



PIT PASS

SCCBC

September 2010



Photo courtesy of The Children's Wish Foundation

The 2010 Children's Charity Grand Prix

Why do we bother ? Ask no more - a picture tells a thousand words.
For more on this, see Page 7...

The Official Newsletter of SCCBC - founded in 1951

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Pit Pass

Official Publication of
The Sports Car Club of BC.

PO Box 2125 Vancouver

British Columbia

Canada V6B 3T5

www.sccbc.net

Editor:

Peter Weedon

Senior writer - Robin Fairservice

Year-Model-Maker-Location ?



Also, what is special about this particular car ?

Send your answer in to:

pitpass@sccbc.net

no prizes - it would just give away
your age !

Quote of the Month

As declared by an Electric Company:

We will be delighted if you send in your
payment.

If you don't, you will be...

Last Quiz

Many of you seasoned racers from Westwood may have suspected who was in the last quiz photo. Mike Currie knew it was Tony Morris Sr. and Jackie Stewart, and assumed taken somewhere in England - perfectly reasonable. What he didn't know was that it was taken at Goodwood in 1967. Certainly a page out of the history books !

Prez Sez

Thanks to Tony Morris Jr. and Ryan O'Conner for another very successful CCGP.

Unfortunately Mother Nature did not co-operate and the weather cost us a lot of potential gate money.

Chris Doodson's Honda Challenge was once again a fan favorite and gets better every year. Chris organizes the race, gets the sponsors and drives to the front of the pack, well done Chris.

Leah Thomas arranged another Running Room 5K for Sunday morning which I think we should make mandatory for ALL race drivers next year! :-)

Due to a very busy BCCCA drag race schedule this year we are not on track again until October 9/10th.

Some members took this opportunity to race in Portland at the SCCBC/CASCADES co-hosted event.

Kai from Cascades headed a team of race organizers that did a great job; maybe this will become an annual event. There was a good entry from Canada and about 180 total entries which made for some busy grids (my race had 38 cars) and some good racing. Boy was it hot; 97 deg. F on Roland Stec's pyrometer.

A 4 hour traffic jam through Seattle made it a 9 hour trip to Portland (some guy called Obama was in town apparently causing all the traffic tie ups!).

This down time makes for a good opportunity to work on your car and also to send Peter Weedon a report on your racing season so far, it only takes a few minutes and it will make next months Pit Pass of more significance to you and your racing pals.

See you at the track.....

Schuey (and Keith)





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	VRCBC Historics' Race Meeting
Aug 7/8	CACC #5 + Children's Charity Weekend
Oct 9/10	CACC #6, WSC #5
Nov 6/10	SCCBC 2010 Banquette

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

With all the energy and focus on the CCGP just lately, I got thinking about racing in general, including all the pro series stuff we see around the world, and lamented on the direction a lot of it is going. More and more focus on the drivers and off track activity, and less and less on the cars and the action on the track.

A little more pondering brought me right back to Rivers Edge, and the fact that we are very lucky that we get to see, participate in and enjoy racing probably in it's purest form. There is no pretence, no glorification, no big money side shows or phony bologna. Yes, the CCGP brings out a little more glitz in that some of the members with access to some very nice machinery are generous enough to dedicate their time and effort to share it with others, but that only helps to add a little colour and depth to the pace and level of our regular race weekends, and is a welcome variation to things.

In order to maintain this very appealing situation we have at SCCBC and Rivers Edge, we must all engage ourselves as much as we can, even if the input we give is infrequent and modest - every little bit helps - be open to helping out where possible - be prepared to help row the boat once in a while, even if you feel it might be a token gesture. If nothing else, that gesture is encouraging and uplifting to others that are in a position of taking on a bigger share of the work.

On that note, here are a couple of specifics where you might be able help make things work a little smoother in the club and at the track:

SCCBC Wants Your Old Transponders

The SCCBC is looking to purchase your old style AMB TransX260 battery operated transponders. AMB will no longer service the old style transponders, so if your battery will no longer hold a charge you will need to replace the whole unit. AS long as your transponder is in working order and has a weak battery, we'll give you \$50 for it.



