



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

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Some of the Club cars on the President's Run

MESSAGE FROM THE PREZ

Summer has passed and fall is upon us.

Those of us that got our cars out this year (early or late) had a good time - top down cruising, best scenery ever, great memories. Memories are more fun to create than have - bring your cars out and make new ones with your friends.

Thank you to those of you who organized the great events of the summer.

Bring your ideas for new events, or old favorites, for the YPA (Yearly Plan of Action) and bring your nominations for the executive, to the AGM on November 10th, 6:30 PM, at the Kelowna Yacht Club.

While I will be away from November 15th to early March 2011, my e-mail address will be the same. Feel free to contact me.

The Prez

AUTOCROSS 2010

Bruce Stevenson

The 2010 OBCC auto cross series wrapped up at the end of August. Season scoring is based on a total of your points with the four worst or non attended events dropped. Raw times are entered into the computer which then applies a handicap score based on SCCA (Sports Car Club of America) criteria. My MGB does not run in H stock as it has been modified for better handling. Ironically this lowers my handicap to the point where I am now 9th and would have been 7th without the mods.

If any club members want to talk to me about how to set up their car for better handling, please give me a call. For under \$300 you can change your cars ability to corner dramatically.

Here is a summary of the results. There were 57 cars that competed so I am only showing the top ten as well as Brent, the only other true British car running.

- 1 TES 1 Matt Scaife 1995 Mazda Miata
- 2 STS 35 Matt Schmidt 1989 Honda CRX
- 3 STS 53 Wade Schmidt 1989 Honda CRX
- 4 THS 239 Mark Detrojan 2009 VW Bug
- 5 TSSM 10 Terry Dunn 2001 Mazda Miata
- 6 CSP 6 Charlene Stickney 2006 Mazda MX-5
- 7 TBS 204 Willard Dwyer 2005 Subaru WRX
- 8 STS 135 Joel Kuyvenhoven 1989 Honda CRX
- 9 TFSP 3 Bruce Stevenson 1972 MGB
- 10 TBSP 202 Gabor Szavo 2008 BMW M3
- 21 THS 228 Brent Warne 1974 Triumph TR6

RITV 2011

Bruce Stevenson has announced that the 2011 Rally In The Valley will take place on Saturday August 20 at the Beach Park in Peachland. Bruce has already put a deposit on the park. Past President Hugh Simpson has offered the use of his deck at the Duck & Pug B&B. This will depend on the number of entries. All Club members should make a real effort to attend this event and support Bruce and the Club.

OCTOBER GENERAL MEETING

Minutes of October 17, 2010 OBCC general meeting
Carrot Top Café Summerland 25 members 9 British cars, most with the top down

Meeting was called to order by President Lynn at 1:40 PM

Financial report;

Doug Long reported the year end bank balance. He is just waiting for the September bank statement and will have the year end report by the November AGM.

The auto cross revenue was down a bit this year but still covered costs and the 2 OUC bursaries

New Member and guests;

Karl & Gerri Schafer drive a 89 Jag XJS

Micheal (Mike) Weis drives a 1959 MGA

Old Business;

There was discussion and regret about the failed event that Archie had arranged at the Big White Observatory. This lead to a discussion about improving our YPA (Yearly Plan of Action). We had at least one weekend of competing events and a more formal plan for next year would help to clarify the situation. We really didn't have a firm plan in 2010. Lynn gave a short review of the President's run.

New Business;

Club elections will be held at the November meeting.

The discussion about activities for next year continued with the mention of Maryville Hill Climb in WA, Festival of the grape in Oliver, and the opening of Sodas Diner in Kelowna on 22 October. Lynn will make contact the restaurant to get details.

A question was asked about the documents regarding our copyright registration of the name 'Rally in the Valley'

A discussion started regarding a more permanent meeting place since the KYC is not available to us most of the year. The suggestions included;

Meeting on other than a Wednesday and meeting at a non food location.

A question was asked about an up to date members list. Andy will have one at the next meeting.

A reminder to pay your dues for next year since we will not have the January Xmas party due to the large number of members who are snow birds.

The meeting minutes compliments of John Gallant as the Editorial Mini blew a head gasket between Vernon and Kelowna. Now all my British toys are broken. At the moment they are both in purgatory in the garage while I work on restoring our 1970 Avion aluminum travel trailer. I am headed to Palm Springs for a couple of weeks. Maybe I will feel like working on British stuff when I get back or maybe not.

OBCC AGM

The OBCC AGM will be held at the Kelowna Yacht Club on November 10. This will be the last meeting of the year, so please make an effort to attend. Having said that I will miss the meeting. Hopefully someone will take the minutes so that I can publish them in the November Exhaust. The November issue will be the last one for 2010.

OBCC 2011 Preliminary Calendar

November 10 2010 AGM – Kelowna Yacht Club

January 16 Sunday – 1st Club meeting at new location – Creative Cooking - Hunter & Enterprise – noon

February 20 – Sunday meeting –Creative Cooking – noon

March 20 – Sunday meeting – Creative Cooking - noon

April 14-16 Tour For the Cure – for prostate cancer – Duncan Hossey

May 17 – Saturday Tour to the Crannog Brewery in Sorrento – Tom Wimperis

May 15 – Sunday meeting – Creative Cooking

May 21/22 All British field Meet – Vancouver – www.westerndriver.ca

June 5 – Sunday – Run to Rock Creek – Brian Felton

June 18/19 – Longest Day Run – Bill Sinclair

August 20 – RITV – Peachland – Bruce Stevenson

September 17-18 – Brits in the Sticks – Chris Gill

Other suggested events – Run to Merry Hill in upstate Washington, castle, hill climb – Lynn Fletcher to investigate – sometime in September.

