



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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September 2011
Volume 36 Issue # 9

Next META meeting will be
SEPTEMBER 28, 2011

Our meeting location is Boston Pizza
1045 Columbia Street, New Westminster, BC

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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Produced in Canada.

SPEED READING

Sep 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 17&18	ICSCC Race #14 – ORP	TC	Grass Valley, Or
Sep 17&18	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 17	Monterey Sports Car	ALMS	Monterey, Ca
	Championships – Laguna Seca		
Sep	Westwood Kart Race #7 & IKF	WKA/IKF	Mission, BC
23&24&25	Gold Cup Race – MRP		
Sep 24&25	ICSCC Race #15 – PR	IRDC	Seattle, Wa
Sep 28	META Meeting – Boston Pizza	7:30	New West, BC
Oct 1&2	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 1&2	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 1&2	West Coast Kart Race #10 & #11 – GMR	WCKC	Chilliwack, BC
Oct 1	Petite LeMans – Road Atlanta	ALMS	Braselton, Ga
Oct 8&9	CACC Race #5 & WSC#5 – MRP	SCCBC	Mission, BC
Oct 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 15&16	Cascade 8hr Enduro – PIR	CSCC	Portland, Or
Oct 15&16	West Coast Kart Race #12– GMR	WCKC	Chilliwack, BC
Oct 15&16	Western Canadian Road Race	WKA	Mission, BC
	GP – MRP Road Course		
Oct 26	META Meeting – Boston Pizza	7:30	New West, BC
Oct 29&30	Chumpcar World Series – PIR		Portland, Or



Congratulations to the CCGP winner:
Wouter Bouman #22 Mazda RX-7

Second overall:

Dave Humphrey #73 Nissan 240SX

Third overall:

Jack Zarowny: #15 Mazda RX-7

Presidents Report

I can't believe August is gone already. It might be that I slipped away to Kelowna for a week and missed the last META meeting or perhaps it was winding down from helping organize the CCGP. I also saw my youngest daughter and fellow META member, Chantelle, off to Fort St John to start her first engineering job with Altec Inspection Ltd. Not every dad would send their daughter off on a 17 hour drive in a 25 year old car with over 400,000 kilometers on it, but I am glad that we did get all that work done on Chantelle's BMW in July. Her job is a 5 year commitment, so we probably won't see her around the track for a long time. I found it strange to be taking down the brake markers around the track without Chantelle on the last September long weekend, and she often got conned into helping with the catch fences as well.

I was very impressed by how thing went on track for the CCGP (Children's Charities Grand Prix) weekend, although most of the time I was busy behind the scenes, I was not aware of any serious delays. I won't say things were trouble free, one driver was asking me why he had no qualifying times when I was trying to organize them for their introductions at the beginning of the race, it turns out he had the wrong class designation on his entry form so his qualifying times went into the wrong race group. When John Cartwright and I were organizing trophies etcetera for the end of the race we forgot to include water for the drivers, and then there were the drivers that didn't show up at the podium at the end of the race and had to be chased down (so much for a quick awards show for the spectators). I think this may have delayed the start of the next session too. However the turnout for the support races was fantastic and I think the Vintage grid was the largest grid for that group outside of the Historic weekends. Thank you to all the volunteers that helped out at the CCGP weekend, I know Ryan O'Connor was grateful for all the support he had organizing this years event. Now to start thinking about the Fifth Annual Children's Charities Grand Prix.

I understand there was a very small turnout for the last META meeting, I do hope it wasn't because I was not there to show a pre-meeting video. Of course I know it is that time of year when many are off enjoying the summer sunshine and meetings are the furthest thing from our minds. Please remember that our next meeting is Wednesday September 28, 2011.

