PIT PASS

November 2008



Photo by ROBIN FAIRSERVICE

A VIEW OF PART OF THE "MANOIR DE L'AUTOMOBILE"
BRITTANY, FRANCE

See EOT - Page 7

The Official Newsletter of SCCBC - founded in 1951

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Pit Pass

Official Publication of
The Sports Car Club of BC.
PO Box 2125 Vancouver
British Columbia
Canada V6B 3T5
www.sccbc.net
Editors:
Robin Fairservice &
Peter Weedon

Quote of the Month

We are more casual about qualifying the people we allow to act as advocates in the courtroom than we are about licensing electricians.

Judge, Warrren E Burger

Who what & when?



Send your answer in to: pitpass@sccbc.net - no prizes - it would just give away your age !

Last Quiz

Oh dear, I got carried away with that one and there were no responses! The driver was Mike Hawthorn in an ERMINI from 1953. This was a Fiat 1100 based car.

Back to the September quiz where Gael Forster has emphatically assured us that the third man was Brian Williams of the CBC TV sports team also included Bobby Unser.
Thanks Gael.

SCCBC DATES FOR 2008

RACE DATES AT RIVER'S EDGE FOR 2009

T.B.A.

Should you require a race announcement, race schedule, copy of the Supplementary Regulations, membership application or any other forms, please visit our website at www.sccbc.net . If you do not have access to the Internet, please contact the SCCBC Secretary at (604) 856-8957 to have forms mailed.

2008 Pit Pass Deadlines

BY THE 21st OF THE MONTH

Your suggestions are always welcomed and your stories are always appreciated

SCCBC MONTHLY MEETINGS

held at:
Coquitlam Best Western Hotel,
319 North Road at 7:30pm.

Dates:

Jan 9	May 14	Sept 10
Feb 13	June 11	Oct 8
Mar 12	July 9	Nov 12
Apr 9	Aug 13	Dec 10

Prez Sez

Well the 2008 racing season has come to a conclusion, with the last race weekend of the year run in mid October under unseasonably dry conditions. Racing was fabulous as a number of Club championships and class championships were on the line, making the outcome that much more exciting.

Chris Doodson organized another Honda Challenge race for what turned out to be the last race run in 2008. Great racing all around and something I hope other Club members can emulate in 2009. We welcome all members to spearhead races such as this as these specialty events are exciting for spectators, corner workers and racers alike.

Our last weekend was also a first for us at transitioning some new volunteers into the registration role. Pam Stec has worked tirelessly over the past few years, organizing and leading the registration process but in the interest of fairness to her, the Club needed to develop other volunteers to allow her to take less of a role in this process. I believe the new volunteers performed admirably and we appreciate the Member's patience as these new individuals develop the skills to run registration as smoothly as what Pam had done.

Thanks to all for assisting us in providing the best road racing in the West in 2008.

Robert Johnston
President SCCBC



Picture sent in by
Ron & Tomie Curties

CACC Notice

ASN CANADA FIA

CACC

2008 FALL GENERAL MEETING

Date:	Sunday, November 9, 2008	
Location:	Douglas College, New Westminster Room 1812 (Parking on 8th Street)	
Time:	General Meeting:	9:30 – 12:00
	Lunch:	12:00 – 1:00
	Discipline Mtgs:	1:00 – 3:00
	Reconvene General Mtg:	3:00 – 4:00

EDITOR ON TRACK



Manoir de L'Automobile

As some may be aware, I have been away on holiday. As a precursor to a 12 day Mediterranean cruise, for the first week we stayed with a cousin who lives in Brittany, where they are restoring a 16th century Linen Merchant's house in a village called Treves. I had found out that there was a motor museum in the area, and as my cousin is also a motoring nut, he was quite interested in paying this a visit. The museum is called the "Manoir de L'Automobile" and is located in a village of Loheacs, east of Rennes. It took about an hour and a half to drive via secondary roads, and we found some sign posting to it. The museum was built by a magazine publisher, Michell Hommell. The museum is not in a few sheds, but in a purpose built stone constructed complex.





EDITOR ON TRACK - Cont.



