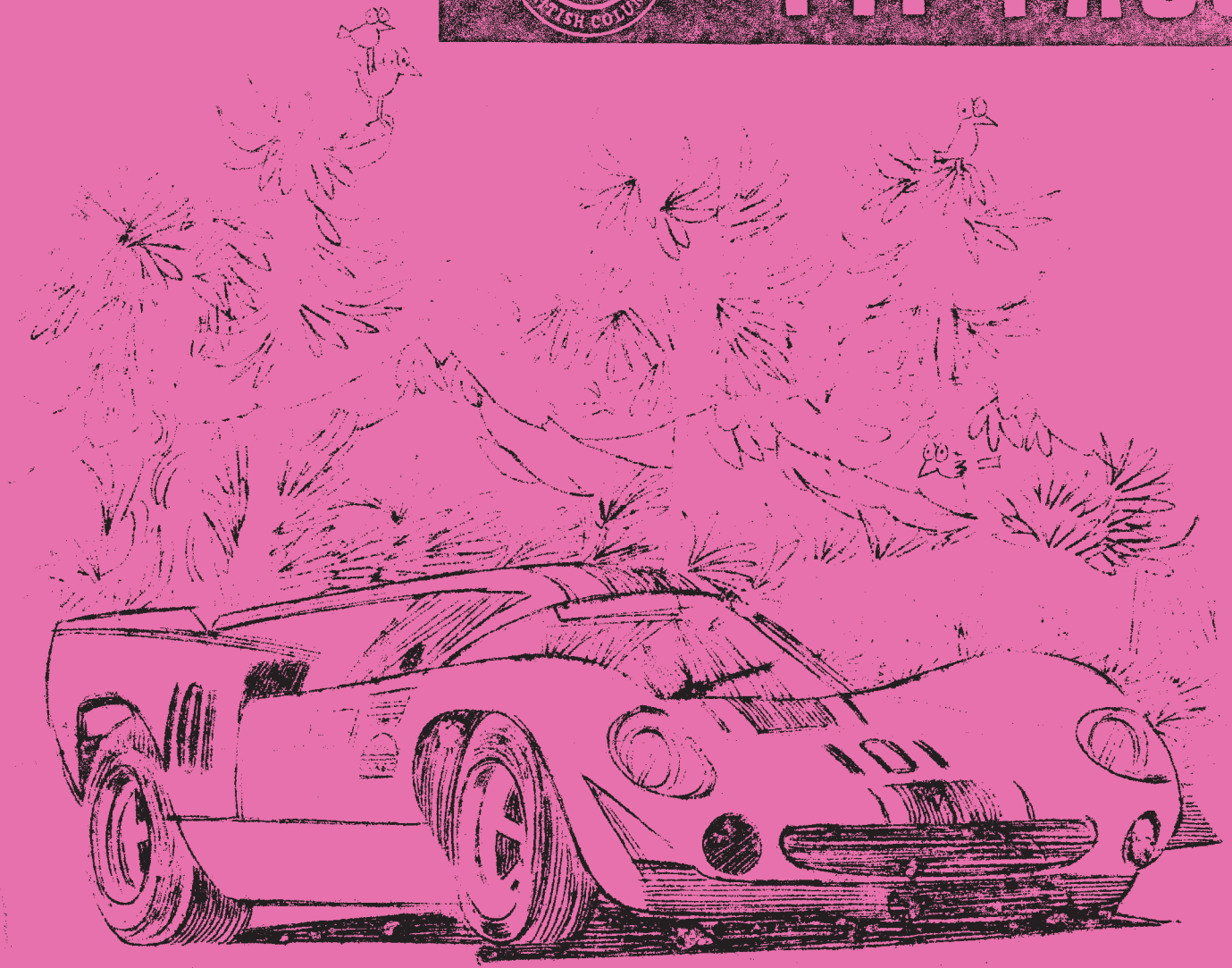


May 80



PIT PASS



INC. 1951

SPORTS CAR CLUB OF BRITISH COLUMBIA

BOX 2125, VANCOUVER 3,
BRITISH COLUMBIA



PIT PASS

May Issue

The monthly bulletin of the Sports Car Club of B.C.

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Carol Nelson

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Conference Reps: G.B. Sterne 298-7152 Executive
G.R. McMillan 929-1690 Contest

DEADLINE FOR MATERIAL:

THE LAST DAY OF EACH MONTH

NEW MEMBERS:

CLUB: Wayne Jamieson, ASSOCIATE: Terry Harper,
#109 - 4355 Maywood Street, 844 Shakespeare Ave.,
Burnaby 1, B.C. 435-9774 North Vancouver, B.C.

Kimball Sherwood,
#306 - 1855 West 8th,
Vancouver 9, B.C.

