



# PIT PASS

November 2006



**A HOT FLAME JOB**

**PHOTO BY GERRY FRECHETTE**

**PLEASE NOTE THAT FROM NOW ON SUPPLEMENTARY REGULATIONS, ENTRY FORMS AND RACE SCHEDULES WILL BE FOUND ON THE CLUB WEB SITE: [WWW.SCCBC.NET](http://WWW.SCCBC.NET)**

**The Official Newsletter of SCCBC, founded in 1951**

## CONTENTS

	Page
Prez Sez	3
SCCBC Calendar	4
2006 Banquet	5
Editor on Track	7
WAV Draw results	11
PIT PASS from the Past	12
Letter to the Editor	15
O'Young is a Champion	16
Taylor Archer Test	17
Good Question	18
Mangarage No. 24	20
SCCBC Club Meeting	22
Spotlight	25
Track Chat	27
Westcoast Sports Car Championship	28
Swap & Shop	29
2007 Membership Application	30
SCCBC Contact Info	31

## QUOTE OF THE MONTH

Natural selection is a mechanism for generating an exceedingly high degree of improbability.

Fisher, Ronald Aylmer (1890 - 1962)

The picture last month was of the Golden Arrow which set a Land Speed record of 231.36mph over a flying mile at Daytona Beach, Florida on 11 March 1929, driven by Major Henry Seagrave.

Jim Dallimore got it completely correct. The picture was taken in the National Motor Museum at Beaulieu in England.

## WHAT, WHO, (I don't know), WHEN, and WHERE?



Photo by Richard Fairservice

Send your answer to [pitpass@sccbc.net](mailto:pitpass@sccbc.net)—no prizes—it will just give away your age!

## PREZ SEZ

Hello Everyone,

Well the 2006 racing season has come to a close. We enjoyed another great Awards Banquet thanks to Erica and John Campbell (mostly Erica) who coordinated everything. John and Alena found the venue for us, and what a great room it was. Should we go back there again next year? Let Erica know, so we can book early for next year. Thanks to Pam and Leslie for handling the Ticket sales. Another super team effort. Thanks to Gerry for the photos and Danny for loaning us the projector. I'm sure I've missed someone in my thank you's, so I will apologize in advance. So did you enjoy the Belly Dancer? I looked around the room as she was doing her dance and I saw some young men who were totally entranced. I noticed Michael Lensen didn't seem that impressed, and any wonder, way to go Deanne! Uncle Al missed his first SCCBC Banquet in 38 years and other club members attended their first. A brand new trophy was awarded. The Spirit of Deryk Forster Award was presented to Perry Afaganis. This award replaces the "Club Member Worker of the year" award and recognizes the Member of the Year. The Forsters, Maida, Dave and Gael (and I'm sure Deryk was with us in the room as well) were on hand to witness the unveiling. Thanks to Keith Robinson for donating the stop watch which is now a part of this custom made award. Oh I knew I forgot to mention someone, Thanks Brian and Charmaine Meekings for collecting up all the door prizes and Ian Wood for sponsoring the wine. Gee the list goes on and on. Staying with the topic of pitching in and helping, my last rant on the Prez sez included a message to step forward and volunteer. Well I've come to the conclusion that we have a lot of shy club members, who won't necessarily step forward but will respond when asked. Hmmmmm, maybe I have to change my approach. But will that mean everyone will scatter and hide when they see me coming? I could dispatch some henchmen to do my dirty work for me. They'll never see it coming. Oh I think I'm on to something!! By the way thanks Ira Holland for manning the front gate at the last race, and Lou Gruzelier for piloting around the pace car. I think the asking system worked already. Next on the list, Nominating Committee. See you at the November Club Meeting. Don't forget; it's on the 8<sup>th</sup>!

Yours in Motorsport

Ray Stec



# SCCBC DATES FOR YOUR 2006 CALENDAR

## RACE SCHEDULE AT RIVER'S EDGE FOR 2007

**TBA**

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](http://www.sccbc.net) . If you do not have access to the Internet, please contact the SCCBC Secretary at (604) 465-5337 to have forms mailed.

### 2006 Pit Pass Deadlines

November 21

December 21

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

### SCCBC MEETINGS

SCCBC General Meetings are held at the Coquitlam Best Western Hotel 319 North Road at 7:30 pm, 2006

#### 2007

November 8  
December 13

January 10  
February 14  
March 14  
April 11

May 9  
June 13  
July 11  
August 8

September 12  
October 10  
November 14  
December 12

## Banquet - 2006

It was the Convention Centre in Langley that provided the back-drop for the SCCBC Awards Banquet this year. As the Prez noted, what a great venue - plenty of room, great food and a nice big dance floor - it doesn't get any better. The only thing that would have made it better would have been to see a few more of the friendly faces from the club, added to the ones already there of course. It is always such a treat to mix and socialize with other club members in a relaxed, comfortable atmosphere, and while some do have genuine scheduling conflicts, why anyone would make a conscious choice to miss this very enjoyable evening is beyond me.



I wanted to add a little extra about the Banquet as we need to say a big thanks to one more person that Ray didn't cover in Prez Sez, and that would be the Prez himself. Ray did his usual terrific piece of work as MC for the evening - he has a forte, a natural talent in that area that makes for a very smooth and composed delivery and sets the perfect tone for the awards part of the evening - yes, he may well have been upstaged this year by the "Belly dancer" who, as Ray quite rightly

observed, put on a very entertaining, interactive show, but never the less, Ray did a bang up job, as I am sure one and all would agree. On top of all that, Ray put together the slide show and organized all the trophies - you can bet, no simple task to be accomplished in a couple of hours.

The awards themselves are always a treat as this provides an opportunity for the club and its members to recognize outstanding achievement by certain individuals. Recognition by ones peers always has an extra special ring to any acknowledgement. After a very eloquent introduction to the Westcoast Series awards, Leslie Skinner then assisted Kevin in handing out quit a lot of money - as Leslie put it, "....we have a total of \$9,480.00 to be handed out tonight. This works out to \$7.<sup>59</sup> for every point earned throughout the year. In total, with Cheques already distributed earlier during the year, plus our Contingency Prizes, plus tonight's cheques, the Series is sharing with its drivers almost \$30,000.00." Wow, where else would you find that kind of money racing at Rivers Edge? Robin and I were please to hand out another Editor's "Penmanship Award" to a very



deserving recipient, this year it being Mike Currie, for his bright, observant and erudite contributions to Pit Pass - thank you Mike, you're a keeper!

As I mentioned earlier, the food was simply wonderful - a huge selection of very well prepared dishes served buffet style, followed by a table of superb deserts that in all, must have met the satisfaction of even the most particular of pallets - it was nothing short of a feast! Finally, when all the speeches were over and accolades died down, some got down to making sure that none of the wine so generously donated by Ian and IWE went to waste - others got up and polished the dance floor while being observed by a very chatty and lively crowd. Gerry Frechette was there with Sue, snapping shots of everything that moved and generously donated these photos of the "action".

From me, a thanks to everyone that made the evening what it was - it was well worth the 1000 mile round trip and I am glad to have seized my opportunity to be a part of it all. This new venue has my vote for next year and I fully plan to be there - how about you?

Peter



## EDITOR ON TRACK

### WILL HYDROGEN REALLY POWER OUR FUTURE?

- OR ARE THERE OTHER OPTIONS?

