

# November 2020 VRCBC Survey Results



*Abridged Version for Web Site- December 2020*

Report prepared by  
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## Methodology.

The survey was emailed to 372 email addresses representing a variety of members, past members, non-members, and volunteers plus drivers/owners who attended the BCHMR over the past 8 years.

The survey was divided into three sections (A) Dealing with Historic Racing (B) Dealing with the VRCBC Organisation and (C) Dealing with Demographics.

An excellent return of 113 survey responses, both closed and open-ended were obtained for a significant and valid sample size of 31%. (Percentages rounded up)

Majority of the results were tabulated using this survey sample size except those open-end questions where it was reasonable to express percentages of the total 'membership' base of 372 to reflect the broader 'membership'.

## Overview

Not surprisingly for a motorsport club the majority (96%) of our 'membership' is Male and 4% Female. Taken as a percentage of the total mailing (372) then 357 are Male and only 15 are Female. This suggests more consideration should be made to encouraging increased female involvement in the club.

Age wise we are an older group with 61% over the age of 65 and 37% between 35 - 65. With only 2% under the age of 35 it is obvious that the club needs to encourage new younger members by providing opportunities of interest to this target group.

We did not ask income questions, but we do have an active group with 62% owning a business representing 230 businesses. This brings attention to affordability in terms of racing and supporting the Club.

Our club 'membership' has a collective ownership of 352 vehicles with estimated value in excess of \$10 million. This includes 243 (69%) collector status vehicles but does not include the 155 race car status cars with values itemized in question C 6(b). Taken as a 'market', the club's collective has significant value and creates an important economic impact on the community.

The survey details type of race cars owned, numbers owned and values which reflects on the interest level of the club's members and those that have raced at Mission.

Of the 24% who do NOT currently own a race car 21% have owned one within the past 2 years and 38% 3 or more years representing a still active interest in racing.

The survey provided some names of owners who have bought racing cars from current members. These names may be worthy of follow up for membership and support.

Strong evidence for Track Days 71%, Endurance races 58% and Time Attack 31% indicated. Consideration for these forms of motorsport should be included in ongoing club events. Also, the possibility of holding events in cooperation with other tracks as listed in the 93 responses.

Suggestions (59) to improve the Vintage Spirit and suggestions to improve the VRCBC drew (63) answers worthy of review.



## Overview

Response to 'likes' (87) and 'dislikes' (89) of the Mission track reflect many of the points already known. Most relevant was the 71% who stated that the track does not affect their decision to race with VRCBC. In addition, a majority (92%) feel that allotted track time is satisfactory.

The club has a significant number (49%) of past members and non-members. Finding a way to reach out to this group to encourage membership at some level should be considered. While most respondents said they would not attend a meeting and gave reasons (mostly distance) 72% said they would attend a ZOOM meeting. More encouragement needed.

Theme nights at various locations (85%), volunteering (32%) supporting the Club at various financial membership levels (69%) all received positive responses. The data is worthy of review and discussion and consideration including the 33 responses to 'improving the Club' optional question.

Surveys are only of value if the correct questions are asked and the data is reflective of the majority opinion.

This survey serves that purpose and should be used to guide decision making for the future success of the Club.

## Additional Comments and Recommendations

Additional post analysis comments and recommendations from the steering group members. Ian Wood, Alan Donaldson, Mike Zbarsky, Gunther Ruppel, Mike Bailey and Patrick Stewart.

1. Continue to work with the SCCBC to gain more favourable BCHMR and REVS Series track use terms. Allow the option for Track Days/Lapping, driver orientation, etc. to involve more younger VRCBC members. Use of members race cars to be considered.
2. Enforce existing rules and discipline procedures regarding rough driving and the Vintage Spirit. Consider Black Flag, pull into the Pits for any body contact or 'wheels off' infraction. Put VRCBC Spirit rules in entrants' packs and review at drivers' meetings.
3. Given location of many members, consider increasing Tow Money to areas in addition to Vancouver Island members.
4. Consider Paddock grouping and pre-event hosting for members to encourage the social aspect of the club. Additional small fee applied or sponsorship.
5. In addition to holding meetings with shop tours and guest speakers, recommend one meeting be held on Van Island and one in the Interior.
6. Explore the possibility of providing member's race cars (42% own more than one) for use/rental/lease/sale by novices. If possible, encourage easy financing.
7. Adopt new optional membership fees with discounts to encourage all levels of membership and build the club with racers and motorsport enthusiasts.



## ***Additional Comments and Recommendations***

8. Questions re making it easier to go racing – CACC license process and REVS Series points system with two groups – pre and post 1970.
9. Continue to represent and promote the Club at other events.
10. Utilizing the Club's excellent website(s) further increase awareness through more frequent online use, Email blasts to other clubs, Facebook posts monthly, sponsor promo and related motorsport events/stories. Encourage followers to submit content and build content response. Report website/social response and use for sponsorship promotion.

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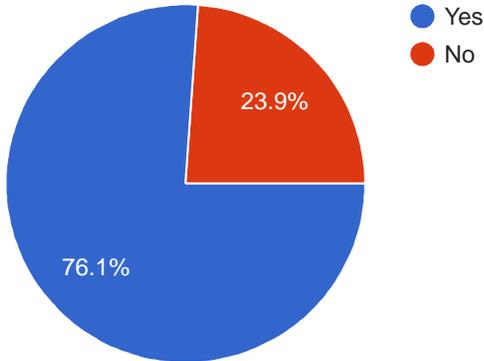
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## A) Thinking about historic racing

1) Do you currently own a race car?

(113 responses)

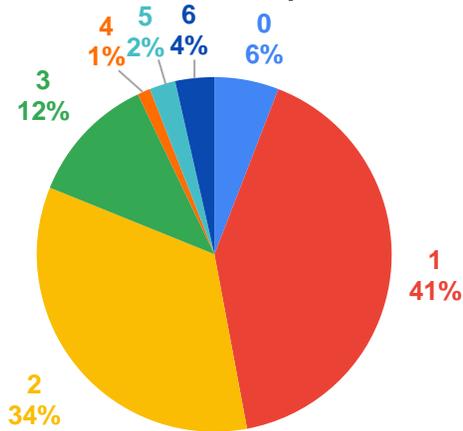


86 yes, 27 No

1a) If yes to Question 1, how many race cars do you own?

(85 responses)

Race Cars Owned per Person

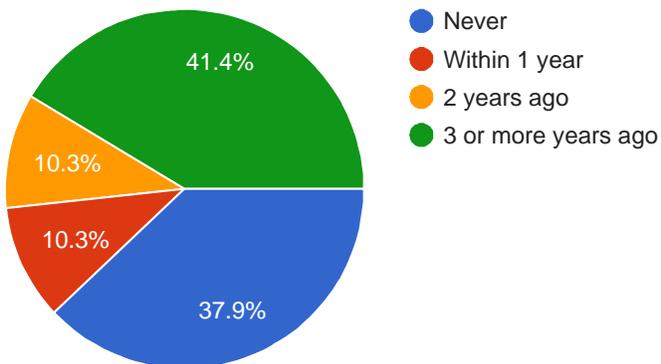


Race Cars Owned	Responses	Total cars
0	5	0
1	35	35
2	29	58
3	10	30
4	1	4
5	2	10
6	3	18

**Total Respondents: 85**  
**Total Cars owned by respondents: 155**

2) If no to Question 1, when was the last time you owned a race car?