Please contact Marc at adminvice@sccbc.net for more info.

Time to Return Those Awards!

The awards banquet is fast approaching (see calendar P4) and we need to collect all the perpetual trophies so we can get them serviced and prepared for this year's recipients. Please bring them to the September Club meeting or contact Marc at adminvice@sccbc.net to arrange to have them returned.

Good luck to everyone competing for the various championships. See you all in October.....

Why not look for opportunities to get involved and help make our club even better than it already is !

Editor on Track - Cont...

On another note, if you've never been to the Reynolds Alberta Museum, make a point sometime and treat yourself. Robin and I have both been there, and thoroughly enjoyed it - he just sent me a promotional piece:

August 27, 2010

Reynolds-Alberta Museum brings in the Harvest the old fashioned way

The smells are sweet, the noise is big, the machines are giants and the fun is huge!

Wetaskiwin... The farm machinery is humming and the ovens are hot, so bring the whole family and celebrate the historic sights, sounds and smells of bringing in the harvest, at the Reynolds-Alberta Museum's annual Harvest Festival, September 4 and 5 from 10 a.m. to 5 p.m.

Don't miss a great opportunity to see more than 40 pieces of vintage agricultural machinery in action. The line-up of antique machine power includes tractors, threshers, binders, swathers, separators, combines, ploughs, rakes, balers and stationary engines. Authentic ploughing, threshing and binding demonstrations are just a few of the activities to enjoy.

Bread baking takes place each day, all day long. Learn how to bake everything from focaccia and multi-grain bread to bagels and cinnamon buns. There'll be plenty of free samples – made even better with butter you've made yourself! Or, buy fresh baked goodies to take home from the Farmers' Market.

Have fun making crows and scarecrows – a Harvest Festival souvenir to take home. And don't miss great music from this year's special guests, the Foggy Minded Mountain Boys.

Admission is \$9 for adults, \$7 for seniors, \$5.00 for youth ages 7-17, \$25 for families (two adults and children ages 7-17). Children age six and under are admitted free. For information, visit the web site at www.reynoldsalbertamuseum.com or call toll-free 1-800-661-4726.

The Reynolds-Alberta Museum has an outstanding collection of vintage vehicles, aircraft, tractors and industrial machines, dating from the late 1800s to the 1980s. Located 2 km west of Wetaskiwin on Hwy 13, just 40 minutes south of Edmonton, the museum is open from 10 a.m. to 5 p.m.

Media inquiries may be directed to:

Cynthia Blackmore
Head, Marketing and Communications

Reynolds-Alberta Museum
Box 6360, 2 km west of Wetaskiwin on Hwy. 13
Wetaskiwin, Alberta
T9A 2G1
cynthia.blackmore@gov.ab.ca
Phone: (780) 361-1351
Fax: (780) 361-1239

CCGP

Even with all the rain (and a blown motor for me), this CCGP, as with the precious two years, will go down as the best regular race weekend for the season, leaving the always special Vintage weekend out of the picture.

Part of the success would be the satisfaction from all the hard work by everyone that goes into making up the weekend, and especially the extraordinary volunteers. Another big factor that affect the scope of this special weekend is the Kids. To a person, everyone is on the same page with this one—there is a better cause, and we all recognize that without hesitation.

Pretty well everyone knows by now that Tony Jr and Ryan work tirelessly in the weeks leading up to this great event, and some of the preparations of course go way back beyond that. With this in mind, I'd like to share some of the enthusiasm and a few words from Tony on the 2010 CCGP:

"Wow....What a race!!!

The 2010 The BMW Store Children's Charities Grand Prix was an amazing show for our fans who joined us in the not-so-perfect weather. You would think that a move to August would have brought sunshine and warm weather, but Murphy's Law and Mother Nature had other plans.

I would personally like to start by thanking the Open Wheel Drivers and Officials for their support with the changes we made to the schedule. Your



patience and understanding was a huge contributor to having all the drivers able to participate in the 2010 CCGP.