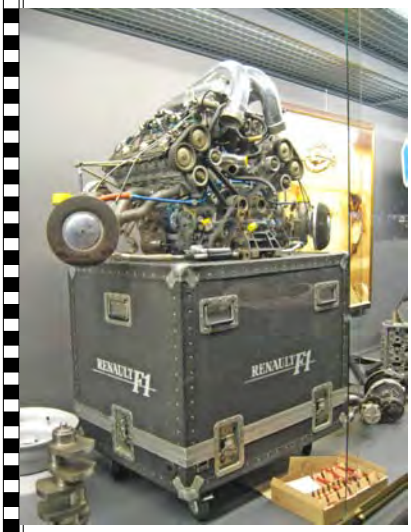
We were both unsure what to expect, but upon arrival, we discovered that the site included an Rallycross track together with a race track about the length of River's Edge. The museum is open from 10.00 am to 1.00 pm, and from 2.00 pm to 7.00 pm. The entrance fee was 8.50 Euros, which was equivalent to about $13.00. The tickets allow you to go into the village for lunch and to return. Because we were there outside of the main tourist season, none of the refreshment areas within the museum were open.



The flyers that we picked up indicated that there were four hundred cars and thousands of car models. The shop was a draw before we started. The First impression was of a well laid out space with early cars, and a mobile distillery! The earliest car was a 1896 Leo Bollee. As we proceeded, we were astounded at the numbers and types of vehicles. There were endurance cars, such as a Jaguar Silk car, a Courage, and a Bugatti E101, plus an Aston Martin DB7. There were Rally cars including an early Audi Quattro, Lancia's and Fords. We went through rooms of fabulous car models and dioramas and the restored ocean racing boat that Didier Pironi was killed in at Poole in southern England. At this point we broke off to go into the village for lunch.



After our return, we continued through area after area, and found a "Chapel de Moteurs" which was a circular room with various engines arranged around the outside wall, and a full size model of a robed monk! What had struck us was that beside the cars, were many child cars, motoring memorabilia including metal car advertising signs etc. The F1 section included about 18 Formula One cars from the 1980's and 1990's as well as various F! engines around the outside of the hall together with a nice set of portraits of world champions. Looking at the various F 1 cars, I spotted a 1989 Lola-Larousse with a 3.5 litre V12 Chrysler-Lamborghini engine. Was this the only time that Chrysler's were involved in F !?



The Rally and Motor Racing sections included large screen's showing motor racing and rally films complete with sound. There was also a large section containing some fire trucks, old tractors, Cadillac's, Rolls Royce's (including a magnificent Rolls Royce Phantom III and a 1962 pink Cadillac convertible) and also some Mercedes and Jaguar's.

There are also rooms containing Alpines, and Renault-Gordini's, Alfa Romeos, Citroen's, Maserati's and Lancia's, Lamborghini's, Abarth-Fiat's, Porsche's etc. We found a Lotus 7 and a Triumph TR 4 as well as a couple of Mini Coopers.

EDITOR ON TRACK - Cont.



When we came to the end downstairs, there was upstairs to view! Most of the upstairs contained a large collection of full size diaromas of businesses associated with the history of the French automobile, although there were a few more racing cars to be seen. I mustn't forget the French Micro cars! The picture below is of one seen parked on a street. These have 360 cc engines and can be driven without a license.

We could only comment that this was a museum that made all other auto museums that I have seen look inadequate and trivial. My cousin said that the museum is far beyond the Le Mans and Beaulieu museums, so if you are planning to visit France, this museum is a must for one's agenda. All of the exhibits have signs saying what they are, but unfortunately there are no English language guides, so one would need some basic French language skills. Mind you, one should be able to easily identify most of the cars without a French/English dictionary! Their web site (also in French) is: http://www.manoir-automobile.fr/welcome/index.php

What would I like as a souvenir? There was a superbly restored 1948 Delahaye 135 M5 with coachwork by Le Charon, painted in two shades of grey. (pictured on page 7). This car was produced in the dying days of the large, expensive, French cars, and being left hand drive would be a fabulous car to drive around B.C.



If looking at stationary cars in museums bores you, you could sign up for few laps of their racing circuit. Cost? About $600 for 21 laps in a Ferrari 430! If that is expensive, how about 3 laps in a Porsche Cup Car for $120!

After this visit we went on to Rome and enjoyed a Mediterranean cruise. On the "Grand Princess" The ship docked in Naples, Athens, Istanbul, Ephesus, Port Said and Alexandria and we went on several land tours to see the many ancient sites. If you want to see crazy traffic, go to Cairo. We however concentrated on visiting the famous historic sights like Pompeii, the Acropolis, and the Pyramids etc. One Egyptian experience was being on one of about 70 tour buses travelling with a police escort, and with all intersections closed as we passed through at speed. Just like a Presidential cavalcade.

