



Vancouver Island Section Newsletter

September, 2019

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2019 Event Calendar

November – Christmas / Holiday lunch

Where: Fireside Grill, 4509 W Saanich Rd, Victoria
 When: Saturday, 23 November at 11:30
 Organizer: Rob Watson and Linda Derrick



President's Message

Rob Watson

There have been a number of personnel changes at Three Point Motors necessitating cancelation of our Winter Tech event planned for November. As a result, we will have our Christmas/Holiday Lunch on Saturday, 23 November at the Fireside Grill on West Saanich Road. Details will follow but mark the date now!

MBCA Vancouver Island Section 2019 Annual General Meeting

Here is an edited version of the President's Report presented at the AGM which took place at Coachwerks (the Classic Car Centre) on Sunday, 6 October.

Peter Trezwick, the General Manager of GAIN, was thanked in absentia for arranging to have the tour of Coachwerks and for graciously hosting our lunch. It was all arranged at the last minute and we were fortunate to have Eric Cherneff and Dave Hargraves from Coachwerks give up their time on a Sunday to open up the facility to our Section for the AGM and lunch and to conduct excellent tours. They received a hearty thank you from members in attendance.

This has been an active and busy year for the Club. Since last year's AGM, we have held ten events: six social, three technical, as well as participating in the Vancouver Island Concourse d'Elegance. During the year, 181 members and guests attended our events – an average of 18 for each with half the events over 20 attendees. Forty-five of approximately 105 members, or 44% of our membership, attended at least one event. Our Section is small, and this result is high compared to many much larger Sections. The members of our Section were thanked for their engagement and participation; it makes the considerable amount of time and planning required to ensure success worthwhile.

Planning for next year's events began immediately following the AGM and lunch at Coachwerks as we held the first Board meeting of 2019–20. This year there was a positive response and enthusiasm for repeating both the Cowichan Valley Wine Tour and the Summer Solstice Dinner at the Farm Table Inn. Members were reminded how important and valuable it is for them to bring forward their ideas. One suggestion was to go to the Go-Kart track at Western Speedway, perhaps before or after watching the F1 Canadian Grand Prix to see Sebastian Vettel actually win.

Our small team of Board members – Dennis and Hazel Ostrowerka, Philip Early and Barry Patchett – were thanked for their hard work over the year organizing events and just generally contributing to the success our Section. Thanks also was given to Alex Currie for stepping forward to join the 2019-20 Board of Directors; he will serve as Membership Chair. There is no question Alex will add his knowledge, enthusiasm and a terrific sense of humour to the mix.

During the AGM, we recognized three of our members for reaching membership anniversary award levels: Linda Derrick for 15 (happy) years, and Hazel and Dennis Ostrowerka for their 20 (very involved) years. Dennis' and Hazel's awards are especially noteworthy because when they joined in July 1999, they were among the people most instrumental in the creation of our Section. On 30 November 1999, our Section received its Certificate of Incorporation under the Society Act and we will celebrate our 20th Anniversary as a Section in November this year.



2018 – 2019 Section Officers

President: Rob Watson
Vice–President: Dennis Ostrowerka
Treasurer: Philip Early
Secretary: Hazel Ostrowerka
Membership Chair: Alex Currie
Newsletter Editors: Barry Patchett and Rob Watson
Dealer Ambassador, Victoria: Dennis Ostrowerka
Dealer Ambassador, Nanaimo: Barry Patchett
Honorary Vice–President: Peter Trzewik

Northwest Regional Director: Jeff Shindler (jeff.shindler@shaw.ca)

Section e–mail address: mbca.visland@gmail.com

Section members (with the month and year of joining MBCA) who reached their Membership Anniversary milestone between July and September.

15–Year

Linda Derrick and Rob Watson (November 2004)

20–Year

Barrie Aldrich (September 1999)

Dale Fickinger (June 1999)

Dennis and Hazel Ostrowerka (July 1999)

25–Year

John and Cordelia McIntosh (July 1994)

If any members have not received their Anniversary pin and would like to, could you contact Rob Watson at this [link](#).

New Members

Welcome to New Members

Luke Barber

Brent Baynton

Thank you to Members and Associate Members who renewed their membership between July and September.

Robert Allen

David Bulinckx

Chuck Burkett

Philip Early

Dale Fickinger

Cathy LeBlanc

Grant Luxford

Christopher Parkes

Bob and Donelda Wilson



Upcoming Events

Christmas/Holiday Lunch at the Fireside Grill

Saturday, 23 November, 2019

As has been written, the Winter Tech event we were planning in November had to be cancelled. As a result, we have brought forward our end-of-year Christmas/Holiday Lunch to Saturday, 23 November at the Fireside Grill at 4509 West Saanich Road. For those not familiar with the area, the Fireside Grill is just down the road and on the opposite side of the road from the Med Grill Restaurant where we had lunch last year.