And of course, a huge thanks goes out to all our CCGP Volunteers, Fans, Sponsors, Media Friends, Course Workers, Drivers & Teams, Club Members, The BC Custom Car Association, Children's Wish Foundation, The BC Children's Hospital Foundation and everyone who supported this unique event in their own way.

CCGP-Cont...

This event is much more than just fund raising for the charities. The Wish Families that we had the opportunity to work with were extremely thankful for our efforts. Their courageous kids are fighting for their lives and The BMW Store Children's Charities Grand Prix gives them the chance to briefly escape their daily challenges and bring the dream of someday becoming a race car driver to reality.

At the time I am writing this, we are still finalizing the exact amount of the 2010 CCGP donation. Ryan worked on this event tirelessly for over 6 months leading up and has taken a well-deserved holiday.



We are confident that we will match our 2008 and 2009 donations and look forward to another exciting race in 2011.

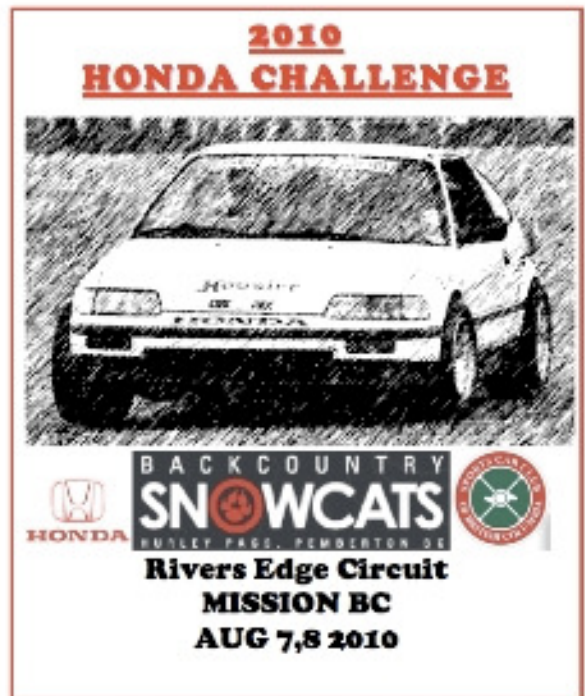
Thanks again to everyone for your support!
Tony"

Wow, what a guy! - I remember him chatting to me full year before the first CCGP in 2008. Tony had this vision and was determined to make it happen - the only problem was, not everyone shared his vision or his enthusiasm. He got quite frustrated at the lack of progress and the roadblocks, but I (along with many others I'm sure), supported him and encouraged him not to give up, and he didn't, and we're all very glad.

Another guy that's a busy man is Chris Doodson—he heads up the Honda Challenge Race on the CCGP race weekend. , and those Honda guys never fail to put on a great show — close racing right to the very end, and this year was no exception, with Tony Jr and Mr. Nixon going at it hammer and tongs. There are a number of very talented racers in that series the likes of Curt Storms, Paul Bunbury, Carlos and the Dood himself, plus the girls are well represented at various times with Cindy and Gayle always there front and centre.

Chris very kindly took the time to send us a few words:

I would like to thank all 22 entrants and several sponsors who supported this years CCGP Honda Challenge race and helped to make it a success.



CCGP-Cont...

It was some great racing with a few bumps and bangs. When I left the track around 5pm on Sunday the results had not yet been added together from the 2 days. All I know is that I had an awesome race from 22 cars back, to win the race on slicks on a not so dry course. Of course this was only after Carlos' DNS and Gary's DNF collision with a little red civic. After cutting through the pack I had a good little battle with Duncan in his Integra type R. It came rite down to the line.

I heard there were a few battles in the back that were very entertaining for both the drivers and the spectators.

Special thanks to our sponsors:

AXLE ALLEY

SNOWCATS.ca

DECALOLOGY

MARVJONES Honda

Thanks also goes out to LORENZO for the color commentary on the PA. THANX REG 😊

One final note: Jonathan Ip was the winner of the snowmobile trip for 2 that was supplied by SNOW-CATS.CA

Chris Doodson

Honda Challenge director

On the next couple of pages are a few more memories from the 2010 CCGP



CCGP-Cont...