EDITOR ON TRACK - Cont.

The Egyptian drivers are very competitive, but are prepared to give way at the absolute last second to another vehicle if it has managed to get its nose in front. With the kamikaze passing in modern motor racing, this would be the place to hone one's overtaking skills.

Some quotes on traffic from tour guides:

In Naples; "Traffic light signals are regarded as a suggestion!"
In Istanbul and Egypt, whenever we queried why there was so much traffic, we were told that it was rush hour. This seemed to be at any time of the day.
On a four lane, in each direction, highway, a guide was asked why people did not stay within the painted lines. His reply: "Those lines a regarded as decorations only!"
In Cairo, the only traffic lights seen, were set at flashing yellow.
In Alexandria, I watched two cars drive between two lines of traffic that were going on the correct side of the road, but in the opposite direction.
In Cairo, again, donkey carts didn't seem too much concerned about which direction the traffic was going, or in which lane they should be.

The only exotic car that we saw on the road, was a Ferrari 430 between Port Said and Cairo. It was on the back of a flat bed truck! I don't blame the owner for not driving it on the road.

As a tourist one was at times besieged by souvenir sellers. As you will see from the sign some might be honest!

Robin.





You are cordially invited to attend the Vintage Racing Club of BC's Annual Gala!

On Saturday November 22nd, 2008, we will celebrate the end of another season's racing, and honour the volunteers, competitors, and our associations with SOVREN, SCCBC, and META, without whom the success of our vintage racing would not be possible.

The Gala will be held at the Delta Town & Country Inn, 6005 Highway 17 (at Hwy #99). Dress optional. There will be a full buffet dinner in our private ballroom, wine on your table, and our awards ceremony. There will also be some exciting door prizes to be won!

Official Timing (Transponders are not required):

5:00 PM:	Bench Racing and Cocktails
6:00 PM:	Dinner
7:15 PM:	Acknowledgements & Awards
8:30 PM:	Dancing & Frivolity

Book early to avoid disappointment by sending in the attached Registration Form by November 15th!! The cost is $45.00 CAD per person, gratuities included. Payment is requested in advance; see the Registration Form for details.

For those requiring overnight accommodations, the Delta Town & Country will be offering rooms at a rate of $99.00 per night for double or single occupancy. To reserve a room, please call 1-888-777-1266 and mention our event.

For more information, please contact Bob Smith at bobsmithyvr@telus.net

See you there!

Jim Latham
President
Vintage Racing Club of BC

Tales From The Mangarage



Part 38

By Chris Whelan



While I missed my deadline to get Mr Zoom Zoom on the track this year, I did manage to build a racecar (of sorts) with my 9 year old daughter. When we purchased our current house 5 years ago, it came with a well used electric toy Jeep. First thing my daughters wanted was to get it working, so we put a larger 12 volt battery in and they had years of fun with it. But the Jeep stayed the same size, while my daughters grew, and they stopped using it. My youngest daughter now decided she wanted to turn the Jeep into a racecar. So one morning we set about cutting off the old body, flipping the suspension to lower the center of gravity and look racier, remounted the steering column, chopped the seat in half, lengthened the chassis and remounted the battery. As soon as we were finished she took it out for a shakedown run. While everything worked fine, and she is having great fun, the first thing that came out of her mouth was, lets build another one, but this time it needs to be really fast! Never one to back away from a challenge, I figured you could make a really wicked electric go-cart. I got onto the internet to search for parts, and discovered am not the first person to think about building an electric go-cart. In fact, electric go-carts have already proven they can kick 2 stroke gas powered go-carts butts! No clutch or gearbox, maximum torque from zero RPM, 10,000RPM and no noise. A friend of mine lives near (actually on the mountain to the west, which is really not that close) the go-cart track in Chilliwack, and the 2 stoke drone is a constant irritant (and he is a motorbike and sports car enthusiast). I am not sure what the rules are regarding the acceptance of electric go-carts (I do not see a class for electric go-carts), but my guess is they are banned and shunned as being non-traditional. I think this is a mistake. I work in an industry that has utilizes traditional (non-green) technologies, and many think this will never change, but it is, and it will (and not just because I am selling the green version), and those that don't will become footnotes in history. The world is changing quickly, green is the trend, and the next generation of racers, and more importantly the next generation of sponsors, will be will also be green, or want to look green. F1 is heading that way with regenerative braking systems, Lemans has its diesels and E85 racecars. So, is my daughter, looking for more speed based on the technology she knows, (electric) or is she shaping the future. I tend to think the later. I have started up work on Mr Zoom Zoom again, and will continue building it as a gas powered racecar, as I already have enough variables to deal with, without making it electric. But it is a perfect candidate for electric power, and I can imagine one day going that way, so long as there is a class!