(29 responses)



Responses	
Never	11
Within one year	3
Two years ago,	3
Three or more years ago	12
<b>Total</b>	<b>29</b>



## Section A) Thinking about historic racing

3) What make/model race car do you or did you own? Show Make and Model.  
(91 Responses)

Aston DB4GT, Aston Martin DB4 GT 0129L, 1950 Allard J2, '59 Austin Healey Bugeye, '66 Austin Healey Sprite, Austin Healey 3000 (raced Sebring in 1960), Austin Healey Sprite 1960 (Bugeye), Austin Healey 100-6, AH Sprite 1965, Austin Healey 100-6/BN6 1958, AMS 276 Sports Racer, 69 Alfa Romeo 1750

BMW 2002, BMW E36 302 swapped, 1967 BMW 1600, BMW E30 325IS, BMW 2002, BMW 2002, '03 Birkin (Lotus 7 clone), Bowin P6 Formula 2 / Atlantic, 1973 Brabham BT40, Brabham BT5

Chevrolet Camaro, Chevrolet Camaro, 1974 Camaro, 1968 Camaro (L78/L89), '89 Players Special Camaro, Caldwell D13 (FVee), 1976 Caldwell D13 (FVee), Cobalt SS, Players Camaro

Datsun 510, Datsun 510, Datsun 510, Datsun 510, Datsun 510, Datsun 240Z, 1971 Datsun 240Z, Datsun 240Z, Datsun 240Z, Devin

Elva Courier, 1958 Elva Mk III Sports Racer

Ford Mustang (Fox body) Stock Car, Ford Mustang Grp3 GT 350, 67 Ford Cortina, '65 Mustang, Ford Mustang, 1969 Ford Escort, Formula Continental

GRD 373 Formula Three, GSM Flamingo

Honda, Honda Civic, 1990 Honda Civic Si, Honda Civic (BF Goodrich), 1990 Honda CR-X, Honda CR-X, 1990 Honda Civic, 1991 Honda CR-X, Honda(s),

Jaguar E-type, Johnston JM6 Formula Atlantic

Lola 590 Sports Racer, Lola T360, Lola Mk1, Lotus 23b, '62 Lotus Super 7, Lotus Super 7, Lotus Super 7, Lotus Super Seven, Lotus 7, '69 Lotus Seven, Lotus Cortina, Lola 540 FF, Lola 492 S2000, Lola T340 FFord

Mallock M27, Mini Cooper, Mini-Clubman, Mini, Mini Cooper, '84 Mini, 1977 Austin Mini, Austin Mini Sprint, '67 Mini, 1966 MGB, MGB, 1966 MG, MGA (2), MGB GT (2), Mazda Miata, (Spec) Miata, '93 Miata, (Spec) Miata, 1990 Miata, 1979 Mazda RX7, Marcos (under construction), McLaren M12 1970

Nissan, Nissan 240SX GT3 (2 cars), Nissan Z350, 1987 Nissan 300zx

Pontiac Trans Am, 1952 Porsche Cooper, 1973 Porsche RSR, Panoz GTS, Porsche 911, Porsche 944, Porsche, 2016 Cayman, Pontiac GT1 ground pounder, Porsche 944 Turbo, '72 Porsche, '88 Trans Am GT 1, Porsche 944, Porsche 911, Porsche 904 replica/clone

1972 Royale Super Vee, Ralt RT5

1993 Suzuki Swift, 1965 Sunbeam Tiger, Swift S2000, Saker GTE



## Section A) Thinking about historic racing

Triumph Spitfire, Triumph Spitfire, TOJ F201 Formula 2, 1990 Tsunami Formula Vee, Triumph TR6, '79 Tiga FFord, Tiga FFord, TVR, Tiga S2000

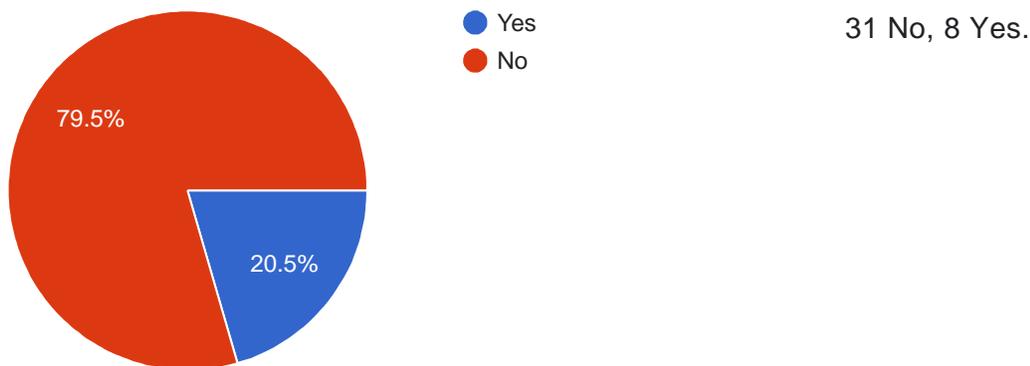
VW GTI, 1964 Vintage Vee Autodynamics MK 111B, 1963 VW Beetle, '93 Van Diemen F2000, Kelly FV, Van Diemen(s), Van Diemen FC, Volvo PV544, '98 Van Diemen, '91 Van Diemen, Van Diemen F2000

Zink FVee

*No Make Specified:* Various Formula Atlantic and Sports Racing cars, B Sports Racer, Formula Ford, Formula Ford, Vintage Formula Vee, Formula Vee, Formula Vees

3a) If you sold your race car, are you in contact with the new owner?

(39 responses)



3b) If Yes, may we contact him/her about membership? Contact info:

8 responses

- |   |   |
|---|---|
| 1. N.A.   | 5. Yes. New owner is a current SCCBC member).             |
| 2. No. Lives in Quebec                                      | 6. Yes  |
| 3. No   | 7. I will try to locate him and tell him to contact VRCBC |
| 4. Sold last year and new owner plans to join us next year. | 8. They are current members                               |



## Section A) Thinking about historic racing

### 4) What tracks have you raced at?

(93 responses)

1. Mission
2. Mission
3. Westwood, Mission, Victoria.
4. Mission, Seattle, Portland, Spokane
5. Westwood, Victoria, Mission
6. Mission, Spokane, Grassy lands, Portland, Thunderhill California, Area 27
7. Rivers Edge (Mission), Seattle, Portland, Spokane, The Ridge
8. Every western North American track plus Indy, Mid-Ohio, Topeka
9. Mission, Area 27
10. Portland, Seattle, Laguna Seca, Area 27, Mission
11. Westwood, PIR, SIR, Laguna Seca, Spokane, Watkins Glen, NHMS, Mont-Tremblant
12. Mission, Seattle
13. Area 27, Thunderhill, Pacific Raceway (Seattle), Mission, Portland, Spokane
14. Pacific Raceways (Seattle), PIR (Portland), The Ridge, Mission, Spokane
15. Mission, Seattle, Portland, Sonoma, Laguna Seca, ORP (Grass Valley, Oregon), Sebring, Watkins Glen, Schenley Park (Pittsburgh), Road America
16. Westwood, Mission
17. Western Speedway (Victoria), Westwood, Pacific Raceways (Seattle), Spokane, Portland International Raceway, The Ridge, Laguna Seca, Mission
18. 10 different
19. Mission, Sonoma
20. Mission, Area 27
21. Mission, Pacific Raceway (Seattle), Portland Int, Thunderhill, Laguna Seca, Willow Springs, Sears Point, Buttonwillow, Westwood
22. Westwood, Mission, Seattle, Portland, The Ridge.
23. Debert, St. Jovite (school), Shannonville (school), AMP, Mission, Portland, Area 27
24. Mission, Seattle, Portland The Ridge Buttonwillow
25. Westwood, SIR, PIR, Spokane (Deer Park), Victoria
26. Mission, Seattle, Portland, Laguna Seca
27. Westwood, Victoria, Mission.
28. Mission, Laguna Seca, Sears Point, Willow Springs, Las Vegas
29. Westwood, Edmonton International, Pacific Raceway (Seattle), Portland International Raceway Deer Park, Western Speedway (Victoria)
30. Sonoma, Laguna Seca, Thunderhill. Portland, Chuckwalla, Spokane
31. Westwood, Seattle, Mission, Portland, Shelton, Del Mar, Area 27/
32. Mission, The Ridge, Portland, Pacific Raceways (Seattle), Westwood, PIR (Portland), Mosport, Laguna Seca
33. Seattle, Portland, Thunderhill, Buttonwillow, Sonoma, Monterey, and half a dozen others
34. Seattle, Spokane, Mission, Portland
35. Mission. want to race at Mosport in the VARAC race - someday
36. Westwood, Seattle, Portland, Sears Point, Laguna Seca, Mosport, Shannonville, Sanair
37. Laguna Seca, The Ridge, Pacific Raceway (Seattle)
38. Mission Race Way Park, Vancouver Island Motorsport
39. EIS (Edmonton), Gimli, Westwood, Mosport, SIR (Seattle), The Ridge Spokane, Mission, Las Vegas, Castrol Race Way (Edmonton), Race City (Calgary), Area 27



