



The Exhaust

Newsletter of the

Okanagan British Car Club

Box 346, Suite 101, 1865 Dilworth Drive, Kelowna B.C. V1Y 9T1

www.obcc.ca email obcc@obcc.ca

May 2010

volume eighteen issue #2



2009 Run to Ken Helms in Keremos

APRIL OBCC MEETING

Meeting started at 7:30 pm with President Lynn Fletcher presiding.

No previous minutes.

Treasurer's report - \$7,858.65 on hand.

No guests nor new members present.

Old Business -

Business cards not ready yet. Lynn is looking after this.

ICBC representative contacted re: collector car insurance. No date for meeting set yet.

New Business -

Discussion re: Penrite Oil vs. Full Synthetic. No consensus.

Calgary Brit. Fest at Radium Hot Springs. Looks good. Date is June 11, 12, 13.

Auto Cross - Registration meeting in April with 20 attendees. Bruce is our Rep. Expectation is about 70 to attend.

May 19 - OBCC at KYC....or?

May 22 - 24 Blossom Run, Peachland Car Show, Van Dusen, Knox Mtn.

June 16 - OBCC meeting - at "Brick" parking lot with other show cars.

June 19 - 20 - Father's Day, Longest Run. This is Bill's event at Antlers Beach. Contact Bill if you're going.

July 21 - OBCC meeting.

July 24 - OBCC Christmas Party (Slight delay). Steam Train Ride. Everyone to bring a bottle of \$10.00 wine

Aug. 1 Brit Bull Car Show. Bill has details.

Aug. 7 - 8 - Vernon Car Show - SDC meeting

Aug. 18 OBCC meeting.

Aug. 21 - 22 Rally-in-the-Valley. Bruce is organizer. See him for details.

Sept. 15 OBCC meeting.

Motion to adjourn by Bill Stevenson, seconded by Terry Muir. All in favor.

Minutes submitted by Arch Christie.

Okanagan British Car Club to start the 2010 Autocross season

Published: **May 04, 2010 11:00 AM**

Updated: **May 10, 2010 11:13 AM**

Bruce Stevenson

Contributor

Just about anyone can drive fast in a straight line.

It takes much more skill to execute a perfect turn at speed. Read on to see how you can learn this important skill.

Autocross is a form of motorsports that emphasizes safe, low-cost competition and active participation.

It is often referred to as Solo sport or slalom. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by "traffic cone" traffic cones, rather than racing on a track with multiple other cars, as are the cases with road racing or oval racing.

Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower, and events typically have many classes which allow almost any vehicle, from economy sedans to purpose-built vehicles, to compete.

Speeds are slower in absolute terms when compared to other forms of motorsports, usually not exceeding highway speeds, but the activity level (measured in discrete turns per minute) can be higher than even Formula One due to the large number of elements packed into each course.

While speeds are no greater than those normally encountered in legal highway driving, the combination of concentration and car feedback creates an adrenaline pumping experience.

It is like being in a movie chase scene, only you are holding onto the steering wheel instead of a box of popcorn.

Autocross courses are typically 40 to 70 seconds in length. In addition to being a national-level motorsport in its own right, auto crossing is a good way to learn skills that transfer to road racing, as drivers learn vehicle control and club ethics.

Autocross events are usually held in large paved areas like parking lots or airfields.

The Okanagan British Car Club holds events in the west parking lot of Okanagan College on KLO Road Thursday evenings; from 5 to 9 p.m. starting May 6 (this date is tentative at the moment).

Typically, new courses are created for each event so drivers must learn a new course each time they compete.

Prior to driving, a competitor will walk the course, taking mental notes, and developing a strategy to be refined upon subsequent runs

ASN Canada, the governing body for Canadian motorsports, annually publishes the solo rules to classify a full range of imported and domestic sports cars, sedans, and purpose-built race cars, as well as to layout the basic rules behind solo competition.

The solo car classifications are provided so that you may determine what types of cars are typically competing in Solo, although there is a class for just about any vehicle.

The organizers of local events are also allowed enough leeway to add classes to suit their particular requirements.

The sport typically attracts ordinary sports and sports-type cars used for daily transportation. Owners of “street” cars usually inflate the tires to higher than normal pressures, remove the hubcaps, empty the interior of loose items, buckle the seat belts, and have a go.

I compete in an 85 horsepower 38-year-old British sports car and can still turn in a decent time.

Not one to beat a Miata directly but after the handicap I can be in the top half.

So, no matter what car you drive there is a spot for you. You will need to pass a safety tech inspection before your first run.