This is a follow up to my September "Editor on Track" article regarding suggestions for an "alternative fuel" class. The Info Box in the October Pit Pass contained a link to a short video of a GM made fuel cell car. The later was one of a number of demonstration cars that have been shown to the media by major manufacturers to demonstrate that motor vehicles of the future would be powered by Fuel Cells. GM have now announced that they will make 100 fuel cell powered Equinox SUV's to be driven for a period of time by selected people in three USA cities. With the existing fuel cell technology, a fuel cell car could travel 480 km on 17.6 pounds of hydrogen and achieve speeds of up to 200 kph. What is a Fuel Cell? I would imagine that by now most people have some idea of what one is, because we have been barraged by many futurists explaining how they will transform life as we now know it, but just in case you are still in a quandary as to the process and history, let me explain.

The principle of the fuel cell was discovered by German scientist [Christian Friedrich Schönbein](#) in 1838 and published in the January 1839 edition of the "Philosophical Magazine". Based on this work, the first fuel cell was developed by the Welsh scientist Sir [William Robert Grove](#) in 1843. The fuel cell he made used similar materials to today's phosphoric-acid fuel cell. It wasn't until 1959 that the British engineer [Francis Thomas Bacon](#) successfully developed a 5 kW stationary fuel cell. In recent years Ballard Power Systems of Burnaby has persevered with research and development which has lead to many other companies working on this idea. NASA has used hydrogen powered fuel cells in space craft for some years

Simply put, inside the box there is a membrane through which the small hydrogen molecules pass, and in so doing creates a voltage difference and hence an electrical current. (In reality, it is a bit more complicated than that). I was able to examine one of Ballard's fuel cells at an exhibition in the early 1990's. The salesman explained that one of these boxes could easily provide heat and electricity for my house. All I had to do was to provide the hydrogen (and therein lays the problem). Is this a simple idea? Well not really.

Although hydrogen is a very plentiful molecule on this earth, very inconveniently it is usually found combined with Oxygen in the form of water. Every school child knows that with the addition of electricity between an anode and a cathode, hydrogen would be released. This is called electrolysis. Hence by the addition of some energy, one obtains the hydrogen gas to put into a fuel cell to produce electricity. Here is the first snag!

If one needs as much energy (or even, just only a little less) to produce the hydrogen, then we are wasting are time and money. All of the effort in research laboratories around the world is aimed at producing a lot of hydrogen for little energy, without a high capital cost and with long-life components. When this conundrum has been solved, we would see more fuel cells. But where will the electricity come from to make the necessary hydrogen? Nuclear power stations, windmills, ocean wave action, or perhaps sunlight? All of these processes are expensive - some have negative environmental impacts or are not very popular. If you think about generating hydrogen by electrolysis from water using electrical energy, and then using this hydrogen to create energy in a fuel cell that generates electricity with only an emission of water, one must realise that this does not make sense. The electrolysis process would not be 100% efficient, using electricity generated by a low efficiency process, and neither would the fuel cell be 100% efficient. To me it seems as if the intent is

## EDITOR ON TRACK—Continued

to convert electricity to hydrogen and then convert the hydrogen back to electricity, one might as well just stick to electric cars and save some energy and money! Therefore GM's suggestion that sea water would power their fuel cell does not hold water!

As the majority of electricity in North America is generated by processes that emit significant levels of pollutants in addition to large volumes of Carbon Dioxide, what would be gained by using this electricity to produce hydrogen? Interestingly, since I started to draft this article I discovered that the November 2006 "Popular Science" magazine was carrying an article entitled "The truth about hydrogen"! This article had a highlighted extract which summed up their discussion about the production and use of hydrogen for automobiles which stated: "Using dirty energy to make clean energy doesn't solve the pollution problem - it just moves it around".

Now, assuming we can eventually produce hydrogen in large amounts, possibly a long way from where the cars are, how do we get it from A to B, and put it into our cars? The only way we know is via pipelines. Does that mean we have to put a whole new network of pipelines into the ground at what cost, and with what ecological impacts? The construction of a hydrogen pipeline for long distances would involve special pipe materials that could resist the necessary high pressures and also embrittlement. I think that by the use of new technology such as molecular sieves, it would be possible to use the existing network of gas transmission pipelines to move large volumes of hydrogen. At the points where the natural gas is connected to local gas distribution systems, the hydrogen would be separated out and available for local distribution, perhaps by road tankers as propane is delivered at present. Surplus hydrogen could be returned to the transmission pipeline. Popular Science estimated that a diesel road tanker itself would use about 11% of the energy stored in the hydrogen in its tanks. A 44 ton road tanker truck can carry enough gasoline to power 800 cars, but only 80 hydrogen powered fuel cell cars!

Popular Science summarised the capital costs of the necessary alternative fuel sources to produce the 150 million tons of hydrogen needed to replace fossil fuels for all of the passenger cars as:

SOURCE	INFRASTRUCTURE COST	PRICE PER GGE	CO2 EMISSIONS TONS	
NATURAL GAS	\$1 TRILLION	\$3.60	300 MILLION	Some car manu-
NUCLEAR POWER	\$840 BILLION	\$3.00	0	
SOLAR ENERGY	\$22 TRILLION	\$11.40	0	
WIND POWER	\$3 TRILLION	\$3.60	0	
BIOMASS	\$565 BILLION	\$2.28	600 MILLION	
COAL	\$500 BILLION	\$1.20	600 MILLION	

GGE is Gallon of Gasoline Equivalent

## EDITOR ON TRACK—Continued

facturers have proposed the use of on board units, called reformers, whereby steam would be used to break down the gasoline and produce hydrogen. Does this really solve our expected future shortages of gasoline? It does not seem to be much of a solution to me.

Natural gas is mainly comprised of Methane, a gas containing 4 hydrogen atoms combined with a single Carbon atom. This would be a superior source of fuel for a fuel cell, but instead of only water as a waste, one would also have some carbon dioxide. We can distribute natural gas now, and with our potential reserves, if methane hydrates are feasibly available, this source could last for a very long time.

Let's move on - assuming we can deliver hydrogen, how do we economically and safely, store it? The storage of large volumes of hydrogen under high pressure is not an appealing idea. Storage in chemical hydrides is being worked on, but these might be heavy.

Now, it seems to me that we are trying to move to an energy system that is inefficient, expensive and with a whole pile of problems to be resolved. I propose to leave this to the dreamers. Maybe I will not be around when they get this off the ground (yes, I know that hydrogen is lighter than air; was this a pun). Popular Science quotes a USA estimate of more than \$500 billion to construct a network of pipeline that could supply about 40% of the light duty fleet. This leads to the question: who would invest heavily into such a system for a relatively few existing hydrogen powered vehicles, and who would buy a vehicle fuelled by hydrogen when there is no supply network?

Quite frankly Ethanol is not much of a better idea. As long as we are trying to produce this from corn, all I can see is a scheme to extract financial subsidies from politicians, who are dependant on political donations from big Agri. business and farm lobbies. An environmentalist friend was surprised to find that using gasoline with 10% ethanol addition reduced his fuel economy by about 10%! When you think about the enormous areas of land that would be diverted from food production, the energy required, and the environmental impact to grow the corn and transport it to an ethanol plant etc., one wonders what we are thinking about; or smoking!

Other options include CNG (compressed natural gas) or LPG (liquefied petroleum gas). Both of these are fossil fuels, but CNG emits less carbon dioxide than gasoline.

What would I like to drive in the near future? Well seeing how fuel efficient the VW Turbo Diesel engines are, I would like to have a turbo diesel powered hybrid that could be plugged in to the electrical supply system recharge the batteries, and even better to use a solar panel on the roof of my house to supply the electricity. For my daily driving of about 100 km, I don't think that I would have to put any fuel into the car, and, ignoring capital costs, my daily driving could be free!

Your Pit Pass Editor Robin

P.S.: Just before this issue was to go to print, our local paper had an article about another GM concept Fuel Cell vehicle, the Chevrolet Sequel. This is a small SUV with a range of 500 km on 8 kg of Hydrogen, a top speed of 145 km/h and can accelerate to 96 km/h in 10 seconds.



