

# PIT PASS

Official Newsletter of The Sports Car Club of British Columbia



JUNE 2000

- ◆ **Vintage Fun**
- ◆ **Members in the News.**
- ◆ **R.D.C. Assignments, are you signed up?**



## OLD TIME FUN & RACING

The term Racing at the River's Edge took on a new meaning at the **Vintage Club's Historic Races** last month. This scene could have been photographed in the paddock, or turn 3, or turn 6, except that there wasn't much more than a patch of blue sky the entire weekend. The sign erected in the middle of the concession area behind the grandstands said it all, "no motorboats allowed". I could have launched my sailboat. The rain seemed to go on without end. Lightning flashed and thunder crashed throughout the lunch hour on Saturday. A wall of water fell from skies that were so black it seemed that mountains surrounded the track. But spirits refused to dampen. The concessionaires dragged planks and boards to their area and made temporary "piers" to allow access to their hot food and the grandstands. Vintage club organizers, Mike Tate, Dave Williams, and Ian Wood persevered ensuring the volunteers were well feed and rewarded for their contributions. An outstanding salmon

and chicken barbecue on Saturday night was catered by local outlet, Pistols & Burns, utilizing the Cousins Transport drag car trailer and awning. Tents from Esso covered rented tables and chairs and there was food aplenty. Music and the amusing antics of Mike Tate kept the soggy but happy drivers and marshals entertained. Perrin's "order" for dry skies by 9:00am on Sunday must have been lost in the shuffle. It just kept raining. After lunch on Sunday the clouds parted. The grandstand filled, and the die-hard fans turned the clay pile on the front straight into a temporarily viewpoint. The boys went racing! Beautiful cars from the past 60 years put on a wonderful show as the mist lifted and the track started to dry. There were some unfortunate tangles resulting in scrapes & bruises but for the most part the racing was clean and fun. Two brave souls ran some demonstration laps with their motorcycles and half a dozen "tall tyres" paraded their open cockpit 30's vintage beauties. The Vintage Club is to be congratulated on their efforts. The event was well planned and promoted. Even given the lousy weather, the show went on and there were a good number of satisfied spectators. We'll look forward to next year and pray the weather is a darn sight better.

### *In this issue ...*

Club Contacts / Prez Sez	2
Minute Briefs	3
Schedule	4
C.A.C.C. / "You May be a Racer If"	5
Track Operations Report	9

## R.D.C. ASSIGNMENTS

**APRIL 7:** Pam Stec, Ray Stec, Paul Bunbury, Terry Ward, Curt Storms.

**APRIL 28:** Al Ores, Robert Currie, Noel Florack, Ian Wood, Mike Boyle. and others.  
THANKS GUYS

**JULY 7:** Perrin Hayes, Vic Nightscales,

**JULY 28** John Beaudoin, Peter Beaudoin, Tom Roy,

**SEPT 15** Craig Archer, Hugh Archer, Keith Robinson,

**SEPT 22** Dave Lam,

**OCT 6** Rick Payne, Mike Boyle,

**SIGN UP NOW**, contact Mike Boyle by PHONE, FAX, E-MAIL or in person.

### HAWK BRAKES CONTINGENCY PROGRAM

We had our first round of the SCCBC ENDURO SERIES for the IWE REAR ENDS ONLY CUP a few weeks ago. It was great to see a good grid of good teams. There was some great racing for position for the full 4 hours. Essex Distributors (east) had a meeting with HAWK BRAKES in late May. At the meeting the results of our first race and a track map were reviewed, HAWK were pleased and surprised at our little BRAKE BURNER of a track. Next year was discussed and it looks positive for an even better program for next year. The HAWK BRAKES pricing program is available to all SCCBC racers, so please support the program. For information or a quote on your application call Dave Lam at COMPTECH PERFORMANCE (604-872-5625). Please allow plenty of time, to assure he can get you the correct compound you need. Hawk has 5 or 6 compounds available in each type of pad. You will NOT be required to pay for the order until the date you state you need the pads by, so think ahead. **"Keep The Door Handles On the Doors"**  
Mike Boyle .