Chris.

SOME MEMBERSHIP THOUGHTS

We decided, when it came time to renew last year that it wasn't going to be possible for us to be properly involved and contribute to the Club the way we used to, so we didn't. We regret our loss of contact, but there are fewer and fewer people we know now and we think the time has come.

We are counting on being informed when "Old Fart" things happen (Vince Howlett has us on his list, which is very good of him) and we have already reserved the 50th Anniversary date next July, so we won't be too far away from you all.

We have already supplanted the Club here in Squamish with the West Coast Heritage Railway Park and are very active members of the Association, and, rather alarmingly, have got mixed up in the volunteer work of the Winter Olympics. If anyone had said to us a few months ago that we would both be active volunteers for the Olympics, we'd have kindly suggested they needed psychiatric help. However, both of us are now working two days a week as volunteer interviewers for the actual Games volunteers and Ernie is already signed up as a medical volunteer for the Games. I, having no specialized skills or training, but will probably do something clerical or people'y, but I haven't heard yet.

I assure you that we think of you all with great affection. I don't think we ever made better friends than we did through the SCCBC. We may not see them often now, but when we do (like last month at the Railway Park, where we saw Merv Therriault and the Hendrens, much to our pleasure) we pick up where we left off last time, and can talk forever!

Please give our regards to anyone who did know us when we were active at Westwood, or at Indy, and to you particularly. We still remember with deep satisfaction, your thoughtfulness in arranging the fly-past for Bob Randall.

Affectionately
Lynn and Ernie (Ledgerwood)



Letter to the Editor

Hi Peter,

Enjoyed racing with you this weekend, your car looks fantastic. On Saturday I appreciated you giving me racing room on the outside coming into turn 3 towards the end of the race. I think I could have made the pass stick around the outside but I had some electrical issues that were rearing their heads shutting down my power at the most inopportune of times.

I've always felt that if you move over to protect the line then you should at least allow room around the outside which you did. Too many guys don't realize that in the end door to door racing with no contact is way more fun. We've worked hard on our new car as I know you've worked hard on yours and it's always nice to bring it home in one piece. I enjoyed my visits to Mission this year and although our car isn't fully sorted yet I' am looking forward to next.

Thanks again,

Dave Cormier

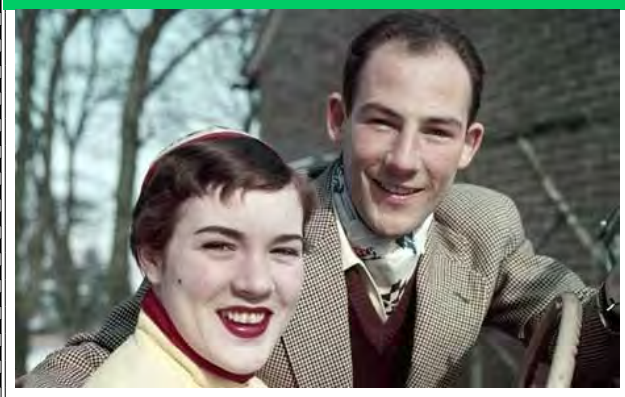
2008 SCCBC Banquet

There was simply not enough time to gather all the info needed to fill you in on the activity at the 2008 SCCBC Awards Banquet, so here's a promise to include as much as we can fit in for next month's issue.

If you have a great story or some blackmail material, please do tell – we're all ears.

Thanks,
Peter
pitpass@sccbc.net
250-565-8888

PAT MOSS



Pat Moss with her brother Stirling, at Goodwood in 1955

Pat Moss, who died on October 16, 2008 aged 73, became one of Britain's leading horsewomen and factory-team rally drivers, winning the European Ladies' Rally Championship five times, the Coupe des Dames on the Monte Carlo Rally eight times, and scoring the Mini Cooper's first big rally victory in the Tulip Rally of 1962.

Taught to drive at the age of 11 by her elder brother, the great motor racing driver Stirling, in the family Jeep, Pat Moss was a confident driver of Land Rovers on the family farm by the time she was 17, when her father treated her to her first car, a 1936 Morris Ten.