## Section A) Thinking about historic racing

40. Mission, Spokane, Pacific Raceways (Seattle), PIR (Portland), Sonoma, Thunderhill
41. Mission, Seattle, Portland,
42. dozens
43. many over 30+ years
44. Westwood, Mission, Seattle, Portland, Olympia Airport, Spokane, Victoria, Langley Oval, Evergreen Speedway, loco Hillclimb, St. Jovite
45. Mission, SIR (Seattle), PIR (Portland), Laguna
46. Most,
47. Seattle, Portland, Laguna Seca, Sears Point, Phoenix, Road America, Mission, Westwood
48. About 40
49. Raced at Mission and Road America, done track events at numerous tracks
50. Mission, Kent, PIR (Portland), The Ridge, Area 27
51. Westwood, Mission, SIR (Seattle), Portland
52. Harewood Acres, Mosport, Laguna Seca, Sears Point, Seattle, Portland, Bremerton, Area 27, Elkhart Lake, Indianapolis Motor Speedway, Mission Raceway Park, Vancouver Indy, Agassiz Speedway, Western Speedway, Saratoga, Barnes Lake (ice racing).
53. Mission, Portland, SIR (Seattle), The Ridge, Calgary, Sears Point, Westwood
54. Mission, Area 27
55. Westwood, Seattle, Portland, Laguna Seca, Willow Springs, Thunderhill, Mosport, Rivers Edge (Mission),
56. Many... Mission, Kent, Portland, Thunderhill, Laguna Seca
57. Mission, Seattle. Portland, The Ridge, Laguna Seca
58. Mission, Portland, Seattle, Spokane
59. Mission, Spokane, Oregon Raceway Park (Grass Valley), Portland, Laguna Seca, The Ridge, Pacific Raceway (Seattle)
60. Mission, Portland International Raceway (PIR)
61. Mission Only
62. Westwood, Mission, Seattle, Portland, Thunderhill, The Ridge, Sears Point, Laguna Seca, Mid Ohio, Brainerd International Raceway (Brainerd, Minnesota), Carberry Airfield (Carberry, Manitoba). Victoria.
63. Westwood, SIR (Seattle), Spokane, Portland, Tillamook (Naval Air Station, Tillamook, Oregon), Knox Mountain
64. PIR (Portland), Pacific Raceways (Seattle), Bremerton, The Ridge, Mission, Buttonwillow, Laguna Seca
65. Mission, Laguna Seca, Westwood, Tacoma, Seattle
66. Westwood Pacific Raceway Mission
67. Mission, St-Eustache, The Ridge
68. Mission, Calgary, Bremerton, Seattle, Spokane, Portland, Road America
69. Portland, Seattle, Spokane, Calgary, Westwood, Mission, Knox Mountain
70. Mission, Calgary, Mosport, Shannonville, Calabogie, Mont-Tremblant, Nova Scotia, Infineon CA, Hallet OK, Watkins Glen, VIR, Beaverrun PA, Pittsburgh PA, Graton MI, Summit Pt. WV, Mid Ohio, Lime Rock CT, Loudon NH, Waterford Hills MI, Road America
71. Road America, Blackhawk, Area 27, Mission, Brainer, Road Atlanta
72. Mission, Seattle, Portland, Munroe, Thunderhill, Laguna Seca
73. Mission, Portland
74. Westwood
75. Westwood, SIR, PIR, Spokane, Laguna Seca, Brands Hatch.
76. Mission, Knox Mountain
77. Westwood, Pacific Raceway, PIR (Portland), Sonoma, Calgary, Olympia,



## Section A) Thinking about historic racing

- Mission, Tacoma Street Course  
(Tacoma Grand Prix)
- 78. Mission, Spokane, The Ridge, Pacific Raceways (Seattle), Portland
- 79. All in Pacific NW, plus many others
- 80. St. Jovite, Mosport
- 81. Dozens of tracks across Canada and USA
- 82. many
- 83. Area 27
- 84. Mission
- 85. Donington
- 86. Brands Hatch
- 87. Silverstone
- 88. Snetterton
- 89. Westwood, etc.
- 90. Mission, Portland, Seattle, Kelowna, Ridge, Halifax, Area 27, etc.
- 91. Mission, Portland, Seattle
- 92. PIR (Portland), Area 27, Pacific Raceways (Seattle), Autodromo Hermanos Rodriguez, The Ridge
- 93. Seattle, Portland

### 5) What do you like about the Mission track?

(97 responses)

- 1. Challenging
- 2. Close
- 3. Close to home
- 4. Close to home and well-run track!!!
- 5. Technicality and fun!
- 6. Local
- 7. Its close
- 8. It is close and very challenging
- 9. It is a great track, always well organised, wonderful volunteers!
- 10. Closer to home
- 11. Only show in town
- 12. Its location in Canada
- 13. the people
- 14. Tight course, awesome people, nice surroundings
- 15. It's in BC
- 16. Friendly service
- 17. It's close
- 18. It's the closest track to home.
- 19. Affordable & fun
- 20. Close to my home & friendly people
- 21. Friendly atmosphere
- 22. Closest track to home
- 23. convenient location / close to home, not intimidating (although it is technically challenging)
- 24. it's convenient
- 25. It is our only track
- 26. I race 1/4 mile there---its the best--road racing on a bike is scary--too much cement.
- 27. Big cars eat up brakes--but we are lucky to have it--heard there is a movement by a realty company to shut all of Mission Raceway down. The VRC needs to be very proactive to make sure that does not happen!
- 28. It's challenging, great volunteers.
- 29. Suited the Mini. Technical track.
- 30. It's all we have.
- 31. It is in Canada
- 32. in Canada... convenience... easy to see most of the action
- 33. Close proximity for me
- 34. Close to where I live now
- 35. It the closest track to where I live. I do not have a trailer, so I drive the race car to the track
- 36. It's length, there are some challenging corners. Close to off track services, good spectator viewing
- 37. It is a great small-bore track (which is what I have) and relatively close to home. I also like the fellowship with the folks there
- 38. The people
- 39. Proximity, challenging technical track



## Section A) Thinking about historic racing

40. It is close. It is fun. It has a experienced competent safety/META volunteers. it is a good technical track to develop and work on racing skills. A good social group of racers use it. A great cross section of racers to learn from.
41. Good Club Track well organized Fun event
42. Fun track to drive.
43. Not much.
44. technical
45. It's tight, fast and the people are excellent.
46. Home track/ Highly technical /friends
47. It's close and though small is still very technical and challenging.
48. Convenient and friendly
49. The event, the variety of cars, the organizers
50. Excellent. learning track with good handling options.
51. A technical track well suited for a Formula Ford
52. Affordable
53. It's handy
54. Technical.
55. Close
56. Close to home
57. Location, people
58. Nearby...in Canada
59. Short
60. Proximity
61. Its a close track and is challenging
62. Tight and exciting. Feels old school, like a city circuit. Love driving there.
63. I live 7 minutes from the track in Abbotsford, so it is very convenient to go there.
64. Seems conducive to my car and style of racing
65. Nothing
66. Is still a challenge to improve your lap times
67. The SCCBC/VRCBC community
68. Challenging/busy
69. Reasonably close
70. Accessible. Relatively safe speeds.
71. The people, the Event, the variety of cars
72. Close, and in my country
73. Close to home, and I know the people that race there -- they are friends and they are good natured and fun.
74. I have never raced on that track but it is a good little sprint track.
75. It's close. Otherwise, nothing.
76. Fun but challenging
77. Great FV track, really great people, good grids, reasonable costs
78. Proximity and staff
79. It is closest track that I get to race at.
80. I am inclined not to race in Mission—I'll give it 2 out of 10 rating
81. Close to home
82. It is close to home
83. Close
84. Inexpensive to race there
85. Is all we have
86. It is in the lower mainland. It is technical.
87. Good for small bore cars

### 6) What do you least like about the Mission track?

(89 responses)

