

VicVettes



**Publication of the Victoria Corvette Club
November, 2009**

The Victoria Corvette Club represents Corvette owners and enthusiasts in the capital city of British Columbia. Victoria, located on the southern tip of Vancouver Island, is known as the Garden City and is a major international tourist destination. We hold our meetings on the first Tuesday of each month at the Station House Pub, 737 Goldstream Ave. We meet at 6:00 PM for dinner, and hold our meetings after we have dined. Guests and new members are always welcome.

Our members own an interesting variety of Corvettes, and we are active year 'round with Corvette-related activities: social events, show and shine, rallies, slaloms, tours, parades and more.

We are non-profit society, and sponsor our Club charity, the Queen Alexandra Foundation for Children.

Executive

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Canadian Council of Corvette Clubs Director:	Vacant		
Competition Director:	Vacant		

Social Director: Vacant

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Our website: www.victoriavette.com

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In keeping with this month's theme of members' racing memories, a Corvette wins an event at Daytona in 1957

Somewhere in Afghanistan, Nov 11

President's Message

Cam regrets that there is no President's Message this month.



Scenes from the after-Brunch cruise in October

Our Club Sponsors:

Principal Sponsor:

Jenner Chevrolet Ltd.

1730 Island Highway,
Victoria, BC
(250) 474-1211

Affiliate sponsor:

Canadian Tire (Gordon Head)

3993 Cedar Hill Road
Victoria, BC
(250) 721-1125



Here is a delivery of factory-fresh Corvettes.

Croton, NY October 1961

Photo courtesy of Matt Herson

The 2009 American LeMans Series ended with a bang (literally!) at the last race of the season, the Monterey Sports Car Championships at Laguna Seca. The battle for the lead in the GT2 class in the last hour of the race was one for the record books. Jan Magnussen driving the #3 Corvette had whittled down the lead of the #45 Flying Lizard Porsche 911 driven by Joerg Bergmeister from 14 seconds to just inches. With two minutes to go Magnussen passed Bergmeister for the lead, but was forced to relinquish the position to the Porsche as officials ruled that his pass had taken place on the pit exit lane and was therefore illegal. On the exit from the last turn, mere yards from the finish, Magnussen shunted Bergmeister from behind, causing the Porsche to run slightly wide, and then attempted to pass on the left. Bergmeister promptly moved to the left to prevent this, forcing the Corvette into the rapidly narrowing gap between the Porsche and the concrete wall. Further contact occurred between the cars with the result that Magnussen's Corvette spun across the track and collided forcibly with the concrete wall on the right. The Porsche crossed the finish line in first place, and Magnussen's broken Corvette slid across 1.037 later for second place.

As a result of their conduct, IMSA has placed both Magnussen and Bergmeister on probation for the first two races of next year's Series. Should either driver be guilty of similar conduct, he will receive and automatic two race ban.

The #4 Corvette finished the race in 10th position after losing time to make repairs after colliding with an inconveniently located BMW.

Corvette Racing competed in the GT1 category initially this year, and finished 1 -2 in that class, winning the drivers championship and the team championship. Chevrolet therefore won the manufacturers title. In the GT2 class, in which Corvette Racing did not participate for the full season, Corvette drivers finished in 6th and 11th places in the drivers' championship and Corvette Racing finished in 6th place in the team championship. Chevrolet took 4th place in the manufacturers' championship.

The previously mentioned Porsche of Bergmeister and Long finished first in the GT2 championship, and the Risi Competizione Ferrari 430GT second.

You can watch the battle between Magnussen and Bergmeister on Youtube.

Coming Events:

A list of tentative dates of our events for the year is published on our website, www.victoriavette.ca
For a complete list of car events on the Island and overseas, follow the link to Don Earnshaw's Car Shows.

Nov. 15 Club Brunch. Details to follow. Watch for an e-mail

Nov. 27 Christmas Party. 7:00 PM, Station House Pub, 737 Goldstream Ave. See below.

