The Official Newsletter of SCCBC

PIT PASS

June 2005

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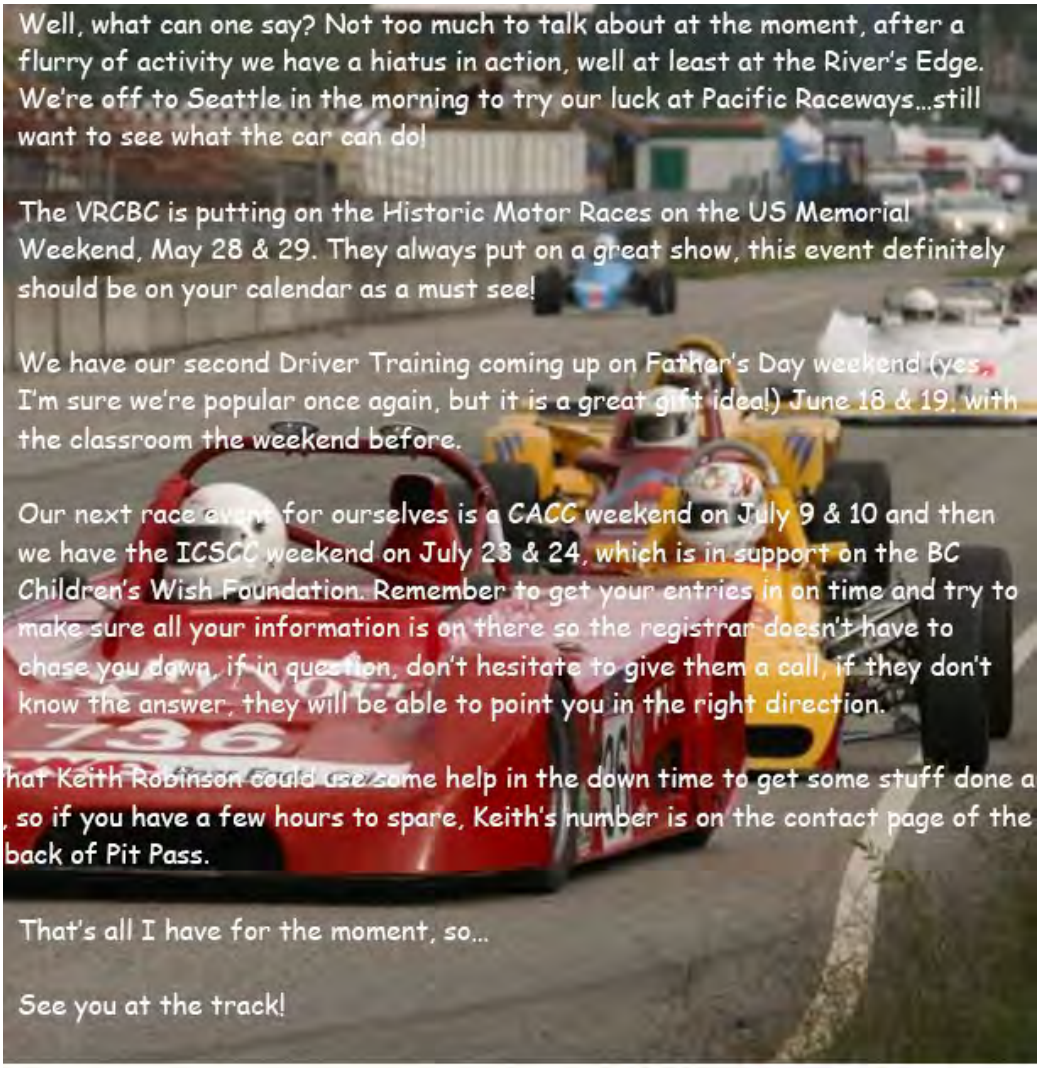
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Front page photo courtesy Gerry Frechette

FAST FACT

In 1989 a Cosworth Ford F1 engine cost about $100,000! In 1968, however, the first F1 customer engines cost about $17,000.

PREZ SEZ



Well, what can one say? Not too much to talk about at the moment, after a flurry of activity we have a hiatus in action, well at least at the River's Edge. We're off to Seattle in the morning to try our luck at Pacific Raceways...still want to see what the car can do!

The VRCBC is putting on the Historic Motor Races on the US Memorial Weekend, May 28 & 29. They always put on a great show, this event definitely should be on your calendar as a must see!

We have our second Driver Training coming up on Father's Day weekend (yes, I'm sure we're popular once again, but it is a great gift idea!) June 18 & 19, with the classroom the weekend before.

Our next race event for ourselves is a CACC weekend on July 9 & 10 and then we have the ICSCC weekend on July 23 & 24, which is in support on the BC Children's Wish Foundation. Remember to get your entries in on time and try to make sure all your information is on there so the registrar doesn't have to chase you down, if in question, don't hesitate to give them a call, if they don't know the answer, they will be able to point you in the right direction.

hat Keith Robinson could use some help in the down time to get some stuff done a , so if you have a few hours to spare, Keith's number is on the contact page of the back of Pit Pass.

That's all I have for the moment, so...

See you at the track!

President

EDITOR'S NOTES

If you didn't go to Rivers Edge for the Vintage Race meeting on May 28 and 29 you missed a great weekend. The sight and sound of a Porsche 917 in full flight was awe inspiring. Turn One saw two spins by this car. If you ask nicely we might tell you what the maximum decibel reading was!







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IA10806 TECNICA LIGHT

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O.M.P. FORMULA GLOVES (NOMEX® LINED PALMS)
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O.M.P. NOMEX® SOCKS (DELTA C KEVLAR NOMEX®)
O.M.P. NOMEX ® BALACLAVA
O.M.P. EQUIPMENT BAG ($139.00 VALUE)

NOVICE VALUE PACKAGE $985.00*

PURCHASED INDIVIDUALLY, $1420.00

*SALES TAXES EXTRA, MUST BE A NOVICE DRIVER & SCCBC MEMBER.

SEAT SALE!!!

PURCHASE ANY O.M.P. RACING SEAT BEFORE APRIL 31ST AND GET 25% OFF THE PURCHASE PRICE OF AN O.M.P. 6 PT CAM LOCK FIA AP-PROVED HARNESS.
REMINDER: FIA HARNESSES ARE VALID UP TO 5 YEARS WHEREAS SFI HARNESSES ARE ONLY VALID FOR A MAX. OF 2 YEARS.