I think the September 3, 4, & 5 ICSCC race weekends was one of the most successful ever for the Sports Car Club of BC, the only weekend at the track that possibly had more entries was the Westwood50 weekend. With record entries comes great racing, and this weekend saw lots of it, the only disappointing thing was the worker shortage due to some of our members being down in Baltimore for their inaugural Baltimore Grand Prix. That said we did round up enough workers to cover the track and my pleadings on Facebook may have landed at least one potential candidate for next year, a friend of my nephew's. Of course there were a few racing incidents, but that is not unusual when competition is tight. The only blocks I know of that had to be worked on were a quick and easy fix, I think it took Al Cruckshank and I longer to get the forklift to and from turn 6 than it did to move the locks back into place, unfortunately the same can't be said for JP Skinner's Honda. I think the best finish for the weekend was with the Vees when Paul Higgins got the pole for the Vee race (37 red), but spun during the race and spent many laps picking off the competition to chase down Steven Young (88 Blue) on the final lap ending in a photo finish. Paul was not sure if he won, as he wasn't sure if turn 9 had a standing yellow backing up the waving yellow in Turn 1 for the stalled car. Paul did not complete his pass until after the starter's stand, neither of us were sure if they had a standing yellow at the starters stand or not (we were astute enough not to ask questions and open a can of worms if no one noticed a pass under a yellow - if there was a yellow), so he was waiting for a race steward to visit him right up to the time we went out to take down brake markers at the end of the day. Paul got a first place trophy, so we assumed that no reports or protests had occurred, and Steve, who I think was aware of Paul's concerns, was just happy to be involved in such a close finish, twenty-five one hundredths of a second (I think). Oh when Paul was sitting on the grid before the race I told him to ignore the old guy behind him because he was slow, this seemed to immediately entice Steve (who was second on the pole) to 'grow a bigger set' - did I set the stage for such a great finish?

(Presidents Report cont'd)

I know many META members never read SCCBC's newsletter, the Pit Pass, however this month I would encourage you to find the time to look at this month's issue: <http://www.sccbc.net/pitpass/2011/Sep11pp.pdf>. This month on page 5, the Editor on Track column, has a good writeup on blocking from a drivers perspective. The following is my perspective on the subject, so please compare our points of view on this subject. Blocking is a touchy subject, when does defending a line turn into blocking? Certainly when I race I always set myself up in such a way that the competitor passing had to do some work to get by - not blocking, just forcing them on to a less than ideal line. I've also had the opposite happen, in one of the best races I ever had, Bob McLennan (I hope I got his name right, it has been almost 30 years) made his Pinto extremely wide. All I could do was keep knocking at his back door and hope for something to go wrong for him, it turns out he was sure his right front tire would go flat before he saw the checkered flag. The interesting thing is that we were in different classes, something you see often in club racing - two cars with similar lap-times having a great battle.

With fall here it is probably time to think about the META AGM and our elections. This is your chance to throw your hat in the ring and make a difference. What direction would you like META to take in the future?

Question of the month:

This month I again have a multi part question.

Q: How many times has Henry Ford II driven the pace car at the Indianapolis 500? What year did Edsel Ford drive the pace car for the Indy 500 and what was the car?

Answers can be sent to webmaster@meta.bc.ca, please put "Mayday Answer" in the subject line - All parts must be answered, and a prize goes to the first correct answer. Don't assume someone has given me a correct answer, it is always interesting to read replies from club members, sometimes I learn something.

Answer to last month's question:

A: Janet Guntrie was the first woman to qualify for the Indy 500 in 1977. She also qualified for the Daytona 500 the same year.

Gail Fetterman gave me the first correct answer, so receives a prize from <http://greenflagimports.ca>. Gail is also our first two time winner. I now owe Gail two prizes that I promise to ship out today.

Robin Fairservice was a close second, and had a very detailed answer:

Janet Guthrie is the first woman to earn a starting spot in the Indianapolis 500 (1977) and the Daytona 500 (1977), where she was Top Rookie. Her ninth-place finish in the Indianapolis 500 (1978), with a team she formed and managed herself, was the best by a woman until 2005. She set fastest time of day at Indianapolis on May 7 and May 22, 1977.