ADDRESS CHANGES:

CLUB: Bert Gibb, ASSOCIATE: Bob Emery,
c/o 428 Columbia, #1807 - 1011 Beach Ave.
New Westminster, B.C. 526-2212 Vancouver 5, B.C.
681-1905

Gerry Barrett,
5398 - 44th Avenue,
Delta, B.C.

Mail is being returned for: Stephen D. Doty

COMING EVENTS

- MAY 9 - GENERAL MEETING, B.C. Building, P.N.E. Grounds, Basement Theatre. 8 p.m.
- MAY 17-18 - KNOX MOUNTAIN HILLCLIMB. I have brochures if you are interested. The Columbian Canyon Rally also goes from the 17 - 19 and takes in the hillclimb. Checkpoints are needed. Phone Jerry White 277-7351.
- MAY 17-18 - WKA RACES AT WESTWOOD.
- JUNE 8 - WORK PARTY AT WESTWOOD. Plan on this. Big do it yourself dinner at the Clubhouse Saturday night. Refreshments available, etc. Bear in mind that unlike a race day you set your own schedule for working. Leave early, leave late, it's up to you and every bit helps.
- JUNE 13 - FRIDAY THE 13TH IS GENERAL MEETING NIGHT.
- JULY - DRIVERS' TRAINING. Get thinking about it.

RACING DATES 1969

This is the latest calendar. Disregard previous calendar.

MAY 3-4	- WESTWOOD	ICSCC	
MAY 31-JUNE 1	-WESTWOOD	COWPAC	No CTC - lack of entries
JUNE 14-15-	DELTA PARK	ICSCC	
	SIR	COWPAC	
JUNE 28-29-	WESTWOOD	PEPSI PRO (Regional & National)	
JULY 12-13-	DELTA PARK	COWPAC	
JULY 19-20-	WESTWOOD	ICSCC	
JULY 26-27-	SIR	COWPAC	
JULY 26-27-	SPEEDWAY PARK-EDMONTON-	CAN-AM	
AUGUST 2-3-	VICTORIA	ICSCC	
AUGUST 16-17	DELTA PARK	ICSCC	
AUGUST 30-31	DEER PARK	ICSCC	
SEPTEMBER 20-21-	WESTWOOD	CASC REGIONAL	CTC?
SEPTEMBER 27-28-	SIR	ICSCC	
OCTOBER 12-13-	WESTWOOD	ENDURO	

PRACTISE RULES FOR WESTWOOD

Practise on course:- Any driver using course Tuesday & Thursday, 5 to sundown.

- 1- Must have full SCCBC membership.
- 2- Must have competition license; FIA, CASC, SCCA, ISSCC.
- 3- Must have current state or province license.
- 4- Must have four responsible adults to provide for personnel at turns 2, 3, and 4 with vehicles.

IT IS EACH DRIVERS' RESPONSIBILITY TO SEE THAT THE COURSE IS MANNED IN THE ABOVE WAY FOR HIS OWN SAFETY AND TO JUSTIFY OUR SAFETY AND INSURANCE REQUIREMENTS.

Contact Gordon McMillan for permits. 929-1690

NOTE: There is a cable across the track to stop the unwary motorist who shouldn't be there. Check course carefully before using.

THE PACER

ARLEIGH PILKEY, in the red Fire-bird pace car, has written a unique page in North-west racing history, which goes as far back as the 1918-22 era when he was successfully racing open-whelled two-seaters (with mechanic!) up and down the Coast on horse-racing dirt tracks, including Hastin s Park.

There was a long pause until 1949 when he helped to pioneer the formation of the Sports Car Club of British Columbia, and from then until 1958, at Abbotsford and down the Coast, Arleigh had great success in his legendary MG-TC, and in his three hand-built specials (two sports-racing cars, and a single-seater-forerunner of a car type which was to flourish regionally in the sixties).

Then with the building of Westwood came his remarkable Lotus XI from 1960 to '63, with which he still holds the 1100 cc sports-racing lap record, then again B.C., Washington, Oregon and Alberta - blazing away with many wins on all the Conference and S.C.C.A. circuits and hillclimbs. And then finally came the Cooper Junior until 1965, when Arleigh reluctantly gave up active racing at the tender age of 68! - having gone full-circle back to open-wheeled cars.

Arleigh, the only three-time (1952, '56, '61) winner and now permanent holder of the S.C.C. of B.C. Club Championship trophy, has a driving style that is marked by "brio" and thrust, yet has the delicate touch, instant reaction and saving humour of a true racing master - underlined by the reliability of, and the meticulous and ingenious preparation by himself of all his famous #5 yellow cars.

Truly - a history page that won't be rewritten.

Generation gap, anyone?

Mike Balfe.

XX

I DIDN'T KNOW THE GUN WAS LOADED.....
AND POINTING AT US. EDITORIAL i
by Ray Nelson

Some years ago, when I was on the executive the question of joining the C.A.S.C. came up. As you know, with our recommendation, we joined - on very favourable terms, we thought.