**Who's who?...your club officials & staff.....**

PRESIDENT	Mike Kaerne	604-299-2000 Fax:299-2009	mkaerne@home.com
VICE PRESIDENT	Terry Ward	604-939-5327 Fax 939-5372	trw@direct.ca
SECRETARY	James McComber	604-930-7866	jmcomber@chtaerospace.com
TREASURER	Dawn Rosenberg	604-588-2239	drmotorsports@uniserve.com
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RDC Chairman	Mike Boyle	604-872-5625 Fax 873-0535	
Editor/Parliamentarian	Pamela Stec	604-465-5773 Fax 465-0819	krape@uniserve.com
Historian	Ron Curties	604-469-2000	
ICSCC Exec Board Rep	Kevin Skinner	604-856-8957	ad_works@bc.sympatico.ca
ICSCC Contest Board Rep	Michael Lensen	604-591-8214	mlensen@home.com

**your track & race event officials & staff .....**

Driver Services	Bonnie Currie	604-854-5797	
Race Chairman	Perrin Hayes	604-597-9590	phayes@sfu.ca
Asst Chair	Tom Roy	205-248-6614	
Registrar	Cheryl Van Ooyen	604-939-5327 Fax 939-5372	trw@direct.ca
Course Marshal	Thomas Liesner	604-501-1503	
Tech	Jim Kurtz	604-298-7227	j.kurtz@home.com
Timing & Scoring	Perry Afaganis	604-820-0952	Perry_Afaganis@hsbc.ca
Track Manager	Al Ores	604-421-0170	
Front Gate/Phone Comm.	Leslie Skinner	604-856-8957	

**Prez Sez –**

For those of you that came out to the Vintage weekend, you would have noticed that the Grandstands are moved, dirt is being pushed around, and there is a definite change in the landscape... there are no trees in turn six anymore! BC Custom Car decided that they would level the area to make way for more pit space, therefore 'paving' the way for an improved turn 5/6 combo - maybe next year ???

Also during the Vintage event, I have never seen so much rain at River's Edge – turn three was covered from one side to the other, turn seven had a huge wave pool – but the vintage cars just kept racing! I was impressed that the competitors (that have been chided

as fair weather racers) persevered with only a few staying in out of the rain... the weather did clear up and the Vintage Racing club provided some great racing and delightful automobiles to watch. I had a hard time trying not to drool so much...such beautiful machinery! **Congratulations to VRC** for such a well-run and enjoyable event! Thank you to the SCCBC and META club members who helped Vintage make it happen...

This was our first race that we needed more transponders to rent than we owned...I made a phone call to all of our drivers that had purchased a transponder from SCCBC and they responded tremendously. Several were dropped off at my office, some were delivered to the track and we ended up

with enough to do the entire vintage grids (with the exception of a few who didn't wish to be timed). I apologize for a small error on my part – I had told the drivers that we were charging a rental fee of \$50 for the weekend, when in fact the deal we had offered Vintage (to lure them into using our great timing system) was half price rentals. That results in a \$25 rental for those that 'subcontracted' their transponders...I have a form available for you to choose if you would like a cheque, credit against a race entry, or perhaps a donation to the track expansion fund !!! Seriously, I was proud of the way our members responded – it made our timing and scoring system look great!

**Hats off to Perry Afaganis**, our Chief

*(Continued on page 4)*

MINUTE BRIEFS..  
May meeting as I  
heard it .....

HAVE E-MAIL?  
ON THE NET? GET  
YOUR COPY OF THE  
PIT PASS FROM OUR  
WEB PAGE.

E-mail me your  
address and I will  
advise you when the  
Pit Pass has been  
added to our web site.

No more Snail Mail.

E-mail:  
krape@uniserve.com

Club website at  
[www.sccbc.net](http://www.sccbc.net)

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Minutes of April meeting adopted as corrected.

**OLD BUSINESS:** none

**ICSCC:** Portland had about 200 entries at their last event. They did not run the transponder system. A new Memo Editor? The job has been given to Daniel Brandfors. Whys and wherefores yet to be disclosed.

**CACC:** Good event and turn out for the April weekend. SCCA folks had a good time and felt most welcome. CACC webpage now posting race results. Next event in Munroe. CACC drivers voted to supply organizing clubs with entry forms and corner reports.

**VINTAGE:** Ian Wood reports that the club is ready for their May event. All vehicles will run mufflers and the sound meter will be operational. Exhausts will be teched. Hugh Archer is the race director for the event. Transponders system will be used.

**RACE CHAIR:** Perrin reported the April 30th event as being enjoyable. The Enduro finished on schedule. Lots of good coverage from the marshals. Discussion about racers who deliberately ran underweight, won their race and were disqualified after. Bad form drivers.