OBCC EXECUTIVE MEETING

October 27 2010 at Chances in Kelowna

Present: Lynn Fletcher, Pres., Bill Sinclair, Past Pres., Rick Appleby, VP., Doug Long, Treasurer, Tom Wimperis, Secretary, John Gallant, Website Editor, Brian Fleeton,

Communication, Chris Palmer, Hans Smirmaul, Ken Barron, Terry Muir and Nick Ciupka

Lynn called the meeting to order:

The OBCC AGM will be held at the Kelowna Yacht Club on November 10 at 6:30 PM. Lynn announced that the monthly meetings will be held on Sundays and will be hosted by the Creative Cooking Restaurant at corner of Hunter and Enterprise in Kelowna. This move was the result of difficulties in booking the Yacht Club on a regular basis. This restaurant is licensed and is keen to work with the Club.

The first meeting at the new location will be Sunday January 15 at noon.

Going forward the meetings will be on the 3rd Sunday of the month with the exception of May when it will be held on the 2nd Sunday to avoid conflicts with the May long weekend.

There followed a discussion of various events proposed for the year. The results of these suggestions are shown in the 2011 Preliminary Schedule.

Bruce Stevenson has volunteered to be the 2011 Events Coordinator.

Lynn has volunteered to hold Christmas in July at his home. He is investigating the possibility of running a hill climb in his neighborhood.

It was suggested that the Club arrange for a large tent for shade at this event. Lynn is going to check the Club tent which is in his garage to see if this would be suitable.

Treasurer Doug Long presented the financial statement to the Executive for approval. The statement was approved and Doug will present the statement to the Club at the AGM.

There was some discussion about sending the membership a copy of the membership list. It was decided that this would be ok. The list will not be posted on the Web page or published in the Exhaust.

An information pamphlet for prospective members was discussed.

The meeting was closed.



John Gallant's BRG and the Prez's TR6

DIRTY AIR

FORMULA 1 RIDE HEIGHTS

In the late 1970's and early 1980's due to the success of the Lotus 78, ground effects had taken over in Formula 1 and all the teams were using sliding skirts or brushes to keep the air trapped in the venturis under the cars to create down force. Some team's designs were more successful than others and the consequences of having a skirt stick were very severe, usually resulting in a crash.

In 1980 FISA implemented a ban on sliding skirts and in 1981 instituted a 6mm minimum ride height. Several of the teams realized that this height could only be checked when stationary and developed complicated hydraulic systems that allowed the car to lower at speed and then could be raised when stopped in the Scrutineering area. As I was the Chief Technical Inspector for the Canadian Grand Prix I contacted the FIA for instructions on how the ride height was to be measured. I was shocked to learn that the approved method was to slip a 6mm thick piece of wood under the car. How low tech in the most high tech racing series in the world!

As I worked for an Optical Company making precision optical components for the manufacture of lasers I had access to HeNe lasers used in the measurement of the optical surfaces we produced. I borrowed one of the 2mw HeNe lasers, went to the machine shop and built a bullet proof housing of 1/4" aluminum plate, complete with leveling feet and a bubble level to allow the beam to be adjusted to the 6mm height and parallel to the level test surface. I also built an adjustable target from aluminum plate that could also be adjusted to show 6mm height.

In Montreal we set up the laser on one side of the scrutineering pad, with the target on the opposite side. We checked the height of the beam with a digital height gauge. The F1 cars would be directed to the pad, where they would sit for a couple of seconds as their suspension raised the car to the legal height. They then would roll on to the pad expecting someone to insert a stick under the car. They were very surprised when we just waved them by. If the laser beam hit the target they were legal, if it did not then they were illegal and were pulled to the side. The team engineers were amazed at how efficient our system was and Gabrielle Cadrigner the FIA Technical Delegate wanted to know who had supplied the system and where could he order one. I explained that I had built it and that he could have the housing and target but I had to have the laser back to work on the Monday. I opened the housing and gave him the manufacturer name and model number so that he could order a laser for the FIA. As an ironic aside the laser was made by Spectra Physics the company I would end up working for in my second California stint.

FORMULA ONE SEAT BELTS

In one of the prerace safety inspections I checked the driver's belts in the Tyrrell and to my surprise found that the Willans belts were secured to the chassis with single #10 socket head cap screws with only a simple washer. They had drilled through the belt itself and only through a single thickness. Under SCCA and CASC regulations seat belts and shoulder harness must be secured by at least 5/16" bolts.

I pointed this problem to the team engineer, who proceeded to give me a lecture on the tensile properties of socket head cap screws and how he had calculated the forces that could be expected in an accident and that the bolts were more than adequate. He also inquired whether I had an engineering degree and since I did not, I should leave the decision about safety to those that did. I explained that I agreed that the bolts were not likely to fail but would in all likelihood pull through the webbing. I said I did not have a degree but I could read. I just happened to have the Willans installation guide in my briefcase and it stated that under no circumstances were the belts to have holes drilled in them as that compromised the integrity of the webbing. All belts were to be mounted with appropriate ends with belts doubled through and sewn to aircraft specifications. The FIA Technical Delegate agreed with me. For the Canadian GP Tyrell were made to go to a larger bolt with a steel reinforcing plate the same width as the belt and for the next race they were to have new belts with the appropriate mounting ends as per the manufacturer's specifications.

University degrees do not always trump common sense.

FROM THE EDITOR

To make the Exhaust the best it can be I need more input from the members. The best of the newsletters that I receive from other clubs are great because they have regular contributors as well as member's profiles and event reports. Let the club know why you love British cars. Where did you get the car, what is its history? Some of the long time members have probably done this in the past, but do not forget that we have new members who would be interested. If you are getting tired of Lotus stuff send me something different.

Cheers, Tom

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. From January the meetings be the 3rd Sunday each month at noon

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.