For example, C.A.S.C. dues were \$2.00 per head. We got in for \$.50. Of course we knew they'd go up, but we were thinking about \$2.00. It's now \$3.50. Sanction fees have risen apace and it's now fairly obvious that above all considerations of the good of clubs in their care, C.A.S.C. is after a buck.

Still, expensive though it may be C.A.S.C. could be a major force on behalf of autosport in Canada.

Howsomever, after the last A.G.M. when C.A.S.C. cut a two year rule change in half I (and others) began to wonder who they were for.



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Lately there have been other changes straight, I presume, from the directors meetings. The most commonly known one of course, is the rule that non-CASC license holders may not compete in CASC events.

Now, when we joined - and made a complete whole of - C.A.S.C. I don't think anybody intended that we were empowering them to do a hatchet job on our friends, neighbours, and affiliated organizations, who were here before.

I would say this could benefit only the increasingly monolithic C.A.S.C. and none of its clubs or regions. e.g. Can you imagine inviting someone like Bruce McLaren or Jim Hall to a small Canadian race and telling him he has to have a different license and join a different club? Who does it help? Right!

What I can see happening is what happened 15 years or more ago in the States. S.C.C.A. was doing the same sort of thing. The "Pharaohs of Westport" as they were called were calling all the shots and relaying them to their regional governors. Not only was their word law but it wasn't even questioned under pain of ex-communication.

However, the California Sports Car Club fought them in many messy battles on many things and restored some measure of equity to the Sport and S.C.C.A. In the last few years Conference has helped to make S.C.C.A. democratic, or at least investigate being democratic.

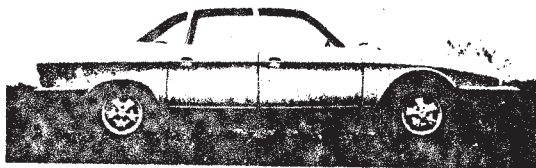
Even the most ho-hum reader will spot the geographic analogy between Willowdale and Westport, B.C. and Cal. club.

Obviously, history is C.A.S.C.'s weak subject.

There is more I could say and more that is developing. Bob
 (continued after Ladies' page)

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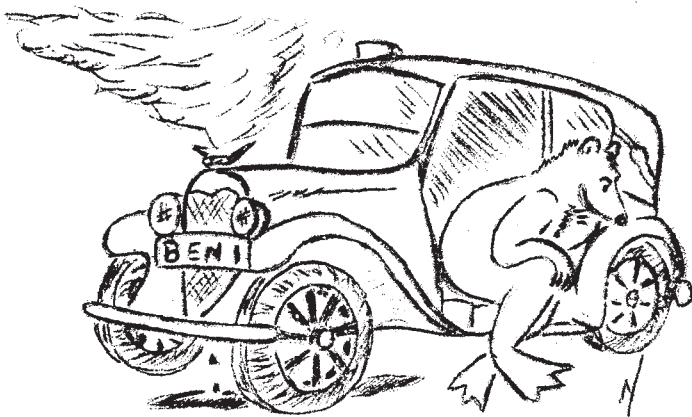
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LETTERS TO THE EDITOR:

April 10, 1969

Mr. Ray Nelson
The Editor - Pit Pass

Dear Sir:

My thanks to you for your efforts, obviously time consuming, which has resulted in a successful "Pit Pass".

As a former member of the executive of the SCCBC I feel aware and informed enough to contribute a few words of "constructive criticism" to our many club members. My letter is precipitated by the untimely and unexpected resignation of our treasurer, Mr. D. Ogilvy. While I realize that Mr. Ogilvy is a very busy man I feel he is by no means unique in being short of time. Every executive member I know, past and present has been subject to this great demand for time. This is always at great personal expense. Just ask any present or former executive member how much it cost him to be on the executive. I don't even think this is restricted to executive members, how about some of our chairmen?

The extreme requirements of time, these positions demand, are not new developments. This time requirement is one of the first things any nominating committee considers in approaching prospects for the various positions. I therefore feel it must have been considered by those who so actively and refreshingly sought election to the executive of our club. They had a definite plan to help. This was sorely needed and the ready acceptance of the entire team established that the club as a whole was willing to support their effort.

I am, to say the least, a little peeved, that after this tremendous effort a position is to be vacated before the normal term of office is complete.

This position and others in the club are serious, demanding positions that require a little "deep thought" before accepting.

While Westwood may never be what some might hope, it is still ours. It is still the best, if not the only, club owned circuit and as such is the envy of many clubs across the country and continent. It is still the focal point of Motorsport in this area. These are all important achievements.

It might be wise to recall some of the well known people who made "Westwood" and who stuck by it. You are all familiar with the many to whom I refer and there is not paper enough to mention them all and their many accomplishments. The important thing is they didn't want to spend every night of the week and every weekend on SCCBC and Westwood. They did though! and the track is there for us to enjoy. This is the stuff Westwood is made of and the stuff Westwood needs.