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tel. (604) 298-5575
www.driversedgeautosport.com

JUNE

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
		1	2	3	4	5
6	7	8 SCCBC General Meeting	9	10	11	12
13	14	15	16	17	18 DRIVER TRAIN-ING	19 DRIVER TRAIN-ING
20	21 Pit Pass Deadline	22	23	24	25	26
27	28	29	30			

SCCBC General Meetings are held at the Coquitlam Best Western Hotel 319 North Road at 7:30 pm.

JULY 2005

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
				1	2	3
4	5	6	7	8	9 CACC #2	10 CACC #2
11	12	13 SCCBC General Meeting	14	15	16	17
18	19	20	21 Pit Pass Deadline	22	23 ICSSC #2	24 ICSSC #2
25	26	27	28	26	30	31

EDITOR ON TRACK

How much do you care about your Club?

Sunday May 8th marked the anniversary of the passing of the great Gilles Villeneuve. As Mike Currie eloquently stated, "No more need to be said beyond the fact that he was a wonderful sportsman, a great racing driver with fantastic car control, was a genuinely nice guy and a truly great Canadian. He is sadly missed by all of us real racing fans."
This got me to thinking; thinking about Gilles' world of racing, the one he lived and died in, so tragically and prematurely, a world of fame and (now) fortune, a racing world one miles apart from what most of us share at Mission. It's not a great leap for any aspiring racer to look at that world of colour and intrigue with wistful longing; after all, there's so much going on, so much potential, so much fulfillment. But you know, we do have something of equal value in our racing world, it just may not be quite so audacious and overt or measured in quite the same way. If you read the title above and then felt I was getting a little ahead of you in this first paragraph, you should be catching me up fast by now. Yes, it's our club.

So how much do you care about our club? Now there's a loaded question. What does he mean by that you might think? Well, it's quite simple in my books. How much do you appreciate what we have, and you know, I think the answer can be measured by your involvement in the club, beyond the part that is self-serving of course.
A few dedicate souls put in many hours every month, in their own way contributing their time and expertise to the overall effort.
A few more do absolutely nothing! Smug in the knowledge their dues are paid, and by extension their responsibilities met, they come and go, use the opportunities our membership affords us solely for their own benefit and give nary a thought to the logistics involved in making the club run (something all the money in the world won't do by itself).
By far the majority fall somewhere in between. This is the group that can make a difference, for the first group has nothing left to give and the second group had nothing to give in the first place, never will! Consider this:

Nobody can do Everything,
but everybody can do something
So, if everybody does something,
then Everything will get done.

No particularly profound, but it holds a measure of reason don't you think? I feel a big factor in this participation issue is habit. Some are in the habit of contributing and some are in the habit of, well… not. To change ones habit(s) one needs a change of attitude. My cherished sister Jane in Calgary, a Psychologist don't you know, has on the wall of her practice, a few words of wisdom

she laced together some years ago. "Attitude is everything – choose a good one". How can you argue with that?

In one of Keith's Track Chat columns, he recently mentioned the evening work parties out at the track. He words linger and ruminate in my mind still; they form a wonderful image, for they ring so true. "Summer evenings at the track are quite peaceful, give it a try!!" This nicely encapsulates the rewards of participating, no matter what it is you do (for the club).

Whether you realize it or not, we are so lucky, for we have a great group of individuals assembled together. I have been told by several people that they see a certain warmth and charm at SCCBC that's not always obvious at other clubs. Spending a little extra time with some of our fellow members has its own merit and rewards, never mind the pleasure and satisfaction of achievement in helping the club move forward. You will have an opportunity in the near future to start a new habit, one of involvement in the club business through an opportunity to give some input as to how you would like to see the club move forward. Dawn our secretary has taken the initiative of posting a notice in this issue of Pit Pass to start this process. When the time comes, please do respond and send in your contribution, and remember, attitude is everything! If you want to be taken seriously, keep your observations constructive, well thought out and progressive. I would think that whining, self-serving comments will be processed appropriately, and deservedly so.

If you have the attitude of why bother as you wouldn't make much difference anyway (you probably don't vote), or, there's little you can do because of your busy circumstances, (whatever they might be) perhaps you need to re-align your thinking as nobody has a monopoly on that - we're all busy. Be brave, hold your breath and make the effort to get hold of someone in the club exec. Our season is well under way, but it's certainly not too late. Chances are we may never get the opportunity to share in the world of F1, but all of us certainly do have the opportunity to share in the world of SCCBC. Guaranteed, there's something you can do to help, somewhere you could make a difference, and guaranteed, you'll be very glad you did! After all, it will mean you truly do care about your Club and almost for sure, Gilles would look down from his lofty station in racer heaven and nod in agreement, unless of course he was wearing the new obligatory Hans devise, which would then mean a smile of approval instead.

As always, a reminder to you all that we are always looking for feedback, input and material for Pit Pass. If you have anything you want to say or contribute, please get it in to Robin and myself – the sooner the better. (pitpass@sccbc.net)

Cheers,
Pit Pass Pete.
PS. you're welcome to call me any time at 250-565-8888 to discuss this or any other matter – we really do want your input!

SCCBC Club Meeting Minutes—May 11, 2005

Executive Present

Terry Ward – President	Dawn Haines – Secretary
Mike Kaerne – Past President	Keith Robinson – Chairman TOC

Call to Order

Meeting called to order at 7:47pm by President Terry Ward, with 24 members, shortly after a 25 member arrived making a quorum.

Reading of Previous Minutes

Minutes of April 13,2005 meeting read, moved by Kevin Skinner and seconded by Ray Stec to adopt the minutes as read.

Correspondence

Information regarding1st annual Gastown Show Shine June 5, 2005 and the 6th Annual Royal City Show & Shine July 24, 2005. Few copies of the April MayDay.

Old Business

April 13, 2005 motion by Robert Currie: To allow any club member who presents a valid, current SCCBC membership card free entry to SCCBC race events at Mission.
Mike Kearne called for the question. Terry Ward put the vote to the floor. Motion was passed unanimously.

Al Ores advised that in the old Westwood days, if you were a club member that received free admission you were expected to help out if requested. The free entry is as a spectator, you will not receive a wristband for access to hot pits etc unless help is required in those areas.