**Peter Hunter** questioned the accuracy of the sound readings. It was acknowledged that we need a person or persons to be trained and handle the meter in order to have consistency. Sound readings are recorded and will be posted for those cars close or over the limit. **Curt Storms** noted that the black flagging of sound violators needs to be consistent and that drivers should be allowed to effect repairs in the hot pit and return to the race. (Note: "repairs" does not mean redirecting the pipe away from the meter) **Robert Currie** suggested our sound reports be made available to our landlord.

**M.E.T.A. :** Anne Peters reported that META are considering dedicating their club house to their founding members.

**R.D.C.:** Mike Boyle asked members to sign up for practice day assignments. He also mentioned that the transponder seems to work better when its in the race car and not in the pits.

**CHARITY:** Marc Rovner has been in touch with the Drive for a Cure and is expecting to hear back shortly.

**MEMBERSHIP:** 222 full, 2 family, 3 assoc. 14 life, 8 emeritus, 3 honorary = 252

A film made at Mission thanks to (and starring) **Derek Moenick** was shown. This promotional film is being shown at the BC ferry terminals. Ray asked that the club send Derek a thank you letter for his efforts.

**T.O.C.:** Curt reported a good turn out at the last work party. **Sue Phypher** asked for donations of river rocks for the garden she is working on at River's Edge.

**TRACK EXPANSION:** If weather stays dry so ground is stable grandstands will be moved and we will be able to get expansion underway. Pavement will be down ASAP. Some blocks have arrived from MIVanc.

**TRACK MANAGER:** Al Ores would like a written procedure for track rental inquiries.

**INDY:** Sedans are in. Chief meeting at track May 27. Felim & Judy to manage sedans. Volunteers are needed for pass control communicators. This is a critical position and we need motorsport smart people who can communicate well on a radio. Please help your club.

**V PRES:** Terry and Curt now have the Currie Point cards for those helping at the track. Worker rides will be reinstated next race. Friday practice works out to be 32 cents a minute. (the best deal for your racing dollar)

**PRES:** Looking for a sound officer for the CACC races, and a volunteer to purchase supplies for the race weekend barbeques. Club wear available by calling Mike. Remember, when you have your club decal displayed on your car, your driving reflects on the club. Keep your hood down, your seat belts on, and your wits about you.

**NEW BUSINESS:** Proformance has a number of corporate days in July in Calgary & Rivers Edge and are looking for instructors. Call 807-8284. For those wanting to make contributions to the Pit Pass, the cut off is the last Saturday of each month. We have had a lot of contributions recently and thank all of those who take the time to send us interesting information.

**GOOD & WELFARE:** Ian Wood noted that All British Field Meet was coming to Vandussen Gardens & Knox Mountain. **Thomas Liesner** (pronounced Leesner) advised that **Roger Salomon's** Lotus is painted and soon to be on the road. **Ice Race** has a new president. **Lorne Stead** has taken over from **Wayne Jamieson**. Al Ores thanked the Marshals for their tender loving care when he had is little "tumble" at the April race. **Noel Florak** questioned when the "oil in his transponder" would need refilling.

(Continued from page 2)

of Timing, who went to a transponder 'training' session at the Seattle ICSCC race and ended up practically teaching the teacher... We received a letter from the President of Conference thanking Perry for his "invaluable aid and support"...

I know that the Track Ops Committee will need much more help over the next month or so, if you have any time to spare I'm sure the guys can use the extra hands...

July 8<sup>th</sup> and 9<sup>th</sup> is our big "Drive for The Cure" Race for charity- if you aren't competing, come out anyway and bring some people that maybe haven't been to our track before...if you are competing, invite friends, sponsors, neighbours, co-workers and bosses to fill up those grandstands! And stick around for the BBQ, socialize with your track MARSHALS, club members, other drivers and crews!

The SCCBC Sedan Race is on, signed and sealed...Felim Power is our new Sedan Chief, Judy Viola is assisting. Entry forms are now in the mail, also available on our website, or email Felim at powerracing@home.com, or call me at 299-2000 and I will fax you one. The Race will be run under CACC classes GT2, GT3, GT4, IP1, IP2, IP3, and GTS...mufflers are mandatory and you **must** fit one of these classes to run! Time is running out, so don't delay!!! Media information, including **GOOD** car and driver pictures must be in by the first week in July...

**MEMBERS IN THE NEWS:**

Mosport, May 22nd, 2000 - The Glacier Bear Racing Team with Vancouver's **Marybeth Harrison** behind the wheel finished 20th in Sunday's Trans-Am race despite starting from the back of the field and despite a mid-race spin.