More support must come from more people. Maybe we need more direct, yes even financial, benefits to club members. I mean active members that work at being members. For example, lets say race entry fees were raised to \$20.00 each. Then all SCCBC club members who attended

six meetings and one work party in the previous year would get a \$5.00 reduction. All committee chairmen and their assistants could get a reduction of another \$5.00 and maybe even free entries.

Since 1951 this club has left a big mark on the "sports scene" in this area, it still is big, and lets hope it always will be. But hope won't make it. Work will. Lets reward some of those who work and make it possible. Lets make it mean something to be an "active" member of the SCCBC.

Yours very truly,
C.E. Fenton

I.C.S.C.C. - WESTWOOD CIRCUIT April 6, 1969 RACE RESULTS

A TO I PRODUCTION & ALL SEDANS

Car #	Driver	City	Club	Car	Class	Finish Class	O'11
60	Nick Cox	Oregon	CY TC	Corvette	B-P	1	1
44	Bert Laakman	Vancouver	SCCBC	Porsche	B-S	1	2
300	Bob Trickett	Delta	SCCBC	Morgan	E-P	1	3
50	Lance Morley	N.West	SCCBC	MGB	F-P	1	4
26	Chuck Clemens	Van.Wn.	VC	Porsche	F-P	2	5
16	Win Casey	Portland	CSCC	VW	C-S	1	6
87	Charlie Barrett	Vancouver	SCCBC	TR4	F-P	3	7
17	Peter Morley	Seattle	RCSCC	Cooper S	C-S	2	8
421X	Ern.Anderson	Portland	OMI	MGB	F-P	4	9
741	Bill Gebbie	Vancouver	SCCBC	NSU	C-S	3	10
120	Phil Boersig	Seattle	PSSCC	Datsun	D-P	1	11
40	Denis Phillips	Burnaby	SCCBC	Morgan	E-P	2	12
510	Mike Langford	N.Van	SCCBC	Chevy II	A-S	1	13
58	Klaus Rehbein	Victoria	SCCBC	Fiat	C-S	4	14
379	Frank Gruen	Burnaby	RCSCC	MGB	F-P	5	15
111	Alan Russell	Issaquah	PSSCC	Alfa	H-P	1	16
31	Ray Maddux	Vancouver	SCCBC	Sprite	H-P	2	17
728	Paul Reynolds	Victoria	VMSC	Midget	H-P	Disq.	(18)
318X	Peter Siddons	W.Van.	SCCBC	Sprite	H-P	DNF	(10)
419X	Don Smethers	Portland	OMI	Porsche	F-P	DNF	(15)
4	G.B. Sterne	Burnaby	SCCBC	Morgan	C-P	DNF	(8)

Sorry about the 1:20 time on the plus eight, George. Would you believe I can't subtract? 1:30 is right and a fastest of 1:24.

IMPROVED PRODUCTION

10	Chas.Godecke	Vancouver	SCCBC	Porsche	C	1	1
60	Nick Cox	Oregon	CY TC	Corvette	B	1	2
774	Paul Woodruffe	Salem	SCCA	Porsche	E	1	3
300	Bob Trickett	Delta	SCCBC	Morgan	E	2	4
99	E. Ledgerwood	Vancouver	SCCBC	Datsun	D	1	5
50	Lance Morley	N.West.	SCCBC	MGB	E	3	6
407X	R. Hamilton	Vancouver	SCCBC	Spitfire	G	1	7
781	G. Barrett	Vancouver	SCCBC	TR4	D	2	8
26	C. Clemens	Van.Wn.	VC	Porsche	E	4	9
32	L. Fraser	Vancouver	SCCBC	Sprite	H	1	10
71	J. Schuberg	Vancouver	PSC	Sprite	H	2	11

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Bill Damm,
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Car #	Driver	City	Club	Car	Class	Finish	Class	0'11
43	Don Bennie	Vancouver	SCCBC	Datsun	F	1	1	12
111	Alan Russell	Issaquah	PSSCC	Alfa	G	2	2	13
180	Tom Hamilton	C.River	RCSCC	Mustang	B	DNF	(3)	
57	Rob McGregor	Vancouver	SCCBC	Midget	G	DNF	(0)	
122	Don Korner	Vancouver	SCCBC	Midget	G	DNF	(16)	
778	Bill Evans	Victoria	PSC	Sprite	H	DNF	(12)	

Would you believe two grown men in the trunk of a Mini sneaking through the toll gate? Fact. I can't get one full sized suitcase in mine!