# 2006 Fall General Meeting

## LOCATION:

Douglas College, New Westminster Campus  
700 Royal Avenue, New Westminster, BC

**ROOM:** 1812/1814    **DATE:** Saturday, November 25, 2006    **TIME:** 9:00 am to 4:00

## AGENDA

- Minutes of the Spring Meeting and Matters arising there from
- Executive Reports
- Reports from Affiliated Clubs
- **Lunch & Awards Presentations**
- Elections - President & Secretary & Discipline Directors
- New items from the floor
- Discipline Meetings and distribution of discipline specific awards

**LUNCH:** A soup and sandwich buffet will be served at a cost of \$10.00 per person. Please RSVP to Sheree Wall at [secretary@caccautosport.org](mailto:secretary@caccautosport.org) or 945-4592 prior to Nov 13th.

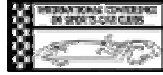
## INFO BOX

### Pit Pass Correction - Sorry BCCCA

"A" is the 1<sup>st</sup> letter in the alphabet and "C" is the 3<sup>rd</sup>. Surely not a difficult thing to grasp considering that most kindergarten students seem to figure that out in short order; so one would think a person of my antiquity should have no problem over any confusion with those two letters by this time in life - well, apparently not.

I don't seem to be able to tell the difference between BCCCA and BCCCC. For the record, it is not the BC Custom Car Club that is the landlord at Mission Raceway Park - never has been! Rather, it is the BC Custom Car Association.

My sincere apologies to Ron and the gang at BCCCA. The Spotlight article in the Oct issue of Pit Pass was written with the intention of drawing attention to the how and why it came to be the BCCCA, something much easier to accomplish when one gets the name right!



# WAV



## Worker and Volunteer ~ Fund

### *...and the winners are:*

Formula 1 Light Fixture  
 Camcorder  
 Digital Camera and Dock  
 Best Buy \$250 Gift Card  
 MP3 Player  
 MP3 Player

Stacey Bell  
 Barbara Fairservice  
 Elsie Afaganis  
 Kim Moore  
 Mike Kaerne  
 Bob Manaton

(Both Dave Nex and Kryss Mitchell were originally drawn to win the MP3 Players, they both own one and decided to put them back into the draw) Thank you Dave and Kryss for your generosity.

Best Western \$100 Gift Card  
 Best Western \$100 Gift Card  
 Best Western \$100 Gift Card  
 \$50.00 Cash  
 \$50.00 Cash  
 \$50.00 Cash  
 \$50.00 Cash  
 \$50.00 Cash  
 \$50.00 Cash  
 \$50.00 Cash

Genevieve Iwata  
 Darren Phillips  
 Jerrold Klassen  
 David Bell  
 Mike Thiessen  
 Perry Afaganis  
 Sandy Meggyesi  
 Bryan Nuttall  
 Sandy Meggyesi  
 Ed Smart

Also provided from this fund; travel vouchers for our out of town volunteers.

SPECIAL THANKS ARE EXTENDED TO ALL THE  
 CONTRIBUTORS TO THE  
 WORKER AND VOLUNTEER FUND "WAV"

FUNDS GENEROUSLY DONATED BY THE PARTICIPANTS AT RIVERS EDGE RACEWAY



LOOKING FORWARD TO A GREAT 2007



## PIT PASS FROM THE PAST

A Transcript of the Editorial in the March 1958 issue of Pit Pass. Does this sound familiar?

### Reflections - OUR AIMS

The name of the society is "THE SPORTS CAR CLUB OF BRITISH COLUMBIA".

The objects of the society are: to promote and encourage and support motor sport within the Province of British Columbia.

(a) To organize competitive motor events in all their branches.

(b) To foster sportsmanship and give mutual guidance and assistance within the membership.

(c) To encourage and promote safe road conduct and do everything possible to raise prestige of the sports car.

The operations of the society are to be carried on in the Province of British Columbia with headquarters at 1046 Richards Street, Vancouver, or such other place as the officers shall from time to time declare.

At the top of this page, you will see the official Constitution of this Club, reproduced as it is worded in the original Charter granted to us and approved by the Provincial Government in May, 1951.

As members of an active club that has grown tremendously in the last two years and particularly in the past year, it will do us all a bit of good to mark time for a moment and consider what it is all about.

I had originally intended to give a short history of how this club started, but I don't think this would serve much purpose as I feel that the outlook of any thriving and active club such as ours must always be to provide the objects of the Club for the membership as It is at present and at the same time plan for the future. The only link we need with the past is that which is framed above -that can serve to remind us of why this Club was formed.

NOW, we could assume that every person who has joined did so because he believed in the aims and objects of this Club duly constituted by law. To assume any such thing

## PIT PASS FROM THE PAST—Continued

would be quite wrong because it is certain that the average fellow joined the Club simply because he likes racing, wants to rally or autocross, or because he just wants to get in with a bunch of characters who know something about good cars as he's interested in them himself.

Fair enough -each of our present 388 members had his own reasons for joining and we all have our own particular interests in certain aspects of the game but all are within the broad outlines set forth in the Constitution. Your present Executive is anxious to provide fairly for all the different interests (as have other Executives in the past) and this principle of consideration for all was laid down some years back in committee meetings.

The Club was originally formed by people who wanted to race, but they themselves in their wisdom drew up the Constitution to provide for more than just this, and succeeding Executives saw to it that the Club gave its members "competitive motor events in all their branches". Sure, we all like racing, and I feel safe in saying that this Club is known to all the other Clubs across Canada as one that puts particular emphasis on racing, and maintains a very high standard in this respect. We have cause to be proud of this, but it is all the more creditable when one remembers that so many other activities ~ are carried on in conjunction with this high level of racing.

While we are patting ourselves on the back about what a good bunch of Joes we are, let us remember that no club can ever be any better than the men and women who are in it. High-pressure promotion to drum up the membership up to 1000 will do us no good if those 1000 are not the right type - i. e. the type that first believes in the club's aim and then is prepared to do his bit towards helping. I'm not going to let this degenerate into an appeal( for help at the next Rally, or to put up snow-fencing at Abbotsford, because that is only one way in which you can help. The other, and just as important, is to do with the more abstract alms of the Club i. e. to raise the prestige of the sports car, and this can be done in one's everyday life. I don't mean by boring your fellow employees at work with cubic centimeters, unsprung weight and I.F.S. etc . but first to fall by driving sensibly and secondly, by taking a bit of time to explain your views on cars to anyone who is interested enough to ask you. Within the Club you can help by remembering your personal responsibility to the other members as a whole. Apart from physical work, we ask you to think of the Club as a whole first if any difficulty arises which may affect you personally. Club rules, decisions on racing and rally matters are always given careful thought, but there's

## PIT PASS FROM THE PAST -Continued

always one car or one chap who feels he's left out In the cold. If that person happens to be you, then look at it from the Club angle first before steaming off. I'm sure that at times one's mind tends to form a vague idea of the Club as being a sort of mysterious "they" -consisting probably of the current Executive and the Competition Committee. But this is not so, -these men are just ordinary members like yourself who ultimately just want to race or rally or what-have-you just like any other member. The only difference is that mostly they have been in the Club's activities long enough to have experienc-ed some of the pitfalls that can be encountered and their experience has been sought by the thinking members amongst us and endorsed by the Member-ship as a whole at the elections. Sure, we'll have friction at times -sports car types have too much darn personality to get along like the Little Helper's Committee attached to St. Tazio's Wolf Cub Pack -but there is no doubt that our Club, and the sports car in general will pro-gress to a point of public prominence and approval in years to come If we who are members at the pres-ent time each do our share towards helping the Club in return for the fun and entertainment we get out of it.