Mintu Towing, located in Abbotsford has stepped up to provide us with a tow truck for the 2005 season. SCCBC will provide free advertising via 4x8 sign and advertisements over the PA during the race weekend. As always, please show your support and appreciation to our sponsors and call Mintu next time you need a tow truck! Mintu Towing in Abbotsford 604 807 4200.

The Executive has taken a second look at the novice fees and decided that we needed to make some adjustment. The novice fee effective immediately has been reduced to the one-day rate of $135.

ICSCC *Report by Kevin Skinner*

First race went well, weather was good
It is worth noting that SCCBC is encouraging open wheel racing by being the only club running full

open wheel novice races at every conference event. Other clubs are allowed to drop the open wheel novice race if there are not many entries. Further encouragement is provided by having senior racers run along side of the novices in order to give the novices more experience in racing situations, passing etc.
The issue in the tech area appears to have been solved. Everyone has to remember that we are in the sales business, we need to be neat and polite.

***CACC** Report by Bruce Yeo*
Things are currently quite; next race is July 9&10
Working on the Knox Mountain Hill Climb
Victoria Hill Climb will be in September
Recently attended a meeting in Langley, looking at setting up a Drifting event Aug 20th at the Tradex. Event will be CACC sanctioned. A Drifting group from Los Angeles will come up to show how it's done.
CACC has a new steward – Wayne Groff

Vintage *Report by Ian Wood*
All up to speed for Historic Motor Races May 28 & 29th. Thank you to everyone who has helped so far and we are looking forward to your ongoing support.
Currently looking for someone for gate security on Saturday.
Currently have 67 entries; the Porsche 917 on the poster will be at the event.
Expecting a significant number of Porsche to be at the event.

Race Chair *Report by Tom Roy*
Vintage race coming up.
Last race was busy, expect much better at upcoming races.

META *Report by Ann Peters*

Club is now meeting every two months, not much currently happening.

META appreciates the new lunches being provided.
Pete Sims was a guest speaker at a previous meeting. He talked about his time in Europe with Bobby Rahal's formula 3000 team.
META will again be involved with the soapbox derby on June 25.

RDC *Report by Ray Stec*
Summer school coming up, entries are trickling in.
RDC meeting is May 29; please make it if you can.
Number of recent driver training graduates showed up at the last race weekend and did well; remember to try to help the new drivers.

Membership *Report by Ray Stec*
New Life Member Jim Reid attended last weekends Randall Celebration and thanked everyone for his life membership, he was very honored to receive it.

4 Honorary
17 Life
15 Emeritus
2 Associate
228 Full
266 Total

Historian *Report by Ron Curties*
On the Friday May 27th there will be a Retrospective – reunion of old racers, officials etc at the Abbotsford airport. Dinner will follow after 8:00pm at ABC Restaurant, Exit 87 in Abbotsford

New Business
Bruce Yeo asked if SCCBC would be making the $2500 donation to the worker fund. SCCBC Executive had a few questions and is waiting for additional information from Irene Chambers who is spearheading setting up of the fund.

West Coast Series *Report by Kevin Skinner*
Two WCS races down, five to go
Current standings will be posted on the SCCBC webpage
Currently have 30 registered; 21 up and running and the rest anticipate running by mid July
Everyone seams happy with the victory celebrations
Thanks to the drivers for their support

Track Operations *Report by Keith Robinson*
Most of the major work was done before the first two races in April
Now just working on maintenance
Track manager has track rented out so much that it is hard to fit in work party dates!
No work parties are currently scheduled, however Keith is at the track 2 - 3 times per week so please call him if you can spare some time and help out.

Track Manager *Report by Al Cruickshank*
10 rentals complete, 30 more booked, gained a few new ones and lost a few.

Vice President - Operations
No report

Vice President – Administration
No report

Secretary *Report by Dawn Haines*
In an effort to improve our great club, we will be sending out a survey. We would like to get your feedback on what you like about the club and what areas of the club you feel we need to improve on. Please provide us with all of your comments.

President
No Report

Good & Welfare
Kevin Skinner and the entire Skinner family thanked the emergency staff and everyone for helping out John Paul on the last race weekend. They also appreciated all the phone calls from everyone who had been calling to find out how John Paul was doing. He is fine! He won't be racing for a while but all is fine and the car is back in running order. Again thank you very much from the Skinner family.

Swap & Shop
Robert Barg – approximately 30 houses are having a garage sale this Saturday near Coquitlam Centre, corner of Glen & Johnson.
Ray Stec - Nissan 280Z dashboard complete with everything – all gages, dials etc
Ian Wood – Two Porsche 15 inch mag wheels $100 for the pair.

Adjourned
Meeting adjourned at 9:15pm moved by Mike Kaerne and seconded by Kevin Skinner





GOOD QUESTION
Equal Track Time – Continued….

Our Good question from last month is summarized as follows: Please explain the disparity with fees vs. track time in various race groups. ……how do you arrive at the varying fees and justify the differences? (please see May issue for full question).

After talking initially with our club president Terry Ward and then with Curt Stroms, the CACC novice director, I was given the distinct impression there was some differing of opinion on this issue from the perspective of SCCBC and CACC. The stand from SCCBC at the time was that the difference in fee structure was balanced out by an opportunity to participate in an extra day of racing at the senior driver level once a novice license had been up-graded. CACC was clearly not comfortable with this approach and asked to be given time to look into the matter (see May issue for full report).

Since then we have heard back for both parties with the following results:

CACC had the following comments. Curt Storms, the novice director, told me that subsequent to my inquiry last month, he first discussed the issue with the CACC exec and then approached the SCCBC exec. He told them that it made no sense and that something really needed to be done. Curt told me that there were some options open to him to press the issue should this matter not move forward to an agreeable conclusion. Fortunately, things did move ahead and Curt wants to sincerely thank the SCCBC exec for looking into the matter and dealing with it in a timely manner. He's what developed:

SCCBC president Terry Ward informed me that after the enquiry from Pit Pass and from the CACC novice director, the club exec decided to take another look at the situation. Subsequently, after further discussion on the matter the club exec decided on a different approach, namely that the Novice fees would be rolled back to the same as Vintage and that any novice that had paid fees in the old structure would be reimbursed the difference for all races entered in the 2005 season prior to this announcement. He wants to thank all the people involved in bringing this matter to the attention of the club and is pleased that the issue could be resolved in a way that creates a balanced approach for everyone. Please see the minutes of the May club meeting in this issue for more details on the way it was announced at the meeting.
On a different note, Mr. Ward also informs me that as a result of another incident, it came to light that SCCBC club members who did not have a pass to the River's Edge track on race weekends were required to pay an admission fee at the gate. The exec felt this policy needed to be changed and that it was appropriate to show good will by extending the courtesy of entry with no requirement to pay an admission fee at the gate to all valid, card holding members.