A helmet is required for competitors and most events have loaner helmets available.

Experienced competitors are always willing to offer handling tips.

Just think of this little tidbit. Every time you plough a little or get a little sideways, just visualize your competition overtaking you by a car length or so.

One of the reasons autocross is such a difficult sport, but also such a pure sport, from the driver's standpoint, is that you can't make up this time.

If you blow a corner in a road race, you may have a few laps in which to make it up.

But to win an autocross against good competition, you must drive nearly perfectly. The driver who makes the fewest mistakes usually wins. Come on out and give it a try.

You will need to join the club for \$20, purchase a CACC license for \$10 and have a current driver's license. Show up by 5:30 p.m. and get ready to have some fun.

For more information about the Okanagan British Car Club, call Bruce Stevenson at 250-868-3693.



Another car from Ken Helm's eclectic collection.

OBCC Meeting May 19 2010

The May meeting was held in Summerland at the Carrot Top restaurant. There were 19 members in attendance and despite threatening weather 3 British cars showed up; a Jag, a MGB and a Lotus. The President Lynn Fletcher read the minutes from the previous meeting and chaired the meeting. We welcomed 2 new members Gary and Sandi Stoutenburg who own a TR8 which will soon be arriving from Calgary.

Lynn discussed the RITV. Apparently Bruce has received only one entry and that is from Calgary. It is important that the club members participate in this event in order for it to be a success. The entry form is available on the web page. A notice will be placed in the Exhaust which will go out next week. There was a discussion of the up coming events. Ken Smithson commented on the number of TBA's on the schedule. It is hard to plan around such events.

Lynn is to talk to Past Pres. Bill and The Event Coordinator Archie to get clarification on some apparent conflicts.

This is what we have at the moment;

May 22-24 there is the Blossom Run from Penticton, the Knox Mountain Hill Climb in Kelowna and the World of Wheels in Peachland. Several members indicated that they would be attending this event.

June 11, 12, 13 Brit Fest in Radium Hot Springs – Terry Muir has details on this event and is considering going.

June 16 Wednesday OBCC Meeting – this will take place in the Brick parking lot in Kelowna in conjunction with the normal Wednesday night car show.

June 20 Sunday – Fathers Day Run to Rock Creek – Brian Fleeton or Antlers Beach - Bill Sinclair – here is the murky conflict – Help!

June 26 Saturday, Sunday – Longest Day Run to Trail – overnigher – Bill Sinclair

July 21 Wednesday – OBCC meeting – location TBA

July 24 Saturday – OBCC Christmas Party in July – at the Presidential Palace in Faulder – will be combined with a trip on the Steam Train at a reduced rate. There will be a \$10 Bottle of wine exchange - Lynn

July 28, 29, Aug 1 – Mini Meet West in Penticton – Club will be supplying timing equipment for an Autocross.

Aug 1 – Brit Bull car Show in Washington – Bill Sinclair has details

Aug 6, 7, 8 Sun Valley Cruise Car Show in Vernon – Lynn will be holding a SDC meeting

August 18 OBCC meeting – location TBA

AUGUST 21, 22 – RALLY IN THE VALLEY – Saturday Show and Shine in Peachland, Sunday Autocross at the College – attendance mandatory for OBCC members (just kidding but we do need to support our own events) – Bruce Stevenson

Aug 28 Saturday - Tour to Crannog Organic Brewery in Sorrento if there is interest – Tom Wimperis – could also be the 1st or 2nd Saturday in September.

September 15 OBCC meeting location TBA

Lynn showed the prototypes of the Club business cards.

Andy McDonald moved that the meeting be closed, seconded by Brian Fleeton. Approved.

From the Editor:

In a previous life I was Chief Scrutineer for FAQ which was the Quebec Region of CASC and included Ottawa where I lived. I filled this position for 12 years and was responsible for all the amateur as well as professional events such as Formula Atlantic Can Am, Trans Am and Formula 2000. I was also the Chief Technical Inspector for the Canadian Grand Prix in Montreal for 8 years with a FIA license which allowed me to work at Monaco, Zandvort and Spa. There were some interesting occurrences during these events which I will relate in a series of articles under the heading of Dirty Air (true racing fans will understand the title).

DIRTY AIR

These articles will include tales from my Formula 1 experiences as well ones from other professional series and FAQ regional events.