In her brief career at the top levels of racing, she earned top-ten starting positions and posted top-ten finishes in both Indy-car Championship racing and in NASCAR Cup racing. Her fifth-place Indy-car finish at Milwaukee in 1979 was the best by a woman for 21 years. Her sixth-place NASCAR Cup finish at Bristol in 1977 remains the best by a woman in NASCAR's superspeedway era. She is the only woman to lead a Cup race. She was Top Rookie in five NASCAR Cup races.

A graduate of the University of Michigan (B. Sc. in physics), she was formerly a flight instructor and an aerospace engineer. Her helmet and driver's suit are in the Smithsonian Institution. She is a charter member of the Women's Sports Foundation International Women's Sports Hall of Fame. She was inducted into the International Motorsports Hall of Fame in 2006.

Mike

Team Continental

Announces

9/11 Memorial Grand Prix

Sept 17-18, 2011

This event is sanctioned by ICSCC under the 2011 Competition Regulations featuring a **2-DAY, SINGLE RACE** Championship points format presented by Team Continental at Oregon Raceway Park in Grass Valley, OR.
A Special Race Group will feature SCCA Vintage with a double race format!

International Race Drivers Club

Presents

The Frank Manley Memorial

September 24th – 25th 2011

This race is sanctioned by ICSCC under the 2011 Competition Regulations as a championship race, which is organized by IRDC and held at Pacific Raceways.

Our Special Race on Saturday, September 24th is the 2nd Annual

Japanese Touring Car Challenge

Godzilla Vs. Mothra Vs. Hedorah

Grid set per Special Race qualifying session.

"Special" trophies awarded to top 3 in class.

Enter in Group 8. Class descriptions are as follows:

Godzilla Class - Any forced induction or over 2.4L or any car not in Mothra or Hedorah classes.

No min weight. Any tire.

Mothra Class - All normally aspirated. No min weight. Any tire. Mazda's only.

Hedorah Class - All normally aspirated. No min weight. Any tire. Honda's only.

Cascade Sports Car Club

Presents

The 36th Annual 8 Hours of The Cascades

October 15, 2011

This race is sanctioned by ICSCC, under the 2011 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane event.



Article from SCCBC Newsletter by Peter Weedon

The 4th Annual BMW Store Children's Charities Grand Prix

River's Edge Road Course, Mission Raceway Park

August 6th – 7th, 2011

If there's one race weekend in the season that I look forward to diving in more than any other, it's the Children's Charity weekend. Obviously the event caters to a very worthy cause – how can you argue with helping those little tikes that are in such need of help and support ! However, just the racing aspect alone is so exciting and worthwhile. The tension builds for a couple of week leading up to the event, and many people get involved in one way or another.

For those of you that have yet to participate, or those that decided against a return visit, I encourage you to step up next year and put your effort into making this a grand event for all involved. Together we can make a huge difference.

Talking about making a huge difference, year after year Ryan works tirelessly for a long time prior to these special weekends, and should get the well deserved recognition he deserves. Here are his comments on the CCGP for this year: "For the fourth year running, the top GT cars in BC put on another exciting and crowd-pleasing show August 7th, 2011 on the River's Edge Road Course. In support of the Children's Wish and BC Children's Hospital Foundations, it is expected that after the books are closed the event will net over \$20,000 with a cumulative total in excess of \$100,000 raised for the charities since 2008.

Title sponsor, Rocky Elli, General Manager of The BMW Store at 5th and Burrard, has supported the event since 2009. "This is a great way for us to show support for the club and racing at River's Edge. The team at the BMW Store is fully committed to supporting Children's Wish and Children's Hospital through events like this in the community" says Elli.