1. Too short
2. Walls
3. Walls
4. None
5. Nowhere to wash your hands with running water
6. Turn 7 bollards



## Section A) Thinking about historic racing

7. It is too far from where we live, would like to have practise days on Fridays before the race weekend.
8. Love it there...
9. Concrete
10. Mosquito season.
11. Rain, cement walls, LOL
12. It can have a lot of debris
13. Paddock
14. It's a bit tight
15. Short
16. The lack of scenic ambience.
17. Length
18. Concrete walls
19. Busy
20. Flat, not intimidating
21. It's flat
22. The road course needs to be longer... I know wishful thinking
23. Lack of runoff, concrete walls.
24. Lack of runoff
25. The walls come at you very fast. No run-offs. Short.
26. It's dangerous no run off and the speed difference in run groups, some drivers are idiots
27. It's a short track
28. Terrible layout/ length/ width/ no cooling for brakes /
29. Size... lack of facilities... can sometimes feel less than welcoming
30. Too short, not very safe, meager amenities
31. Narrow and too many walls.
32. It's short, paddock space can be challenging
33. I would like more runoff at turn 2 before the wall if I had my way.
34. Mosquitoes
35. Would love a longer track like old Westwood
36. Track size. Lighting in the early evening early spring late fall.
37. Its ok
38. Lack of safe runoff on many corners.
39. Short track
40. It is what it is...
41. Unfounded bitching about how hard on brakes it is
42. A big crash and ending up in hospital!
43. The rent the SCCBC charges the VRCBC to put on our BCHMR.
44. Short, T3 bump
45. Too many slow 180 degree bends. More like a go-cart track. Couldn't scare yourself if you tried
46. Concrete and lack of run off areas.
47. Walls can be intimidating in a few spots
48. Flat
49. Short for Formula
50. Short, poor runoffs, concrete
51. Too short, no elevation.
52. Concrete Walls
53. Length
54. Lack of amenities
55. A bit formal and 'closed'
56. Crowded paddock
57. Not much
58. Too short, too slow.
59. Little short
60. Lack of facilities
61. Close to home.
62. Good be longer
63. Small
64. Walls, Flat, Short
65. Mosquitos and water. Travel time. The fact that no one can hear the announcer. The fact that the track (despite some effort) looks dingy all the time. The bizarre new clubhouse.
66. Too many 90 degree slow corners, not scary or exciting
67. It's ok, nice and close... technical
68. Amenities
69. Short and flat. But maybe that is enough challenge for a novice...
70. The cement blocks all around it, not much run off.
71. Small and tight

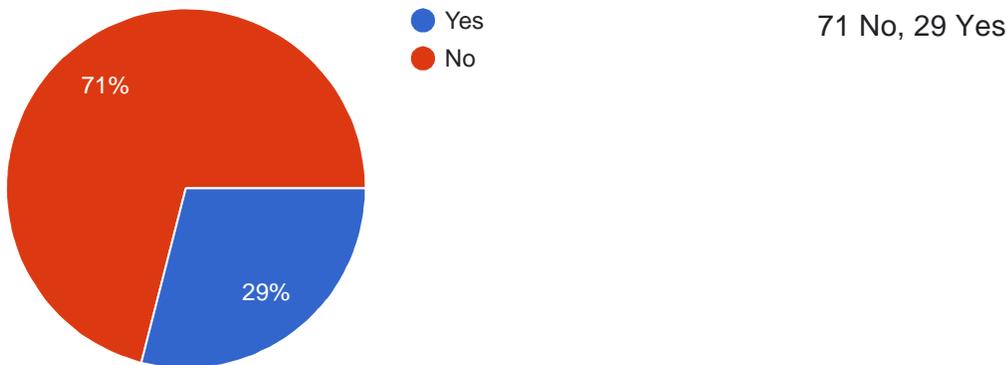


## Section A) Thinking about historic racing

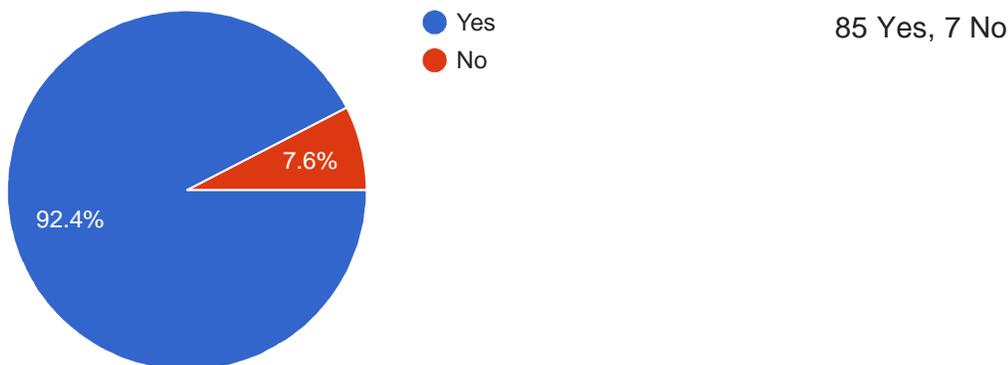
- 72. Too tight and feels like a temporary street course to me.
- 73. Length; too short
- 74. I love it
- 75. Lack of a snack concession
- 76. Tight confines
- 77. Short, no elevation change
- 78. Short
- 79. Too small
- 80. Short and choppy
- 81. Bumpy
- 82. Short

- 83. Walls are very close (no run-off)
- 84. Doesn't flow very well (lots of slow corners, not a lot of medium speed or fast ones)
- 85. Is all we have
- 86. The bugs! But as for the actual track, I haven't raced at any other tracks to compare.
- 87. The walls and lack of runoff, also it is hard on brakes.
- 88. Small, hard on the car
- 89. Politics

6a) Does the track impact your decision to race with VRCBC?  
(100 responses)



7) Is the allotted track time for VRCBC REVS series & BCHMR weekend satisfactory?  
(92 responses)





## Section A) Thinking about historic racing

8a) Do you have suggestions on how the club can strengthen/enforce the “vintage spirit” on the track?

(62 responses)

1. No
2. More races!!!
3. Encourage period correct modifications and styling. Liveries
4. Start being more inclusive, i.e.: 50-60 British sports cars are not the only vintage car made. Good job moving that way.
5. Pre-race reminder, “Senior” driver chat with individual, coffee/donut gathering.
6. Include a VRCBC set of "principles to race by" in the drivers' entrant packs and review at driver meetings.
7. Two-day races, Saturday night group dinner. If I drive 10 hours to get there, I would like more than one day of racing, more fellowship
8. Enforce rules for car prep and driver discipline. I don't want to race with idiot drivers that could cause an accident and damage my car.
9. I think by and large it's pretty good. There are a few bad apples... not too many but they need to be cautioned and talked to at times.
10. Longer straight
11. More competitors so we become a force as opposed to a small group of orphans that SCCBC graciously gives a little bit of track time to. I would also loose the constant Westwood allusions as that is ancient history and anyone under 40 doesn't know anything about it. Move on. [It was there I obtained my competition licence the first time]
12. Vintage drivers' meeting
13. Modified cars show M, start at back
14. Encourage some of the Mission regulars that they can run in Vintage
15. I think the Vintage Spirit is consistently good with the regulars. As with anything, peer pressure is the most effective way to enforce desired group behaviour.
16. One group under 2 litre and one over
17. Sorry none
18. Get new members--have a serious membership drive--Join a National Club to get some PR
19. Allow more cars. Keep the 25 years limit. Classify the cars by class if necessary. Loosen some restrictions.
20. Penalize bad drivers. If an incident happens ban the driver, like the old days.
21. Encourage 1980s and older Spec Miatas.
22. Better handicap system, points for originality, no towing, vintage tow/support vehicle.
23. More stringent car requirements
24. I've only raced the BCHMR, but what I saw was very good. I think the reverse grid was great fun
25. I think trying to maintain the "no contact" thing is important for people who race vintage cars. they are expensive and hard to fix - with less crash protection than modern cars. it would also be nice to have more cars to race with in the same general league/horsepower range.
26. Less modern cars.
27. Keep the social events as they offer the best added value for lots of folks (history and stories of interest).
28. Have some drivers come to Castrol in Edmonton.
29. Screen new members to ensure they understand what the 'spirit' means and that they would adhere to this requirement.