Pit Pass Pete (the intrepid)

SPOTLIGHT

Jim Hargrove



2003 was the year I sold my Sports Racer after winning the P2 Championship in the WSC series, but much to my chagrin, all season long chased an illusive and formidable adversary. Unfortunately for me, that was also the year that a certain name kept popping up all the time, mostly because he kept winning, and winning, and winning. That name of course was Jim Hargove, and he won so much that he ended up with a perfect record and was crowned the WCS Champion, not only in P4, but the prestigious overall "Series Champion" title. A tough act to beat, just like Jim himself - I've always found him to be straight up, a gentleman and very agreeable and pleasant to talk to – a credit to our club and to our sport.

Jim was born in Ottawa some time before 1960 and grew up there until he made the big move west to take up studies at UBC as an Electrical Engineer. The most significant part about the relocation for us is what happened next. He ended up as president of the University Sports Car Club, and there it all began. His first car was a bone stock, 1972 2-door 510 he bought in 1977 for $512.60; yes, I have the decimal point in the right place, that's five hundred and twelve dollars and sixty cents. He recalls driving down through Gas Town and not being able to see a thing out of the rear view mirror save blue smoke. This lead to the inevitable engine rebuild, which must have been done right as that little car and it's new engine lead him to a 1st place finish in G stock autocross and he followed that up with the autocross Novice of the Year title for **D** Improved the very next year. The circuit took him to places like Nanaimo, Prince George (hey! where's that?) and Boundary Bay.

During the 80's he focused more on other's driving, and in particular Road Racing at Westwood where he worked with META volunteering his services. He fondly recalls the Trans Am cars, Atlantics, the GM Challenge Series and the Honda Michelin Series, watching the likes of Hiro Matsushita, Michael Andretti, Jacque Villeneuve, Bobby Rahall, Greg Picket and Bob Tulluis, memories shared by more than one current SCCBC member, that's for sure.

It was now 1990. The scene was set in the parking lot at Blackcombe and an autocross event he attended while holidaying at Whistler. It was all too much for Jim to sit around and watch any more. That day brought an end to his hiatus - Jim wanted back in the saddle again, the racing saddle that is. Some time later he was in Sam O'Young's shop at Performance Styling and there he saw the Import Automotive '76 yellow Civic, a quick yellow civic that ran in C modified. It didn't take an awful lot of encouragement to persuade Jim to buy that infamous yellow beast. It had a history, with not just Sam, but the likes of Mike Boyle, and Andy Field. 1992, 93 and 94 were good to Jim and old yella lead him to the C Modified championship three years in a row.

Finally, Jim joined SCCBC in 2001 and bathed himself in road racing. His most memorable racing weekend was the 2003 MIV where he won the P4 class in WSC Invitational, prior to wrapping up the championship a few races later back at River's Edge. As he observed, the first time down to MIV, he was impressed with the noise and pace of the Champ Cars, but some years later, when he raced himself, it was as if those "other" cars didn't exist, as everything was focused on his effort and the WSC race. Those efforts obviously paid off in spades. Getting back to our track, like so many others, he too says that the best thing he likes about our local weekends down at the River's Edge course is being there, rubbing shoulders with other club members, volunteers and just about any other race enthusiast who happens to be around. Well Jim, I'm quite sure the feeling is mutual – there's always a welcome to a genuine fellow that gets high on just being around other club members. Jim's next goal is to get to the SCCA National Run-Off's. Last year saw early efforts to get the car together, and thanks to the help of Robbie Dunlop they started to produce results, but, as is often the case, they had their moments and their challenges, not the lest of which was gearbox problems. They do have a new tranny on order and his thirst to take in those Run-Off's looms larger than ever. We will insist Jim keeps us abreast of his progress so we can keep the club informed and up to date. Make a point to give Jim lots of encouragement any chance that you get, plus a pat on the back to Robbie for all his expertise and hard work.

When asked about a pet peeve at the track, his answer was one I had not anticipated. Not enough people know about us, about Road Racing in BC, about River's Edge. Oh yes, most know about Mission Raceway, but are surprised to find out about the road course. "Not enough advertising" says Jim. "I'd willingly pay an extra five bucks on my entry fee so that SCCBC can put an ad in the Thursday Sun before a race weekend. This paper already has a feature that day called "That's Racing". Why are we not taking advantage of that?" Well Jim, that's a bloody <u>Good</u> <u>Question</u> and maybe something we should follow up on. Good luck at those Run-Off's Jim – go get 'em boss.

You want to know who's in the hot seat for July? - well don't miss the next issue. As always, make a point of saying hi sometime to these people featured in our Spotlight column, along with a big thanks for being generous enough to share their time and thoughts - you never know, you could be the next one featured under our Spotlight! If you wish to nominate a fellow club member (or even yourself) please let me know.

Pit Pass Pete.

BRINGING THE PORTABLE LOO INTO THE 21st CENTURY?



The adjacent picture shows a revolutionary alternative to the infamous Portable Loo, so familiar to legions of volunteer track workers. The SCCBC Executive should be seriously considering the adoption of such a device for use at the River's Edge Track. As presently designed it appears to be rather short of horsepower, but one would imagine that a simple redesign incorporating a Suzuki GSX1300RR Hayabusa power unit, which apparently develops 185bhp at 11,000 rpm, coupled to a 6 speed sequential gearbox should provide adequate performance to meet the track workers needs. The styling is a bit rustic and the aerodynamics need some work! Maybe some privacy screening would save female workers from embarrassment. Of course there also seems to be a lack of safety equipment! Some form of flashing strobe light would have to be installed on the roof.

We believe that as there are a rather small number of users for each Portable Loo as presently arranged, the financial feasibility of a mobile machine would be obvious to the brilliant minds of the club executive. There would be significant reductions in capital and operating costs if only one such unit was employed. Maybe some sort of consultation with META would be involved.