"I'm really happy we completed the entire race and that I was able to bring the car back in one piece," Harrison states. "Needless to say, the spin was a real disappointment because it put us a lap down but given the number of practice laps we had in this car on this track [32] before the race, I think we did pretty good overall. Plus we never got in a qualifying lap because our water cooler cracked which was why we started at the back of the pack - I think we were 35th - although we had some good company back there with John Paul Jr. and rookie Bobby Sak who had also had problems in qualifying."

Toronto, Ontario  
May 14, 2000

**Ryan Floer**, a sixteen-year-old karting graduate from Sydney, BC, snared a win today in his first weekend of car racing. Having dis-



**2000 SCHEDULE**

June 3/4	ICSCC—Portland
<b>June 24/25</b>	<b>SCCBC Driver Training</b>
<b>July 8/9</b>	<b>ICSCC Race—Mission</b>
<b>July 29/30</b>	<b>ICSCC Race—Mission</b>
August 5/6	ICSCC—Seattle
Aug 12/13	ICSCC—Portland
<b>Sept 1/2/3</b>	<b>Molson Indy Vancouver</b>
Sept 2/3/4	ISCSS—Thunderhill
<b>Sept 16/17</b>	<b>ICSCC Race—Mission</b>
<b>Sept 23/24</b>	<b>CACC Race/Enduro—Mission</b>
Sept 23/24	ICSCC—Portland
<b>Oct 7/8</b>	<b>CACC Race/Enduro-Mission</b>
Oct 7/8	ICSCC—Seattle
Oct 14/15	Portland Enduro
<b>Oct 28/29</b>	<b>CACC Race/Enduro—Mission</b>
Nov 18/19	ICSCC—Banquet
<b>Nov 25</b>	<b>SCCBC—Banquet</b>

played talent while working his way through several levels of karting, Floer has ascended to single-seat, open-wheel car racing where he immediately established himself as championship material. Competing in the CASC-OR (Canadian Automobile Sport Clubs - Ontario Region) Formula 1600 Championship series, which began with a two-race event this weekend at Mosport International Raceway near Bowmanville, Ontario, Floer claimed second in Saturday's race which included an intense multi-car battle for the top positions. Today, the young racer drove his Britain West Motorsports / Floer Racing car from pole position to the win.

(Continued on page 10)

**YOU MIGHT BE A RACER IF....**

*(3rd in a 4 part series as provided by Mary Beth Harrison)*

- \* You measure all family acquisitions in terms of the number of race tires that could have been purchased.
- \* You know well that Orthodontic work is the equivalent of three sets of tires
- \* You sit in your race car in a dark garage and make car noises and shift and practice your heel and toe, while waiting for your motor to get back from the machine shop.
- \* You look at the purchase of tools as a long term investment.
- \* Your wife says, "If you buy another set of tires, I'm getting a new mink."
- \* Your garage holds more cars than your house has bedrooms.
- \* You have enough spare parts to build another car.
- \* More than one racer supply house recognizes your voice and greets you by name when you call.
- \* You have car parts in your cubicle at work.
- \* You think the last line of the Star Spangled Banner is: "Racers, start your engines!"
- \* If you can't remember when you last worked on weekdays and rested on weekends.
- \* You're registered for wedding gifts at Pegasus and Racer Wholesale.
- \* Your Christmas list begins with another set of BFG R1's and Pauter rods (and your 'significant other' knows what these are).
- \* After your answer to "What did you do this weekend?" the next question is always: "And you do this for fun? Right?"
- \* You have a separate drawer for 'garage clothes'.
- \* Your reading material in your bathroom consists of auto parts and racing supply catalogs, several books written by famous drivers, every book Carroll Smith has ever written.... and 400 car magazines, none of which have centerfolds.

