

Storyboard Guidelines

Historic B & C Sedan requires all participants to create and display a storyboard alongside their car.

This is about much more than presentation. It is an opportunity to elevate awareness of Historic B & C Sedan and enhance the spectator experience we create. A strong row of truly historic cars paired with compelling stories strengthens our presence, draws fans and excitement, and creates a deeper connection between spectators and the cars themselves.

Storyboards are one of the most effective ways to tell the story of our cars, educate enthusiasts about their history, and demonstrate why authenticity, preservation, and stewardship matter. They help showcase what makes Historic B & C Sedan unique and allow us to share the significance of these vehicles beyond what can be seen on track.

For each participant, a storyboard is also one of the best ways to help your car stand out. It provides spectators with context, highlights the history and provenance of your vehicle, and allows them to appreciate details and stories they might otherwise never know.

Recommended Content

We recommend including the following:

- **Vehicle Identification** — Make, model, year, primary driver(s), VIN/chassis number or period logbook number, and in-period team/sponsor information.
- **Historic Photographs** — Several in-period photographs, along with at least one current photograph of the car.
- **Vehicle History** — A concise history of the car from its origins to the present day, with emphasis on its most significant racing period, drivers, and accomplishments.
- **Notable Drivers & Results** — Key drivers, championship achievements, race wins, podiums, pole positions, and other significant results.
- **Ownership & Provenance** — A lineage of ownership, restoration history, and other documentation that helps establish the car's authenticity and history.

Storyboard Resources

Full-Service Design

- **Jacques Dresang**
 - Longtime Formula Ford racer, historian, and designer.
 - Jacques can assist with storyboard design and layout. Final printing can be completed through FedEx Office (Kinko's) or another local print shop.
 - Email: jacquesdresang@gmail.com

Printing Services

- **FASTSIGNS Santa Clara**
 - Recommended for storyboard printing and final production. If you already have a design prepared, FASTSIGNS can assist with final formatting, cleanup, and printing.
 - Phone: (408) 539-8116
 - Please mention that Glenn Chiou referred you (friend of Ed Yang).

Storyboard Display Frames

- Recommended sign frames:
 - <https://www.amazon.com/dp/B0049KIXRY>
 - <https://www.amazon.com/dp/B0D4M21SSP>

Examples:

https://drive.google.com/drive/folders/1yK06OKokHus0PFn-b99hine7Bp6js145?usp=share_link

Bob Sharp's Datsun 610

Bob Sharp with Datsun Datsun 610 (winning overall) 1973

NATIONAL CHAMPIONSHIP WINNING Bob Sharp Racing Datsun 610

PL610-040055 is one of two Datsun 610 B Sedan cars built by the manufacturer sponsored team of Bob Sharp Racing and was raced by legendary driver **Bob Sharp** in the '73, '74, and '75 seasons. The other Datsun 610 served as a dealer show car and back-up chassis. The 610 proved to be very fast with its shape more aerodynamic than the boxy 510. Sharp qualified on the pole in the '73 CSRRRC Runoffs (DNF), and finished 2nd in both '74 & '75 to Dave Freilisen in his equally sleek Datsun 710.

After Sharp broke his wrist during an IMSA race mid-season in '76, **Elliot Forbes-Robinson** took over the team's driving duties for the balance of the season. EFR's piloting was outstanding, starting on the pole at the '76 CSRRRC and winning the SCCA B Sedan National Championship in #040055, as well as the C Production National Championship in Sharp's Datsun 280Z. Additionally, EFR finished 5th in GTV class at the '76 Sears Point IMSA race and holds the SCCA B Sedan lap record at Lime Rock Park with this BSR Datsun 610.

During the '74 season **Paul Newman** shared the driving of #040055 but had his season cut short to make the movie *Hombre*. For the '77 season, the car was purchased by Pray Datsun of Greenwich, CT, and driven by Roger Seidel at the Runoffs. It was then acquired by Joe Sacco of the Central Division who raced it consistently, competing in the '78, '79, '80 & '81 SCCA Runoffs. This is undoubtedly the most extensively campaigned Datsun 610, as it made 9 consecutive appearances at the Runoffs and was driven in 89 races continuously through 1983.

DATSUN

1967 Alfa Romeo GTV 20

In 1972, after two years of campaigning his Alfa Romeo GTA in SCCA's Trans Am 2.5 Challenge, Dave Burns purchased this 1967 GTV to develop and race in the Trans Am 2.5 Challenge series. With the help of his good friend and crew chief John Cordell, the two men built the GTV into a Trans Am contender. After a year-long build, the car was ready for the final two rounds of the 1972 season. The car's first race was at Laguna Seca, where it was issued log book and brass tag number "72BS37". Burns finished 13th overall in his debut race and took home \$100.00 in prize money. He then entered the car in two regional B Sedan races at Sonoma and Laguna Seca, to further sort and prepare for the final Trans Am race of the season. Dave's efforts paid off and he finished 5th overall in the final Trans Am 2.5 Challenge race at Riverside, earning him \$500.00 in prize money. With the Trans Am 2.5 Challenge series falling apart in early 1973, Burns turned his attention to the SCCA's west coast Gold Rush Series. He raced the car at Willow Springs, Riverside, Laguna Seca, Sonoma, Portland, and Kent. Throughout the season, Burns had many podium finishes highlighted by a 1st place in the three-hour enduro at Laguna Seca. Legendary Alfa Romeo Trans Am racer, Lee Midgley, co-drove the car to victory with Burns at this race.

Dave Burns continued to race the GTV in west coast B Sedan races through 1976, until his attention shifted to under 2-liter sports races. The car was sold in 1977 and continued to race regionally in B Sedan. It then went on to race in GT3 along with participating in many vintage races through the mid 2000's by various owners and drivers.

The Dave Burns Trans Am GTV was purchased by Anthony Kimicic in 2020 and underwent an extensive and meticulous restoration, bringing the GTV back to its livery from the 1972 Trans Am 2.5 Challenge at Laguna Seca and Riverside.

Team: Turn One Sports Car Repair - Redwood City, California
Driver: Dave Burns
Engineer: John Cordell

Date	Series	Track	Result
10/13/1972	2.5 Challenge	Laguna Seca	13th
10/27/1972			
11/4/1972	Regional	Laguna Seca	
11/11/1972	2.5 Challenge	Riverside	5th
2/9/1973	National	Riverside	
3/31/1973	National	Riverside	
4/14/1973	National	Willow Springs	
5/4/1973	Regional	Laguna Seca	
6/6/1973	Rose Cup	Portland	
6/24/1973	Olympia Sprints	Laguna Seca	
7/9/1973	National	Kent	
7/21/1973	ORE Grand Prix		
9/15/1973	National	Sears Point	
11/3/1973	Regional/Enduro	Laguna Seca	1st w/ Lee Midgley
4/6/1974	Regional	Sears Point	
4/20/1974	National	Sears Point	
9/29/1974	Regional	Laguna Seca	
10/26/1974	Regional/TROC	Riverside	
11/2/1974	Regional/Enduro	Laguna Seca	
6/27/1976	Sprints	Laguna Seca	