VCC Christmas Party

Where: The Station House Pub, 737 Goldstream Avenue, Langford

When: Friday, November 27th. Drinks at 7:00 PM, Buffet Dinner at 7:30

Bring a small (\$10, 00 or so) amusing item from your house for the Crazy Gift Exchange.

Please let Barry know ASAP if you would like to attend. He must know by Sunday, November 8th. Phone 250 595-7810 or e-mail bdunning@shaw.ca
The cost is \$50.00 per couple for members, and 28.95 per person for non-members.

(Barry says the (no-host) bar may be open by 6:30 PM if you are a bit thirsty!

Big Days:

Birthdays:

Richard Yaremko	Nov 14
Annette Baker	Nov 18
Sheryl Krieger	Nov 23
Dan Hall	Nov 26

Anniversaries:

Richard & Sheila Yaremko	Nov 7
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Club Notes

Our November meeting featured the first usage of the new sound system that the club has bought. It worked very well, and will no doubt work even better when the Executive learns how to work the hand held microphone.

The club has given the Queen Alexandra Foundation \$2,000,00, as was decided at the last meeting. The donation was gratefully received.

The October Club Brunch at Spinnakers was well attended, and was followed by a cruise via Clover Point to the “pumpkin patch” in Saanich.

Gary Williams handed out the club jackets that members had ordered.

At our Christmas Party we normally collect items for the Food Bank and Santas Anonymous, but it was suggested that we might sponsor a needy family instead. Dan Hall volunteered to look into this, and Cathy Garon offered to help.

Rick Specht asked us to think of things for the club to do next year, and it is hoped that all members will have suggestions at our planning meeting in January.

Cheryl Specht very kindly offered to operate the club’s website, and money was voted to buy the necessary software.

Dan Hall has a friend who is looking to buy a 1966 or 67 Roadster, so if you know of one for sale, please let Dan know.

A REMINDER: If you have not yet e-mailed Cam with your choice for this year’s Joseph Szymanski award, please do so. This year’s awards will be presented at our Christmas party.



A “before” picture of the #3 Corvette at the Monterey Sports Car Championships at Laguna Seca.

I asked God for a Corvette, but God doesn’t work that way. So I stole a Corvette and asked God for forgiveness.

Random Pics....



Moment of contact.....

This picture was taken from an amateur video, and shows the moment of contact between Jan Magnussen's #3 Corvette as it inches ahead of Joerg Bergmeister's Flying Lizard Porsche 911 about 100 yards from the finish line at Laguna Seca. The impact of the Porsche striking the right hand side of the Corvette near the back wheel caused the Corvette to spin across the track and hit the concrete wall there.



Parking lot scene, Mid-Ohio race track, 1969. Photo by Yale Shap

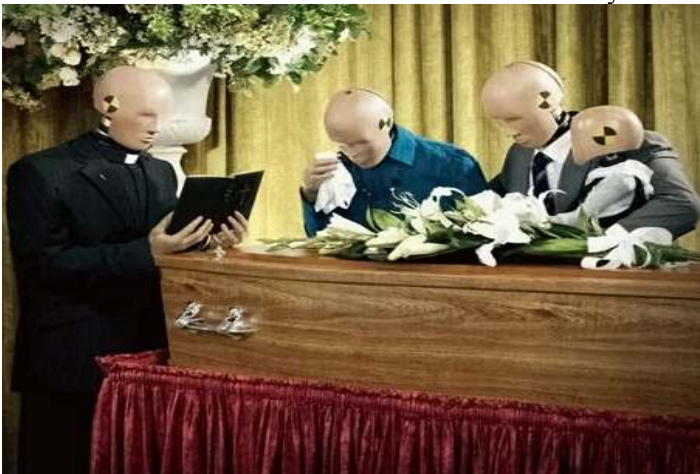
More Random Pics

Motor Racing.....Guts, Glory, Girls!!

Here we see Miss Mid-Ohio 1969 chatting up two time world Formula 1 champion Graham Hill, and Canadian driver John Cannon. Or exactly who is chatting up whom....?



Photos by Yale Shap



I hope this tragic scene reminds us of the debt we owe to these personages for the contributions they make to our safety as we drive.