I belonged to and was Race Director for MCO the Motorsport Club of Ottawa (one of the founding clubs of CASC). At one of our monthly meetings a long time member and former racer, lets call her Jill introduced me to her new boy friend, lets call him Jack. She said that Jack was preparing a Mazda RX3 sedan for racing and what did he need to

know. Jane was now participating in motorsport as a Steward so I knew that she would have a copy of the CASC regulations. I suggested that she lend these to Jack until he got his own copy and that he should prepare the car to these to the best of his ability and then have me come and inspect it or just bring it to a regional race and I would do it there.

Fast forward about a couple of months to a regional race at Le Circuit Mont Tremblant north of Montreal. Scrutineering was proceeding smoothly with lots of assistants so I went to Race Central to discuss the weekend's events with the Race Director. I received a call to return to tech immediately as there was a major problem. The problem was Jack's new race car. The Scrutineer who had inspected the car was freaked, he said there was a problem with the roll bar but the big problem was under the driver's seat. I went to the car and looked under the seat. There was something wrapped in a shop rag which I pulled out and unwrapped. I was now holding a 38 cal. semi-automatic pistol. This was a scary first. I rewrapped the item, returned it under the seat and went to talk to Jack. I inquired if he knew there was a gun under the seat. Yes. Was it loaded? Yes. What the hell was it doing there? He needed to have it close. I knew that Jane was at the event, working as a Steward and so I called her to tech. I explained the situation to her and she was horrified. I explained that the gun had to go away immediately, preferably off the track property and if I saw it again I would call the provincial police. Jane assured me that Jack would return the gun to the hotel where they were staying and leave it there. While Jack and Jill were attending to the scary part of the morning I looked at the roll bar. The size of the tubing, the wall thickness of the tubing and the base plates were all to spec. The welding was a little messy but seemed to have adequate penetration. The problem was that the 3/8" bolts holding the bar to the floor had no reinforcing plates underneath, and could pull right thru the sheet metal. When Jack and Jill returned I suggested that Jack go to the builders supply in St Jovite and buy a couple 4" square steel deck reinforcing plates and then go to the auto supply shop and buy grade 5 bolts long enough to go through the 2 sets of plates and the floor. When he returned I would arrange for him to have access to the Jim Russell Racing School garage drill press. A couple of hours later Jack returned the car tech and it was approved. Jack raced that weekend and did not do anything else stupid.

That was the last time we saw Jack and his Mazda at the track. I heard that he and Jill broke up, I wonder why? And a couple of months later Jack's name was in the paper, he was charged with armed robbery and assault! Just another fun day at the track.

A quick Formula 1 story. In 1978 Gilles Villeneuve won the inaugural Grand Prix in Montreal. In 1979 he and Alan Jones were having a tremendous battle with Jones leading. Late in the race Gilles tried an overtaking move at the hairpin which did not come off and resulted in his nose being knocked askew. As Chief Scrutineer I was stationed trackside at the starter's bridge. The Race Director, Roger Peart who was the designer of the Montreal track called me and asked if Gilles' nose was safe. I said I would keep an eye on it. Jones and Gilles went by with Gilles still the same distance behind. I decided if the nose was not bothering Gilles' speed then it did not bother me. Roger called me again and suggested that I black flag Gilles and bring him to the pits to

have the nose checked. I asked Roger if the Rescue helicopter was spooled up. He asked why I wanted to know. I said that if I blacked flagged Gilles Villeneuve while he was running second in the Montreal GP then I was going to need that helicopter to get off the island alive!

Keep the shiny side up!

2010 OBCC IMPORT AUTO SHOW

RALLY IN THE VALLEY

**AUGUST 21 ON THE LAWN AT THE HERITAGE PARK IN
BEAUTIFUL PEACHLAND**

10AM TO 1 PM

**ALL BRITISH CARS AS WELL AS OTHER SPORTS CARS AND
HOT SEDANS**

SUNDAY AUGUST 22 AUTOCOURSE AT OKANAGAN COLLEGE

REGISTRATION FORM CAN BE FOUND ON OBCC WEBSITE

INFO: BRUCE STEVENSON brucethebrat@telus.com

TECH TIP

Here is a tip courtesy of Dave Bean who is a Lotus parts dealer in California and an accomplished engine builder and racer. This tip refers to Lotus but is applicable to any aluminum head.

“We must threaten, cajole, and plead: never have your T/C aluminum head beaded! Yes it looks nice. And yes it makes quick work of the paint, grime and carbon sludge that accumulates. But there are other cleaning methods, albeit more trouble that will not wreak the havoc the glass beads will.

