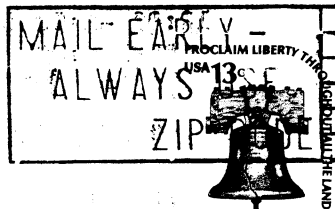


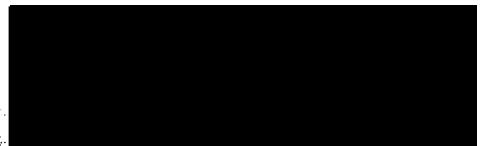
1976 MAR 12 10:00 AM  
WESTWOOD #1  
ENTRY

INTERNATIONAL CONFERENCE  
OF SPORTS CAR CLUBS  
900 SANDY BEND RD.  
CASTLE ROCK, WASHINGTON 98611



WESTWOOD #1  
ENTRY

FIRST CLASS MAIL



#2

THE SPORTS CAR CLUB OF B.C.  
PRESENTS THE  
SPRING TROPHY RACES  
APRIL 10/11, 1976

This event is sanctioned by the ICSCC as a Championship points Race, conducted under the 1975 ICSCC Regulations and organized by the SCCBC at Westwood Racing Circuit.

ENTRIES OPEN: **ENTRY MAILED -**  
12:01 PM, Monday, March 22, 1976

ENTRIES CLOSE: 12:00 PM, FRIDAY, MARCH 31, 1976

MAIL ENTRIES TO: REGISTRAR-SCCBC  
P.O. Box 2125  
Vancouver, B.C. Canada V6B 3T5

ENTRY FEES:

ICSCC LICENSE HOLDERS	\$30.00
Other license Holders	\$32.50
ADDITIONAL RACES	\$ 5.00 EACH
LATE ENTRY (FIRST ENTRY ONLY)	\$10.00
PIT/PADDOCK PASSES	\$ 3.00

ENTRY FEES-PAYABLE TO THE SCCBC, must accompany the Entry Form.

There will be no Friday night Tech or Practice. The gates will not be open till 8:00 am Saturday. All the pits will be first come first serve.

SCHEDULE

SATURDAY

8:00 AM 11:00 am REGISTRATION  
8:30 AM 2:00 PM TECHNICAL  
9:00 AM 12:00 NOON PRACTICE BY GROUPS  
12:00 -1:00 LUNCH BREAK  
1:00 PM 4:00 PM QUALIFYING BY GROUPS  
4:30 PM NOVICE RACE #1  
9:30 AM NOVICE DRIVERS MEETING

SUNDAY

8:00 am- 9:00 am REGISTRATION  
8:30 - 10:00 am TECHNICAL  
10:00 AM-10:45 AM WARMUP BY GROUPS  
9:30 AM DRIVERS MEETING  
11:00 AM RACE #1

NOTE All Schedules subject to change at the discretion of the Organizer. If three (3) Novice races are required they will be Twenty (20) minutes.

SOCIAL EVENTS: Details of the weekend social events will be provided in the Driver's package at Registration.

SUPPLEMENTARIES: The detailed schedule and the supplementary Regulations will be provided in the Driver's package at Registration.

1. No trailers are to be loaded in the Paddock area until after the last race.
2. Note on your entry form where two or more drivers are entered with the same car. If this is not done, we will not be responsible for a driver missing his race due to scheduling.
3. Paddock space will be first come first serve except for spaces marked "Reserved Parking."

NOVICE LICENSE DIRECTOR: Woody Woodburn will be located in PIT #20.

SUPPLEMENTARY REGULATIONS

14th Bi-Annual Observatory Hillclimb

April 3 & 4, 1976.

Organized by: Victoria Motor Sports Club

SANCTIONED BY: Canadian Automobile Sport Club and International Conference of Sports Car Clubs

GRADE OF COMPETITION: CASC Regional Championship Hillclimb and co-sanctioned by ICSCC.

Eligibility: A member in good standing of a recognized auto club possessing a valid driver's licence and competition license issued by CASC, ICSCC, SCCA, USAC; NASCAR, FIA, or any recognized club competition license subject to the approval of VMSC. All licences must be handed to the registrar for scrutineering by the Steward. VMSC reserves the right to refuse any entry. To be eligible for CASC Regional points all competitors must have a minimum of a CASC BASIC RESTRICTED LICENSE.