She enjoyed factory drives with all the major teams of the day for 20 years, starting in 1954 in a local car club rally near her home at Tring, Hertfordshire, in her own Triumph TR2, accompanied by her groom, Ann Riley. They won the event, the pair being the only crew to find both a worm and a feather.

With the success of this treasure-hunt behind her, she offered her services to all the major car companies – she badly wanted to drive for Triumph, as the two-litre TR2 was winning all the club rallies of the day, and was a major contender on the international scene.

When she was turned down by Triumph's motor sport manager Ken Richardson – rudely, in her view – she tried out her persuasion on Marcus Chambers, of MG, who had been charged with trying to beat the Triumph team.

Chambers took Pat Moss under his wing and gave her the encouragement she needed. She drove in the RAC Rally at the end of 1955 in an MG TF, finishing the third-best woman, before riding in the back seat of a three-girl team's Austin Westminster in the Monte Carlo Rally in January 1956.

The car ran out of brakes on a mountain hairpin, crashed over the edge and finished upside down: not a great start. Drives in a Morris Minor nicknamed "Granny" followed, Pat Moss finishing fourth overall in the 1958 RAC, the BMC team's best rally result to date.

Patricia Moss was born on December 27 1934 at Thames Ditton, where her father practised as a dentist and – with his wife – was a keen competitor in car rallies and trials.

As an eight-year-old Pat won a string of pony events, competing against her brother Stirling. Both were presented to King George VI after winning the Victor Ludorum at the 1945 Windsor Cup horse trials. Pat's success on horseback continued with a victory at the Horse of the Year Show in 1950, and in 1953 she was presented to the Queen after winning the Queen Elizabeth Cup at White City.

As well as show jumping, Pat began rallying, insisting on being paid a cash fee by the British Motor Corporation (like all the other drivers), as well as on having the use of a company car and of a BMC truck converted into a horse-box. Pat Moss's major achievement was winning outright the toughest rally in Europe, the 1960 Liège-Rome-Liège, behind the wheel of the fearsome Austin Healey 3000, then regarded as a particularly difficult car to tame. It was the first time any female driver had won an international rally.

Her successes continued with a second in the Alpine Rally the same year, and another in the 1961 RAC Rally. Pat reckoned she would have won the latter outright had she not stopped to lend the Swedish driver Erik Carlsson a tyre; such was the camaraderie in rallying at the time that stopping to help rivals was regarded as the natural thing to do. She was third in the 6-cylinder Austin-Healey on the RAC the following year, but the crowning achievement of 1962 was her victory in the Tulip Rally in the newly-introduced Mini Cooper.

This was the first big win for a car that was about to change the face of international rallying, but Pat Moss

PAT MOSS - Continued

could not disguise her dislike for the car, which she found "twitchy, and pretty unruly on the limit".
In 1963 Pat Moss and her fellow Healey driver David Seigle-Morris were persuaded to join Ford with the promise that a Lotus-tuned Cortina would soon be coming along that would help them win events. In the meantime, the best she could manage was sixth in Greece on the Acropolis Rally. She married Erik Carlsson in the same year.
Things looked up in 1964 when she switched to the Saab team for a full season. She finished fifth in that year's Monte Carlo rally, one of 11 internationals in which she drove that year. And in 1965 she came third in the Monte, an event she rated as one of her toughest-ever drives: a blizzard hit the rally before Chambéry, which suited the Saab as Pat Moss put in a string of rapid times on the final night. She was beaten only by Timo Mäkinen's Mini Cooper, and the factory racing special Porsche 904 of Eugen Bohringer; both cars were substantially lighter and more powerful than the Saab.
Now at the peak of her powers, Pat Moss was persuaded to join Lancia to drive the new Fulvia, but she found the steering over-heavy and disliked the strong understeer. Her best results with Lancia were a second overall in the San Remo in 1968; an outright win the same year in the Sestriere; and a third, with Susan Seigle-Morris navigating, in Italy's 999 Minutes. An eighth on the rough goat tracks of the Acropolis and a seventh on the twisty Tarmac roads of Corsica underlined her versatility.
Drives with Renault Alpine followed, with a 10th overall in the 1972 Monte Carlo. By now all her contemporaries from the 1950s had either retired or were in team management, and by the mid-1970s she was driving for Toyota in the Monte Carlo; it was when she was with that team that she finally decided, in 1974, to retire.
In later life she settled down with her husband (who kept up a managerial role at Saab), travelled the world, kept horses, and found room in the back of her garage for a Morris Minor, in its original livery of almond green. She never slowed down, and recently collected a speeding ticket while towing a horse-box.
Pat Moss is survived by her husband and their daughter.