SPORTS RACING

22	John Randall	Vancouver	SCCBC	Brabham	D	1	1	
714	Mike Whitters	W.Van.	SCCBC	Carrera	B	1	2	
10	Chas.Godecke	Vancouver	SCCBC	Porsche	C	1	3	
7	Fred Corbett	Portland	TC	VW	D	2	4	
736	Dale Forsgren	Kirkland	SCCBC	Forsgrini	F	1	5	
80	Mel Joneson	Bothell	PSSCC	LeonardSp.	F	2	6	
28	Bruce Fraser	N.Van.	PSC	Cooper	E	1	7	
441X	Bob Harvey	N.West.	SCCBC	Jabro-Imp	F	3	8	
111	Alan Russell	Issaquah	PSSCC	Alfa	D	3	9	
144	D. Halgrimson	Seattle	PSSCC	Durelli	F	DNF	(0)	
4	G.B. Sterne	Burnaby	SCCBC	Morgan	B	DNF	(6)	
50	Lance Morley	N.West.	SCCBC	MGB	C	DNF	(18)	

Jim Rattenbury was checking the gate girls efficiency. They got top marks. Cost Jim and his son \$3.50 to get in. The President has subsequently issued Jim a pass. Don't lose it, Jim.

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Chuck Fenton,
736-4716

RESULTS OF EASTER BONNETT GRAND PRIX.

Judges: Clerk of the Mouth: Jim Lee
Steward: Nick Cox

Tech Inspection: Dale Forsgren

After scrutineering and four laps around the Start-Finish Line the judges handed down their decision, but not before Team Happy Hour attempted to bribe them. To their credit none of the judges liked marshmallow eggs and so remained pure.

RESULTS:

Most Original - Dot Creighton Most Intriguing - Judy Trickett
Most Flamboyant - Gwen McMillan Most In - Lydia Sterne
Most Unusual - Helen Wingfield Most Distinguished - Winnie Phillips
Most Flashy - Marilyn Randall Most Irrelevant - "Bunny" Russell
Most Sexy - Dot Sherriff

BEST: LILLIAN GARTLAND

Car #	Driver	City	Club	Car	Class	Finish	Class O'll
ALL FORMULAE							
715	Rob Leeson	W.Van.	SCCBC	Brabham	B	1	1
8	Bob Boyd	L.Oswego	CSCC	Zink	Vee	1	2
7	Fred Corbett	Portland	TC	Zink	Vee	2	3
68	John Baker	Ephrata	NM	Form Car	Vee	3	4
569	Grant Hankin	W.Van.	SCCBC	Form Car	Vee	4	5
1	Cal Watson	Portland	CSCC	Viper	Vee	5	6
37	Eric Stewart	Salem	WMC	Viper	Vee	6	7
319X	Al Ores	Vancouver	SCCBC	Bobsy	Vee	7	8
584	Bryan Terrace	N.Van.	SCCBC	Dingo	Vee	8	9
0	Jack Aitken	Van.Wn.	TC	Lotus 20	C	DNF	(0)

You'll never guess what my kid go into. Note to Williamette Club: He didn't go in head first. He just looked that way. Actually he climbed in to rescue an umbrella, then slipped. When they pulled him out he forgot the broolly. Pity.

FEATURE RACE

Car #	Driver	Position
22	John Randall	1
16	Win Casey	2
407	Rod Hamilton	3
58	Klaus Rehbein	4
69	Grant Hankin	5
40	Denis Phillips	6

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MOUNT DOUGLAS HILLCLIMB

Bill Bond reports that Tommy Hamilton won on a bumpy course. B.B. didn't compete because on the way to the ferry his tow car went kaput. So he carried on without.

Car #	Driver	Position
43	Don Bennie	7
71	John Schuberg	DNF (7)
81	Charlie Barrett	DNF (10)
78	Bill Evans (?)	DNF (0)

BRITISH LEYLAND MOTOR HOLDINGS TROPHY RACES - APRIL 13, 1969

RACE ONE - FGH PRODUCTION, C & D SEDAN

Car #	Driver	Town	Club	Car	Finish Class	O'11
22	Don Korner	Vancouver	SCCBC	Midget	1-GP	1
407X	B. Hamilton	Vancouver	SCCBC	Spitfire	2-GP	2
41	B. Gebbie	Vancouver	SCCBC	NSU	1-CS	3
78	Bill Evans	Victoria	PSC	Sprite	1-HP	4
43	Don Bennie	Vancouver	SCCBC	Datsun	1-FP	5
110N	N. Wolfgang	Vancouver	SCCBC	Sabra	2-FP	6
425X	W.H. Laird	Portland	TC	Cooper S	2-CS	7
66	W. Gilbert	Corvallis	SCCA	VW 1300	3-CS	8
71	J. Schuberg	Vancouver	PSC	Sprite	2-HP	9
26	P. Jadot	Vancouver	SCCBC	Datsun	3-FP	10
11	A. Sims	Tacoma	SCCA	Alpine	DNF (0)	
57	R. McGregor	Vancouver	SCCBC	Midget	DNF (0)	
58	K. Rehbein	Vancouver	SCCBC	Fiat	DNF (1)	
81	M. Winbigler	Bellevue	SCCA	Sprite	DNF (1)	
1	L. Miller	Eugene	SCCA	Cooper S	DNF (3)	
37	L. Neilson	Vernon	OASC	Mini 850	DNF (8)	
32	L. Fraser	Vancouver	SCCBC	Sprite	DNF (17)	

Two grey-haired gents drove up to the gate and asked for Student Rates. When asked for their Student Cards they said they had forgotten them. Paid full shot willingly enough.