How would such a machine be employed? We envisage that the mobile Loo would be under the full direction of Race Control. Any turn requiring its services would request its dispatch via the Communicator as for, say, a Tow Truck. According to the degree of urgency the equipment would be dispatched along the track, or by the shortest route. (Maybe four wheel drive would be an asset). Of course only experienced race drivers would be allowed to make sorties during a race. They would have to take care to avoid any stressful incidents during the trip as one would not wish to have a used piece of equipment arriving at a turn!

Some decisions of protocol would also be needed. We suggest that in lieu of a waved white flag as the machine passes a turn, a green flag with a brown splodge in the centre be waved, reverting to stationary once it passes the next turn. If any spills occur, the usual debris flag would be shown in addition. There would be a Sani-Dump established adjacent to the present staging area for the Pace Car. Any race car colliding with this equipment would be black flagged and ordered to be driven to a suitable sanitising facility.

Comments anyone?

Your desperate Pit Pass Editors.
(see what you get if you don't contribute articles!)

WESTCOAST SPORTS CAR CHAMPIONSHIP
MAY REPORT

SCCBC - WESTCOAST SPORTSCAR CHAMPIONSHIP 2005

	DRIVER	CAR #	CLASS	April 09/10/05	April 23/24/05	TOTAL
1	Keith Robinson	90	P4	29	26	55
2	Steve Paquette	22	P1	27	26	53
3	Tim Brausse	30	P2	27	24	51
4	Kim Fabro	726	P3	27	24	51
5	Dave Whieldon	56/756	P3	24	24	48
6	Mike Kaeme	1	P1	DNF/2	27	29
7	B. Styan (G. Paetz)	21	P2		29	29
8	Bruce-Thomas(Bainbridge)	731	P4		27	27
9	Ryan Ennis	720	P3		27	27
10	Ian Wood	8	P1	26	0	26
11	Steve Ross	72	P2	26	0	26
12	The AD Works (Kevin Skinner)	61	P3	24	DNS	24
13	Earl Berg	312	P1		22	22
14	Happy Face Racing (Greg Carter)	16	P2	22		22
15	The AD Works (Peter Skinner)	29	P3		20	20
16	ReEntry Racing (L Bell/D Repel)	118	P3	DNS	18	18
17	Super 7 Motorsports (David Saville Peck)	7	P1		DNF/2	2
18	Harry Watson	02	P2		DNF/2	2
19	Owen Walstrom	97	P3	DNF/2		2
20	T. Ward (B. Helevang)	36	P1		DNS	0
21	Mark Keller	16	P4		DNS	0

This month we are in a break between events so there is little change in the points table. A reminder that round three of the WSC 2005 happens July 9 and 10 at The Rivers Edge, Mission BC. This "time-out" between events will allow a number of competitors to repair or complete their cars and many have assured me they will be out for the July events. There are 4 events left in the championship. The series is proving to be competitive with a P1 and a P4 car tied for first overall, and a P2 and a P3 car tied for second overall. Only 2 points separate the first 4 cars. We have great grandstand viewing so mark your calendars for the July 9-10 weekend and bring your family and friends to what promises to be an exciting weekend of WSC racing

Kevin Skinner

WELCOME TO THE FOLLOWING NEW MEMBERS

Nick Woodhouse
Terry Pickering
Marcello Zappone
Graham Morin

Membership now totals 271

ASN CANADA FIA
CACC

CACC 2005 Fall Meeting & Banquet

Executive Plaza Hotel & Conference Centre Coquitlam
405 North Road, Coquitlam
1-888-433-3932 or 604-936-9399

Date: November 26, 2005 **Time:** 9:00 am—1:00 am

Meeting Agenda

- Minutes of the AGM Meeting
- Executive Reports
- Club Reports
- Budget Discussion
- Old Business
- New Business
- Elections of Officers
- Individual Group Discussions

Banquet Agenda

- Banquet starts at 6pm
- Door Prizes
- Dinner
- Award Presentations
- Tickets $40 ea.



The underground parkade charges $4.00 for the day and $2.00 for the evening. However, if you plan to attend both the meeting and banquet, you can get a parking pass for $4.00 with the purchase of your banquet ticket before October 31st. The Executive Plaza is offering discounted room rates to our members and complimentary parking passes with the booking of a room. You can ask for Jodi during the daytime or quote CACC for this rate when booking.

To purchase your tickets, please contact:
Christy Hews 604-537-1795 or Rod Mores 604-594-6041



OBITUARY—GERRY MARSHALL, 1941—2005



Many in the motorsport world are saddened over the death of Gerry Marshall, of one of the sport's most flamboyant drivers.

He died of a fatal heart attack at the wheel of a Camaro at Silverstone. He's been described as "a wonderful driver who was "a personal inspiration and a great raconteur with an excellent sense of humour and a generous spirit."

Born 16 November 1941, he was a British saloon car racing driver, considered by many to be one of the best drivers of all time, according to a recent magazine poll. His professional driving career spanned four decades, in 2000 chalking up his 600th win in a race at Snetterton, Norfolk in an Aston Martin DB4. His first win was in 1964, driving a Mini.

However, he is probably best remembered for his flamboyant and crowd-pleasing style during the 1970s driving for Dealer Team Vauxhall in the racing Firenzas "Old Nail" and "Baby Bertha", and also the ill-fated V8 Holden-Repco Ventora, "Big Bertha".

He also won the 1971 Escort Mexico championship, driving for the same team as the equally respected rally driver Roger Clarke. Marshall's style has been described as "sideways, on-the-edge cornering style that was to distinguish his driving in any car, large or small, front or rear drive." This outward appearance belied an extraordinary cool-headed ability and intelligence behind the wheel. His biography, published in 1978, is titled "Only Here For The Beer".

Our sympathies go to his family and his many, many friends.

GILLES VILLENEUVE



Sunday, May 8th, marked the anniversary of the passing of the great Gilles Villeneuve.