## INFO BOX

### Starter

Reports to the Clerk of the Course. The starter is responsible for ensuring that cars are in good order, and properly arranged at the start of the competition. They wave the flag to start the race as they see fit, and wave the checkered flag at the scheduled end of the race, unless directed to do so sooner by the Clerk of the Course. Normally the Starter is also responsible for displaying "special" flags such as the black flag for driving infractions, Pace car or Safety Car signs, etc.

## LETTER TO THE EDITORS

It has been my observation that some in the local motorsport community see a recent motion passed by META members as a group of turnworkers not wishing to support a particular series, and fear that this protest may move beyond the West Coast series. It is my view that this motion was intended to be a wake up call to the organizers of this particular series that there are significant issues with this series, and is not a new issue. There are several turnworkers that already do not work on Sundays because of the West Coast series. My understanding is that these concerns have been brought up with the organizers of the West Coast series on several occasions in the past.

The number of cars entered is of little relevance if only 6 or 8 cars start a 'race' and drive around for an hour. One of the issues with races that have few participants from a turnworking point a view is maintaining concentration; this is more difficult come late in the day at the end of a weekend. On very hot day maintaining concentration is more difficult, fortunately most of us can maintain reasonable concentration for 20 minutes to a half an hour, and most of us can understand the occasional necessity for small grids, such as novice open wheel races. The fading of concentration in my opinion now presents a safety issue if the very people that should be responding are asleep at the switch and could potentially become part of the incident. I have caught myself dosing and seen the symptoms in others on more than one occasion during a WC race.

This is not the first time a series has been brought under fire due to the lack of competitors actually starting a race, I'm sure some of the old timers remember the DRC/WRC series losing sponsorship (Nissan would only payout if a minimum of 12 510s ran), and I remember being told that we would lose our own track time and be grouped with other classes if we could not get more participants.

This letter is my view on the situation and not intended to represent the views of META

Mike Bailey

Editor's note: Another, much longer, letter on this subject was also received from Tom Leisner.

## WANTED

Driver and/or equity partner wanted for GT1 race team

Located in a new race shop in Maple Ridge, B.C., the race team is comprised of a GT1

Chevrolet Monte Carlo, a CRG Road Rebel 125 shifter cart, trailer and tow vehicle

Suitable for the individual who wants to be active in a race team and someone who can use a race team to promote their business or service

If interested, you can contact Howard at 800-895-3408

06/111

## O'YOUNG IS A CHAMPION

O'Young was crowned 2006 Porsche Carrera Cup Asia Champion After Double Victory in China

Team Jebesen and Darryl O'Young clinched the 2006 Porsche Carrera Cup Asia title this past weekend after a superb pole-to-flag win at the Zhuhai International Circuit today. This win came after a victory earlier in the day which saw O'Young extend his championship lead. The 26-year-old Hong Kong ace was crowned after title rival Shinichi Yamaji of Tomo Racing came to grief after an incident early on in the 12-lap race. His 13th place finish put pay to his championship aspirations. Second in the penultimate round of the season was Cref Motorsports' Keita Sawa, with Yamaji's team mate, Kazuyuki Nishizawa in 3rd. O'Young was overjoyed to have clinched the title even before the final race of the season at the Macau Grand Prix next month:

"It's been a long, tough year," he said. "I'd like to thank God. My thanks also to Team Jebesen, my sponsors, and my engineer, Sven Schnabl, who have been great. It's an amazing feeling to be champion. I feel sorry for what happened to Yamaji as it would have been great to race him all the way to the end. But it is a good feeling to go to Macau without the pressure of winning the championship, and I'm really looking forward to it. My congratulations to Sawa and Nishizawa who really kept the pressure on this weekend. It was a great race!"



He continued, "It's been a perfect weekend. Quickest in practice, taking the Pole position, winning both races, recording the fastest lap, and lastly winning the overall championship for Team Jebesen. What more could you ask for in a race weekend especially under the pressure of a championship battle. I am extremely happy!"

Not only were the grandstands full of several thousand eager Chinese Racing fans, who came out in force to see the Hong Kong racer clinch the title, but a full contingent of Jebesen supporters were on hand to cheer their driver.

With 170 points, Yamaji has clinched the runner-up slot, while Sawa lies 3rd on the leaderboard just five points in front of 2004 series champion Matthew Marsh in the Gates GR Asia car. Sawa was pleased to be on the podium for the second time today: "In the first race, I thought I had a chance of winning. In the 2nd race, I knew I had no chance. I was on used tyres, so I couldn't challenge Darryl. I'm looking forward to Macau. It will be my first time, so I hope I enjoy it."

Darryl put out a special thanks to all of his sponsors. Porsche Hong Kong, Taiwan Secom, TransAsia Airways, Goldsun Group, Blue Girl Beer, Zurich Insurance, Rollei, Cocha, and Puma.

All eyes now turn to the Macau Grand Prix on November 19 and the final round of what has been a truly thrilling Porsche Carrera Cup Asia season. Zhu Hai International Circuit - Zhu Hai, China, October 22, 2006

## TAYLOR ARCHER GETS PACIFIC F2000 TEST

Buttonwillow, Calif. (October 21, 2006) – Taylor Archer, a first-year kart racer from Vancouver, Canada, has been rewarded for his rapid ascent in karting with a full-day test in a Pacific F2000 race car at Buttonwillow Raceway. The test was offered to him by BMW Engineering, Hankook Tires and Buttonwillow Raceway.

Archer, a 17-year-old novice to karting in 2006, raced out of the Rapid Reflex Racing (R3) Kart shop ([www.r3karting.com](http://www.r3karting.com)) in the ultra competitive ROK Challenge and Spec 125 classes. Taylor stepped on the podium in his 5<sup>th</sup> race and then took the top step of the podium in only his 6<sup>th</sup> race. Because of his on-track performances and his in-paddock attitude, Taylor was invited to the Canadian Championship for the ROK Challenge. At the National Championship Archer made a very positive name for himself by qualifying his Birel chassis third in inclement conditions, and finished third in the pre-final. Competing in the most exciting final in recent memory, Archer ran as high as second and ultimately finished fifth, one second off of the leader at the finish, running the same lap times as the eventual race winner. Taylor was commended by all of his competitors and the Series sponsors for making such a mature, positive impact to the series and the Canadian ROK final

“I would like to thank the team at BMW Engineering, Hankook Tires and Buttonwillow Raceway for this incredible opportunity to demonstrate my ability to learn and develop at the F2000 level,” Archer said. “I would also like to thank the R3 Karting team for their support in my development this year.”

“We at BMW have been familiar with Taylor’s competitive capabilities in other forms of sport,” added experienced team owner Bill Wilson, who guided teenager Chris Spreitzer to a strong fourth-place finish in this year’s Pacific F2000 Championship. “It is not a surprise to us to see the success that he has had in his first year of racing. Taylor is indicative of the type of individual that we feel is deserving of the opportunity to demonstrate his ability to develop as a competent race car driver.

“Taylor’s mature approach to racing is a positive foundation for his development in the ladder system of racing ahead of him. Our team has a good history in the Pacific F2000 series and there’s a great group of talented youngsters taking part,” continued Wilson. “It is one more investment in our team, the series and a talented driver to give Taylor an opportunity to demonstrate his abilities at this level.”

Taylor’s plans for 2007 are not confirmed yet, however he will compete in the Rotax Challenge and Spec 125 Series in the Pacific Northwest. Archer also will work to continue to expand his abilities in other forms of motor sport.