Idlings

In last month's VicVettes Sheryl Krieger shared with us her memories of going to the races at the Mid-Ohio track at Lexington back in the 1960's. This has most fortuitously brought forth other memories from other club members. Below is an article submitted by Yale Shap of his reminiscences of those long-gone days.

"Sherry's memories of Mid-Ohio brought back some memories of my own. From the Mid 60's through the early 70's, as a crazy 18-23 year old, I raced MGBs at several tracks in Canada, drag raced whatever I could bring/borrow etc, and circle dirt tracked a '66 Valiant. I was also a pit and corner marshal at the Circuit Mt Tremblant from its inception in 1965 and 1966, where I also chained up bbq/chairs/etc.

I also held a coveted press pass for Mosport and Mt Tremblant but was invited for the CanAm in 1970 to take some photos and check out the track for our motorsport club in Montreal. Normally, any photos I took while being a track marshal at Le Circuit, were purchased sight unseen by stringers from magazines and newspapers around North America. It helped finance my car nuttiness.

At any rate, all the photos I took at Mid-Ohio that summer, including a stock car race at a nearby track ending at midnight showed up in my parents' belongings, which I recently sorted after my dad's death in 2005. Since I had just gone to Mid-Ohio for fun, I did not sell any of the film and have archived the best shots. I have close-ups of Stirling Moss, John Cannon, Graham Hill, Mark Donohue, Jim Hall, Bruce McLaren, Denny Hulme and many others.

Please find attached a couple of track photos that might complete your (Sheryl's) memories outlined in the wonderful article."

Yale Shap



Mid-Ohio, 1969 Photos by Yale Shap

And Marnie Crowe does some reminiscing.....

“Last month’s issue of VicVettes featuring Sherry Krieger’s early racetrack memories brings me to recall a few of my own. As an “almost” native Victorian, I remember as a small girl Dad packing the family into the old Chevy to drive all the way out to Langford on a Saturday night. Our destination was the Langford Oval (opened in 1937) to take in the “car races.” Surrounded by a high wooden fence, open wheel racing would take place as the “jalopies” raced each other making lots of smoke and noise while churning up the dirt track. Avid fans had no trouble filling up the 2,000 seats. Of course we had our favourite drivers. One of these competitors was Dad’s friend Dave Cooper, a plumber by day and a race car driver on the weekends. Dave (who later taught me to drive a car) was known as the Flying Plumber. Ian Vantreight, Ross Pettinger, Dave Varley, Andy Cottyn and even Eldon Rasmussen (from Edmonton) were just a few of our favourite drivers. It was the best way to spend a Saturday night. Incidentally, we were in attendance when a loose wheel came off during one of those races. It bounced into the stands, hitting a woman spectator who never lived to see another race. In 1950 the Langford Oval closed due to government appropriation giving way to the present Ruth King Elementary School. It left a huge void in the lives of Victoria’s race fans. Good news came four years later, when in 1954 Andy Cottyn opened Western Speedway to 3,000 enthusiastic race fans seated in the stands. This time it was a paved race track that featured faster, safer cars, and the new “hit to pass” races. It was at Western Speedway that as a young teenage girl I was chosen to present a trophy - a much coveted role in those days amongst the women who attended the races - to Lamont Brooks, for fast time of the day.....who hooo....I also dated Billy Foster, the first Canadian driver to qualify for the Indianapolis 500, in 1965 (he placed as the 6th fastest qualifier.) Sadly he was killed in 1967 in a qualifying race at Riverside in California. Incidentally, Billy was a cousin of musician David Foster and champion race car driver Jim Steen.

How well I remember the sounds of racing engines, the combination smell of hot dogs, burning rubber and the smoke from hot engines. There are lots of good memories! For more Victoria car racing history, check out the website of Victoria’s Auto Racing Hall of Fame. The history of auto racing at Willows Fairground (1912) is fascinating.”

Marnie Crowe



Victoria’s Billy Foster, the first Canadian to qualify for the Indianapolis 500, in 1965

Get yourself in print, send VicVettes your memories of races of yesteryear!!