CCGP-Cont...



Definition of Acceleration

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F.. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half. In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona, CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron, OH).

So let's put all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06.

Over a mile ahead of you up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass.

You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road as he passed you within a mere 1,320 foot long race course.

..... And that my friend, is **ACCELERATION** !

Meeting Minutes

August 11, 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 7:45 PM with 24 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 has done so.

.

Conference: Ray Stec

SCCBC is co hosting the Portland Race August 14, 15th with Cascade. Hoping to get a lot of support from our Club in entrants & workers. Rule changes need to be submitted to Michael Lensen soon. Details are on the Conference website for submitting changes.

Tom Olson is our Assistant Steward and will be our Steward in 2011, he is looking for a Canadian volunteer for Assistant for next year and then move into Steward's position in 2012.

There was positive feed back from the Conference drivers regarding our 2 day race weekend – maybe propose shorter race time for the shorter tracks.

ROD: Dave Bell

Nothing new. ROD members need to work 75% of races in order to earn a free banquet ticket.

CACC: Mike Kaerne

We have started to penalize drivers who pass under the yellow flag.

Entry lists need time of printing on them & drivers licenses & more up front info – had cars with duplicate #'s.

Race control needs to know who is in the car.

Need minor wrist bands for minors who are drivers & crew.

Had difficulty hearing some of the corners – need to look into radio situation.

PA was too loud in some areas.

Gator spent too much time in Turn 2 – should be in Hot Pit area.

Suggest SCCBC appoint a designated information person or center to deal with questions from spectators or visitors to the track.

54 Novice licences issued this year.

Suggest having a Motorsport person attending to the Front Gate until 10:30PM then security take over – not sure that the security person is screening everyone coming in during the evening.

VRC – Stanton Guy

Gayle Baird is our newest member. The Historics race in July was a great time, good weather, unfortunately low entries.

Thanks to SCCBC, META, E-Crew and the volunteers for helping us put on the event. 2011 will be a 2 day affair.

Randy Custer thanked Ian Wood for his great work over the years.

Ray Stec suggest VRC look into their Draconian Race Rules to let in more real race cars.

Meeting Minutes-Cont...

Race Chair: No Report

META: Mike Bailey

Working on a new workers manual. Have resolved the META truck issue thanks to SCCBC.

Media: Ryan O'Connor

Thanks to the SCCBC Membership, META, E-Crew, the many volunteers for helping to make the 2010 CCGP a success. We had lots of help this year. Just reconciling the accounts and hope to make another \$ 30,000.00.

Bruce Yeo thanked Ryan & Tony for the 3 years of hard work to make this happen.

Ryan related some of the amazing stories coming out of the event. It is a building event with recognition growing every year.

Great show put on by the drivers. It is attracting sponsorship!

Great Honda Challenge race especially the show put on by Glenn & Tony.

Volunteer Report: Leslie Skinner

Nothing new at the moment.

WSC: Larry Bell (absent)

No report.

RDC: Roland Stec

WSC rule changes need to be submitted by the Sunday of the last race.

Had just under 40 cars for the last practice day.

The RDC Fall meeting will be held in a couple of months.

Membership: Gayle Baird

274 Full, 2 Associate, 21 Emeritus, 4 Honorary, 15 Life = 316

Historian: Ron Curties (Absent)

Leslie found a bunch of old programs dating back to the Players Pacific & Honda Michelin Days while cleaning out Kevin's office.

Let's create a Show & Tell at the meetings. Roland mentioned there is a wealth of memorabilia in the file cabinets in the SCCBC office.

Track Manager: Our squad of Track Managers seems to be working out well. 60+ rentals booked.

New Business: George Chambers won the \$ 760 50/50 draw on Sunday at the track.

Track Ops – Norm Shaw

Out of Town.

VP Admin: Marc Ramsay

The Club has purchased ear buds for anyone wanting them - \$ 10 each.

Looks like a good number of Club members have entered the Portland race.