We have had excellent responses from our members to the Christmas/Holiday lunch over the last few years and we look forward to seeing you again to swap stories and close out our year. With the lunch scheduled so far in advance of the Christmas holiday period, there should be few conflicts with last minute shopping (or events 😊) and we look forward to seeing you at the Fireside Grill.

Summary:

Organizer: Rob Watson and Linda Derrick

When: Saturday, 23 November

Time: 11:30 to meet, with seating at 11:45 to approximately 2:00 PM

Where: Fireside Grill, 4509 West Saanich Road, Victoria, BC. Note this restaurant is located on the opposite side of the road from the Med Grill, where we had lunch last year.

RSVP: Please reply to this email or click [here](#) by Tuesday 19 November.

Past Events

A Day with the Hagerty Driving Academy - Powered by the Skip Barber Racing School

Saturday, 27th July

Cathy LeBlanc

I joined the Hagerty Driving Academy and on July 27th I met with drivers from New York, Connecticut, Seattle, Lower Mainland and Kelowna for a day with the Skip Barber Racing School at the Vancouver Island Motorsport Circuit.

Classroom sessions focused on tactical driving skills and we drove Camrys through (and sometimes over) cones in the parking lot to practice controlled cornering, managed skids (the car had special tires), emergency braking, autocross and a fun team event (e.g. my team came second). We drove a track - ready 2009 Mustang and a 1967 Classic Camaro (much nicer) to test emergency braking skills with a standard transmission.

I was glad to have had three previous driving event experiences with the Mercedes Club but it was still a big change from my daily drive in a little SMART car. On this day ... I was not the slowest! However, I will admit to crunching a few cones and confess that it took a 360 on one of the tight corners to teach me to "look where you want the car to go". I can report that the "looking" really works! The arrow in the photo shows the lane where the car should actually be and the direction it should be going.



This experience was intense. I was very impressed with the instructors' experience: racing, being inducted into racing Halls of Fame, teaching some of the top drivers in NASCAR, Drag Racing and Formula One, teaching various police forces, security forces and the RCMP. And I was impressed with their skills in coaching us. If you ever get a chance to drive with these guys - do it: Terry Earwood (Chief Instructor), Mike Stillwagon (Lead Instructor), Don Kutschall, Eric Powell and Dan Donza.

And I will never forget the: visuals to explain load shift during braking, acceleration and cornering; G forces on the Daytona wall; and a cornering demonstration. I liked reminders about tire pressure, checking your mirrors, following distances and was shocked to hear that if you text while driving, you are "23" times more likely to have an accident. WOW.



2009 Mustang



1967 Classic Camaro



Skip Barber Autocross

Most importantly, I really appreciated being able to practice and improve my driving skills in a totally safe and supportive environment!

BIG thank you's to: Barry Patchett for telling me about the event; Dan DeMonte from Skip Barber for bringing the event to the Cowichan Valley; Rachel Ventimiglia for support registering; Tabettha Hammer and Brett Lirones for organizing the day; and of course to our venue host – the Vancouver Island Motorsport Circuit.

It was awesome and I encourage everyone to take driver training!



Vancouver Island Motorsport Circuit Driving Experience Performance Driving Program – Levels 2 and 3

August 13 and 22, 2019

Rob Watson

As I said in the last newsletter, I was looking forward to learning more advanced driving skills from the Vancouver Island Motorsport Circuit Driving Experience Level 2 and 3 courses.

The orientation in Level 2 covered seating position; car and driving dynamics in a corner from the turn-in, apex and exit; left foot versus right foot braking; vision; and weight transfer along with the dynamics of oversteer and understeer.



Level 2: A happy customer



Level 2: Practice and more practice

In the morning we drove a BMW 240i xDrive and an Alfa Romeo Giulia Q4 through two exercises. The first was on Corner 8 and was an extension of the trail-braking exercises and learning from Level 1. We began by standing at the corner while instructor Jonathan Butcher-reviewed what was expected of us. For the next 45 minutes, the three of us students looped through the corner again and again in our own cars, practising our braking. Jonathan provided feedback when he rode with us or as he stood on the track to observe us. The next exercise was to follow Jonathan around the track while he communicated via the walkie-talkie to reinforce what we should be doing. This was very useful as we could follow the lines he chose and emulate the entry, braking, apex and exit points he selected. After a period of follow-the-leader we were out again to practice. It was time for a much-needed lunch and break.

In the afternoon, a BMW M2 and Audi RS3 were brought into the mix – one of the students drove her Porsche – and we spent 2-1/2 hours practising trail-braking with the higher-performance cars requiring even more concentration and better timing. The actual track sessions were about 20 minutes followed by a break of 15 minutes – a good combination that allowed us to remain fresh during each session.