RACE TWO - ABCDE PRODUCTION

17	R. Stark	Bellevue	SCCA	Corvette	1-BP	1
58N	J. Fiorito	Seattle	SCCA	Corvette	2-BP	2
40	C. Godecke	Vancouver	SCCBC	Porsche	1-CP	3
44	G.B. Sterne	Burnaby	SCCBC	Morgan	2-CP	4
14	P. Woodruffe	Salem	SCCA	Porsche	1-EP	5
23	J. Morrison	Kelowna	OASC	Lotus	1-DP	6
300	B. Trickett	Delta	SCCBC	Morgan	2-EP	7
99	E. Ledgerwood	Vancouver	SCCBC	Datsun	2-DP	8
3	R. Pearson	Portland	SCCA	Alfa	3-EP	9
50	L. Morley	New West.	SCCBC	MGB	4-EP	10
38N	J. Quinlin	Portland	SCCA	TR3	5-EP	11
325N	E. Clements	N.Van.	SCCBC	AC	3-DP	12
21	B. Johnson	N.Van.	SCCBC	Datsun	3-CP	13
88	F. McNab	Portland	SCCA	Alfa	6-EP	14
59	B. Dickoff	Tigard	SCCA	TR4	4-DP	15
73	G. Peterson	Vancouver	SCCBC	Morgan	DNF (2)	
71	R. Coleman	Portland	SCCA	TR3	DNF (6)	
252	G. Coletta	N.Burnaby	SCCBC	Alfa	DNF (7)	
77	G. McMillan	N.Van.	SCCBC	TR4	DNF (9)	
20	B. Holmes	Vancouver	SCCBC	TVR	DNF (15)	
91	K. Bender	Eugene	SCCA	Sabra	DNF (18)	

Poor Stan - His jinx still holds at Westwood. Maybe his new Lola-Chev will change things.

RACE THREE - A-D SPORTS RACING AND A & B SEDAN

Car #	Driver	Town	Club	Car	Finish Class	O'11
10	Don Jensen	Seattle	SCCA	Burnett 2	1-A/SR	1
1	John Randall	Vancouver	SCCBC	Brabham BT8	1-B/SR	2
5	R. Torbinson	Seattle	SCCA	King Cobra	2-A/SR	3
73	K. Legg	Seattle	SCCA	Lotus 23	2-B/SR	4
82	John Hall	N.Van.	SCCBC	Mustang	1-A/S	5
0	M. Torley	Burnaby	RCSCC	Camaro Z28	2-A/S	6
76	Joe Chamberlain	Tigard	SCCA	Mustang	2-A/S	7
11	J. Westlund	Everett	SCCA	Camaro	4-A/S	8
92	B. Bentler	Seattle	SCCA	Lotus 11	1-C/SR	9
18	M. Barbour	W.Van.	SCCBC	Rattenbury	3-A/SR	10
68	Don Lamont	New West.	RCSCC	Datsun	3-B/SR	11
16	Bob Kennett	Seattle	SCCA	Porsche 911	1-B/S	12
71	Larry Dory	Seattle	SCCA	Lotus 11	2-C/SR	13
46	J. Rosenoff	Seattle	SCCA	Lotus 11	3-C/SR	14
97	Chris Russell	Seattle	SCCA	Veness	4-A/SR	15
86	Mike Langford	N. Van	SCCBC	Chevy II	5-A/SR	16
103	J. Browne	Kelowna	SCCBC	Cortina	2-B/S	17
30	D. Forsgren	Kirkland	SCCBC	Forsgrini	1-D/SR	18
14	M. Whitters	W. Van.	SCCBC	Porsche 904	4-B/SR	19
74	Stan Burnett	Seattle	SCCA	Burnett	DNF (1)	
28	Bruce Fraser	N.Van.	PSC	Cooper	DNF (3)	
6	Bill Cupp	Seattle	SCCA	Genie Mk.10	DNF (4)	
9	Bob Lenz	Tacoma	SCCA	Elva	DNF (18)	

John Randall turned 1:13 - his best ever, but allowed either that the car wouldn't go any faster or that he didn't want to drive it any faster. I wasn't sure which.