## Section A) Thinking about historic racing

30. Too many contact issues from lousy drivers, zero enforcement of rules.
31. Advertise more and spread the word on vintage.
32. May have to start allowing Retro cars with newer powertrain upgrades because with some brands it is become either impossible or just outrageously expensive to rebuild or maintain the powertrain. Not all cars have reproduction parts like some, i.e. Mini or MG. Let's face it when you have a Mini beating up on a 911 Porsche we are so beyond legal vintage. I would sooner see a Cortina with a Zetec 2.0l with Webbers than a bunch of Spec Miata's or a 510 with a 240 motor because they are cheaper and more readily available. I watched a couple of vintage races this year when Gunter ran the Jag against the club Spec Miatas. it made me cringe to watch a Miata dive bombing the Jag because that's how they run in Spec Miata.
33. Have every competitor report immediately to the hot pit after contact with another car, a wall or a 4 wheels off incident.
34. I said a whole lot in my first survey
35. More driver training and written guidelines for reference in driver's pack.
36. Leave it to the drivers
37. Overall good.
38. Improve driver meeting info, encourage more comradery.
39. Saturday night BBQ's.
40. Less rules.
41. Quality of cars.
42. Modernize the classes.
43. No. Doing a good job.
44. More track time.
45. More test & tune time.
46. All race organizations need drivers and entries, do not chase them away.
47. Advertising.
48. It's a very difficult thing to do with so few entries to pull from but about the only thing I can think of is you have to have a conduct committee and hit them where it hurts. For none contact problems, (unsportsmanlike conduct) have their lap times and finishing position deleted. And of course, you have to have "written warnings", and if the problem continues you have no choice but to have a suspension (length to be determined).
49. Any contact with a fellow racer where you are deemed to be at fault, automatically your race weekend is over with no refund and more, and possible penalties.
50. A lot of clubs have a 4 wheels off and a 2 wheels off rule. I'm not particularly in favor of these as there are too many "reasons", like track conditions, rain, avoidance of an accident. As long as you gain control, don't hit anything, don't impede fellow racers on re-entry etc., it should just go on your record so that if it's happening too often then action may need to be taken.
51. We need to encourage the younger generation to participate.
52. Move the 'vintage' year up!
53. The "BCHMR" feels like a party and a fun weekend. This year has been especially trying with COVID-19 and getting the feel of comradery.
54. Try and get more SOVREN cars up here. Bigger grids.
55. Newer racers do not seem to understand what the spirit of vintage racing is and some cars that are presented show it. We used to remind our vintage competitors that "the cars are the stars", but that doesn't seem to be the prevailing theme now. I can understand this as the numbers are



## Section A) Thinking about historic racing

suffering and we need to make up viable grids. Perhaps hold separate vintage drivers' meetings at the REVS races and keep reiterating what the "spirit of vintage racing" means.

56. Be clear about what vintage racing means, enforce them fairly. I've never had a problem with other racers at Mission.
57. Maybe go after newer Japanese cars owned by young Vancouverites.
58. Recognize vintage formula and sports racing classes for REVs.
59. No.
60. Ask members with cars whether they will allow other qualified drivers to use - rent- their cars.

61. I have a "newer" vintage car which looks more modern because of the lack of style progression over the last 30 years. I think this is going to be more challenging over the years as 30 year old cars don't have that vintage feel. I think limiting decals is 1 way to keep the vintage spirit. It is a little bit hard with having sponsorships.
62. No REVS points, vintage racing is supposed to be a demonstration of well-prepared classic cars.

8b) At what tracks, other than Mission, would you like the club to host events?  
(75 responses)

1. Area 27
2. Area 27
3. Yes
4. Seattle
5. Seattle and Area 27
6. Any...
7. At Area 27 would be great.
8. Area 27 and Vancouver Island Motorsport.
9. I am game for any track
10. Island Motorsport Circuit, and Area 27
11. Area 27
12. Area 27 and Pacific Raceway... co-sanction
13. What are you thinking here? Is there a secret track I've never heard of? Fill me in! That being said what about Western Speedway?. Would Area 27 want us there? I would suggest that if Knox Mountain Hillclimb starts again ALL vintage members make an appearance as that event has been around as long as your beloved 'Wherewood', starting in 1958.
14. New course at Duncan, Eliminate COVID-19
15. Any place we can do something without financial risk. Full racing events are very expensive to put on so I expect Mission might be the only option for that. However track day / lapping type events at other tracks (e.g. Vancouver Island, Area 27) have been suggested either self-VRCBC organized or by using a existing commercial organizer and these may be very feasible. Well worth checking out.
16. Maybe Area 27
17. Area 27, Duncan
18. This is not a well thought out question. The club has no resources to host races at other tracks. That being said, if possible, host them at all the nearby tracks this side of the border.
19. Any other track
20. Area 27
21. No opinion
22. Area 27. Its closer to where I live



## ***Section A) Thinking about historic racing***

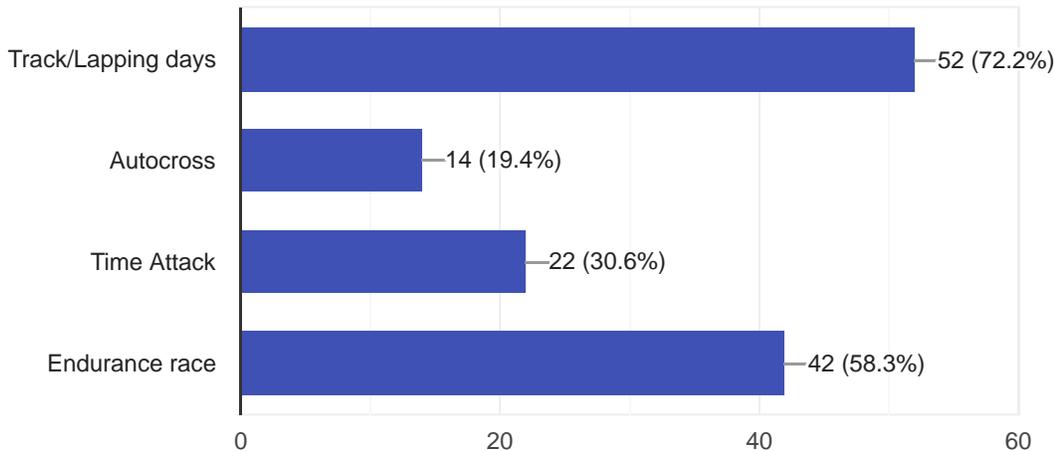
23. Don't know if you can venture cross the border, but we South Columbians (WA) would love to see you do some combined races with SOVREN
24. Probably Seattle or Area 27. I'd like to see a joint race in Edmonton at the Castrol raceway with the Alberta clubs.
25. Any other tracks on the Island, Area 27
26. Area 27, Vancouver Island Motorsports, Carts at Greg Moore Race Way in Mission,
27. Castrol Race Way Edmonton
28. Area 27 and Vancouver Island
29. Not Area27.
30. Western Speedway
31. Pacific Raceways and Area 27.
32. Perhaps Area 27 depending on whether their ownership approves.
33. Other than in the USA, do you have any other choices.
34. Van Island Motorsport lapping day. Area 27 and possible Seattle team day.
35. Any and all
36. Area 27.
37. How?
38. The Ridge, Seattle.
39. Pacific Raceways (Seattle)
40. Pacific Raceways (Seattle)
41. Knox Mountain, Area 27 - with many reservations.
42. I don't have any knowledge of options
43. Area 27
44. None
45. Area 27 and Vancouver Island Motor Sport Circuit.
46. Area 27, and Vancouver Island Motorsport Circuit.
47. Area 27 if possible. What other tracks are there in BC? Perhaps co-host an event with SOVREN at Pacific Raceways when the borders reopen.
48. Not sure
49. Any
50. Osoyoos (Area 27) maybe one Duncan (Vancouver Island Motorsport Circuit), but then you have the ferry
51. None
52. Area 27
53. Portland
54. Spokane
55. I'm open to anything within a 3-4 hour radius of Vancouver.



## Section A) Thinking about historic racing

8c) Are you interested in using your vintage car at any or all of the following events?

(72 responses)



9) Do you have suggestions to improve VRCBC/BCHMR racing events?

(59 responses)

1. No.
2. Not really.
3. Have a draw at lunch time for VRCBC racers. Drivers Edge gift card, entry fee discount, following year membership etc. More promotion in social media, maybe some promotion videos and interviews profiling drivers and what they like about it.
4. One qualifying session and then all races after that.
5. Get more participants (not sure how to do that)... those who do attend have a great time.
6. Communal coffee... lunch area... dare I say beer at day's end.
7. Include novice lapping sessions and possible race. Keep Time Attack race event. Use lunch time for entertaining on-track events like drifting, motorcycle club lapping. Keep the charity rides and classic car club lapping.
8. You have a great group but we have to get younger members involved to keep it going.
9. Have more 2-day events.
10. I would have a series like to these rules (<https://classictouringcars.com/thunder-saloon-championship/>). You have great guys but grids small. This what happened in UK and this is a group that has big grids now.
11. Younger drivers.
12. Attend Knox Mountain. Camp at the hill. Whip up some camaraderie. Party like it's 1980.
13. I like events as they are.
14. Eliminate COVID-19.
15. Most vintage racers are also SCCBC members so the club should get a break on rental for the BCHMR.
16. The most important factor is the number of cars on the grid. The objective is for everyone to have someone to race with.
17. Under 2 litre and over 2 litre.