- \* People know you by your class letter, car number, and car color.
- \* People know you by your "off's". "Oh, you are the one stuck in the mud at ButtonWillow last weekend!"
- \* You talk to other cars on the road, calling them by the manufacturers name.
- \* Your first date involves asking her to crew for you.
- \* Your criteria for selecting a significant other include auto repair skills. Air tools optional.
- \* Your friends don't recognize you without a helmet and driver's suit.
- \* Your family remembers your hair color as "grease".
- \* You plan your wedding around the race schedule.
- \* You astound the clerk at Sears by bringing in a snapped breaker bar every other week or so.
- \* You remember the dates and details of every race you've ever been in, but can't remember your phone number.
- \* Your family brings the couch into the garage so they can spend some time with you.
- \* You complain when cars in front of you on highway off-ramps don't stay on the line, causing your exit speed to drop.
- \* A neighbor asks if you have any oil, to which you query, "Synthetic or organic?" and they reply, "Vegetable or corn."
- \* You give out Summit Racing's number when a friend asks for the best hardware store.
- \* You refer to the corner down the street from your house as "Turn One."
- \* You look at the fire hydrant at that corner and see an apex marker.
- \* You enjoy driving in the rain on the way to work or school.
- \* You always late apex the intersection and try to pass a few cars coming out.

**C.A.C.C. UPDATE ..... By Mike Currie**

It's only a matter of weeks until the July 23, one-day CACC/SCCA co-sanctioned race at Monroe, WA. This is a CACC points race for those chasing CACC championships. Remember that you will need to have a full SCCA membership in order to compete and be covered by the SCCA insurance. Membership is \$65.00 US for one year. Also, be aware that SCCA NWR has made it possible for CACC competitors to basically get their entry fee AT PAR. The entry fee for CACC license holders is \$100.00 US. You may access both the SCCA entry form for Monroe and the SCCA membership form by going to the NWR website at [www.nwr-scca.org/race](http://www.nwr-scca.org/race). You will also find the NWR supplemental rules and regs on the website. Should you encounter any difficulties in working with this website, or if you know of anyone who would like to enter that doesn't have access to the internet, please contact myself ([michael\\_currie@telus.net](mailto:michael_currie@telus.net)) or Scott Martin ([smmartin@u.washington.edu](mailto:smmartin@u.washington.edu)). We will do what we can to assist you. I have the entry form and membership form in hard copy and can FAX it to anyone who requires a copy that way. It would be gratifying if there was a good turn out of Canadian racers for this event. For the benefit of those who "marshal" and work at race events, please note that you must have a full SCCA membership to be covered by the SCCA insurance. This seems a little expensive on the first glance, but NWR has a program in which the workers may accumulate sufficient points to pay for their next year's membership. So, you pay for the first year and then (assuming you work at the requisite number of events) your following year's membership is paid for. The late entry date is two (2) weeks prior to the event or July 09/00. Enter soon, enter often. One other item: We have had some license holders approach the rules committee and/or myself with ideas for changes to the IP rules. As was stated at the last Race Discipline meeting, we would like all submissions to be in writing and forwarded to either myself, Michael Boyle or Ed Smart (or all three). If you are interested in changes in the IP rules, you should get these in ASAP so that the rules committee has sufficient time to review them and then bring them before the license holders later this summer. CACC website is at [www.caccautosport.org](http://www.caccautosport.org)

# APPLICATION FOR CLUB MEMBERSHIP IN THE SPORTS CAR CLUB OF BC FOR 2000

I AGREE, if elected to the membership of the SPORTS CAR CLUB OF BRITISH COLUMBIA to abide by the objects of the Society as set down on this card and in the Constitution.

**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 Mission Raceway Park and to take part, whenever required, in the organization of Club events.**

### MEMBERSHIP PRIVILEGES

#### Associate Members:

1. Attendance at general meetings and social functions.
2. Receipt of bulletins and other club publications.
3. Wearing of club insignia.
4. Service as committee members.

#### Club Members & Family Members

1. Same as 1,2,3,4 above, also:
2. Service as Committee Officer or Executive Committee Officer after one year of membership.
3. The right to vote on the business of the club.
4. Access to and use of the Mission Raceways paddock and clubhouse during SCCBC events.
5. Competition in motoring events of the SCCBC for the term of club membership, with points accrued.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Prov: \_\_\_\_\_ (Code) \_\_\_\_\_

Phone: \_\_\_\_\_ (home) \_\_\_\_\_ (work)

I can help with: \_\_\_\_\_

### FEES:

CLUB MEMBERSHIP  
Annual Dues \$50.00  
Family Dues \$25.00 for each family Member after the first full member.

ASSOCIATE MEMBERSHIP  
Annual Dues \$40.00

Dues are not refundable.