“With the help of BMW and our Series supporters and sponsors we are happy to see the extension of a F2000 test for Archer,” said Pacific F2000 Championship founder Les Phillips. He continued by observing that opportunities like this provide further validation of the series’ worth as a developmental platform and positive stepping stone for North American open wheel racing.

Formula Ford 2000 represents one of the first rungs on the professional open-wheel auto racing ladder in North America and has provided the launching pad for the careers of many top racers, including Champ Car World Series champions Jimmy Vasser and Paul Tracy, as well as the three most recent Indianapolis 500 winners, Buddy Rice, Dan Wheldon and Sam Hornish Jr.

The Pacific 2000 Championship offers a chassis-engine-tire package that has proven to be perhaps the best value-for-money platform in all of open-wheel racing. The combination of fast tracks like California Speedway and more technical challenges like Infineon Raceway and Buttonwillow Raceway have provided a great variety of developmental opportunities and tuning challenges for the young drivers in 2006. Pacific 2000 has been very successful and 2007 is shaping up to continue that by attracting quality racers and race teams from a variety of sources, including Karting and SCCA.

Supporters of the Pacific F2000 Championship include Hankook Tire, Sunoco Oil, Porterfield Brakes, Buttonwillow Raceway, Quicksilver RaceEngines, Taylor Engineering, Nordskog Instruments, Williams Racing Developments, Driving Impressions and Wine Country Motorsports.

For more details go to [www.pacificf2000.com](http://www.pacificf2000.com) or contact Les Phillips at 661-764-5333, or by email, [lesrace@aol.com](mailto:lesrace@aol.com).

## GOOD QUESTION

### Race Control

After hearing about Tom Roy's outward bound adventure into the wilderness on the October 7<sup>th</sup> w/e, through the hostile jungle of dirt hills and ruts and bumps that make up the Motocross infield at Rivers Edge, it got me wondering, "When the track is "Hot", what type of information does Race Control need to know, and how do they actually stay in the know?" I thought this would be a fairly simple question to address - boy was I wrong!

I assume it wasn't hard for you to figure out who I approached on this one. Tom Roy, our Race Chairman, is a busy man on race weekends, charged with a lot of responsibility, and you begin to understand why, when you realize the scope of what he has to do. The Race Chairman, sometimes known as the Race Director, the Race Controller or the Clerk of the Course, depending on the sanctioning body and the task at hand, is responsible for the overall safety of the race course before, during and after activity on the racing surface.

Tom has an excellent approach, demeanour, and attitude for this undertaking. Always the consummate professional, he excels in his capacity as Race Chair, applying his knowledge and wisdom in a most judicious manner. There was a big incident on the back-straight between Turns 6 and 7 on that particular Saturday afternoon, and Tom was promptly off on his little excursion to find out exactly what was happening on the track surface. What did he need to know?

To help uncover the mystery behind these questions, Tom first took a little time to explain to me his roll and function, explaining that the Race Chairman is a liaison between several levels of administration at the track. He must wear many hats, and during the race, when the track is Hot, as Clerk of the Course, he positions himself in race control and monitors all communications on the Race Control two-way radio channel. Without radio traffic, he would be blind, so he relies heavily on the experience and expertise of the Turn Marshals (TM), who in turn each head up a team of well organized corner workers, each team statically placed around the track.

When the track is Hot, Tom will look for key words from the TM's Communicator (one of the team members) that may trigger an immediate response in an effort to maintain order and control on the track surface. The next line of communication in the chain of command is the Starter (in our case, that's usually George and/or Krys - see "Right from the Start" articles). Tom's decision to take action is relayed to the drivers out there on the track through the Starters flags. It is critical that the Clerk and the Starter are on the same wavelength, anticipating, reacting and responding to each other in an on-going duo. At various times, Race Control also instructs the TM's directly for flags such as Waving Yellows or Blacks around the course.

Because it is so mentally demanding, the Clerk of the Course often works with a partner, in Tom's case frequently Robert Currie. They spell each other off, with the other playing the role of assistant, a very useful approach as they work together. As if it wasn't enough, on top of all the responsibility of the safety aspects of his charge, the Clerk also has to try to keep things running on time.

Being in the business, it occurred to me that CCTV cameras might be a useful addition to the bag of tricks

## GOOD QUESTION I Continued

for the Clerk of the Course. Tom of course has had experience with CCTV at the Molson Indy, and reacted positively to my suggestion. Perhaps to start, we could mount PTZ cameras at Turn 3 and at Turn 7. Properly placed, they could look down the straights to the adjacent corners and Race Control would have wireless remote control of the cameras to pan, tilt and zoom-in on any incidents. This would not be a difficult project to accomplish, nothing a little money could not fix! In fact, I can even come up with a cost if anyone's interested.

Tom was very gracious during our chat and played down his competence somewhat. He could not emphasize enough to me the critical part the TM's and their teams play and the value they add in a process whereby it is essential that the Clerk of the Course be able to paint a mental picture of what's happening at all times. Besides the TM's, he pointed out the importance of so many other volunteers during a Hot track situation, the E-crew, Pace and Rescue (along with our good doctor, Keith Wong), the Starter and everyone in pregrid. They all deserve our appreciation for attaining the high level of competence they achieve; and it doesn't stop there, for there are many more volunteers playing a crucial role, but please forgive me capping things at this point, for time and space do not permit me to go on and on.

As you may have gathered by now, running Race Control is no easy task, and a responsibility not to be taken lightly. Simply put, people's lives are at stake. I think we should all be very grateful for the invaluable work accomplished by all the folks at Race Control [coursemarshall@shaw.ca](mailto:coursemarshall@shaw.ca) and the supporting cast of cornerworkers from META [metapres@shaw.ca](mailto:metapres@shaw.ca). Drop them a line or check out the SCCBC website <http://www.sccbc.net> if you would like to know more, or better still, get involved with a great bunch of people, and if you are a driver, try what I do from time to time and encourage one of your crew to take a spell flagging with the META crew sometime - it will really open their eyes.

If you have any questions or comments on this subject, please get in touch, and likewise, if you have a good question, please contact us here at Pit Pass and we'll get an answer.

Pit Pass Pete

## INFO BOX

### WSC Meeting Reminder

Don't forget the WSC meeting on Sunday morning Nov 5<sup>th</sup> at 10:00am when we will be meeting in the Clubhouse to discuss changes to the rules for next year. If you want to be involved in the decision making, you need to be there.

For more info or to send in a proxy vote, contact Kevin Skinner at 604-856-8957 or email to [kevin@theadworks.ca](mailto:kevin@theadworks.ca)



Part 24

I am actually making some headway on the roof and intake scoop. After months of procrastinating the garage is now full of the smell of bondo and primer. There is something very satisfying about creating a smooth flowing shape from a cube of foam and producing a usable end product. This thought crossed my mind while sitting in Chicago O'Hare airport at 2AM after what was supposed to be a simple hop skip and jump to Missouri from Wisconsin. Eight delays and two canceled flights, no hotel rooms within 1 hour of the airport, an early morning rescheduled flight and the prospect of getting a couple of hours sleep on an airport bench had me questioning the meaning of life? Now don't get me wrong; when things go well, my job is great. The next day was a case in point. I was to help with start-up of a new customer who I had only talked with on the phone, but seemed like a pleasant good old boy type. Turns out this guy had sold a successful business, retired, but still wanted something to keep busy with (after turning part of his farm into a competition water ski lake and probably driving his wife crazy), started this new company, which is already growing faster than he wants (ah really don't want too many employees, ). He made his wealth and raised his family in Rosebud Missouri (population 263). After the crappy night I had the day before, the idea of work without traveling sounded pretty good. But, with kids a house etc... you can't just stop working and sit at home trying to start a business from scratch (well you can, but it ain't always easy) , plus it needs to be something you enjoy too. I have always said I enjoy building cars because it is not my "job", but maybe it is time to take it to the next level. While I finish up work on Mr Zoom Zoom development will start in tandem on the next project to hit the Mangarage, a coach built street car. I got the fire in my britches and I can't put it out. This will be more of a commercial project than a hobby type project, (or maybe it's just a good argument to get my wife to let me build a really cool car). As my current pension plan looks pretty good, the choices are tough. Maybe one more night sleeping on an airport bench will help! As/if development progresses you will see it here first.