Race day on the Sunday brought sunshine and a full parking lot of spectators. The Driver's Edge Fastest Qualifier awards were handed out to Pete Harding and Dave Humphrey in P1 and P2 respectively. In the front running group, six cars posted times at or under 1:10 which is a furious pace around the 2.25 Km Mission track. As the 17-car field lined up for the national anthems the air was tense with excitement. With \$10,000 on the line drivers start to behave slightly differently on the grid. Crews secretly prepare cars, everyone has their game face on, e-Crew is on alert. No one knows what will happen in Turn 1. Tensions were high for good reason.

The 2010 race weekend was plagued with rain. Sessions were delayed, practice times moved. At the start of the race some drivers were only heading out on track for the first time that weekend. In 2010, when the cars went into turn 1 not everyone came out unscathed to say the least. The race ultimately ended under red flag conditions after an oil spill saw Bouman hit the wall in Turn 2 at high speed, right in front of the main grandstand. In 2011, as the cars rounded Turn 9 on their formation lap, you could feel the intensity. The field was strung out and the green was not thrown. On the second try, the green came out and everyone was away. Humphrey in his Specialty Engineering 240SX still had the pole after the turn 1 but he was hotly pursued by David Saville Peck in his Caterham Super 7. The P1 cars were not going to take this for long. Pete Harding, in his purpose-built, tubeframe Monte Carlo was quickly moving up but suffered a mechanical failure. Bouman was looking for redemption for 2010. With a rebuilt 3rd gen RX7 Triple Rotor Turbo he was out for the win. Saville Peck passed Humphrey for the lead on Lap 4. Saville Peck held the lead until an incident on Lap 9 saw him collect a cone. Damage to the exhaust pushed his sound reading up to 104db and he was about to be black flagged when a drive train issue forced him to pull off in Turn 1. Bouman was now in the lead of the race with Humphrey following.

Jack Zarowny in his 3rd Gen Rx7 V8 was also making up time in 3rd, working hard to catch the leaders. It was not all an easy ride for Bouman. Lap 17 saw a close call overtaking into Turn 1. Closing in on the corner at 180km/h Bouman had to make a quick decision how to pass two slower cars that were engaged in their own battle. Having made the right call, it seemed like it would be a clear run to the checkered. Up in the starter stand, RX-7 racer and SCCBC Vice President Marc Ramsay saw the leaders times falling. "He is starting to overheat, lose power. Turbocharged rotaries do that." he commented. Dave Humphrey knew this too and he started closing the gap on Bouman. Meanwhile a late race battle between Zawronny and Steve Paquette of Bullet Racing was brewing for 3rd overall. The Bullet Porsche GT3, which was raced at the 2011 Daytona 24 Hours, was making time on Zarowny's RX7. Paquette's local knowledge was paying off as he closed the gap on each pass of the timing line. On the last lap, Humphrey and Bouman were nose to tail with the RX7 maintaining the lead to the finish. Paquette's campaign showed promise only to be held up by lap traffic in the final turns. Zarowny finished third overall. At the podium ceremonies, the teams were congratulated, trophies handed out and champagne sprayed. The stands were full and the racing was good. A success for Year Four of the BMW Store Children's Charities Grand Prix and racing at Mission. Let's see what 2012 will bring!"

Pit Pass Pete

2011 CCGP Results:

P1	Name	Car	Prize
1	Wouter Bouman	Mazda RX-7	\$2,000.00
2	Jack Zarowny	Mazda RX7	\$1,250.00
3	Ron Rowse	Chevrolet Monte Carlo	\$750.00
4	Robert Styan	Pontiac Grand Prix	\$500.00
5	Peter Weedon	Pontiac Trans Am	\$300.00
6	Larry Bell	Pontiac Trans Am	\$200.00

P2	Name	Car	Prize
1	Dave Humphrey	Nissan 240sx	\$2,000.00
2	Steve Paquette	Porsche GT3 Cup	\$1,250.00
3	Bob Yeager	Porsche GT3 Cup	\$750.00
4	Craig Johnson	Datsun 280Z	\$500.00
5	Don Jeffers	BMW M3	\$300.00
6	Hugh Richards	Mazda RX7	\$200.00

From SCCBC Forum:
Aug 30, 2011

On behalf of the SCCBC Executive Committee, I am thrilled to officially announce that we have purchased an additional safety truck.