Mail to: **Sports Car Club of BC c/o Hilda Randall**  
**1755 West 68th Ave, Vancouver, BC V6P 2V9**

(please make cheques payable to Sports Car Club of BC)

### IMPORTANT NUMBERS

### QUICK REFERENCE

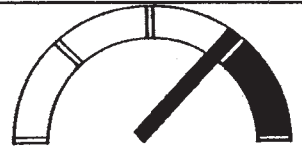
**REGISTRAR: CHERYL VAN OOYEN**  
TECH: JIM KURTZ  
**TRACK MGR: AL ORES**  
HILDA RANDALL  
**CACC Licence: ROBERTA CURRIE**  
ICSCC Licence: LYNDA BLACKBURN

**Tel 604- 939-5327 Fax 604-939-5372**  
604-298-7227  
**604-421-0170**  
604-266-8569  
**604-854-8320**  
360-573-7853 lyndab@aol.com

**THE SPORTS CAR CLUB OF B.C. MEETS AT 7:30PM ON THE SECOND WEDNESDAY OF EVERY MONTH AT THE EXECUTIVE INN ON NORTH RD IN COQUITLAM**

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Order any 2 sets of race pads and receive one free bottle of MOTUL Race 600 brake fluid.

\*March & April 2000 only, no substitutions.

### ENDURO PRIZE FUND

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BIEFFE uses today's most advanced technology in the construction of helmets. With valuable input gained from top drivers combined with over 20 years of experience Bieffe offers the best possible combination of performance and value on the market today. Call for more info.



Irvine (replica)

\$893.00 Racer Net



Trulli (replica)

\$893.00 Racer Net

Style	Colour	Size	Racer Net*
F1 AUTO	White	xs - xxl	\$598.00

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*YOUR AD COULD BE HERE*

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#### **1988 VAN DIEMAN RF 88**

Car is very clean & in excellent condition. Comes with 2 sets of wheels, incl mounted Goodyear rain tires. Spares incl. 2 noses, 2 nose boxes, suspension parts & 12 gear sets. Asking \$14,500. CDN  
Call Felim Power (604)521-5824

#### **1997 INTERSTATE 26'**

Enclosed tandem axle trailer. Tor-sion suspension, 10,000lbs. GVW Insulated walls, interior lights, cabinets, reinforced checker plated aluminum rear door with ramp, 7'6" interior height, gray inside. Asking \$14,000 CDN  
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#### **11' FRONTIER CAMPER**

*Stay at the track! Relax!*

Good condition. No leaks. 3 way fridge, propane stove/oven, furnace, dbl sink, h/w tank, toilet/shower, sleeps 5, big comfy queen bunk, very roomy, dual propane tanks, hyd jacks. Lots of storage. Complete with all tie downs & hardware. Requires 3/4 ton or better pick up. Asking \$2900\CDN.  
Call Ray at 604-465-5773.

### RACE CARS FOR RENT

93 Swift FF 1998 CFDA Champion Car. Per weekend rates available upon request.

Marybeth (604) 689-5286 or Crew Chief Glenn Nixon (604) 329-7527

====

Toyota Corolla GTS available for Novice and Senior races as well as Driver Training.

Cal Mel or Glenn (604) 329-7527

### BLOCK PARENTS

SCCBC is once again offering blocks for adoption. You can be the proud parent on a block located on the new track expansion area.

Make your mark in history. Be part of the new Year 2000 expansion.

For just \$250.00 you will receive a genuine numbered certificate of adoption.

Call Mike Kaerne  
(604) 299-2000

### **Income Tax Problems?**

*(Collection or Filing)*

***Robert Barg, Tax Consultant***

RETIRED REV CAN COLLECTIONS OFFICER

Ph: (604) 942-6685  
Fx: (604) 942-6148  
Cell: (604) 312-1603

### **VINTAGE/ETC REDUCED:**

1969 Camaro Vintage race car - 327 engine, 4 speed, roll cage, fuel cell, fire system, 12 bolt, needs paint, race suspension & disc brakes \$6500.00 offers/TRADES?

Vintage Formula V's - choice of 2

1 - 1969 RCA

2 - 1969 MacNamara

Both need reassembly. \$1950.00/ea  
TRADES?

4 10 x 15 compomotive race wheels  
GM bolt pattern \$1000.00

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### **Advertising Rates:**

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Buy & Sell ads are free for members.

Full page \$100.

1/2 page \$ 60.

1/4 page \$ 35.

Card size \$ 20.

All prices are for 3 issues.

#### **Track Signs:**

Track signage is available at an annual rate of \$500.00.

Maximum sign size 4' x 8'.