STICKERS WANTED

Hello I'm a twelve years old stickers collector and i try to have a famous collection of stickers. And why not beat the world guiness record. i'd like to find oldies and brand news stickers. please could you help me? if you accept to help me, here's my address:

CERN,
Mr ETIENNE Gilles.
FI / BAT 194,
1211 Geneve 23,
Suisse

many thanks, Gilles

HONDA CHALLENGE REPORT

Honda Challenge ReportOnce again the HONDA CHALLENGE was a success on the final race weekend of 2008. As the organizer of this race, I would like to thank our sponsors for donating a few extra goodies for the guys: MARV JONES HONDA in Maple Ridge, LORDCO Autoparts in Maple Ridge, and LADNER CHEVRON.

We had 19 Honda /Acura cars signed up to run but only saw 15 start. Qualifying was dry and produced some fast times with Glenn Nixon on pole in the Bullet Racing Acura Integra Type R with a 1:17.04, followed by Rick Chandler from Calgary in his Type R at 1:17.13 and myself 3rd in my T&T Autoparts Civic with a 1:17.38.

The race was full of excitement from the drop of the Green Flag standing start. Rick Chandler took the lead and never looked back but behind him many battles ensued including the battle for 2nd overall between myself in my HC1 car and Martin Berryman in his HC2 class CRX. This battle would end with a flat tire on my car that put me out of the race for any Trophy. Martin would go on to finish 3rd overall but first in HC2.

The final results are as follows.

HC1 Class	
1st - Rick Chandler (and 1st O/A)	Integra Type R
2nd - Carlos Tesler & Glenn Nixon (and 2nd O/A)	Integra Type R
Robert Johnson & Dave Stenne	Integra GSR
HC2 Class	
1st - Martin Berryman (and 3rd O/A)	CRX
2nd - Curt Storms	CRX
3rd - Tom Davies	CRX
HC3 Class	
1st - Paul Bunbury	Civic

Looking forward to next year's races, I would like to organize a HONDA CHALLENGE within the Children Charity Grand Prix race weekend. It would be nice to see a large bore CCGP race, Honda race and maybe an Open Wheel race of some sort.

Thanks again to all the drivers and see you next year.

Chris Doodson
Honda Challenge Director

HONDA
The Power of Dreams

LORDCO
AUTO PARTS

VRCBC END OF SEASON REPORT

REVS Series Winds Up





REVS Winner: Roger Flescher at the office in his Sunbeam Tiger *(Paul Bonner photo)*

SCCBC CLUB MEETING MINUTES

SCCBC Club Meeting - Oct 08, 2008

Executive Present

President – Robert Johnson,
Kevin Skinner – Vice-President, Administration,
Cory Wong – Vice-President, Operations
John Cartwright – Treasurer,
Leslie Skinner –Secretary
Bryan Hellevang – Track Operations Chairman, absent
John Campbell, Past President, absent

Call to Order

President Robert Johnson called the meeting to order at 7:40 pm. By a show of hands 27 members were present and welcomed all guests and visitors.

Minutes read. Adopted as read by Lorne Stead, 2nd by Marc Ramsay.

Correspondence : Mayday

OLD BUSINESS:

Ryan O'Connor – total contributions to the Children's Hospital Foundation and The Children's Wish Foundation was $ 30,000.00. Thank you to the SCCBC Executive for their support in helping the CCGP happen as well as a thank you to all the volunteers. There will be a lot of children's wishes being granted. Next year we hope to include a P3 & a P4 class. If you have any ideas for 2009, please email Ryan. We would like to eventually towards having a Pro Race event at Mission. Thank you to Kari Stec who presented Ryan with 2 cheques from Scotia Bank in the total amount of $ 4700 to match amounts raised during the event.

What a fabulous experience to see the stands full!

ICSCC *Report by Pam Stec*

Conference Banquet in Seattle will be the 15th of November, everyone should try to attend. Kyle Oberdorf is your contest Board rep – he will be calling for a Rules Change meeting prior to the 15th.
Kevin Skinner gave a report on the New Grass Valley Race track in Oregon, paving scheduled for October 18th. Approximately an 8 hour drive from Vancouver. Some concerns about facilities in the immediate area.