RACE FOUR - ALL FORMULA

3	P. Phillips	Portland	SCCA	F. Ford	1-F	1
30	Ray Smith	Kamloops	ISCC	Brabham	1-C	2
75	Bob Hogan	Portland	SCCA	Titan F	2-F	3
76	W. Hilvick	Portland	SCCA	Lotus 51	3-F	4
0	F. Williams	Kent	SCCA	Brabham	2-C	5
10	Peter Werner	Vancouver	SCCBC	Cooper	3-C	6
2	G. Van Horn	Salem	SCCA	Lotus 51	4-F	7
8	R. Dickson	Seattle	SCCA	Zink	1-V	8
69	Grant Hankin	W. Van.	SCCBC	Form.Vee	2-V	9
5	H. Mills	Seattle	SCCA	Inv. V	3-V	10
82	L. Fjellanger	Issaquah	SCCA	Form. Vee	4-V	11
84	B. Terrace	N.Van.	SCCBC	Dingo	5-V	12
19	A. Ores	Vancouver	SCCBC	Bobsy	6-V	13
55	S. Johnson	Seattle	SCCA	Autodyn.	7-V	14
11	Wesley Bryant	Yakima	SCCA	Viper	8-V	15
16	Stan Davis	Bellevue	SCCA	BMW	1-F4	16
58	G. Parker	Tacoma	SCCA	Lotus 18	4-C	17
9	Larry Larson	Renton	SCCA	BMW	2-F4	18
18	Wayne Jamieson	S.Burnaby	RCSCC	Manic C	DNF (2)	

Introduced the gate people to Puff, the magic drag-inn. Found out it was just so-so as a counting house but great for a party. Nearly had to serve eviction notice to reclaim same. Settled for a piece of the action.

CANADIAN TOURING CAR CHAMPIONSHIP

Car #	Driver	Town	Club	Car	Finish Class	O'11
93	Serge Adams	Montreal	MLSCC	Camaro Z28	1-0	1
76	Joe Chamberlain	Tigarde	SCCA	Mustang	2-0	2
11	Jack Westlund	Everett	SCCA	Camaro	3-0	3
0	Tony Morris	Burnaby	RCSCC	Camaro Z28	4-0	4
70	Wray Nixon	Vancouver	RCSCC	Cooper S	1-U	5
74	Bert Laakman	Vancouver	SCCBC	Porsche	2-U	6
58	Klaus Rehbein	Vancouver	SCCBC	Fiat	3-U	7
82	John Hall	N.Van.	SCCBC	Mustang	DNF (10)	
31	Lew Neilson	Vernon	OASC	Mini 850	DNF (6)	
41	Bill Gebbie	Vancouver	SCCBC	NSU	DNF (22)	
5	Willi Blum	Vancouver	SCCBC	BMW	DNF (16)	

Serge Adams is probably still shaking his head. He asked the Timing crew what the official time of day was. Was told there isn't any.

HEARD OVER COFFEE - D. Wingfield

.....that John Randall, recently switched to Tokyo flight, has had request to bring back saki, Yoko Ono's sister, four geisha girls, and - this'll shake you - one rickshaw BOY. Ah So!!

.....to Jan Fenton handing out free yum burgers at the Westwood clean up, "Oh boy, where did you buy this wonderful tasting paint?"

.....still at the cleanup where the Gordon McMillans, the Geoff Hortons and others literally painted themselves into the hairpin grandstand. No fooling, they could not get out without sliding on or under wet white paint. Nice thought from Gordon that a few people would like to see some small rustic type sign "Marshall's Hairpin" or something appropriate put nearby.

Bill died last month.

At the Easter Parade....."What ostrich had it's head in the sand when it laid an egg on Dot's Easter Bonnettlotsa birds in the hat race, chicks galore and one big breasted tit....."

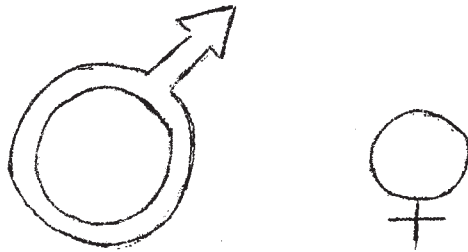
Brad Keene's comment on Stafford Smythe's well buttoned lip "A real professional" prompted hopes that we shall never again air our dirty linen in public.

Hear that C.A.S.C. is striking yet another committee called Regional Authority for Track, Rallies and Auto Competition Events. Short Title RATRACE.

Dudley at the gas pump"What, another free fill up? Every pint of free gas is like a pint of my own blood.

FROM NORTHWEST SPORTSCAR NEWS

Last month we published a list of unclaimed trophies and plaques. It seems they are no longer unclaimed. The boxful of awards has been stolen.



Advised
I DON'T CARE WHAT YOU READ IN
FREUD, LADY, I'M STILL A VOLVO!

SPORTS CAR CLUB OF BRITISH COLUMBIA - LADIES' DIVISION

GENERAL MEETING

Dot Creighton is our Technical Chairman while Carol Wingfield will be looking after the telephone girls and switchboard. Remember they need your help. So offer your service!