The Level 3 orientation followed the same pattern: seating position and more on driving dynamics and strategies in cornering. The morning cars for the three Island students were the same as in Level 2: the BMW 240i xDrive and Alfa Romeo Giulia Q4. We also had four registrants from Vancouver. They brought Ferraris, an Audi R8 and a Porsche turbo to the mix, although they practiced separately from our group. The morning exercises in Level 3 were more specific. The circuit was broken down into four sections and we practised a mix of skills. Corners 4 to 8 was trail-braking; 12 to 19, throttle control and trail-braking; 9 to 11, driving line, braking and throttle; 19 to 3, high-speed cornering and acceleration.



The afternoon session extended our skills to safe passing and an open session to practice all the skills and techniques we had learned. I managed to corral a Porsche Cayman making it a pleasure to try and pull together the skills I had learned.

Completion of the Performance Driving Program permits me to drive on the VI Motorsport Circuit without the supervision of an instructor either in my own car or one rented from the Circuit. Some of the skills from the Program are transferrable to the open road – vision, seating position, anticipation – but many are more relevant to a circuit or track. I recommend this course for anyone wanting to learn new skills, and those simply wanting to maintain and reinforce their skills. Cost of track time and car rental is a consideration with a full-day session in the \$1,400 range but that cost includes wear on tires and mechanicals, insurance and fuel and is reasonable when compared to the equivalent wear and tear on one's personal vehicle.

If you are interested in the Performance Driving Program, you can find more information from the Vancouver Island Motorsport Circuit at <https://islandmotorsportcircuit.com> or call them at 1-844-856-0122.



Level 3: The Red Team



Level 3: Cornering strategy and dynamics

Vancouver Island *Concourse d'Elegance* and Motor Car Weekend (formerly the Motor Gathering)

Sunday, 25 August, 2019

Barry Patchett

The GAIN Motor Gathering, now dubbed a Concourse d'Elegance, took place this year at the Shawnigan Lake School grounds, for the first time. Sixty vehicles, including three gullwing and roadster 300SL models, entered the Concourse d'Elegance. They were judged by some international luminaries from as far afield as Florida and California. These cars were displayed on the lower playing field of the school grounds, which now comprise 380 acres (154 hectares for the Metric audience). The overall Best in Show winner was a one-off 1954 Bentley Continental R (see photo) owned by David Cohen. Several of the display cars were owned by our member Robert Maitland. There was even a steam powered motorcycle in the mix! The favourite car of your Faithful Scribe was the 1930 Vauxhall Hurlingham (see photo), a 1930 issue and one of about twenty still remaining worldwide. It brought back memories for me of cavorting in a friend's early 1920's 30/98 Vauxhall roadster in England (the marginal braking ability of 30/98's accounts for most of the cavorting!).



The Show and Shine, on the upper playing field (see prior grounds size), attracted more than two hundred additional vehicles and GAIN brought another six Mercedes vehicles to display, including a 600 limosine. Several of the attending cars could have occupied spaces on the lower field as concours entries. The Section had six cars in the Show and Shine, ranging from the President's 2015 S class to your Faithful Scribe's 2014 Smart Fortwo. Our vehicles were joined by a few other Mercedes, including a one-owner early 230SL. The event should stay at the Shawnigan Lake School for the future and we look forward to attending next year.



Best in Show 1954 Bentley (GAIN)



1930 Vauxhall Hurlingham (GAIN)

Why I Said Yes: Safe Families/Safe Drivers Regional Event

Chehalis, WA

7 September 2019

Linda Derrick

May I be candid? Driving things are not really my bag. Yes, I know. I'm in a CAR club. Wasn't my idea to be in one but having just received my 15-year pin, it's a little late to wail. Obviously, I went to this event or I wouldn't be writing it up. As a Northwest Regional event organized by the Portland Section's President, David Abarr, it had been decided to hold it in the more central location of Chehalis, WA. And of course, even though the actual event was only one day, our trip was one week. That's what happens when you marry someone where 'driving things' are their bag. I've thought about that a lot but again, it's a little late to wail.

This Safe Families/Safe Drivers Regional event involved finding our way to the Southwest Washington Fairgrounds on a cool and overcast Saturday, then waiting and hoping we would be able to get access to the locked restrooms. For a while, everyone put a hold on their coffee consumption until finally, success. Someone with keys was found and the coffee-drinking resumed. Once ablutions were completed, the day began. The plan was we would get some theory and practice in the morning, and then try not to run over cones or other people on the *a la minute* autocross in the afternoon. Fortunately, the guy doing the theory stuff, Jason Burton, was a superb instructor and coach, engaging and involving us all with examples and humour. He's relatively young (under 80) and has taught these courses many times. He lives in Chicago, is the MBCA Committee Chair for Driving Skills as well as being the Regional Director for the Midwest Region. Registrants for this regional event were few – there were only about 15 of us which was a bit disappointing for



the organizers. Most were from the Portland and Seattle sections, with Jeff Shindler, our Regional Director and a member of the BC Stars, as well as Rob and me from the VI Section. Tony Andrews, president of the Seattle Section, served as a coach in the afternoon along with David and Jason.