## Track Operations Committee

### UPDATE

Current as at May 18, 2000

The preparation work for the movement of the grandstands was done on Saturday, May 13 by the work party. Some brush/weed removal activities were also accomplished. Thanks to all who came out to help. Monday's scheduled move of the Grandstands came with a few surprises. The crane could not lift them as the soft ground presented unsafe conditions during the various attempts. The solution to this was to disassemble the Grandstands into manageable chunks and move those individually to their new locations. This proved to be a labour-intensive pursuit, but was eventually successful.

**The Good News:** The Grandstands have been moved to their new locations.

**The Bad News:** They need to be re-assembled

At present paving crews are on site preparing the area for the new track surface. Some of the material from the original Grandstand berm will be utilized for the "road-building" process. Once the appropriate fill is placed the asphalt will be paved over it.

### Track Operations "To Do" List

Prep forklift for paint  
Paint forklift (Club green) **FIDEL KUNZ TO APPLY PAINT**  
Paint curbing (white/red)  
Pressure wash guardrails in hot pit lane  
Paint guardrails in hot pit lane  
Re-paint paddock space numbers  
Re-paint directional arrows on paddock roadways  
Move "Adopted" blocks to location opposite new grandstand area  
Shore up block wall between Turn 4 and Turn 5  
Construct second lane in Tech area  
Install new PA speakers  
Acquire Payne's green/white tent for Concession area  
Obtain snow fencing (lathe type) for grandstand perimeter  
Change locks on Club House  
Convert center office door to "barn door" style  
Install "whirly gig" on Club House roof  
Install window on west wall of Club House **MIKE KAERNE HAS WINDOW**  
Improve fencing around Tech area and META building  
Move blocks between Turns 1 & 2 to remove "kink"  
Get appropriate pipe for anchoring blocks  
Install flashing & caulk awning on Club House

Re-assemble Grandstands **URGENT!!** Volunteers needed to assist with re-assembly of the Grandstands. Please bring the following if you have them:  
Gloves, Hammer, Wrench (9/16"), Ratchet, Socket, deep (9/16"), Pliers

### FOR SALE:

1. one set Goodyear 13" race tires. Formula Ford 1999 R430 compound, as new. \$150. for set of 4.
- 2.) numerous 13" race tires. \$30/ea and up; 4 for \$100.
- 3.) Mustang 5 L rear brake kit. Includes: backing plates, brake drums, shoes, cylinders, springs and cables. Brand new, never driven! \$75. for all!
- 4.) 1975 Triumph Bonneville 750cc 5-speed motorcycle. 13,000 original miles. Very original condition. New tires, mufflers, ring job and front brake master cylinder. Last year of the right foot shifter. Runs well; has US and Cdn reg's. \$3500. firm.
- 5.) Auburn posi-trac or tru-trac for Chev 7 5/8th, 1989 and up, 28 spline: fits Camaro, Firebird, Safari, S-10, Isuzu Trooper, etc. Brand new; \$350. firm.
- 6.) Roll bar for full size domestic pick-up. Triple hoop with light brackets. \$95.
- 7.) Pinto / Capri 2000 cc engine. Complete. \$295. firm.
- 8.) 1972 Datsun 510 (new body style) ice racer or ? Mazda rotary, 5 speed, 4.88:1 gears, 2 1/2 sets of wheels & tires. Lots of fun! \$1500.

**come & view all items at IWE Rear Ends Only 9-6 weekdays. 7140 Russell Ave., BBY**

**IF YOU HAVE TO ASK "WHAT'S HAPPENING AT THE TRACK" YOU PROBABLY ARE NOT THERE HELPING AS OFTEN AS WE NEED YOU.**

*(Continued from page 4)*

"This is like something you dream about," said Floer. "You can be confident that you're going to do well, but until you get out there and race, you really can't be totally sure how you stack up." Ryan stacked up just fine, thank you. He showed great speed in qualifying, missing Saturday's pole by a few hundredths of a second, and was not intimidated by experienced competitors during the race. Though he was masterful at the wheel, Floer was quick to point out the contribution of his race team. "The Britain West guys were great. They got the car set-up the way I wanted so I felt okay to push hard. Most of all, I have to thank my Dad. He's been devoted to helping with my racing career and I wouldn't be here without his help." With first and second-place finishes to his credit, Floer leads the rookie standings and heads the overall championship. He will attempt to bolster his impressive start when the Formula 1600 series heads to Shannonville Motorsport Park near Belleville, Ontario, for another double-header on the June 2-3 weekend. For additional information, including photographs, please contact Mark Jackson: [mark@mark-jackson.com](mailto:mark@mark-jackson.com) *(members wanting to be included in this section should sent copy ready articles to the editor)*