We are looking to buy back any old battery operated transponders for \$ 50.

Supplementary Regs will be updated for the next event to include the 15 year old drivers.

Updating the SCCBC Organizational Chart so everyone knows who to report to.

We need the special trophies back by next club meeting for the awards banquet in November.

Since our worker meals are such a success we need to look into extending the awning area. Kevin Skinner suggested we use a commercial company for this.

Rita has been contacted for the 2011 catering for drivers, crew and spectators.

Meeting Minutes-Cont...

VP Ops: Roland Stec

There is a serious need to repair and move blocks – will need to have a work party organized for this along with a tire bundle assembly. We had a major hit to the blocks in front of the grand stands. Looking at a replacement of the Tech Shack.

Thank you to all of the volunteers who have been out to help.

Will be announcing when the Work Party will be held.

President's Report: Keith Robinson

Vintage Club have paid SCCBC for their event. Since their entries and revenue was lower than expected SCCBC had helped them out.

CCGP & Vintage seem to be out 2 major events of the year – there needs to be more organization work done.

There was an experimental practice for the Karts at 9AM on the Friday practice session – giving the Karts entry on to the track from their paddock. They had 8 Karts participating. Don McGregor had the fastest time of 1.10.1.

SCCBC Banquet will be Nov 6th at the Langley Cascade Hotel & Convention Centre.

CCGP Report: Mike Kaerne

Improvements need to be made to the minute by minute plan & presented prior to the event for the organizers.

A meeting needs to be held with all Department heads prior to event.

Pre Race Staging & Post race activities needed more organizing

Suggested a designated Race Manager – someone who is not racing.

Concession & washroom facilities need to be worked on for 2011.

Restrict PA tower for Race Officials only during the CCGP weekend.

Video Screen was excellent.

Great Race – excellent show for the spectators.

Other Issues:

Steering committee to meet sometime between last race of the year and the banquet.

Ray Stec suggested we have an executive member on site Friday nights to rectify any Paddock issues – i.e. Paddock Marshall.

Marc Ramsay is working on a Paddock registration for 2011 – 1st come – 1st served – Long trailers get priority for back row.

Keith Robinson apologized to the membership for contributing to the delay during the Saturday Race event when a block in Turn 2 had to be replaced. We have since established a team of Fork Lift operators who will be on call for the weekend and have blocks ready for replacement should they be needed.

Good & Welfare:

Ray Stec was presented with a 1st place trophy from the last race weekend.

Ian Wood mentioned that Bill Stevens, former Conference driver from Portland Region had passed away.

50/50 = Bruce Yeo won \$ 40.00

Meeting adjourned at 9:55 PM.

SWAP & SHOP

FOR SALE



Data Toys in Car Video System

This In/Out Car Video system comes with a Canon Elura 100 Digital Video recorder. This two purpose system gives you the flexibility to use the video camera outside the car. All instruction manuals and mounts.

\$600.00

Call Scott Emerson at 604-603-0074

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FOR SALE

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 Crossfire 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.

SWAP & SHOP



FOR SALE

1972 Rawlson CR 11 # 001 Can-Am/Group 7.
Sister to David Saville Peck's Coatello Can-Am.
Four weekends on new 4000cc 364hp @ the
wheels Olds/Rover V8, FG 400 5 speed.
Two year old tub, 14 wheels & tires, body moulds.
Race ready, with too many new & used spares to
list.

You could turn 1 Min 9 Sec. @ The Rivers Edge or
1 Min 23 Sec. @ Seattle & enter Monterey.

Serious inquiries to: ianwoodesq@gmail.com

When you don't have time... Keep us in mind!

"Minding YOUR Business"

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- Accounts Receivable / Credit / Collections
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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.

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	Robin Fairservice & Peter Weedon	pitpass@sccbc.net	250.963.7362 250.565.8888	
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Registrar	Rob & Angie Gilchrist	registrar@sccbc.net	604.857.2492	604.855.1767
Driver Training Registrar	Roland Stec	school@sccbc.net	604.465.0745	
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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	TBD	TBA	TBA	