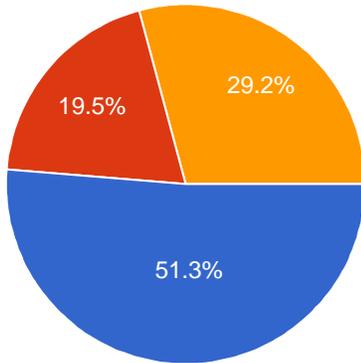


## Section A) Thinking about historic racing

18. Nope.
19. Penalize drivers who don't report to the pits after an incident, remind drivers of this policy at driver's meetings.
20. Loosen some of the rules to allow for bigger grids. If at Mission, consider reverse starting grids. Explore the possibility of also reversing track direction, even if this would entail work to accommodate.
21. Look at the run groups at SOVREN and do that.
22. Better amenities.
23. I've only been to a couple and I think they are to models for others.
24. I think the big draw is fellowship. For me it isn't so much about racing (I'm just not that good a driver...) as meeting up with old / new friends and having a good time.
25. Advertising, Period dress for spectators, Media attendance, Food.
26. Continue to use the 25 year old formula as it allows new additions each year which is important to keeping Vintage alive and diverse as generations get to see what they enjoy in makes and models.
27. Run some Endurance Races.
28. Not an easy question as this topic has been beaten around for years.
29. Not at this time.
30. Dash plaques, better announcing, featuring all cars.
31. No.
32. Have us all pit in the same area. Have a hospitality tent.
33. More driver training sessions to increase notice entrants. Better relations with SCCBC to work together in the interest of growing Motorsports for all classes.
34. Do the HMR at Area 27.
35. Saturday night BBQ's.
36. Reverse Grid for 2nd race.
37. Area 27.
38. Develop a COVID cure
39. Tech in pits.
40. Hard to answer, but cost is a factor, however fees are needed to run the events.
41. No.
42. None as I am out of date.
43. No, enjoy as is.
44. In the hot August days or when you have your banquet dinner. Warm salad and cold chicken should not be the normal. The beer is always cold but I find the food is not always so good.
45. More entries.
46. Sorry, no.
47. Not at this moment.
48. Fewer track sessions, yet longer race lengths.
49. Have a social event at end of day and offer a prize (like the REVs) for most laps of the day and a "Hard Luck Award" [box of beer].
50. Co-sanctioned races with SOVREN.
51. I think we do the best that we can under the circumstances. Most of those who attend the BCHMR find it a friendly event and seem to enjoy it, even given the track limitations.
52. Better exposure
53. As I am now 75 years old and live in Whistler so not sure if I will race again... Whistler is just too good to leave in summer.
54. Make it more fun.
55. A fixed date each year would help.
56. Sharing of cars.
57. Penalize drivers that don't report to the pits when they have an incident on track.
58. I think you guys are doing a great job.
59. Perhaps make date for vintage 2000 and prior to increase grids?

## B) Thinking about the VRCBC club organization

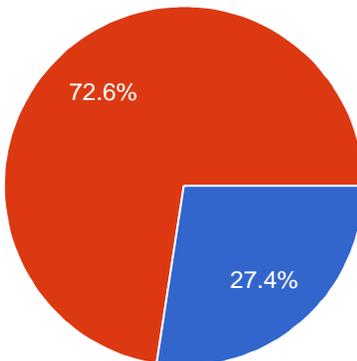
1a) Please check status:  
(113 responses)



● VRCBC Member  
● Past Member  
● Non Member

Status	Responses
VRCBC Member:	58
Past Member:	22
Non Member:	33
<b>Total Responses:</b>	<b>113</b>

1b) Do you attend the monthly meetings?  
(113 responses)



● Yes  
● No

No 82, Yes 31

1C) If No, why not?  
(69 responses)

1. Didn't know about it.
2. Time, work, COVID-19. I would more likely participate if it was also streamed.
3. Too far.
4. No reason to as yet.
5. 500 mile trip.
6. I live 600 km away from Mission.
7. Not Canadian.
8. I live on the Island and can't attend.
9. I live in the UK and work races when I come out to work the races.
10. I have been unaware of the dates/times.
11. Too far to go.
12. I live in Victoria, although I have attended 3 meetings.
13. Too far away.
14. I live 6 hrs away.
15. Distance thing.
16. Living on Vancouver Island.
17. Living on Vancouver Island makes it a no go.
18. I'm on the Island.
19. COVID-19.
20. Don't like to drive into Burnaby at night.
21. Live too far away.

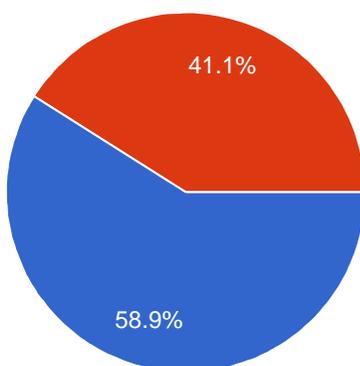


## B) Thinking about the VRCBC club organization

- 22. Live in Victoria.
- 23. Too busy right now.
- 24. Live in Victoria.
- 25. COVID-19, normally try to attend.
- 26. No longer interested in participating in VRC races.
- 27. Too far. I live in the Okanagan.
- 28. Non-member.
- 29. Too late and too far.
- 30. Busy with SCCBC exec currently.
- 31. COVID-19.
- 32. Live in Alberta.
- 33. Travel distance.
- 34. Family health issues.
- 35. Attend some, not all.
- 36. Conflict of meetings / lack of time.
- 37. Too far to travel.
- 38. I live in Ontario.
- 39. Suggest more interesting social format.
- 40. Live in West Kelowna.
- 41. In US, hard to get across, and time.
- 42. Busy.
- 43. Wrong side of border.
- 44. Not currently active in club.
- 45. I live on Vancouver Island.
- 46. Never thought about it until now :)
- 47. Live in Kamloops, too far.
- 48. Time and weather.
- 49. Too far to drive.
- 50. Border crossing & travel is too much.
- 51. Too far to travel
- 52. Lack of meeting time location information in a timely manner. IOW not three days before.
- 53. Don't feel like driving 840 kilometres on a weeknight to attend a meeting of a club I don't belong to.
- 54. Live in Ontario.
- 55. Not enough hours in a day.
- 56. Work schedule
- 57. Not a member.
- 58. Very active in my classic car club.
- 59. Haven't been a member.
- 60. Proximity, I live in the Okanagan
- 61. Live in the sticks.
- 62. Live in Kelowna, haven't tried the Zoom meetings yet.
- 63. Outside Vancouver.
- 64. Too far away.
- 65. Too many meetings. Have turned into monthly social events.
- 66. I will be joining the club in 2021.
- 67. I try but busy with 3 little kids.
- 68. I should.
- 69. Travel.

### 2a) Would you bring a guest to a meeting?

(95 responses)



- Yes
- No

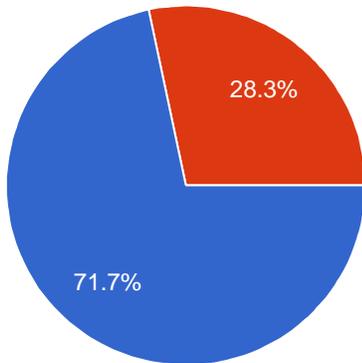
56 yes, 39 No



## B) Thinking about the VRCBC club organization

2b) Would you participate in a ZOOM online meeting?

(113 responses)

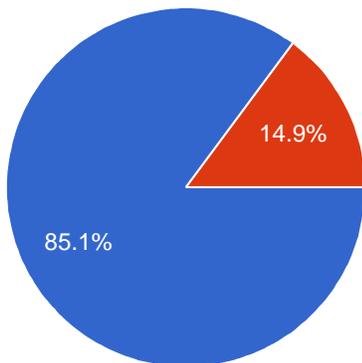


● Yes  
● No

81 Yes, 32 No

3) Would you be interested in having theme nights and guest speakers at the regular meetings? For example: Shop tours, car collection visits and tech nights?

(101 responses)

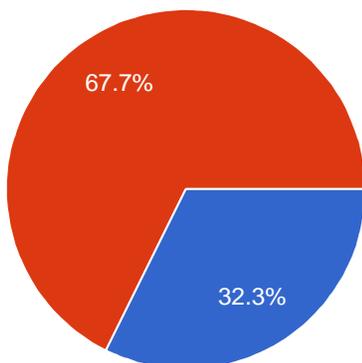


● Yes  
● No

86 Yes, 15 No

4a) Would you be interested in volunteering for a Club position?