Rocketing to prominence in the Formula Atlantic scene in the mid-1970s, Villeneuve replaced Niki Lauda at Ferrari for the end of the 1977 Formula One season. Remaining with the Scuderia for his full career, Gilles' statistics (just six wins and 2 poles in six seasons) appear paltry beside his reputation. But a closer look reveals that Villeneuve had such raw natural talent and an enthusiasm for GP racing that the World Championship would have been inevitable. He scored his first win at the Canadian Grand Prix the next season, and in 1979 posted three wins and seven podium finishes while standing honorably by team orders — driving nearly the entire race in 2nd place — at the Italian GP at Monza so that team mate Jody Scheckter could win the title. Described then as "perhaps the most tenacious fighter seen in racing for years," Gilles took 2nd place in the World Championship by a slim four points and in the '79 French Grand Prix, won by Jean-Pierre Jabouille in the first victory for a turbocharged engine in the modern F1 era, waged a fantastic duel with René Arnoux for second place, with Villeneuve crossing the line 0.3 seconds ahead (in the first race announced by Murray Walker for the BBC).

Saddled with an inferior car, Gilles nonetheless won at Monaco in 1981 — pictured above — and in the Spanish GP two seeks later. That would sadly prove to be his last F1 victory, however. Just as Ferrari were developing a promising turbo engine for themselves, the FOCA-FISA controversy led to a virtual boycott of the 1982 San Marino GP. There, in a far from full field of just 14 entries, the Ferrari 126C2 turbos were running 1-2, with Villeneuve leading from Didier Pironi, when the team ordered the drivers to slow to conserve fuel. Yet Pironi passed Villeneuve before the Tosa hairpin with 1/2 lap remaining and took the win, causing Villeneuve — who said "I was cruising along so easily and believed that Pironi was being honest until he slid past me with all wheels locked" — to vow he would never speak to his team mate again.

That would not happen. Consumed with dismay and disbelief at being betrayed, Gilles was determined to beat Pironi in the Dutch Grand Prix at Zolder two weeks later. Taking the track in practice to top Pironi's slightly faster qualifying time, Villeneuve was on a hot lap when the dawdling March of Jochen Mass strayed into his path. Unwilling to lift, Villeneuve ducked inside but was launched over Mass' left rear wheel, the Ferrari instantly cartwheeling to destruction across the track, nose in the sand, flinging the driver out of the cockpit. The suicide-in-installments that was Villeneuve's life had reached its final phase, driving Enzo Ferrari to tears and leading Villeneuve's own son, 1997 World Champion Jacques, to adopt a calculating and far different approach to the "art and genius" of Grand Prix racing. As Nigel Roebuck of *Autocourse* wrote in 1982, "Gilles has gone, and with him the light of genius in Grand Prix racing. In time, of course, another star will emerge, but it will never twinkle with the same intensity again. We are back to normality once more. The impossible cannot happen."



Official Notice: Club Survey – Please participate

In an effort to improve our great club, you will be receiving a survey shortly via email or snail mail. We would like your feedback, comments and suggestions on the club and what areas you feel we need to improve on. All replies will be anonymous and confidential.

This is your club please make your voice heard and return the survey!

SCCBC Secretary

HAWK PERFORMANCE

SCCBC appreciation sale - now on till May 31, 2005.

Show your SCCBC membership card and save 15% on all in-stock Race Pads – beat the price increase effective June 2005.

e.g. HB111S – Camaro/Mustang/Corvette - was $303.00. Sale $257.00
e.g. HB218S – Honda - was $225.00. Sale $169.00

Similar savings on all in-stock Street Performance and Ceramic pads.

WEDA PERFORMANCE

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E.weda@shaw.ca

05/05

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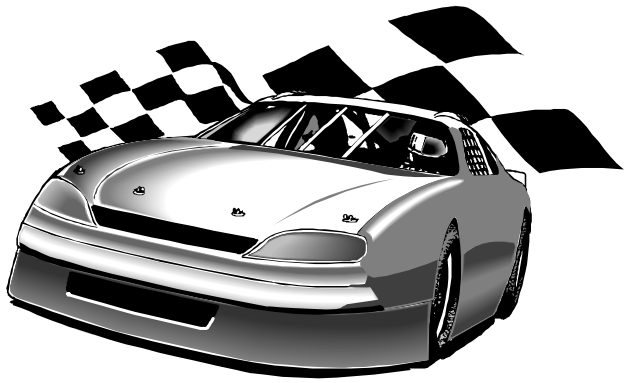
HI FROM META

The Celebration of Life for Bob Randall at the April Conference race was truly a celebration of two people who lived life to the fullest. META is proud to say that Bob and Hilda were members of our club for many years and we will never be quite the same with both of them gone. The fly over was the perfect touch in a wonderful evening of sharing memories and meeting many old friends, but I think what really hit home for me during the speeches was Paul Whitworth's comment about Bob and Hilda doing whatever was needed without thinking "What's in it for me?". It is very hard to find people who think that way today but we have to keep trying. Fortunately both META and SCCBC have dedicated members who continue to give without counting the cost, but let's do what we can to keep those numbers increasing. Both clubs can only benefit from this and continue the legacy that Bob and Hilda leave with us today.

Ann Peters
President META



RACE AT THE 2005 GRANDPRIX EDMONTON CHAMPCAR EVENT!



Here is your opportunity to race the inaugural Edmonton Indy!!! ProFormance Racing has cars available to run with Trans-Am in the new GTA class. Limited seats available. $6,000CDN rental (plus entry & admin fees). You must act NOW!!! Call 604 607 7735 for details.

05/06

WRITER WANTED

Do you or someone you know have a passion for writing? We are looking for a volunteer to prepare a race summary/press release after each race weekend. The summary will be provided to local websites and newspapers and should also include a few pictures taken during the race weekend. If you are interested or if you have any questions, please contact SCCBC Secretary via the website or telephone 604 588 2239.