VEHICLES: Any vehicle coming under the following classifications is eligible: 1. A & B Prod., C. & D Prod., E. Prod., F Prod., G. & H Prod. 2. A. Sedan, B. Sedan & C. Sedan (to include D. Sedan) 3. Modified over 2000 c.c. and modified under 2000 c.c. 4. Formula Ford, Formula B., & Formula Super Vee. 5. Formula Vee.

Classes: The organizers reserve the right to group classes together for the purpose of awards for this event.

General Requirements: As per CASC Regional Hillclimb rules, 1974. Roll Bars - required on all vehicles (1970 CASC specs.) Seat belts - metal to metal seat belts with 2" shoulder harness and 3" lap belt (1971 CASC specs.) Goggles - or adequate eye protection is required for all competitors. Helmets - each competitor must have his own approved helmet (1968 Shell or later) Numbers - cars with registered numbers will be allowed to compete showing that number and car without numbers will be assigned numbers at Registration. Those with Registration numbers, please show them on your entry form.

Clothing - Fire proof clothing will be required as per CASC Hillclimb rules. Seats - Drivers seat must be rigidly mounted to the floor. Scrutineering: Responsibility for legality of any entry lies solely with the entrant and/or driver. Final decision for legality of a vehicle lies solely with the Steward(s) presiding over the event.

ENTRIES: Open: a.m. Monday March 22, 1976.

Close: p.m. Monday March 29, 1976.

All entries accepted by mail only. Please put the names of pit crew on reverse of entry form.

ENTRY FEE: 1. \$10.00 ICSCC license holders (not eligible for CASC points)  
2. \$14.00 CASC license holders (& others running for points.)

LATE FEE: 1. \$15.00 ICSCC  
2. \$19.00 CASC

Pit Passes \$2.00 required for all crew members

Maximum entries: 50 (fifty)

Registrar: Adele Morgan, C/O VMSC, P.O. Box 343, Victoria, B.C. Phone: 595-6205

Secretary of the Meet: John Bates, 391 Vincent St., Victoria, B.C. Phone: 385-8979

COURSE: The course is situated seven miles north of Victoria on the West Saanich Road, which runs off the Patricia Bay Highway. The Victoria, Geophysical Observatory Hill is a very smooth and challenging hill. It is 1.3 miles of private road, and has a number of high speed bends and turns. It rises 650 feet and is approximately 25 feet wide.

PITS: These will be located at the top of the Hill, due to the greater amount of parking facilities. Cars will be lined into two groups in order of class. Each group shall be taken to the bottom of the Hill, by the Course Marshall, turned around and runs will commence. Any competitor not ready to run when his group is called, will forfeit that run. Trailers cannot be left in the pit and we may ask you to remove tow vehicles if we have a lack of room.

PRACTICE RUNS: There will be a familiarization run for all drivers who have not run the hill before; this will be immediately after the drivers meeting and before practice runs start. No driver is allowed to take a timed run without first taking a practice run. TIMES FOR THE PRACTICE RUN WILL NOT BE POSTED.

RESTARTS AND RERUNS: No competitors claim for a restart will be accepted for any reason, except in the case of an official closing of the course for any reason whatsoever.

Official Closing of the Course: If, for any reason it becomes necessary to close the course while a competitor is running, this will be done by the displaying of an official RED FLAG, by an official of the meet. Any competitor seeing such a flag, will come to a complete and full stop. Failure to comply will mean disqualification from the event; the competitor will not be eligible for any awards, nor any further timed runs.

## HILL CLIMB CONT.

NUMBER OF RUNS: All competitors will be allowed 1 practice run and 3 timed runs.

TIMING: Timing will be automatic photo-electric eye and will be to the nearest 1000th of a second. Timing trailer is out of bounds, under penalty of disqualification. This will be strictly enforced. (to all competitors and their pit crews.)

TIES: In the event of ties occurring, the second fastest time of the competitor will be used to break the tie. In the event ties still exist, the third fastest time will be used. If there still are ties existing a tie will be declared and awarded accordingly. In the event of a tie, all competitors finishing lower in the standing will be awarded trophies on the basis of taking into account the number of competitors who have finished ahead of them.

PROGRAM: Sat. April 3, 1976, 2:00 to 4:30 p.m. Registration and Technical inspection at Plimley Motors, 1010 Yates Street. All local cars must go through Sat., and as many out of town entries as possible. Sun. April 4, 1976, 8:00 to 9:00 am. Registration and Technical inspection at Observatory Hill. 9:30 am sharp, drivers meeting, and familiarization runs, followed by practice. All drivers must attend the drivers meeting. No one admitted after 9:00, gate locked.