(99 responses)



● Yes  
● No

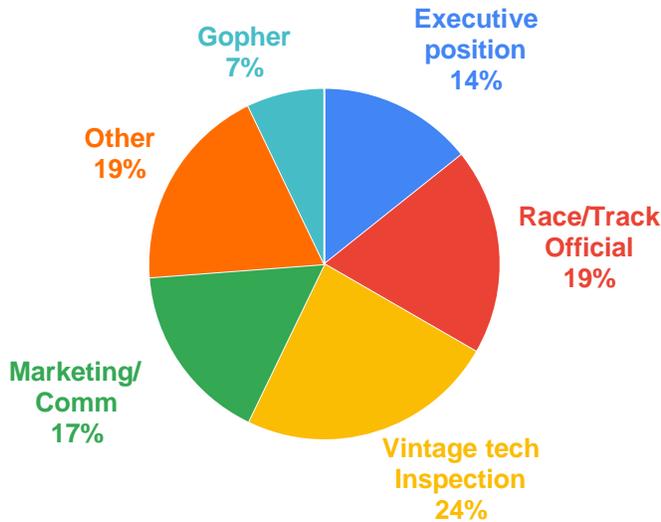
67 No, 32 Yes



## B) Thinking about the VRCBC club organization

4b) If Yes, check area of interest.

(37 responses) (\*Note: Some respondents checked multiple options)



Role	Responses
Executive position	6
Race/Track Official	8
Vintage tech Inspection	10
Marketing/Comm	7
Other	8
Gopher	3
<b>Total Responses:</b>	<b>42</b>

Other (Written in responses):

- I have held every executive position over the years so been there done that. But even though I am retired from racing, would still volunteer to help out in some other capacity.
- Chair BCHMR
- Planning
- Helper role
- If I wasn't so heavily involved in other areas of motorsport I would volunteer. So maybe at a later date.
- Maybe coming seasons (mentoring etc.)
- Special projects, assist in other tasks.
- What ever required,
- Already heavily involved in CACC

5) Optional Question: If you have further thoughts/ideas please tell us how the club can improve for the benefit of existing members and to attract new members, both racing and social.

(35 responses)

1. Enjoy doing Vintage racing.
2. As mentioned, I think a better online presence, some random draws for race drivers at random events etc. There's nowhere to comment on the next question. Membership levels would accomplish what? How about a donation option for the club for those that would like to sponsor it a bit more, names of donations get printed in the BCMHR programs and on the site.
3. Reduce general meetings to 6 per year. Do 3 of these meeting at hosted locations of interest to encourage all members to attend with guests. Schedule executive meetings via Zoom



## ***B) Thinking about the VRCBC club organization***

- and hold as needed. Invite ALL local motorsport clubs to attend BCHMR and offer free attendance for 2 if they bring a significant vehicle to display. Rethink the expensive BCHMR banquet to reduce costs. Renegotiate the SCCBC track rental agreement for BCHMR to reduce costs, e.g.: sublet the Fri /Sat post-track time to a BCHMR sponsor with payment to SCCBC and credit discount to BCHMR rental. As a last resort suggest SCCBC take over the BCHMR event, take all the revenue and pay all costs with VRCBC simply volunteering to run it. VRCBC REVS series continues as normal.
4. Do more to strengthen club culture.
  5. When visiting, Stanton, Mike Bailey have been excellent ambassador to your club, your social side amazing/
  6. Question #4, I'm not interested in any other position other than the one I hold.....
  7. Make Vehicles Eligible after 20 or 25 years... and keep it moving!
  8. Note: I only said No to volunteering because I have been doing it for a decade and wish to retire.
  9. Maybe more social events — car collection and workshop visits.
  10. Your survey leaves out people who don't own a race car. I have been involved as a tech person for more than 45 years, and don't own a race car. Reason: \$\$\$\$ and poor depth perception.
  11. Most members are great people. Love our friends. Problem is the competing clubs and time.
  12. Mentor program for new racers, PR in BC and beyond, Buddy program with other Vintage Clubs.
  13. No ideas.
  14. Would a newsletter help?
  15. Class for highly modified cars with flares and different engines but PERIOD correct.
  16. I think there needs be more youth involved to help sustain the future as everyone gets older there are less.
  17. Participants and energetic folks to do all that needs to be done. Keep it a positive environment that invites all ages and does not discriminate between German, British, Italian, American, Japanese etc. Vehicles.
  18. Generally, increase the profile of road racing in the lower mainland.
  19. Track days, "run what you brung", may help stir interest from non-vintage prospective members.
  20. If it was like last year with the very good racing going on plus the Westwood theme and the Vintage trophy presentation, then it's the right direction to go because people are still talking about it.
  21. IWE plan to sponsor the REVS series in 2021.
  22. Have the HMR at Area 27 to attract Sovren members
  23. Less rules for car classes
  24. Have a race at Area 27
  25. Club hat and Jacket. //. Staggered starts
  26. Not at this time.
  27. I would like to see a safety seminar at the track. I constantly see harnesses and seats that are installed without any attention paid to instructions or fit. As far as facilities go: Clean up the track. Improve the spectator experience. Infield access. Just pave the whole paddock with drainage. Hold autocross on the new paved paddock. Get a better announcer. Improve the PA system. Music when no one is talking. Get better food trucks and please, get a food truck that serves coffee! Tell the



## B) Thinking about the VRCBC club organization

tech inspection crew that nobody needs to race at Mission as a condition of their parole — and that the tech inspection crew at the very least, should be welcoming. could go on for some time but I must go to work.

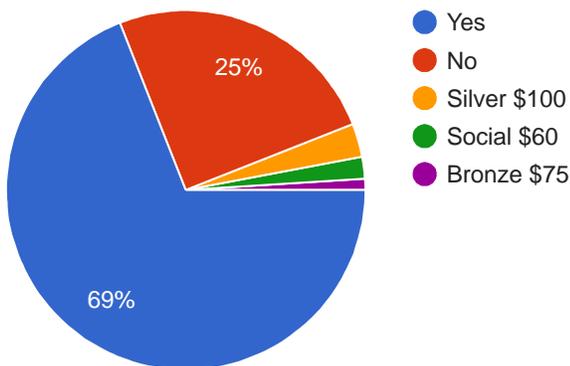
28. When other clubs/groups do "Car Shows/Show-n-Shines" have one of our members bring a race car and posters and brochures to promote our Club and Events. This I would do.
29. Personal contact.
30. Have fewer meetings e.g. 3 to 4 per year. Have tours etc. to fill other months. Don't need business report at a social meeting
31. Because my social group has the same age vehicle I do, I am not sure the club wants an increase in those vehicles in the club to be honest. When I entered

my first race, I was considered a "special guest". I felt very welcomed by the drivers at that event and the encouragement was overwhelming. But later to find out that I didn't quite belong was a bit discouraging. But I don't give up so I'll continue to educate myself on what is required to be a part of the Vintage crew and see how I fit and if I can make it work. In all fairness, the term "special guest" could have meant that I didn't have a club membership.

32. We need to bring in more, newer classic cars like CR-X's, The 60's and 70's cars can be very expensive and the focus should be on having fun which is tough with the typical racer's ego.
33. On board live feed cameras (perhaps our mobile phones can be used) so...