Happy driving



Happy at the end of a great day in Chehalis

Mid- morning after the presentation and discussions with Jason, we moved to our vehicles in preparation for some exercises to show we'd retained at least some of what we'd heard earlier. Our brakes and ability to react quickly both got quite a workout as we all got the opportunity with a coach to practice such manoeuvres as emergency stopping, obstacle avoidance and slalom.

After a much-anticipated pizza lunch, some of us assisted Jason in the setting-up of cones for the afternoon's autocross. Bodies fueled up, we were all eager to practice and reinforce our safe-driving skills. There was one other woman besides me participating that day. She was from the Portland Section and definitely gave the men a run for their money, pushing the heck out of her beautiful SLK350 as she roared around the track. Safely, but roaring nonetheless.

As I said, driving things are not really my bag, although I have done a few of these driving things in my shady past. I've always found them to be useful knowing I can push our car around and have learned and practised skills to avoid emergencies. So why did I agree to go this time, you ask. All *someone* needed to say was "there's a neat Mexican restaurant nearby." Hearing that, I was like putty in his hands.

And off I went to pack.



Tour of Coachwerks (Classic Car Centre)

October 6, 2019

Rob Watson, Linda Derrick and Barry Patchett

On Sunday 6 October, twenty-two of us gathered outside 543 Hillside Avenue in Victoria. We were met by Eric Cherneff, Restoration Specialist, and Dave Hargraves, Manager of Coachwerks Restoration. We were eagerly anticipating a tour of their facilities.

Once in the door, our tour began with an explanation by Eric about how the current operations evolved from the purchase of two companies, Rudi & Co. and Coachwerks Automotive Restoration, by the GAIN Group. Both companies were well known to our members. Over the years, Rudi Koniczek kindly hosted a number of tours at his facilities – who can forget the exquisite 300SL Gullwings and Roadsters under his meticulous restorative care? Coachwerks Restoration is following in the high-quality tradition of its predecessor companies.

Coachwerks is housed in a 10,000 ft² facility and focuses on the restoration and servicing of classic cars with an emphasis on Mercedes-Benz and Porsche. GAIN Collision (which used to be the old Coachwerks) occupies 20,000 ft² and is dedicated to body work restoration and painting for cars from Coachwerks, the GAIN dealer network and the general public. Both companies' teams are comprised of the former teams from Rudi & Co. and the former Coachwerks company, as well as additions since the purchase by the GAIN Group.

Eric and Dave then split us into two groups for the tour. My group was led by Eric and started in the Rudi & Co. side. The new facilities are spotless and large providing a lot of elbow room for specialized equipment, restoration and the showing of cars. Eric led us to one corner showing a number of restored cars including a 1939 Lagonda Rapide V12 (one of only one or two in the world) and an unusual 1954 Porsche 1500 with a purposely-bent front windshield. There were many cars in various states of restoration from completed to newly received. A 1968/69 Lamborghini Islero, ready to begin the restoration process, even had an added guest with the car in the form of a mummified mouse on the engine block! Other highlights included a Ferrari 365 GT, a Mercedes-Benz 280SE 3.5, a Unimog and a 1981 BMW M1.

Eric discussed the economics of car restorations with many being in the mid-six figures. He felt there were two instances when they made the most economic sense: when it was a cherished family vehicle, and when the vehicle has been owned a long time and the original cost was low when compared to the current value.

Eric then led us into the GAIN Collision side of the facility. With 20,000 ft², this was a large space which included paint bays and specialized equipment such as an English Wheel, with a lot of room to work. Again, we were able to see many vehicles at various stages of completion. There was the Unimog cab which was nearly ready to be reassembled onto the main body. There were new vehicles, a Deuce with an eye-raising 'owie' on a front fender, and several fire-damaged vehicles undergoing repair.

It was an excellent tour. Eric and Dave showed patience in answering questions and showing us the craftsmanship at Coachwerks. It is clear they are proud of their work and the beautiful space they spend so much time in.

After the tour, we held our Section's Annual General Meeting before lunch was delivered. Everyone stayed for the AGM, proving the old adage, "always feed 'em AFTER the meeting."

In closing, here's to an equally successful – or even better – year!





Eric Cherneff, with Dave Hargraves



Mercedes-Benz 280SE 3.5 in Progress



A Mercedes-Benz 300SL Roadster



Not just Mercedes-Benz and Porsche are restored by Coachwerks



An enthusiastic bunch