By Chris Whelan



A great deal of time has been spent adding lightness to the roof structure of MR Zoom Zoom. Delicate cutting, spot-weld removal and scraping off great gobs of goo has resulted in 31lbs of twisted metal and goo saying bye bye as passengers to the thrill of racing. I also removed the windshield, and this now makes it easy for me to move the roof around without having to pull my wife from her duties to help. With a business trip to Europe coming up I really wanted the grinding and cutting finished so I could clean the resulting mess and come back to a tidy garage. I also wanted to mock –up the roof with the front and rear clips so it would feel like I am making some sort of progress. With this agenda met it was time to go to Europe. I always enjoy Europe, even if it is on business. I appreciate the architecture and history, but I also enjoy the automotive culture to an equal degree. To Europeans, I am sure many of the cars I find interesting are looked at as ordinary or common, like most of us look at a Chevy Caviler or Ford Tempo. But to me, the designs are new and exciting with innovations not yet seen this side of the pond. Then there's the driving mind set. For the first part of my trip I was in Hanover, Germany. Each morning my Swiss associate would pick me up at the Hotel in his Audi A6 and we had a 20-Kilometer trip that included a short stint on the autobahn. This mundane commute typically reached speeds in excess of 200kph, and we still had to make certain we stayed right as other drivers had apparently slept in. The cars seem up to the task of travelling at hyper speed but we ended up renting a VW Torag for our trip from Hanover to Luzern. Although a very nice vehicle and I'm sure the W10 would swallow up the autobahn like a Python at an egg farm, we had to make due with a 6 speed Turbo diesel. Around town it proved adequate with its short gears but once we got it on the autobahn it was only really comfortable between 140 and 160kpm. At 180 it started to get a bit floaty and we needed a really long downhill stretch to get much

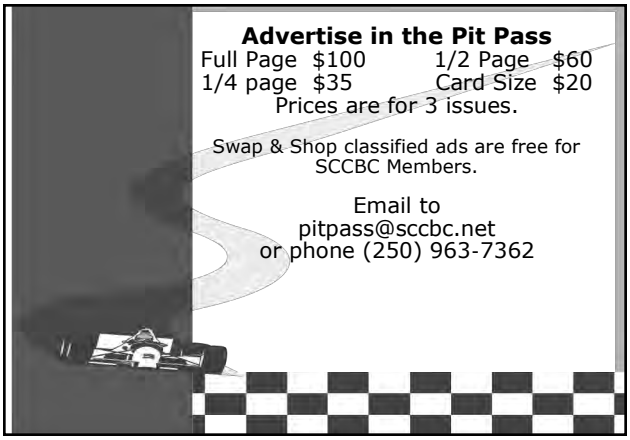
more out of it. BMW 745's, Mercedes SL500's the odd Bentley, Maserati Quatroporte and even a beautiful Aston Martin rocketed past leaving a wake that had the VW rockin and a rollin. Once in Switzerland a more conventional traffic policy prevails and the Torag was quite happy trundling through the Alps.

Minivans. Sorry to shock you like that, but Europe has great minivans. In Hanover one of my colleges had rented a Renault Espace van. It had a low belt line for great vision, was turbo diesel, which offered great mileage, could seat 6 people in relative comfort, all in a package much smaller than a Dodge Caravan. It also had built in, pull down side screens and a nifty built in GPS system. This would be the perfect vehicle for my wife, as she treats the gas pedal like an on/off switch with fuel mileage to match. The best minivan I had the privilege to experience was a Fiat Multipla. Once again, it has a funky design with all sorts of bulges, lots of glass and a manual transmission with the shifter emerging from the dash within 6 inches of the steering wheel allowing for 3 front seats and as we were about to find out, quick shifts. The Multipla was used to shuttle dinners from our hotel to a local restaurant about 2 km away. I had seen the road to this restaurant earlier in the day and actually thought it was a pedestrian path. It hugs Lake Luzern along a sheer rock face, much like the west end of the seawall in Stanley Park, only twistier. I am sure a Ford Expedition would end up being wedged between the railing and cliff attempting to navigate one of the tight turns. Our driver for the journey was the owner of the restaurant, a 60ish lady with a pleasant disposition. The sporty nature of the vehicle quickly became evident as she rowed up and down through the first three gears with the finesse of a master. The Multipla's taut suspension was given a workout as cyclists bailed and pedestrians clung to the railing in wide-eyed disbelief. Mrs. Michael Schumacher as I called her, had this road down to an art. After a pleasant meal on the patio overlooking the lake we though we would walk back to the hotel and enjoy the warm spring evening. About 10 minutes out of the restaurant a high pitch wail broke the silence of the evening, Swans gliding serenely through the lake panicked, frogs went silent, we turned and jump to safer ground. It was Mrs. Michael Schumacher. She realized we had left and thought we were upset that she was not there to drive us back. Not wanting to hurt her feeling we all jumped in and enjoyed the return experience on full stomachs. Now that I am back, the Garage is clean and my automotive juices are revitalized I can start the chassis construction. Auf wiedersehen!

2005 Pit Pass Deadlines

June 21	July 21
August 21	September 21
October 21	November 21
December 18	

Your suggestions are always welcomed
and your stories are always appreciated.



What's New

What's New" is a quick reference column for catching up on what's in place, new or planned for Pit Pass.

- Already in place:

- **Racers Rant** – have you a pet peeve ? Sent it in and we will print it ! Try to mix in a little humor for lighter reading
- **The Funnyside** – a little something tasteful and humorous and perhaps enlightening for everyone – got something you think we would all enjoy ?
- **Spotlight** – we will target a club member every month that we can introduce to you and enlighten you on what it is about them you might like to know.
- **Good Question** –send in your questions and we will attempt to find out and print the answer.
- **Track Chat**, by Keith Robinson
- **Letters to the Editor** – yes, we want them. Send in your reaction and opinion on current events

- Ideas for future issues:

- **Suggestion Box** – a section where you can promote new thoughts and ideas, which often leads to improvements. Let us know what vision you have for the future.

- Do you have any ideas for Pit Pass ? – let us know. We welcome your input.

- Note on Submissions:

- Unfortunately due to time constraints, we can only accept material by email, and when sending in those ideas and info, please send as a WORD attachment. This makes it so much easier to move things around and post them. We cannot be responsible for E&O or typo's so please make sure that your content is accurate and the way you want it read. As any reasonable person would expect, SCCBC reserves the right to refuse submissions to Pit Pass on legitimate grounds of unseemly, undignified or divisive content. Please send all questions and material to: pitpass@sccbc.net.

SCCBC Membership Privileges

Associate Members: Attendance at general meetings and social functions. Receipt of bulletins and other club publications. Wearing of club insignia. Service as committee members.

Club Members: Same as Associate Members plus service as committee officer or executive officer after one year of membership. The right to vote on the business of the club. Access to and use of the Mission Raceways paddock and clubhouse during SCCBC events. Competition in motoring events of the SCCBC for the term of club membership, with points accrued.

SCCBC Membership Responsibilities

All members must agree to abide by the objectives of the Society as set down in the Constitution, and

- To promote, encourage, and support Motorsport within the Province of British Columbia.
- To foster sponsorship 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.