During bead blasting, the beads imbed themselves into the soft aluminum. Solvent washing, high pressure air blasts, and scrubbing with a brush will loosen most of them. The stubborn ones stay. What finally dislodges them are the high frequency vibration and heat cycles of actual operation. And of course we know where they go: into the oil system, then through the oil pump and into the bearings. Bearings and even oil pumps are cheap, but it is sad to see what these little guys can do to camshaft journals and tappets. And once in the system it takes several oil changes to completely purge them. If you take your head to a shop that has a bead blaster, ask them – nay threaten them – to not to bead blast it. This goes for anything aluminum that is exposed to the oil pressure or that is a rubbing surface and most certainly includes piston skirts.”

LATEST OBCC 2010 SCHEDULE

June 11, 12, 13 Brit Fest in Radium Hot Springs – Terry Muir has details on this event and is considering going.

June 16 Wednesday OBCC Meeting – this will take place in the Brick parking lot in Kelowna in conjunction with the normal Wednesday night car show.

June 19, 20 – Longest Day overnighter to Trail

June 20 Sunday – Fathers Day Run to Rock Creek – Brian Fleeton

June 29, 30, July 1 - Mini Meet West in Penticton – Club will be supplying timing equipment for an Autocross.

July 21 Wednesday – OBCC meeting – location TBA

July 24 Saturday – OBCC Christmas Party in July – at the Presidential Palace in Falder – will be combined with a trip on the Steam Train. There will be a \$10 Bottle of wine exchange - Lynn

Aug 1 – Brit Bull car Show in Washington – Bill Sinclair has details

Aug 6, 7, 8 Sun Valley Cruise Car Show in Vernon – Lynn will be holding a SDC meeting

August 18 OBCC meeting – location TBA

AUGUST 21, 22 – RALLY IN THE VALLEY – Saturday Show and Shine in Peachland, Sunday Autocross at the College – attendance mandatory for OBCC members (JUST KIDDING, but all OBCC members should make an effort to bring out their car) – Bruce Stevenson

Aug 28 Saturday - Tour to Crannog Organic Brewery in Sorrento if there is interest – Tom Wimperis – could also be the 1st or 2nd Saturday in September.

September 3 – Friday – Okanagan Observatory – Archie Christie – could be moved to Sept. 10 due to weather.

September 15 - OBCC meeting location TBA

October 17 – Tour to Ken Helms in Keremos – Lyn Fletcher



Tribute to Mary Quant!

Meetings are held the 3rd Wednesday of each month at 7:00 PM. Check our web site for locations as we drive to a different venue each month.

Executive

President	Lynn Fletcher	250-494-1699
P. President	Bill Sinclair	250-868-0408
V President	Rick Appleby	250-764-7386
Treasurer	Doug Long	250-764-8801
Secretary	Tom Wimperis	250-545-6694

Directors

South	Ken Barron	250-490-3012
	Heinz Smirmaul	250-494-5487
	Chris Palmer	250-492-2250
Central	Bruce Stevenson	250-868-3693
	Nick Ciupka	250-542-9772
North	Terry Muir	250-542-0437

Coordinators

Events	Archie Christie	250-762-5623
Web Page	John Gallant	250-549-2182
Membership	Andy McDonald	250-765-2533
Autocross	Bruce Stevenson	250-868-3693
	Mat Scaife	250-717-6784
Communication	Brian Fleeton	250-764-5177

You can contact any executive or board member by email at obcc@obcc.ca. or by the listed phone numbers.

Advertising Rates

The club has determined that it would be beneficial to accept ads in the newsletter. Several other clubs were contacted about their rates and a schedule was set up which will cover costs but not be too expensive since we have limited circulation.

These rates are based on camera ready copy being supplied.

Club Members cars for sale is still no charge

	1 issue	full year
Business card	\$10	\$40
¼ page	\$20	\$80
½ page	\$30	\$120
Full page	\$50	\$150

From the editor;

I will produce a monthly Exhaust from now till November. Submissions from the Club members are definitely welcomed. Write an event report; tell the rest of the Club about your British Car, or pass along any interesting articles you run across. Send along pictures, a jpeg format is easiest for me. The more and varied submissions from the membership the better the newsletter

If you do not participate then you will be subjected to my choice of material which will lean heavily to Lotus and racing. You have fair warning.

Send all submissions to vuzapu@shaw.ca

The Exhaust is published (almost) monthly from February to October by the Okanagan British Car Club and distributed to paid members as part of their dues. It is also posted on our web site but some financial information that may be contained in the emailed or printed copy is removed for web posting.

If you have changed email address please let the editor and the membership coordinator know ASAP.

Opinions expressed are those of the authors and do not necessarily reflect those of the OBCC executive or its members.