### **Exorcising the Diemen**

Ok guys, pinch me. I'm sitting on the start line of one of England's fine tracks in a proper race car. I said that I was nervous at Knox right? Well, my newly acquired Formula Ford has seen almost no seat time by me, and the bugs are far from being worked out. My new Sparco suit will definitely need a wash after today! Having been accused of being a bit of a sell out for not getting into a sports sedan, I figured there might have to be an apology made here. Not! For anyone who wants to learn chassis prep and how to drive properly, I thoroughly recommend spending a season or two in a Formula Ford. It's a bit of a dying class in Canada, but here it is comparable to drag racing a Camaro. There are cheap parts available off the shelf and lots of competition. Last November, attending the Formula Ford Festival at Brands Hatch, I found a team with two Van Diemen RF85s for sale. One of the cars was totally sorted out, with the driver ranking third in the championship. The other driver was happy just to get in and go. Thinking that set up is mostly down to the personal preference of the driver, car number two (being cheaper) seemed to be the better choice. Or was it? The car wasn't terribly tatty, but visually there were quite a few things, which could be improved. Working on the thing kept me busy most of the year. It wasn't until February 18<sup>th</sup> that I got to drive it for the first time. Renting out Brooklands Airstrip, we set up a traction circle. As soon as we got the tire pressures right, the ignition started cutting out. Hmm, I guess that's what testing is all about. Vibration was twisting the coil (and leads) in its clamp. Getting back on the traction circle, we found it over steering going right, and under steering on left turns. We found the front anti-roll bar was so bent, it was throwing the corner weights out by over 100 lbs.! Before we managed to sort that out, the transmission stuck itself in third gear. Crap! It was getting dark, and we were out of holy water to chuck at the 'Diemen', so we pushed it on the trailer and headed home. March 12, Lydden Circuit. This is the first event of the Guilford Tires 2000 Championship. This awesome 1.1-mile circuit is extremely technical, with lots of elevation changes. For the practice we got to drive around the circuit 2 ¾ times. Then we got two timed runs at 1 ¾ laps each. The faster of only the two timed runs count as final result. All I cared about is just getting through it all without making a fool of myself. As soon as I took off I noticed there wasn't a lot of traction at the back. Lots of wheel spin. As you turn in to the first corner, the track goes into a big dip, and crests again at the apex. That portion of the track is called 'Chessons Drift'. Coming over the crest for the first time was a real surprise. Half a second ago I was on the right side of the track, and now I'm on the left. Yup! Drift City. After a bit of a straight, the track turns left at Devil's Elbow. I got a bit flustered in the braking area, and didn't get my downshift in. My classic mistake was shifting in corners, but I always got away with it in the 510. As soon as I released the clutch, whoop! Can you say three sixty? It doesn't work in a Formula Ford! The rest of the day was spent coping with major oversteer. One of my fellow competitors suggested I look at the spring rates, thinking the back was a bit stiff. Van Diemen suggested 90 lbs. should be a good rate at the back. Testing my springs showed 290 lbs.! No wonder it felt like Byron's 510 on Barnes lake! April 1, Werrington Hillclimb. This is, without doubt, the scariest event I've ever done. Like typical British hill climbs, it uses a private driveway on an estate for the course. It's only eight feet wide, and there are lots of solid objects right next to the road. Rain overnight left the course a bit damp as well. With the nice soft squishy springs in the car, it felt lots better from the start. Having real traction was much more confidence inspiring. Van Diemen had also suggested that my anti-roll bars were softer than recommended. Perfect for rain though, which is exactly what happened during lunch. Just what I needed, as the organisers amalgamated me into another Formula class. This was putting me against another Van Diemen with twice the horsepower and wings. Prayers were said to Bert Vorgon on the last run, when I terrified myself with a bad tank slapper in the braking area following the cattle grid. I finished with a mess in my pants and a trophy in my hands. Getting first in class and third fastest time of the day left me with enough points to lead the championship overall alongside John Phillips who is tied with me. Finally, the bugs are being worked out of the car, and I'm feeling a lot more confident and comfortable in the car. Next event is Wiscombe Hillclimb on April 29<sup>th</sup> and then Wethersfield Sprint on May 1<sup>st</sup>. I'll give you an update then. See you all soon. - Sean Kearney

Special thanks to the old gits that have helped me out.