The Gestetner works very well in Lap Scoring. It is quickly becoming invaluable.

The Concession Stand is doing extremely well. However, there are still some dates to be filled in on the roster. These dates are: May 17 - 18 Motorcycles; June 7 - 8 Work Party; June 21 - 22 Kart Enduro; July ? Drivers Training; August 16 - 17 Motorcycles; August 23 - 24 Kart Enduro; September 6 - 7 Motorcycles; September 13 - 14 Work Party.

Instead of making excuses why you can't help, take the bull by the horns and volunteer. I did and I've never worked in Concession before. Be assured, there is assistance where needed. Remember, we will pay your babysitter, so pick your date and phone Mary Ashley, 291-2014 or Lynn Ledgerwood, 261-7408.

The Concession Stand now sells milk. This will be good news to the mothers of young children.

Dot Sherriff is making new flags for the Corner crews. I'm sure this will be appreciated by them.

NOTE - Workers who arrive after the Workers Gate is closed will have to pay to get in. Be sure you are there before 10:30 or 11:00 am when the gate closes.

We had a very good turnout at the Easter Bonnet Parade. Apparently we even made the radio and television. Congratulations, to all who made this a good caper.

It was suggested that we do something different for one of the COWPAC races. Any suggestinns would be welcomed. Maybe, a Western Caper?

Pass the word to the drivers. Our Financial Chairman has white masking tape, black tape, and white contact tape, all useful for

changing numbers. Look to Financial for other racing needs such as chalk, etc. The stand is located near our Concession.

Also, remember to advise drivers of the babysitting facility. Last race one of the drivers mentioned to me that his wife stays home because of the children. He was very pleased to hear of our facility. So keep passing the word on.

It was approved that we send \$20.00 a month to the men's division to cover our printing costs. They will now do all our ordering.

Raffle winners were: Marg Hortin and Lydia Sterne.

NEW MEMBERS: Mrs. Wyn Grantham,
1191 Johnston Road, White Rock, B.C. 531-4941

Mrs. Patricia Grantham,
Apt. 2 - 15181 Beuna Vista, White Rock, B.C. 536-6532

ADD TO ROSTER: Mrs. Jackie Wagstaff,
2487 Latimer, Coquitlam, B.C. 939-9672

CLUTCH CHATTER

Remember I'm depending on you for news. Where were all my reporters this month?

Lynn Ledgerwood said she and Ernie had a fancy Easter bonnet planned with a baby theme. However, baby fell asleep and so did their hat. Sometime they'll have to describe how to carry a baby on one's head.

NEXT MEETING MAY 9TH AT 8'O'CLOCK SHARP. BE THERE.

Carol Nelson

will report at the May meeting.

My feelings are that decision time is nearly upon us.

Quo vadis, S.C.C.B.C?

XXXXXXXXXXXXXXXXXX

NOTES TO YOU

The April meeting adjourned at 10:00 p.m. Quite a thrill to drink hot coffee. First time in 4 or 5 years.

Seems the Mini is now outlawed in the States. Apparently, the Federal Safety Regs. call for a car 5 inches longer to be safe.

I own one and I'll be blamed if I can see 5 more inches of tin saving my life. In fact I'd say I had 5 inches extra in avoidance to play with. That, I guess is the committee mind working.

We unloaded a Brabham Formula Ford last week. The owner and his wife came to pick it up. He's Wayne Mason of Edmonton. We had quite a time stuffing the car on the trailer he bought. It seems to have been made for a C class Kart.

The car was campaigned quite successfully last year by Peter Wertel - whoever.

The Masons came from Regina to Edmonton and are going back to Winnipeg so he can take a course in Minneapolis.

Poor Chap, Regina to Edmonton to Winnipeg. Never quite made it to civilization (except to pick up the car). Good luck, Wayne.

We take pleasure in welcoming two more advertisers to the pages of Pit Pass. M-B Auto and Hi Performance Honda. Both of which are run by club members, both of whom have been active in racing.

Support them and our other advertisers as much as you can.

Notice too, the change in Thomas Motors ad. With the changeover they have bits and things to clean out. e.g. TR4 Webers, Supercharger for Spitfire, thermostatic fans, oil coolers, et al at cost or near cost.

They were supposed to send me a blurb on the above but it didn't arrive so I hope that will suffice.

Hey, we even had Sterne's ad cleaned up.

More or less on the same subject. The Ladies' Division still has some BLMH parts left over from the auction. Contact Marg Hortin at 939-5871. Mostly Healey, MG, Austin type parts.

The Timing Department now has six new watches because of this auction.

They would like to say thanks very much to the Ladies' and to British Leyland Motor Holdings for donating the parts.

Now if someone would like to have a go at building a suitable case for 12 watches, Ray Nelson would like to hear from you. Reasonable costs would be paid for bits etc. Deft doctors please copy.