This purpose built 2003 Ford F150, is one of only FOUR ever built, and is a former Champ Car Series safety truck. Complete with a built-in PTO driven cold fire system, and loaded with life saving features, this amazing piece of equipment takes the already high safety standards at our track to yet another level.

Jack Burnett has spent hours working on making this happen. We all owe Jack a big thank you!

The truck is now being transported from Arizona and will arrive in Blaine, WA next week. We look forward to bringing it to its new home, and adding our SCCBC colours to its already beautiful graphics.

Once again, the SCCBC Executive Committee is elevating the standard of racing at the River's Edge Road Course in Mission.

See you all this coming weekend!

Cheers,

Steve Hocaluk



8 36th ANNUAL HOURS OF THE CASCADES

presented by
CASCADE SPORTS CAR CLUB



Daytime LeMans Start
Nighttime Finish



Seven Classes including:

- Limited classes to encourage participation of cars not ordinarily prepared for endurance racing, and
- A class for Sportsracers!

New for 2011 - A "Pit Crew Challenge"

For more information visit:
www.cascadesportscarclub.org

Photos courtesy of Doug Berger



Saturday, October 15th, 2011 @ Portland International Raceway

Sports Car Club of British Columbia

Awards Banquet

November 5, 2011
Pitt Meadows Golf Club
13615 Harris Rd, Pitt Meadows BC

Cocktails: 5:00 pm
Dinner: 6:00 pm
Awards: 7:30 pm
Dancing: 8:30 pm to midnight

Tickets \$ 45.00 per person
No ticket sales at the door
Tables Seat 8 in case you want to reserve a table
Call Roland or Keri@ 604-465-0745 or see them at the Track,

Accommodation:

The Poco Inn and Suites have offered a group rate and shuttle service:

Ask for "Sports Car Club of BC" group rates

The SCCBC rate is \$109 plus HST for 1 - 2 adults for 1 - 2 beds,
kids stay free and each additional adult is \$10 per night

Kitchen suites are \$129 plus HST for 1 -2 adults,
kids stay free and each additional adult is \$10 per night.

The cut-off date for the group rate is October 21, 2011 - after this date it is based on regular rates and availability. The rooms will be booked by each individual party therefore no rooming list is required. The cancellation policy is 24 hours notice.

Car service: one trip to the golf course at 5:00pm one trip back to the hotel at 9:45pm and the last shuttle at 12:30am.

The newly renovated rooms at the PoCo Inn & Suites Hotel offer popular amenities including a refrigerator, microwave, coffee maker as well as iron and ironing board, robe, slippers, newspapers, complimentary in-room high-speed internet and parking. During your stay, you can relax in the intimate Crossroads Lounge, dine in our restaurant, or enjoy a workout in the fitness center, complete with whirlpool and sauna.

<http://www.poco-inn-and-suites.com/>

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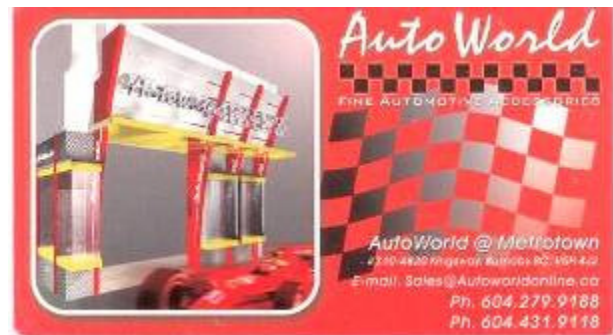
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PLEASE MAKE CHEQUES PAYABLE TO META or Renew on-line by PayPal or credit card at
<http://www.meta.bc.ca/Members/Members.htm#membership>

Membership cost is \$20 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail