicity and potential new members. There were quite a number of Alfa-Romeo drivers wandering around.....

With the Driver Training Weekend about to happen we can fairly confidentially expect to break the one hundred member barrier this year, that will be a first for this club and I can't help but think that the Officers Mess has a lot to do with this as it is a superb place to meet. We are very lucky to have it, even if the meetings do seem like a jousting contest at times.

A word of advice to anyone renewing their racing license. There are some old renewal forms floating around which apparently have an old address for CASC National office on them. I have just had my renewal returned as undeliverable by the post office three days before the event I intended entering!

Looking forward to seeing you all at the track, I wonder if Mike Welland can keep the "Yellow Peril" within the tirewalls?

David Birchall



*Roll bars or not for historic racing? The RAC MSA are conducting an investigation*

## ROLL BARS: RAC EXAMINES THE EVIDENCE

The question of whether or not the RAC MSA is going to make roll bars and seat belts obligatory on historic racing cars will remain in abeyance for at least another month. The RAC MSA's Neil Eason-Gibson has appointed a working group with the brief "to investigate the question of safety in historic and vintage racing", and it is due to report in early April.

This is reassuring to those who feared that roll bar legislation would be imposed hurriedly, and without sufficient consideration, after Stephen Langton's tragic accident at Brands Hatch last October. When the working party has gathered its evidence, we at C&S suspect and hope that it will not make roll bars and seat belts compulsory on post-war cars, but merely recommend them.

One of the strongest voices against roll bars is Neil Corner: "I'm dead

against them. I would pack up historic racing completely if roll bars became compulsory. The thought of fitting such devices to a Mercedes-Benz W154 or an Auto Union fills me with horror. Sensible clothes and fire extinguishers are fine, but roll bars could seriously affect the handling character of historic chassis. If the RAC MSA wants to do something, it would be better to think about standardising tyre compounds."

We were also alarmed to read recently in another publication that Brands Hatch has banned cars not fitted with roll bars. That is rubbish," said Brands Hatch's Louise Quinell. "Even if it wanted to, Brands Hatch is not in any position to make this decision - that is the responsibility of the RAC. Historic racing draws good crowds, and we as a circuit will remain just as committed to it."

## The Race Directors' Revue

I suspect that by the time this reaches you some of you will have already put your boot into it , either in pursuit of our international points title by participating in the CASC season opener at Wetwood or perhaps down Olympia way in the SCCA/SOVREN driver training and vintage race. In either or both cases I hope you went fast and safely. For those of you who are not so quick off the line this year I hope that your car parts ordered last August finally arrive from that obscure little English company that debited your Visa account while you were still on the phone to them the first time. I know you thought they meant well when they sent you most of the piston rings, but after but after 8 months and 36 phone calls at 5a.m. and still no pistons, even saints get tired. Your next chance to grab those valuable points or to qualify for an honest to goodness Vintage race license will be at Westwood May 23. In spite of what rumours you may have heard from Triumph drivers or others like them, winning our points title is not going to guarantee you an F.I.A. Superlicense and a free test day in Rio in the third Williams-Honda. Nope. It wont even guarantee you the adulation of thousands of shoeless ones as the poor orphan who races his way out of the slums and into stardom. It don't even mean you're fast! Its all a trick! We want you to show up for all of the races ,and the person or person who shows up and laps da most times gets da most points. Get the trick yet? The system allows 10 points for showing up ready to race and 1 point for each lap completed. If you are a Triumph driver simply divide those numbers by half. Some vintage races put on by other groups are not listed as points events because the rules in those events exclude some of our cars, and we feel this would negate the incentive value. Lest I be accused of preaching to the converted ,I would like to say Vintage racing is not, strictly speaking competition, it is an appropriate way of exercising our cars as they were meant to be driven , doing so in a sportsmanlike manner that never compromises the safety of your fellow racers. I think that not only does this attitude ensure that we all have fun it also ensures our sport stays safe, healthy and not regulated to death. So quit your day job and get that car finished!!!!

- 3) Coming up June 20th and 21st is our SOVREN race to be held in conjunction with Conference. On Saturday evening June 20th, SOVREN members are invited to bring their vintage cars to a Bar-B-Que at the SIR track. On Sunday June 21st, we will have practice from 11:10 am to 11:30 am. Our race will be held from 4:30 pm to 4:55 pm. In order to make this race financially feasible, we will need to have a minimum commitment of 20 vintage racers. We will need to know well in advance the total number of vintage racers. This is a major Conference race with a vintage advertising tag, so it should bring out a good crowd. Entry for this race is \$66.50. Each crew member will be charged \$4 on a pre-paid basis. Entry forms should be sent to Jennifer Graff, 19550 Pacific Hwy South, Seattle, WA 98188.

MONTHLY MEETING OF THE VINTAGE RACING CLUB OF B.C.

held at the Officer's Mess, Jericho Detachment, April 16, 1987

President David Birchall called the meeting to order at 8:06 pm. There were 43 members present.

Westwood Work Party - Thanks to Ray Nichols, the club is providing a tractor mounted brush cutter, Ken Ingham can provide a truck, but we need a trailer. Peter Hunt may have one. In the event that he can't the club authorized the rental of a trailer.

Guests - David Richardson, Martin MacNamara, Hugh Stark, Peter Hunt (former member), and Vaughn ?.

Allen Richardson - discussed the schedule, the April 18th race is on.

John Ridington - we have 74 members to date.

Rob Follows - Westwood Historic, we have 6 cars entered to date. Rob discussed the Editorial in the last months bulletin and his adverse reaction to it. The meeting consensus was that it was editorial licence.

Dispensation - Ken Ingham's '68 Morgan + 8 was approved.

Appearance and Workmanlike Discussion - David suggested that as a club we should be more concerned with the appearance of our vehicles, particularly no headlights, this brought a lot of discussion by the members, most of it negative. The consensus was that a great deal of research and co-operation with the members will be needed before any specific rulings can be handed down.

Tires - the discussion on tires evolved to having the profile appear the same as was in effect at the time the car was raced. Where hardship cases were concerned, our 1" ruling gave sufficient margin for replacement of a suitable tire.

Protest - the discussion of the members indicated that several members were disturbed about the appearance, tires, etc. then those members can protest to the Executive, who will get the errant car back into conformity with our rules.

Marketplace - Nomex size 40, Laurie Fraser  
- Old trailer, single axle, Robin Marshall  
- '76 Kenworth, \$38.5, Ken Ingham  
- Austin-Healey parts, Art Clendenan  
- '78 BMW, Ken Ingham  
- '55 Aston Martin drophead coupe, Rob Follows  
- '34 MG Magnette-supercharged, Miles Fenton  
- '59 Gemini Formula Jr., Miles Fenton

Moved Art Clendenan, seconded Elizabeth Smith that the meeting be adjourned, carried at 9:40 pm.

John Ridington, Secretary

## MONTHLY MEETING of the VINTAGE RACE CLUB of B.C.

Held at the Officer's Mess, Jericho Detachment, May 12, 1987

President David Birchall called the meeting to order at 8:06 pm. There were 40 members present.

### Guests

- Marilyn Nichols, Arnold Smith

### Treasurer

- Ray stated that we have \$9,220.89 in the bank.

### Secretary

- The car decals will be available next month to the members, cost is not known at this time.
- We have 82 members to date.

### Racing Director

- The race is on at SIR.
- Whistler Hillclimb is cancelled because of road paving.
- Driver Training, John MacGregor reported that all is well, he expects to have about 20 for training and 24 for race event,
- All British Field Meet - our club came away with many prizes, as follows;
- Greg Griffiths - 1st in comp. and best restoration; Mike Welland - 3rd in comp.; Phil Entwhistle, 1st in the Lotus class; Allan Murtaugh, 3rd in the Morgan class.

### Historic Weekend - Rob

- At this point in time we have a small number of cars entered, Rob needs more local entrants. Send your application form to him as quickly as possible.
- We require people to function as turn workers and generally help the club put on the event.
- Rob reminded us to talk to shop owners, friends, etc. so that we can give them posters to advertise the meet. The posters will be available at the next meeting or you can contact Rob in about 2 weeks for the ones you are going to put out for advertising.

### Discussion

- Tires - the Executives proposal was to have the overall diameter as close as possible to stock. Similiary, the tire profile to be as close to stock as possible. The members made many comments, as follows; Laurie his car raced on 60 series; Robin - he wants to go faster and will do what he can, within the spirit of the rules; Miles - existing rules are OK, the 1"dia. and 10% in width; Gunter - he agreed with Miles; Alan - the racing specs for his car are for 60 series tires.
- Logbook - the idea of a logbook for the car met with approval by all members present. A motion was put forth by Brian Johnston, seconded by Ian Bain, the Logbooks be standard. After discussion, the motion was passed. Pending further study by the Executive, the idea of having a Car Equipment and Acceptance Sheet, to be included with the Logbook was put on hold. As discussed, it would show the original manufacturers specifications, racing specs, and those changes that the owner had to make to keep within the spirit of our rules and the availability of parts.

### Marketplace

- John Fairclough - set of 72 spokewheels with knockoffs - Healey or TR's.
- John Follwells - need outer Nomex, for 6'3".
- Rob Follows - TWO Aston-Martins, shortchassis LeMans and a DB2 drophead.
- Leigh Anderson - all the Hewland parts you have.
- Miles Fenton - Fincent Commet motorcycle.
- Hugh Archer - 2 CASC rollcages for sedans.

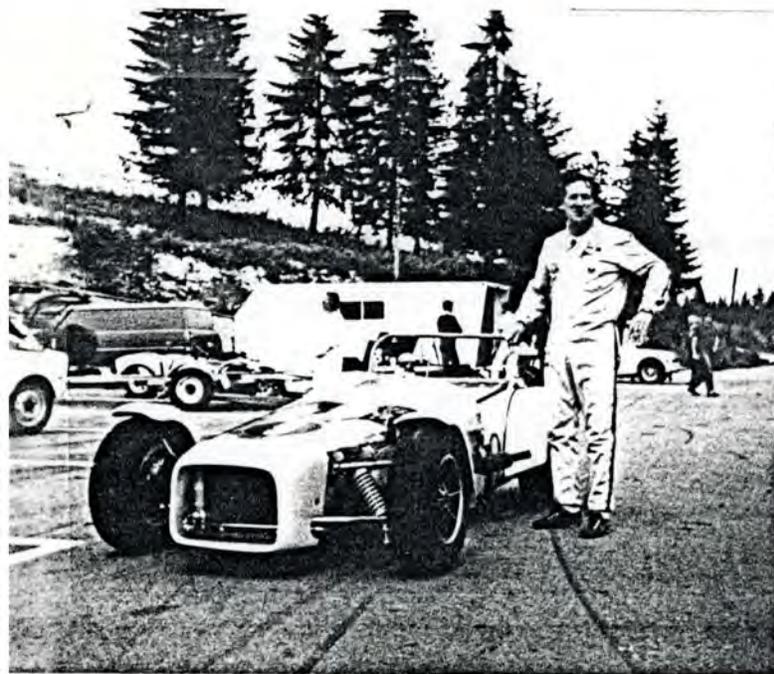
VINTAGE DRIVER TRAINING WESTWOOD 23 MAY 87

CLASS "A" ROADSTERS

CLASS "B" COUPES



GIL STUART IN HIS  
VERY STRONG  
66 CORVETTE.  
"IMPRESSIVE!"



FIRST OUTING FOR THE NEW  
LOTUS 7 OF MIKE WELLAND.



FREYDIS WELLAND IN HER SAAB  
SONNETT VINTAGE RACER.

## SOCIAL NOTES

Those of you who attended the party at John and Mary Ridingtons' following the Driver Training School know what a success it was. John and Mary were tremendous hosts and the prizes which they so generously donated and wrapped were the highlight of the evening, not to mention the fine oration by Mr. MacGregor during their often hilarious presentation. On behalf of the club, I'd like to thank Mary and John for hosting the celebration festivities and for allowing the hordes to revel in their "castle".

There is not a great deal new to report as we look ahead towards summer and future events. As mentioned in previous news letters, we are looking for a location for a summer bar-b-que and outing which will be completely independent of a race meeting. Bob and I have been actively investigating possible locations for such an outing and have visited three or four parks. So far we have found only one which meets most of the pre-requisites. We are still wide open for suggestions that combine some of the following:

1. scenic location
2. bar-b-ques
3. washrooms
4. beach or swimming hole
5. ball diamond

Within reason we promise to visit any suggested locations, however, trips to Moose Jaw and California will have to wait until the end of September, and then it's too late in the season for M.J. (naturally). If anyone has any ideas, please let us know.

Our club members Jan and Bob Walker from the sunny interior (Vernon area) have most kindly offered to host a weekend in the Okanagan for our members. A date has yet to be set, but the proposal is to camp at the Walker lake front estate for the weekend, swim from their private beach and generally have a relaxing weekend away from the city. Those attending would be responsible for supplying their own camping gear, food, beverages etc.. I know Bob and I would love to go; how about the rest of you? This time it will be our turn to drive, instead of Jan and Bob.

We are still planning hospitality suites at the U.S. events and look forward to seeing everyone there.

Elizabeth

TO: The Editor

RE: Safety

I was concerned by the statement in the March Newsletter - "There was at least one death ...", in fact, I was more than concerned. Shocked is more appropriate.

I am interested in doing what ever I can to see that I never become part of such a statistic. I separate the achieving of this objective into 2 areas  
1) preventing an incident from occurring and 2) given that an incident has occurred, surviving it.

#### PREVENTION

The ideal situation for incident prevention, is extremely talented drivers operating vehicles in absolutely perfect condition. I have no concerns about the caliber of the drivers I compete with but there is always room for improvement in vehicle condition. Note: at least a couple of the potential disasters mentioned in your Editorial were due to mechanical failure. The point I am trying to make is not that cars are not adequately prepared.

My point is - how does that expression go "Those who don't learn from others experiences are destined to repeat them". I, for one, want to learn from the experiences of fellow racers and think I might have some experiences that fellow racers could learn from. I would like to see all of us encouraged to relate the details of these experiences through our newsletter. Who knows, the life you save just might be mine.

#### SURVIVAL

Obviously, roll bars are a very important part of the safety systems which attempt to make incidents survivable. I too, am uncomfortable allowing open cars without roll bars to participate in driver training. But I bet that most, if not all, of those deaths in the major meets, occurred in cars equipped with roll bars.

There are many options available in the area of safety equipment (i.e. roll cages, fuel cells, quadruple layer fire suits). On an unlimited budget, I would have all of these, and more. But I can't, so which should I invest in. I need recommendations or some statistical type information from which to draw conclusions. Any ideas were this information might be obtained.

On a related topic. Does anyone know were reasonable Life Insurance premiums can be obtained. The company I deal with wants to tack on a 5 dollars per 1,000 dollars insurance per year surcharge. On the 100,000 dollar insurance policy I would like to buy, that's 500 dollars a year in surcharges (premium extra). That my entire annual racing budget! (Well almost)

Any information would be appreciated.

Thanks,

Mike Klassen  
(White Volvo P1800)

Home Number - 926-9850  
Work Number - 661-6803

304 Monteray Avenue  
North Vancouver, B.C. V7N 3E6

ATTN: John MacGregor  
Re: "A More Workmanlike Mannered Car"  
(Based on VRC monthly meeting, April 14, 1987)

Dear Editor:

It is a disappointment to me that the VRC Executive has launched a campaign for us to "Tidy" up our cars. The intent of this thrust appears to have us present our cars in "a more workmanlike manner."

Unfortunately the issue developed into a witch-hunt when one of our esteemed racers, whose car is always well prepared and very "workmanlike", was singled out as having a deficiency in his car's profile by having had one of its headlamps removed to provide an air intake to an oil cooler.

This item of race preparation seemed to rile the Executive who have, it seems, forgotten some of the elements of what racing (even though it is only our 'hobby', and we are actually only fantasy fulfillers in Nomex, not real race drivers...), is all about.

YRS TRULY reminded the esteemed group whose memories had lapsed, no doubt through zealousness to sanitize our hobby (not sport-Heaven forbid), that racing cars, regardless of era, have always been race prepared to win.

An example being the illustrious Jaguar LT-1, which sports incorrect front disc brakes, wheels at least an inch too small in diameter, and one headlamp missing to better duct air into the weber carburetors. It seems it is alright for some and not alright for others and, I really get upset over this sort of elitism.

The majority of our cars are in process of restoration or race preparedness and I feel most conform at least in intent, with the rules that we have agonized over the creation of nigh the past decade.

Rules have always been meant to be read between the lines: the more we have, the more infractions we will incur.

Gentlemen! please get back in focus. Racing cars will always be racing cars, and not cute boulevard toursters. If you want a pretty parade, count me out. If you want vintage racing, then your only real recourse is to let the racers themselves determine what is or is not acceptable within the existing rules. A proper protest procedure, as Peeter Hunt suggested, could, should and I feel must be introduced. In this way, we the members and racers can decide who is not playing fair, rather than the Board, whose term in power is limited.

I for one, am tired of debating old issues, and do not need the frustration of being re-educated by each new Executive, and witch hunts are definitely not on my agenda.

Sincerely,

Brian Johnston

ps: Any comments that any member may have, relating to the Editor's ramblings are properly handled by a written response duly published in the VRC newsletter, and not by addressing such items in a general meeting, unless the item is so erroneous that the Executive is prepared to oust the Editor - Gentlemen, get your procedures straight.

## HANDICAPPING (The Exact Science)

By: Greg Brunt

Handicap (han'.di.Kap) n.-a race or contest in which competitors' chances are equalized by starts given, weights carried etc.

In vintage auto racing the idea of holding handicap races is to try and equalize the chance of winning by vehicles and drivers of unequal capabilities. The concept of handicapping is simple the fair application of this concept is extremely difficult. As best I can I will try to explain the methods used to handicap the races at the last two Historic Weekends.

### INFORMATION COLLECTION

Open practise times are recorded and used as backup. Qualifying times are used to establish the grid in each of the class scratch races. The times and placements in the scratch races are used as the main data for handicap caluclations.

### CORROLATION

After the scratch race is finished I (I use I because this is the way I do it. Other handicappers may use other methods) take each of the time cards and check it against the race results from the lap charts. I check to see that each car has completed correct number of laps. I also check if the lap times for each car are reasonably consistant with each other. If I find a discrepancy of lap times I check my notes of the race (I listen to the corner crews radio and try to keep notes of any off course excursions and the like) I also check with Race Control or the Steward to see if there are any explanations for the time differents. I use the same procedures for spins, accidents, breakdowns or any other reason for lost time or not completing all race laps. If a car has completed 5 or 6 laps of a 7 lap race I make up extra lap(s) by taking an average of the completed racing laps (not including the starting lap). If there is a car with a longer than average lap due to a spin or mishap I replace this lap time with an average lap calculated from clean laps in the race. If a car is out of the scratch race early or did not even start, Qualifying times are used and a total time is calculated for the scratch race, this calculated times is then checked, where possible, with actual finishing times of cars with similar qualifying times.

Now we are ready to start. The slowest car is the first to start no calculations necessary. The next slowest is next to start and so on down through the grid. The idea is to make all of the cars have equal E.T.s by delaying the starts of the faster cars. The way I calculate the time differential is to take the total time difference between the slowest car and the car I'm trying to place and deduct 2 seconds passing allowance for each car ahead of it on the grid.

examples      car #1 - 14:00 (for 7 lap scratch race)  
                  #2 - 13:45  
                  #3 - 13:30  
                  #4 - 13:10

car #1 - :00 time delay  
car #2 :13 time delay  
car #3 :26 time delay  
car #4 :44 time delay

Actual time difference between car #1 & 2 is 15 seconds less 2 seconds for passing allowance so the time delay on the grid is 13 seconds. Actual time difference between car #1 & 4 is 50 seconds less 2 seconds for each car ahead of it on the grid is 6 seconds so the time delay on the grid is 44 seconds.

This seems simple, right? It is if you have consistant race participants, that is seasoned drivers driving on a known race track. Where the system falls down is the 'ROOKIE'. There are two main types of Rookie some are entirely new to racing and some are familiar with racing but new to the track. This is the big problem with handicapping a race meet such as our Historic Weekend approximately 60% of the cars are Rookies. The potential for a Rookie to improve his/her lap time is impossible to calculate. It's not inconceivable that someone could double their racing experience from the scratch race on Saturday to the end of the handicap race on Sunday. Anyone gaining that much added experience is bound to decrease their lap times rapidly. And has a very good chance of winning as last years handicap race results showed this trend.

so take heart all you old VETERAN drivers, one of these days all the Rookies Sill be consistant Veterans too, or someone will come up with a way of calculating the Rookie Factor and develop a system that is fair to all.

I've made this feeble attempt at trying to explain this system to prove to some of you that we do use a system besides pulling grid positions from a hat.

#### MARKET PLACE

1. 5 sturdy 14 inch race proven mag wheels with 4 mounted 195 70 series Bridgestones with about half tread. Four bolt pattern to fit Triumph etc. \$600 the lot or interesting trade.

A pair of 6" GBHs. Standard equipment on many racing sports cars of the 1960s and 1970s. These are off a TR and are the same ones used by The Triumph Factory works car. Legal in all other vintage clubs including VR and HMSA. An easy and effective way to increase engine cooling, top speed, and makes your car look like a racer! Free to a good home.

Contact Bob Smith of Team Triumph

2. 15" wire wheels, 72 spoke competition type. Set of 4 in excellent condition, complete with adaptors and new knock offs. Plus extra 48 spoke wheel fit TR or similiar \$1,000 O.B.O.

Phone Bernie - 936-2084



# I.C.S.C.C. RACE ENTRY FORM

This Box For Official Use Only

- Please print or type.
- Complete all information & sign entry.
- Submit separate form for each race group.

CLASS:	CAR NO.:
PROD:	G.T./IMP.P.
FORMULA:	SPORTS RACING:
NOVICE:	OTHER:
ENTRY FEE: \$	POSTMARK: / /

Name of Event			Date of Event / /		
Sponsoring Club	Entry Fee Enclosed \$	Passes Paid \$	Total Enclosed \$	ENTRY FEE: \$	POSTMARK: / /
Driver: <input type="checkbox"/> Male <input type="checkbox"/> Female		Age	Street		
City		Province/State	Zip Code	Phone ( )	Club
Competition License No.	<input type="checkbox"/> ICSCC <input type="checkbox"/> CASC <input type="checkbox"/> IMSA <input type="checkbox"/> SCCA <input type="checkbox"/> Other _____	Non-ICSCC Car No.		Entered in more than one race? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Car Owner		Address		Phone ( )	
Car Make	Model	Class	Color(s)	Sponsor(s)	
Sports Racing Class: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F		Person to Notify in Case of Emergency			Phone ( )
<b>Racing Category: ARR &amp; IRR Only — Check One Only</b> <input type="checkbox"/> Production <input type="checkbox"/> Imp. Prod./GT <input type="checkbox"/> Formula <input type="checkbox"/> Sports Racing <input type="checkbox"/> Other: _____			<b>CREW:</b> (Additional list on back <input type="checkbox"/> ).		Pre-Paid or Free
<b>Racing Category: Novices Only — Check One</b> <input type="checkbox"/> Closed Wheel <input type="checkbox"/> Open Wheel			1. _____		Yes <input type="checkbox"/> No <input type="checkbox"/>
<input type="checkbox"/> I will upgrade at this race, and my ARR class will be:			2. _____		<input type="checkbox"/> <input type="checkbox"/>
			3. _____		<input type="checkbox"/> <input type="checkbox"/>
			4. _____		<input type="checkbox"/> <input type="checkbox"/>
			5. _____		<input type="checkbox"/> <input type="checkbox"/>
			6. _____		<input type="checkbox"/> <input type="checkbox"/>
<b>NOTE:</b> Separate entry forms must be submitted for each race group entered. Failure to submit complete, signed, legible forms will constitute a late entry and a late entry fee will be assessed. See Comp. Regs. for details.					

## RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT FOR THIS ICSCC EVENT

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein defined as including but not limited to the racing surface, pit areas, infield, burn out area, shut down area, and all walkways, concessions and other areas appurtenant to any area where any activity related to the events shall take place), or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the events, EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin, acknowledges, agrees, and represents that he has, or will immediately upon entering any of such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted areas and his participation, if any, in the events constitutes an acknowledgement that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited for the purposes of his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted areas.

1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the ICSCC Inc. or any subdivision thereof, the promoters, participants, racing associations, track owners, officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the events and each of them, their officers and employees, all for the purposes herein referred to as "releasees," from all liability to the undersigned, his personal representatives, assigns, heirs and next of kin for any and all loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of the undersigned, whether caused by the negligence of the releasees or otherwise while the undersigned is in or upon the restricted areas, and/or, competing, officiating in, observing, working for, or for any purpose participating in the events;

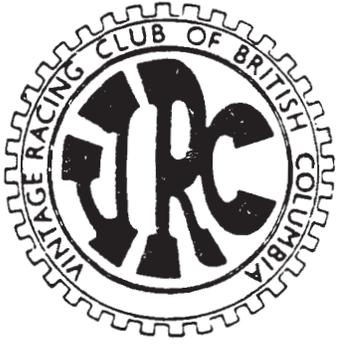
2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted areas or in any way competing, officiating, observing, or working for, or for any purpose participating in the events and whether caused by the negligence of the releasees or otherwise;

3. HEREBY ASSUMES FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to the negligence of releasees or otherwise while in or upon the restricted areas and/or while competing, officiating, observing, or working for or for any purpose participating in the events.

EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the events are very dangerous and involve the risk of serious injury and/or death and/or property damage. EACH OF THE UNDERSIGNED further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the laws of the Provinces or States in which the events are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

Entrant's Legal Signature \_\_\_\_\_ Date \_\_\_\_\_



**vintage racing club**

Box 23393, Vancouver, A.M.F.  
British Columbia V7B 1W1