6) To help the club put fuel in the tank would you be in agreement to have optional levels of membership for those who want to support the club financially? Examples: Social membership \$60, Bronze \$100, Silver \$250, Gold \$500

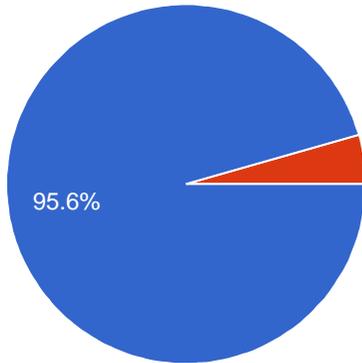
(98 responses) (\*Note: Some respondents checked multiple options)



Option	Responses
Yes	69
No	25
Silver \$100	3
Social \$60	2
Bronze \$75	1
<b>Total:</b>	<b>100</b>

## C) Thinking about yourself

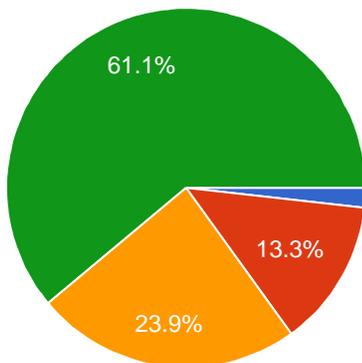
1) What gender are you?  
(113 responses)



● Male  
● Female

108 Male, 5 Female

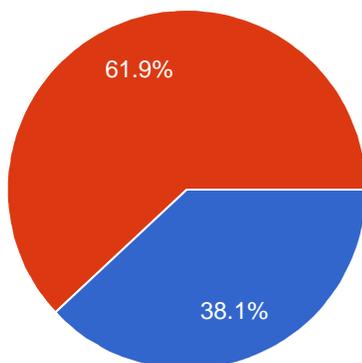
2) What is your age?  
(113 responses)



● Under 35  
● 35-55  
● 55-65  
● 65 plus

Age	Responses
Under 35	2
35-55	15
55-65	27
65 plus	69
<b>Total:</b>	<b>113</b>

3) Are you a business owner?  
(113 responses)



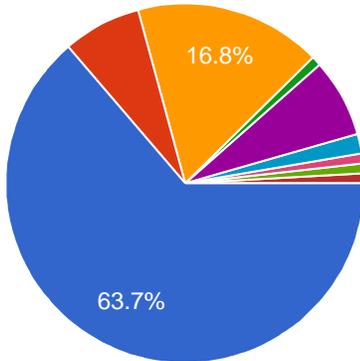
● Yes  
● No

70 No, 43 Yes (Business Owners)



### C) Thinking about yourself

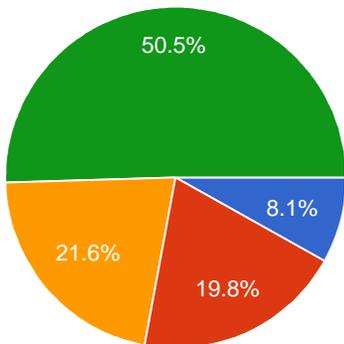
4) Where do you live?  
(113 responses)



- Vancouver/Lower Mainland
- Vancouver Island
- Elsewhere in BC
- Alberta
- USA
- Ontario
- Fraser Valley
- Part time on Gabriola
- Uk

Location	Responses
Vancouver/Lower Mainland	72
Vancouver Island	8
Elsewhere in BC	19
Alberta	1
USA	8
Ontario	2
Frazer Valley	1
Part time on Gabriola Island	1
United Kingdom	1
<b>Total Responses:</b>	<b>113</b>

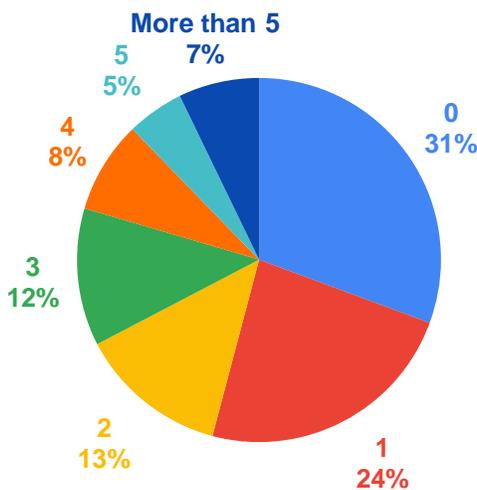
5a) Not including your race car(s), how many automobiles do you own?  
(111 responses)



- One
- Two
- Three
- Four +

Cars Owned	Responses
One	9
Two	22
Three	24
Four or More	56
<b>Total:</b>	<b>111</b>

5b) How many are collector-car status (i.e. built prior to 1995)?  
(98 responses)



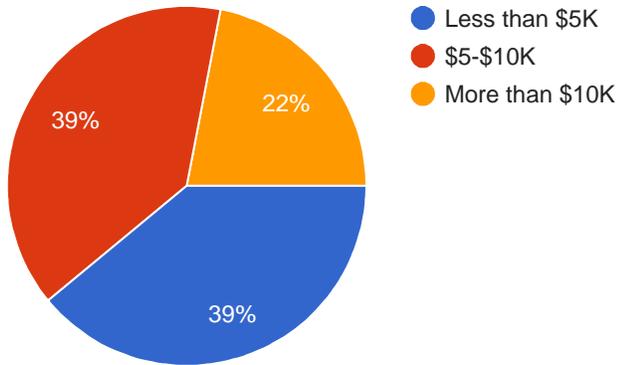
Collector Cars Owned	Responses	Total Cars
0	30	0
1	23	23
2	13	26
3	12	36
4	8	32
5	5	25
8	2	16
10	1	10
11	1	11
12	1	12
15	1	15
17	1	17
<b>Total Responses:</b>	<b>98</b>	
<b>Total Cars Owned by Responders:</b>		<b>223</b>



### C) Thinking about yourself

6a) Including entrants' fees, parts, repairs, fuel, travel & accommodation, approximately how much money do you (or did you) spend in a recent racing season?

(100 responses)



Amount Spent	Responses
Less than \$5K	39
\$5-\$10K	39
More than \$10K	22
<b>Total Responses:</b>	<b>100</b>

6b) What is the approximate value of your race car(s)?

(64 responses)

80 of the 113 survey participants currently own race cars. The 64 of that 80 who responded to this question own a total 119 race cars with a total estimated value of \$5,629,000, resulting in an average value per car of \$47,302.

Race Cars Owned	Total Value of Race Cars Owned	Average Value Per Race Car	Race Cars Owned	Total Value of Race Cars Owned	Average Value Per Race Car
2	\$1,000.00	\$500.00	1	\$18,000.00	\$18,000.00
1	\$5,000.00	\$5,000.00	2	\$18,000.00	\$9,000.00
1	\$5,000.00	\$5,000.00	1	\$20,000.00	\$20,000.00
1	\$8,000.00	\$8,000.00	1	\$20,000.00	\$20,000.00
1	\$8,000.00	\$8,000.00	1	\$20,000.00	\$20,000.00
1	\$8,000.00	\$8,000.00	1	\$20,000.00	\$20,000.00
1	\$9,000.00	\$9,000.00	1	\$20,000.00	\$20,000.00
1	\$10,000.00	\$10,000.00	1	\$20,000.00	\$20,000.00
2	\$10,000.00	\$5,000.00	2	\$20,000.00	\$10,000.00
5	\$10,000.00	\$2,000.00	2	\$20,000.00	\$10,000.00
1	\$12,000.00	\$12,000.00	2	\$20,000.00	\$10,000.00
1	\$15,000.00	\$15,000.00	2	\$20,000.00	\$10,000.00
1	\$15,000.00	\$15,000.00	2	\$20,000.00	\$10,000.00
1	\$15,000.00	\$15,000.00	2	\$24,000.00	\$12,000.00
1	\$15,000.00	\$15,000.00	1	\$30,000.00	\$30,000.00
1	\$15,000.00	\$15,000.00	1	\$30,000.00	\$30,000.00



### C) Thinking about yourself

Race Cars Owned	Total Value of Race Cars Owned	Average Value Per Race Car
1	\$30,000.00	\$30,000.00
2	\$30,000.00	\$15,000.00
2	\$30,000.00	\$15,000.00
2	\$33,000.00	\$16,500.00
1	\$35,000.00	\$35,000.00
2	\$35,000.00	\$17,500.00
2	\$45,000.00	\$22,500.00
3	\$45,000.00	\$15,000.00
1	\$50,000.00	\$50,000.00
2	\$50,000.00	\$25,000.00
2	\$50,000.00	\$25,000.00
1	\$60,000.00	\$60,000.00
3	\$60,000.00	\$20,000.00
3	\$70,000.00	\$23,333.33
3	\$75,000.00	\$25,000.00
1	\$85,000.00	\$85,000.00

Race Cars Owned	Total Value of Race Cars Owned	Average Value Per Race Car
3	\$90,000.00	\$30,000.00
1	\$100,000.00	\$100,000.00
1	\$100,000.00	\$100,000.00
2	\$100,000.00	\$50,000.00
3	\$100,000.00	\$33,333.33
2	\$120,000.00	\$60,000.00
3	\$125,000.00	\$41,666.67
6	\$125,000.00	\$20,833.33
1	\$150,000.00	\$150,000.00
2	\$300,000.00	\$150,000.00
2	\$300,000.00	\$150,000.00
5	\$500,000.00	\$100,000.00
6	\$700,000.00	\$116,666.67
3	\$1,500,000.00	\$500,000.00
<b>119</b>	<b>\$5,629,000.00</b>	<b>\$47,302.52</b>