ROD *Report by David Bell*

ROD meeting will be in Seattle at the Conference fall meeting – spending of funds will be discussed. Last race in Seattle a driver suffered a heart attack. Of the 14/15 weekends race schedule only 2 or 3 Canadian workers are able to attend all events.

CACC Report Lorne Stead

SCCBC CLUB MEETING MINUTES

November 9th is the AGM to be held at Douglas College Campus in New Westminster.
Rule changes for 2009 will be discussed. Elections to be held and the annual awards will be presented.
FIA announced no Canadian Grand Prix for 2009. There is a helmet fitting test that can be found on the website.

VRC *Report by Ian Wood*
No report.

Race Chair – Robert Currie, absent
No report

META *Report by Mike Bailey*
Turn 9 still a safety concern issue. SCCBC is working on a solution.

WAVE – much discussion about the purpose of the committee.

Media & Marketing: No report

RDC Roland Stec:
Will be holding a year end meeting re awards. Had a poor attendance on practice days this year – unless numbers improve we will need to review policy. We need 20 entries to break even. Maybe look into a Friday evening practice session.
Ryan O'Connor looking to share a practice day before the Portland Race.

Membership *Report by Gayle Baird*
297 Members: 2009 membership forms to be posted on website..

Historian: Ron Curties

New Business:
Tom Johnson & Bruce Jamieson high lighting the plans for the 2009, 50th Westwood anniversary event. Hoping to secure the July 19th weekend. Banquet the Friday night & hopefully a Vintage race event that weekend. Terry Ward to be the SCCBC committee representative.
Martin Berryman would like the Club to look into ABM system upgrades – Marc Ramsay to look into this.
Roland Stec asked the membership to consider a change to the supplementary regulations to allow for a driver change as per Rule 4.8A in GCR's. Much discussion.
Motion: SCCBC to include in the supplementary regulations that a driver change be allowed under consent of the steward. – 2nd by Mike Kaerne - carried

Track Operations – Bryan Hellevang
Last race weekend coming up. Thanks to the CCGP & volunteers to help get things done. Repairs to be made

SCCBC CLUB MEETING MINUTES

to 7B, modified to flow better – curbing to be removed. Terry Ward thanked Bryan for an outstanding job this year..

Track Manager *Report by Keith Robinson*:
No Report

Booking Manager – Ray Stec absent
50 rentals so far this year – Ray will be stepping down as booking manager for 2009.

Treasurer: John Cartwright
Donated $ 3500 to Charity..

Vice-President – Administration *Report by Kevin Skinner*
SCCBC awards banquet is November 1st. Any outstanding trophies from last years recipients need to be returned ASAP.

Track Ops *Report by Cory Wong*
1 last race – come & have fun.

President: Robert Johnson
Last race weekend will feature the Honda Challenge. New paving to be done which will create more new track records & some good racing.
SCCBC Club wear information will be on website for Club members.
Looking for door prizes for the banquet. KMS fund will be used for some door prizes.

Good & Welfare:
Swap & Shop:

Marc Ramsay has information on Hans Device – 20LX dealer in Calgary.
In Car Video for $ 1000.00 in on chase cam.com website
Martin Phillips has a 3 wheel Meshersmit car which he can loan out for display purposes.
Bob Barg has car for sale.
Randy Custer still has webber manifold for sale.
Terry Ward's Camaro $ 6500 but no motor.
Mike Bailey has a Ford Ranger 1998 for sale $ 5000

There being no further business, Pam Stec moved & Terry Ward 2nd the motion and the meeting was adjourned at 9:55 PM

SPORTS CAR CLUB OF BRITISH COLUMBIA
Application for Membership 2009
(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. I understand that the roster may not be used for commercial purposes and that I may opt out of having my information included in the roster by crossing off this item (#5) and applying my initial hereon. _____

Signed _____ Dated: _____

NAME: _____

ADDRESS: _____

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

TEL: Home _____ **Bus:** _____

E MAIL: _____

OCCUPATION: _____

VISA/MASTERCARD #: _____

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

Membership Type
(includes GST)

FULL: $55.00 ☐

FAMILY: $25.00 ☐

ASSOCIATE: $40.00 ☐

PAID BY:

CASH ☐

CHEQUE ☐

VISA/MASTERCARD ☐

Mail application and fees to: SCCBC MEMBERSHIP, C/O Gayle Baird
4042 River Road West, Ladner, BC V4K 1R8
Tel: (604) 946-6416 Fax: (604) 946-6434
(no calls/faxes after 9:00pm please) e-mail: membership@sccbc.net

ALL APPLICATIONS MUST BE SIGNED

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

SWAP & SHOP

FOR SALE

R100 MAZDA SPU Racecar

This is a purpose built car by Toivon Heinonen,
with a long history and many wins to its credit
Four Times Westcoast Championship Winner

13B Rotary

Tube Frame with Aluminum air control ground effects

AP Lockheed 4 Piston Calipers
13" Front Rotors and 12" Rear

Many Spares too numerous to list
This car has a huge amount of labour and love in it
Car valued at over $80K

Asking price: $45,000

For more information, please contact:

Toivo Heinonen
604-521-2258
toivoracer@shaw.ca

SWAP & SHOP

FOR SALE

RX7 MAZDA SPO Racecar

Very Quick Car – Rose Cup Winner

20B Rotary

5 Speed Sequential Box

80% Tube Frame

Big Tilton Brakes

Custom Design Fiberglass Body

Lots of Spares

Asking price: $65,000

For more information, please contact:

Toivo Heinonen
604-521-2258
toivoracer@shaw.ca

SWAP & SHOP

Jager Has Moved

New Address:

792 Chilko Drive
Coquitlam, B.C.
Phone:604-468-8861
Fax: 604-468-8663
jlhunter@shaw.ca

Products:

- Manufacture of approved SFI Seat Belts
- Bell Helmets
- Clothing and accessories

Hans Device

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** For Sale **

Proformance Richmond 4 Speed Transmission
Professionally Rebuilt
New main drive
New cluster gear
New Synchros
New bearings and new gears
$1250.00



2 Formula Ford wheels and tires
2 other compermotive 3 spoke, FF1600 only,
goodyear rains 550x13.0 22.5x7.5-13
$150



Call Ian Wood @ 604-433-4717

SCCBC Executives & Other Volunteers

Title	Name	Telephone	Fax	Email
President	Robert Johnston	778.878.7806		pres@sccbc.net
Vice President—Operations	Cory Wong	604.302.9297		vicepres@sccbc.net
Vice President—Administrative	Kevin Skinner	604.856.8957	604.856.1256	adminvice@sccbc.net
Secretary	Leslie Skinner	604.856.8957		secretary@sccbc.net
Treasurer	John Cartwright	604-802-4209		treasurer@sccbc.net
Track Operations	Bryan Hellevang	604.862.5640		trackops@sccbc.net
Past President	John Campbell	604.788.5092	604.575.6825	pastpres@sccbc.net
Marketing Chairman	TBD			
Membership	Gayle Baird	604.946.6416	604.946.6434	membership@sccbc.net
RDC Chairman	Roland Stec	604.465.0745		school@sccbc.net
Pit Pass Editors	Robin Fairservice Peter Weedon	250.963.7362 250.565.8888		pitpass@sccbc.net
Historian	Ron Curties	604.469.2000		TBA
Webmaster & Forum Administrator	Marc Ramsay	604.937.7565		website@sccbc.net
Registrar	Martin Berryman	604.939.0072	604.939.6611	registrar@sccbc.net
Driver Training Registrar	Roland Stec	604.465.0745		school@sccbc.net
Technical Inspection	Jim Kurtz	604.298.7227		j.kurtz@shaw.ca
Timing & Scoring	Perry Afaganis	604.820.0952		perry@gods-of-timing.org
Track Booking Manager	Ray Stec	604.465.5773		bookings@sccbc.net
Track Manager	Keith Robinson	604-209-5943		manager@sccbc.net
ICSCC Executive Board Representative	Ray Stec	604.465.5773		raystec@shaw.ca
ICSCC Contest Board Representative	Scott Arthur	604.826.5251		arthursix@shaw.ca
CACC Race Director	Lorenzo Constantino	604.939.0201		race@caccautosport.org
ICSCC Novice Director	Greg Miller	W 425.820.8660 H 425.823.1177		licensedirector@speakeasy.net
CACC Novice Director	Steve Paquette	604-990-4597		race.novice@caccautosport.org
Paddock Marshal	Bryan Holyk	604.763.4897		bryan.holyk@shaw.ca
Race Chairman	Tom Roy	250.248.6614		tomroy13@shaw.ca