Back to Mr Zoom Zoom, in addition to starting on the roof, I have fitted the dash and switch panel, as well as mounting the seat and seat belt attachment points. I also test fitted the fire suppression system and attempted to fit the battery, which did not actually go so well, but it may be for the better. I tried to by a nice aluminum battery box to save a little fabrication time, but did not fit all that nicely. That got me looking at alternatives, leading me down the road of UPS batteries (not batteries stolen from "brown"), Universal Power Supply. These are dry cell batteries that have a very quick recovery rate, are very small and weigh about 1/3 of a regular lead acid or gel cell battery. Sounds like just the ticket. That problem solved I attempted to clear some clutter and raise some parts money, by listing a bunch various parts on Craig's list. Seem to be getting lots of interest, but no actual buyers and when a guy called up from Houston TX asking about the steel hood from a 280Z I have to say "Houston we have a problem!" I think I will just go back to

using the Buy and Sell and Pit Pass classifieds.

I think I am still on track to have the front end of the car finished by the end of Nov. which will allow me to focus my attention on the heart of the beast.

Chris Whelan

## FOOD FOR THOUGHT

Anyone that's eaten from the concession at River's Edge this season will know that the good food was not the only thing worth queuing up for. Who can forget that lovely lady with the beautiful, cheery face that greeted us at the front of the line? Perhaps not everyone will have know her name, but no one can forget her wonderful smile and delightful nature. Rita was a joy to behold and made ordering food an absolute pleasure.

Now if you are wondering if this is just a personal observation, rest assured, that is indeed not the case, so much so, that on the last weekend of the year, the META crew pulled her away from the food wagon near the end of the lunch hour to present her with a trophy for being such a darn nice person.



Vic Kennedy was on the ball and got a couple of shots of the presentation and was generous enough to share them with us all. On behalf of Pit Pass, and the rest of the club, "Thank You Rita" - you made lunch an event and we all love you to pieces for it.

Pit Pass Pals, Robin and Peter.

# SCCBC Club Meeting October 11, 2006

*(These are excerpts from the minutes, not the official version)*

Meeting called to order at 7:38 pm. with 21 members in attendance. No quorum

## **ICSCC Report by Kevin Skinner and/ Scott Arthur**

ICSCC races are finished for the year. Scott is holding a drivers meeting Oct 22<sup>nd</sup> 10:00am at the track for ICSCC licence holders to vote on proposed rule changes, which are in the latest memo.

**ROD Report by David Bell** - 9 workers qualified to be guests at the banquet.

## **CACC Report - Lorne Stead**

Nov 25 is fall meeting at Douglas College on Royal Ave in New Westminster 9-4pm; including a business luncheon. Awards will be handed out at the luncheon. Licence holders please support the meeting so there is a quorum. Pres & Secretary and discipline directors are up for election. It is of paramount importance to have a person with business experience to lead CACC.

**VRC Report by Bob Barg** - Ian Wood is on his way to California. Bob reported a good turn out at October race - 15 cars started the race. Banquet is Nov 18 at Beluga's in Langley.

**META Report by Ann Peters** - Ann clarified the motion at the August META meeting. It was just the opinion of the 11 people at that meeting and was not intended to bind other members. They are asking for flexibility in the WSC series, not walking away from it. \* There were lots of good prizes from the WAV fund at the last race. \* They will have a work party on the Oct 15<sup>th</sup> Sunday to close up the club house. The META banquet will be in January.

**RDC** - Ray reported there was a quick RDC meeting at the track on Saturday to discuss awards. There will be another after the AGM. In future RDC will be inviting nominations from the club members for the year end awards.

**Membership** *Steve Paquette absent. New membership chair for 2007 will be Erica Campbell.*

Thanks to Steve for jumping in when we needed him. Membership fee has been increased to \$55.00. New forms will be online shortly.

**Historian Report by Ron Curties** - Ron gave a report on a rally from the past when life member Jim Rattenbury disappeared for some time then came by waving the gear shift. Rally's were a lot of fun - it's a shame we don't have them anymore. Ray explained the history of Bucket Brigade weekend.

## SCCBC Club Meeting Oct. 11, 2006 —continued

### NEW BUSINESS

Thanks to **Lou Gruzieler** for helping out with the pace car on the last race weekend and to **Ira Holland & Scott Arthur** who helped us man the gate on Friday, and the **Skinner's & Peter Weedon** who helped in turn 3, and to all those who helped us pull off a successful weekend. It was one of our best attended CACC weekends. Solo supported us well and had their day cut short on Saturday due to a severe oiling and block damage. There was track time available Sunday but many could not come. The club will be compensating them by providing credits for next year. \* We are considering skipping meetings that are usually lightly attended. Keep an eye on the pit pass and forum for more information. Ann Peters noted that META tried to do every other month last year and it was not successful. \* We need to post a meeting notice on the web page, front & centre, and send out meeting reminders by email. \* Club needs to produce a roster. \* **Leslie Skinner** has banquet tickets.

#### **West Coast Sportscar Championship - Report by Kevin Skinner**

The Club Banquet on Oct 28<sup>th</sup> will include awards & cheques for the WSC. Everyone who received a point gets a cheque. Prize money comes from sponsors and series entry fees. WSC rule change meeting notice has gone out - Nov 5<sup>th</sup> 10:00am at Mission in the Stec shack. Only registered drivers & entrants can vote, but everyone is welcome to contribute to the discussions. WestCoast page will be updated with current photos courtesy of Gerry Frechette.

#### **Track Operations Report by Scott Arthur**

Major work party scheduled for Oct 22<sup>nd</sup>. Scott will be there after 8:00am. Club members, E Crew & META members encouraged to come. Turn 3 repositioning will be evaluated. Turn 6 & 7 creature comfort improvements, repainting pregrid lines, blend line. Starters stand is under discussion between Scott & George. It may be better to handle this stand in house rather than sending it to the Ladner school.

#### **Track Manager Report by Al Cruikshank -**

Since last meeting we had 8 rentals - total of 50 for this year. Half of September was rented out. Thanks so much to Al Cruikshank. Without rentals, entries would be substantially higher. 4 more bookings to go.

#### **Treasurer Report by John Cartwright**

Sept race: Net Prof: \$3,221.16 - This small profit is the only race this year that has turned a profit. \* Gate income is up, perhaps due to advertising. \* Back to back race schedule and CACC events on opposite ends of the season may not have been optimum.

WAV - Sept 30 \$2471, Oct income \$91. About \$2000 in prizes spent in October. Some money is being left in the fund for the first race of next season.

## SCCBC Club Meeting Oct. 11, 2006—continued

### **Vice-President - Operations Report by Keith Robinson -**

Paving - phoned last week - not responded yet. Lorne offered to clean up the signage on the club house that needs work. Anyone wanting to take on a project should call Keith. Tires need to be sorted by sizes, wrapped and painted. Fork lift has been re-inspected and was running fine on the weekend. It gets a lot of work. No large maintenance expected in next 6 to 12 mos. Kim Fabro offered to help with hydraulic repairs as that is his business.