SCHEDULE AT RIVER'S EDGE FOR 2005

June 18-19	Driver Training
July 9-10	CACC #2
July 23-24	ICSCC #2
Aug 20-21	CACC #3
Aug 22	Westwood Motor-cycles
Sept 3-4	ICSCC # 3
Oct 8-9	CACC #4

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 604 588 2239 to have forms mailed.

Pit Pass Advertiser's Info:

Cost:

Full page $100
1/2 page $60
1/4 page $35
Card Size $20

Pricing is for inclusion in 3 consecutive issues.

(Members get 3 months for free for private adverts)

Requirements:

Lay out your ad in a WORD document. Be sure to get the details and spelling accurate and correct as we will not proofread or edit your ad for E & O's. Photos are welcome, in JPEG format, but put them in the document where you want them.

If you have an unusual or special format for your ad, please contact the Editor (250-963-7362) to make appropriate arrangements.

SCCBC always reserves the right of refusal for any request for inclusion in Pit Pass

Procedure:

Email with attachments to pitpass@sccbc.net

Swap & Shop

Race Ready!



Going back to school, must sell quickly!
Transponder, Eibach springs, rear disc brakes with posi, race harness, window net, race suit and more! Lots of spare parts including, oil coolers and transmissions. $6,750.00 o.b.o.
Call Christy 604-537-1795

05/06

GARAGE FOR RENT

North Burnaby area;
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Storage Only
Available June 15th
$250/month

Contact Al Brown, 604-924-2406 or yabrown@shaw.ca

05/06

FOR SALE

1988 Van Diemen Formula Ford (RF88), strong Ivey engine, rebuilt Penske and Bilstein shocks, beautiful new paint, 8 Panasport lightweight wheels,
extra set of brand new slicks, comes with two spare noses, extra nose box, and molds for side pods and nose, many extra gear sets, many spare parts. A truly beautiful car. Absolutely ready to race. Can.$14,500. Call Michael Lensen 604 417 9706 or 604 951 8214.

05/05

FOR SALE

O.M.P. Driving suite 3 layer rated, [no Nomex undies necessary] Black with yellow trim.
Good shape. Size 56 fits 5ft 8" to 10" tall. $275.00.
Unused undies available from Rear Ends only—we know undies!
Call Ian @ 604 433 4717 or drop by Rear Ends Only @ 7140 Russell Ave. Burnaby.

05/05

SPORTS CAR CLUB OF BRITISH COLUMBIA
Application for Membership 2005
(MUST BE SIGNED)

MEMBERSHIP PRIVILEGES	
Associate Members:	***Club Members (includes family members):*** Same as 1,2,3,4 and also:
1. Attendance at general meetings and social functions.	5. Service as Committee Officer or Executive Committee Officer after one year of membership.
2. Receipt of bulletins and other club publications.	6. The right to vote on the business of the club.
3. Wearing club insignia.	7. Access to and use of River's Edge paddock and clubhouse during club events.
4. Service as committee members.	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.

1. To promote, encourage, and support motorsport within the Province of British Columbia.
2. To foster sportsmanship and give mutual guidance and assistance within the membership.
3. To encourage and promote safe driving.
4. 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.
5. To allow the information I provide above to be entered on the club roster and to be distributed to other club members.

Signed _____ **Dated:** _____

NAME: _____

ADDRESS: _____

CITY: _____ **PROV/ST:** _____ **P.C.** _____

TEL: Home _____ **Bus:** _____

E MAIL: _____

OCCUPATION: _____

VISA/MASTERCARD #: _____

EXPIRY DATE: _____ **(if paying by credit card)**

Membership Type (circle)
(includes GST)
FULL: $50.00

FAMILY: $25.00

ASSOCIATE: $40.00

PAID BY: (circle)

CASH

CHEQUE

VISA/MASTERCARD

Mail application and fees to: SCCBC MEMBERSHIP, C/O Ray Stec
18978-119th Ave, Pitt Meadows, BC V3Y 1X6
Tel: 604-465-5773 (no calls after 9:00pm please) e-mail: membership@sccbc.net

ALL APPLICATIONS MUST BE SIGNED

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

SCCBC Executives & Other Volunteers

Title	Name	Telephone	Fax	Email
President	Terry Ward	604.941.5347	604.941.5377	Pres@sccbc.net
Vice President—Operations	Bryan Hellevang	604.467.2910		Vicepres@sccbc.net
Vice President—Administrative	John Cartwright	604 436 0564		Adminvice@sccbc.net
Secretary	Dawn Haines	604-299-2000		Secretary@sccbc.net
Treasurer	Laurie Kaerne	604.294.8994		Treasurer@sccbc.net
Track Operations	Keith Robinson	604.888.9409		Trackops@sccbc.net
Past President	Mike Kaerne	604.299.2000	604.299.2009	Pastpres@sccbc.net
Membership	Ray Stec	604.465.5773		Membership@sccbc.net
RDC Chairman	Ray Stec	604.465.5773		School@sccbc.net
Parliamentarian	Pamela Stec	604.465.5773		Membership@sccbc.net
Pit Pass Editor	Robin Fairservice & Peter Weedon	250.963.7362		Pitpass@sccbc.net
Historian	Ron Curties	604.469.2000		
ICSCC Executive Board Representative	Kevin Skinner	604.856.8957		ad_works@telus.net
ICSCC Contest Board Representative	Scott Arthur	604 826 5251		
Race Chairman	Tom Roy	250.248.6614		tomroy13@shaw.ca
Registrar	John & Pri Randall	604 858 3453	604.858.3453	Registrar@sccbc.net
Course Marshal	Irene Chambers	604.944.7759		chambersw@shaw.a
Technical Inspection	Jim Kurtz	604.298.7227		j.kurtz@shaw.ca
Timing & Scoring	Perry Afaganis/Marc Ramsay	604.820.0952		perry@gods-of-timing.org
Track Manager	Al Cruickshank	604.941.2664	604.240.1537 cell	aldel@telus.net
Track Admission	Leslie Skinner	604.856.8957		ad_works@telus.net
CACC Race Director	Paul Bunbury	604.932.3253		Race@caccautosport.org
Marketing & Communications Director	Vacant			

Sports Car Club of British Columbia
P.O. Box 2125
Vancouver, BC Canada
V6B 3T5

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