AWARDS: 1st, 2nd, and 3rd place trophies will be awarded to a class with 4 or more cars in it.

NOISE: Under no circumstances will anyone be allowed to start a car without mufflers prior to 9:00 am. Sunday, nor will we tolerate excessive noise in the pits. Due to local and club by-laws, competing cars cannot exceed a noise level of 105 decibels.

As VMSC has obtained this hill by special permission from the Government of Canada, you are advised not to take practice runs up the hill other than during official practice. Anyone observed by the commission or the organizers having illegal practice will not be allowed to enter the event. No drinking of alcohol at the hill. No two-wheel vehicles on the hill. This is a government park and no destruction of natural foliage or wildlife will be tolerated under penalty of disqualification. Please advise your pit crew.

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FOR SALE: 1975 B. SEDAN CHAMPION. RX3 MAZDA. FULL ROLL CAGE. 8 MAGS. ALL READY FOR TRACK AND/OR STREET USE. WILL MEET THE NEW WEIGHT LIMITS FOR SEDAN CARS. CONTACT: DOUG MOE, 5425 SHERMAN HEIGHTS RD, BREMERTON, WASHINGTON 98310. PHONE (206) 373-7889.

### FROM THE DESK OF THE PRESIDENT---DOUG MOE

It must be time to start our first race, as our first entry form for 1976 is in the memo. I hope that we can continue our tradition of dry tracks and large grids at all of our races.

In the few weeks left to us, a final check and pre-tech of our cars could be time well spent to assure that we are prepared.

I am very pleased with our new rule book and all comments that I've heard to date reflect a fine acceptance of its new format and size. Please note the correction to page 7, #B. Items (2) & (3). Delete the words NOVICE and ARR from both of these items.

If you have yet to apply for your 1976 license, now is the time to do so. There is just enough time left to process your license before our opener at Westwood.

Entries close 10 days before the race this year.

### FROM THE DESK OF THE LICENSE DIRECTOR: WOODY WOODBURN

Now that we are in a limbo period before the first race I have a few items to add since the last bulletin.

1. It is an excellent idea that the rule book should be read. A lot of hard work has been put into it over the years for your benefit. (It will also eliminate a lot of questions you may have.)

2. Driver's training sessions have been set up by the Executive Board that are well planned, controlled and well supervised. What I'm saying is that any prospective driver that wants to insure receiving a license he or she should ATTEND AN AUTHORIZED SCHOOL!

To help avoid an hassle apply for your license early get your car ready and get yourself in shape.

We're looking forward to seeing everyone at Westwood.

FROM THE DESK OF THE RACE STEWARD: RAY CAUDURO

I don't have much to add since my last memo. Please make sure you received your first memo and read my article.

By now you should have received your rule books. Look them over carefully and make note of all the changes. If you have any questions contact me.

Just a reminder. Make sure your numbers conform to the new ICSCC regulations (1106). Also read 1101 B. "All Tech Stickers from Previous events must be removed from the car:  
"See ya"

FROM THE SECRETARY-TREASURER: PAT MOE

Thanks to I.R.D.C. for the year end banquet held November 1975 at the Airport Hilton at Sea-Tac.

Special thanks to Maribeth Zwick and Cecilia Nelson. Also special thanks to Patty Sampson, Larry Carroll and Denny Goodwin for the posters of the Class winning cars that decorated the wall behind the head table.

Extra special thanks to everyone who helped decorate when we were able to have the room at 4:30.

One more thanks to the unknown person who brought the Cordials (Brass Monkey.)

1976 ICSCC OFFICERS AND CLUB ROSTER CHANGES

SISKIYOU SPORTS CAR CLUB. P.O. Box 1304, MEDFORD, ORE. 97501

PRES. LARRY TURNER 2223 Jet Drive, MEDFORD, OREGON. 97501 (503) 779-3942

VIA COLUMBIA SPORTS CAR CLUB, P.O. Box 181, Vancouver, WASHINGTON 98660

PRES. CHUCK CLEMANS, 7309 N.E. 70th St., VANCOUVER, WA. 98662 (206) 256-1119

FROM TIRE HEADQUARTERS, INC., 1706 BURNSIDE ST. PORTLAND, OREGON (503) 233-5979

Tire Headquarters has added the following service Full line of Cromodora racing wheels, Simpson Driving Suits, Cibi lights and front end alignment.

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