### **Vice-President - Administration Report by John Campbell -**

We have left over trophies to start off next year. \* Concession Wayne will be back next year. He finished the year happy. \* Exec has work to do over winter to get things in place for next season. Banquet - lots of good times, and prizes. \* We need to encourage our novices to attend meetings and get involved.

**President Report by Ray Stec -** Appeal to members to consider what you can do for the sport.

### **Good & Welfare**

Good news that Tony Morris is doing much better. Nice to see Ron Curties back. Al Ores is recovering from back problems. Pioneers of motorsport ceremony on Oct 15<sup>th</sup> honoring & inducting some road race folks. \* Mission water front development is under consideration. It is just a conceptual study at this time, perhaps 10 years down the road. It does not include the raceway. It would be light industrial to the east of the track.

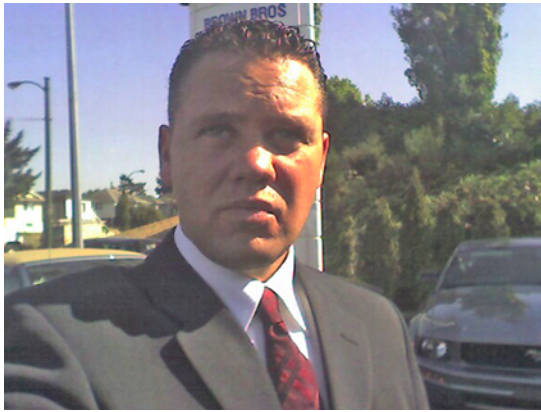
Ron has not seen ads in TriCity Coquitlam paper. Langley to Chilliwack and Maple Ridge to Mission was our target this year.

### **Swap & Shop**

Mr. Barg has cars for sale. Al has 74 Midget for sale, lots of spares  
50-50 draw \$43.00 goes to Colin Hannah.

**There being no further business, the meeting was adjourned at 9:37pm**

## SPOTLIGHT



### Chris Field

I first met a young Chris Field full 10 years ago when I jumped on board the new WSR Canada Cup Pro Series. For a lot of our readers, Chris's last name will be very familiar - many know his dad, Andy Field and his history with motorsports out here on the west coast, way back to the days at Westwood when Andy teamed up with Ross Bentley who co-drove the very quick Shell Sports Racer with his brother in the famous Westwood Enduros. They also ran a Racing School together at the track. Andy had

put together the WSR series in the mid 90's - it was a great series with so much potential, but unfortunately the sudden withdrawal of the main sponsor and the lack of a replacement marked the beginning of the end before it really got established, and so it died a couple of years later. Chris and Ross Bentley drove Andy's spare car when it was available and we all had a lot of fun. For those of you unfamiliar with the sports racers in the WSR Series, see the picture of my fiery beast on the front cover circa 1999 coasting toward "pit in", after a ruptured oil line actually set the track on fire between Turns (now) 6 & 7.

Chris Field was born in North Van and grew up in the Vancouver area. He currently works as the Internet Sales Manger for Brown Bros Ford. Chris's first car was a 1985 Honda Civic, but as he says, his favorite street car is his current one, a new Mustang GT, an awesome car, as Chris put it. If his most memorable car is the Mustang, he feels the most fun car was the



Formula Renault he drove in the Mid America Fran-Am 2000 series. He ran the Renault on a number of different tracks throughout the states and Canada and loved every minute of it.

When I asked Chris about his first contact with motorsport, he replied, "Don't remember, I was born into it!" - not a big surprise considering who his dad is. Chris started Karting at an early age and soon found himself in heavy competition with the likes of Greg Moore. Westwood was their home track, but they traveled all over the Pacific NW. They both ran in the Canadian Karting Championship, and came head to head in the Nationals in Edmonton in 1989, where Chris, giving away a little horsepower, had to settle for 3<sup>rd</sup> place, watching Greg cross the line ahead of him in 1<sup>st</sup>. I can't think of a better person to give away the checker flag to!

The thing Chris likes best about going to the track these days is the teamwork he gets caught up in. Right now they are dialing in his recently finished Datsun 510, and it's a great feeling to keep getting a little faster and faster all the time. When asked what he would change around the club or the track, he told me he doesn't really have any complaints, but a couple of fast corners would always be nice.

## SPOTLIGHT—Continued



Check out Chris's web site at <http://cfield22.tripod.com> for more details and action on his career and achievements. It's interesting the names that pop up such as Sean McIntosh (currently driving A1GP & World Series), Bruno Spengler (winner of the last 3 races in DTM). I know from racing with Chris myself that he is a solid driver with plenty of natural talent. With

the right set of wheels under him, he is a threat to anyone out there on the track - way to go Chris and good luck!

What's in the pot for December? Not TBA - you'll have to stay tuned to find out, and 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 the Spotlight! If you wish to nominate a fellow club member (or even yourself) please let us know.

Pit Pass Pete.



## INFO BOX

### Do you know this car?

Sunbeam Tiger raced by Tommy Hamilton from Campbell River in the sixties. It is midnight blue (factory), but had a couple of different colors of dark blue underneath. It has a factory optional scoop on the hood (same as Cobra) and a full width roll bar (not the single hoop) and may have had a forward facing single diagonal brace when it was raced (bolted in from top centre of hoop to passenger floor) - light blue interior.

Looking for photos etc. Contact - Peter MacDonald [macdonald49@shaw.ca](mailto:macdonald49@shaw.ca)

## TRACK CHAT— October 2006

### Track Chat November 2006.

#### Paving.

Arranging the repaving was a bit tricky, rental on Wednesday, MX motorcycles on Saturday and Sunday another rental on the following Wednesday! However the weather co-operated, in fact it was a beautiful weekend, and the grinding and paving was completed in two days.



#### Work party

SCCBC club members and some corner workers 'turned' out (sorry, couldn't resist) on a sunny Sunday to help with some track maintenance.

Thank you, Colin Hannah, Hugh Richards, John and Alena Cartwright, Al Cruickshank, George and Irene Chambers, The Nex family, Krystyna Mitchell, Mike and Bernice Zosiack, John Campbell and Ray and Pam Stec.

Some people worked hard enough to get sufficient club points for a complimentary 2007 club membership!

Keith Robinson

## WESTCOAST SPORTS CAR CHAMPIONSHIP

It is time to plan for the next season of racing at The Rivers Edge. Many of our club members will be rebuilding and improving their cars and novices will be purchasing or constructing new cars. Now is the time to plan entry into the 2007 WSC. In addition to the trophies, contingency awards and prize money the WSC offers the most competitive racing at the Rivers Edge. Each of the four classes in the 2006 WSC had at least two cars running within one second of each other. P4 had six entries each weekend and all proved capable of running at the class limit. Six cars running within one second of each other for an hour race is the definition of competitive racing. The P4 championship was not decided until the last lap of the last race, again the definition of competitive racing. With rules allowing everyone to be competitive in the class they choose to run, just imagine the excitement should we have six or more cars in each class next year?

If you are competing in a closed wheel car at SCCBC events then you are eligible to enter WSC and can be competitive in a class of your choice. With the WSC rules being free, it can be cost effective to prepare a car to run in both regional and WSC races.

Let me try to dispel some of the myths surrounding the WSC.

**Myth 1** .... *Bracket racing is not real racing.* See above definition of competitive racing!

**Myth 2** .... *A fast car entered in a slower class will have an unfair advantage.* In fact the fast car is at a serious disadvantage because one break out and drive thru will almost guarantee a low finishing position. Neither the fast or slow car can exceed the class limit. With bracket racing a car which can turn times 10 to 20 seconds below the bracket has no advantage over a car which can just run at the bracket limit. A driver managing his lap times is just another skill and is on par with a driver managing their fuel, tires and temperatures to be able to last a full race and win. Should a fast car wish to enter P4 there is nothing in the rules to stop them, but they would find it very difficult and frustrating to try to keep their lap time in check. It would also be extremely embarrassing to have that machine beat by any of the regular entries in P4 on any given race weekend or worse still the championship.

**Myth 3** .... *If you don't drive flat out for the whole race then you aren't racing.* The only form of racing I know where you drive flat out for a full race is drag racing. In our sport, racing consists of managing the car, the fuel, the tires and the competition for a full race distance.

**Myth 4** .... *The WSC is not a "drivers class".* Highly restricted classes such as Formula Ford, Formula Vee and Show Room Stock are all seen as driver classes because limited modifications are allowed keep the field competitive. A good definition of "drivers class" is probably the same as competitive racing. The WSC achieves competitive racing by establishing the class time limits. Because of this, money is far less significant than talent.

The WSC encourages current racers and new people to join into racing at an affordable cost. One of the many complaints heard from potential novice racers coming from other disciplines is that their already modified cars will not fit competitively into existing race classes. WSC cars must meet the safety regulations of CACC and ICSCC however performance modifications are free, allowing much creativity in building the car. Hopefully the WSC can draw some of the younger racers from the street/import scene, many of whom want the freedom to create cars outside our existing rulebooks. With the simple rules package and the ability of the entrant to pick a class that suits their budget there is no real reason not to enter the 2007 WSC series. The unique part of the WSC rules is that although the usual desire of drivers is to increase the performance potential of their car, the WSC also allows drivers to select if and how to best handicap their cars to stay within the class bracket should they desire. All sanctioning bodies impose various penalties to

## WESTCOAST SPORTS CAR CHAMPIONSHIP—Continued

ensure the competitiveness of different cars such as weight, intake restrictions and wheel/tie size limits to name a few. The WSC allows an entrant to improve or limit the performance envelope of their car by any means they choose, including driver management.

The SCCBC and CACC need the WSC. With CACC, ASN or ICSCC not offering any professional series at the Rivers Edge the WSC is the feature series of choice for the SCCBC to offer to the public, the sponsors and the media. With a total of 80 entrants for the 6 races and a WSC race entry of \$230 the 2006 season generated \$18,400 for the SCCBC in entry fees, not including spectator and crew passes. The 2006 club race season was not financially successful for the SCCBC and it appears that we generated our year-end profit from track rentals and driver training events. Growing the WSC is a win/win situation for our club. The best ambassadors for our series are the 2006 competitors. Please contact any of them to share in their enthusiasm. Now is the time to plan your participation in the 2007 WSC.

Kevin Skinner



*Haney Automotive*

## SWAP & SHOP

### FOR SALE

1989 Z28-IROC, 185,000k, 3 rd owner, 4spd auto w/overdrive, 305cuTPI, T-roof, air, cruise, power seats & windows, tilt, ERS sound, alarm, new Hancock V rated, prof maintained, needs a winter home \$ 6000.00.

Robin Marshall at 604-814-3592



06/10



# SPORTS CAR CLUB OF BRITISH COLUMBIA

## Application for Membership 2007

**(MUST BE SIGNED)**

### MEMBERSHIP PRIVILEGES

**Associate Members:**

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

**Club Members (includes family members):** Same as 1,2,3,4 and also:

5. Service as Committee Officer or Executive Committee Officer after one year of membership.
6. The right to vote on the business of the club.
7. Access to and use of River's Edge paddock and clubhouse during club events.
8. Competition in motoring events of the SCCBC for the term of the club membership, with points accrued.

I understand that the personal information provided herein will be used by the Executive committee for the purpose of identifying and verifying membership to racing associations to which the club belongs, to update and retain a membership directory as required by the Societies Act, and for the purpose of mailing, by post or email, the monthly newsletter and other such publications which the club may deem necessary or useful from time to time. I hereby give my permission to the Membership Chairperson of the SCCBC to retain my personal information as contained in this application for the purpose of maintaining historical membership information for whatsoever period of time the club feels appropriate.

I AGREE: if accepted to the membership of the SPORTS CAR CLUB OF BRITISH COLUMBIA, to abide by the objects of the Society as set down on this form and in the By Laws and Constitution of the club.

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. I understand that the roster may not be used for commercial purposes and that I may opt out of having my information included in the roster by crossing off this item (#5) and applying my initial hereon. \_\_\_\_\_

NAME: _____	<b><u>Membership Type (circle)</u></b> (includes GST) FULL: \$55.00
ADDRESS: _____	FAMILY: \$25.00
CITY: _____ PROV/ST: _____ P.C. _____	ASSOCIATE: \$40.00
TEL: Home _____ Bus: _____	<b><u>PAID BY: (circle)</u></b>
E MAIL: _____	CASH
OCCUPATION: _____	CHEQUE
VISA/MASTERCARD #: _____	VISA/MASTERCARD
EXPIRY DATE: _____ (if paying by credit card)	

Mail application and fees to: SCCBC MEMBERSHIP, C/O Erica Campbell  
5650 W. Kilmore Cres, Surrey, BC V3S 6L1  
Tel: (604) 575-2555 (no calls after 9:00pm please) e-mail: [membership@sccbc.net](mailto:membership@sccbc.net)

### ALL APPLICATIONS MUST BE SIGNED

OFFICIAL USE: MEMBER NO. \_\_\_\_\_ DEPOSIT: \_\_\_\_\_ ENTERED: \_\_\_\_\_

### SCCBC Executives & Other Volunteers

Title	Name	Telephone	Fax	Email
President	Ray Stec	604.465.5773		pres@sccbc.net
Vice President—Operations	Keith Robinson	604.888.9409		vicepres@sccbc.net
Vice President—Administrative	John Campbell	604.788.5092		adminvice@sccbc.net
Secretary	TBD	604.465.5773		secretary@sccbc.net
Treasurer	John Cartwright	604.436.0564		treasurer@sccbc.net
Track Operations	Scott Arthur	604.826.5251		trackops@sccbc.net
Past President	Terry Ward	604.941.5347		pastpres@sccbc.net
Membership	Erica Campbell	604.575.2555	604.575.6825	membership@sccbc.net
RDC Chairman	Roland Stec	604.465.0745		rstec@shaw.ca
Pit Pass Editors	Robin Fairservice & Peter Weedon	250.963.7362 250.565.8888		pitpass@sccbc.net
Historian	Ron Curties	604.469.2000		
ICSCC Executive Board Representative	Kevin Skinner	604.856.8957		kevin@theadworks.ca
ICSCC Contest Board Representative	Scott Arthur	604.826.5251		arthursix@shaw.ca
Race Chairman	Tom Roy	250.248.6614		tomroy13@shaw.ca
Registrar	Cheryl Ward	604.941.5347	604.941.5394	sccbcregistrar@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		leslie@tourismcollege.com
CACC Race Director	Paul Bunbury	604.932.3253		race@caccautosport.org
Marketing Chairman	Ken Giffen	604.850.6151		
Website Coordinator	Marc Ramsay	604.937.7565		<a href="mailto:website@sccbc.net">website@sccbc.net</a>
Driver Training Registrar	Roland Stec	604.465.0745		school@sccbc.net
ICSCC Novice Director	Bill Vine	360.825.2770		
CACC Novice Director	Lorenzo Costantino	604.939.0201		

# A REAL HISTORY CHALLENGE



If you can imagine this beautiful Lancia Appia Zagato in red, could you remember seeing it at Westwood in July 1990?

The drivers were believed to be Frank & Michael Brookman, and the car was owned by John de Boers.

If you know anything, or have a copy of the Race Program, please contact the editors at [pitpass@sccbc.net](mailto:pitpass@sccbc.net)

The present owner lives in Scotland is looking for more information about the car's history.

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

