



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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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.

Next META meeting will be

APRIL 27, 2011

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

SPEED READING

Apr 9&10	Chumpcar World Series – PIR		Portland, Or
Apr 9&10	West Coast Kart Race #1 – GMR	WCKC	Chilliwack, BC
Apr 10	IRDC 4hr Enduro – PR	IRDC	Seattle, Wa
Apr 10	Grand Prix of Alabama – Barber Motorsports Park	IRL	Birmingham, Al
Apr 10&11	Defrost Kieckoff – PR	SOVREN	Seattle, Wa
Apr 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 16&17	CACC Race #1 & WSC #1 – MRP	SCCBC	Mission, BC
Apr 16&17	Double Regional – PIR	SCCA/OR	Portland, Or
Apr 16&17	Westwood Kart Race #1 – MRP	WKA	Mission, BC
Apr 16	Long Beach Grand Prix	ALMS	Long Beach, Ca
Apr 17	Long Beach Grand Prix	IRL	Long Beach, Ca
Apr 27	META Meeting – Boston Pizza	7:30	New West, BC
Apr30&May1	ICSCC Race #1 – PIR	CSCC	Portland, Or
Apr 30May 1	Double Regional with Vintage	SCCA/NWR	Bremerton, Wa
Apr 30 & May1	West Coast Kart Race #2 – GMR	WCKC	Chilliwack, BC
May 1	Sao Paulo Indy 300	IRL	Sao Paulo, Brazil
May 7/8/9	National / Regional – PIR	SCCA/OR	Portland, Or
May 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May13/14/15	Westwood Kart Race #2 & IKF Gold Cup Race – GMR	WKA/IKF	Chilliwack, BC
May 14&15	CACC Race #2 & WSC #2– MRP	SCCBC	Mission, BC
May 14&15	Spring Sprints – PR	SOVREN	Seattle, Wa
May 21&22	ICSCC Race #2 – PR	IRDC	Seattle, Wa
May 21&22	Knox Mountain Hillclimb	KMMS	Kelowna, BC
May 21&22	ChumpcarWorld Series–RaceCity		Calgary, AB
May 25	META Meeting – Boston Pizza	7:30	New West, BC
May28/29/30	ICSCC Race #3&4 – ORP	TC	Grass Valley, Or
May28/29/30	Double National – PR	SCCA/NWR	Seattle, Wa
May 29	Indianapolis 500	IRL	Indianapolis, Ind

Sports Car Club of British Columbia presents

“April Flowers Weekend”

April 16 - 17, 2011

*‘Featuring the ‘Westcoast Sportscar Championship’
brought to you by Sherine Traffic Products*

Presidents Report

I had intended this months column to be on Rawlson and Costello, but alas much has happened in the past month. We have a new Pace and a new Chase car at Mission Raceway Park Road Course (MRPRC), we have had work parties, Drivers Training, and the second Annual VRC Dyno Day at Miller Performance in Abbotsford.



Photos Courtesy of Steve Hocaluk

Mazda Canada, thanks to the hard work of Al Harvey, has provided the track with new Pace and Chase for the year. The graphics were done by Al Harvey's daughter (Steve Hocaluk's better half) Sarah Harvey. Those that attended the driver training weekend got the privilege of seeing these vehicles in operation. In addition we have some new apex cones from Sherine Industries.



In the last month we have had two work parties at MRPRC. The first workparty was organized by the SCCBC Track-Ops committee, and we accomplished a lot in the way of clean-up in spite of the heavy rains. Some of the other Track-Ops Committee members (Keith Robinson, Norm Shaw, and Steve Hocaluk) have been busy with several other projects to improve the track as well. There is the Canopy the workers can use as additional seating area at lunch, and will also be used to house the Pace and Chase cars. The old tech shack is history and should be replaced with a new building by now, and there is now running water in the pits. META also had a work party to open up the club house for the season and make sure the truck was in shape. The old pressurized tank for ColdFire was also removed. Thank you to all the members that showed up, unfortunately I was totally useless that day.

The first driver training is over, unfortunately it was not without incident, however it gave some of us a chance to brush up on our response procedure and our pace & chase car drivers a chance to do some practice laps and response procedures with the new cars. And yes, I can still run from the stands in turn two to the pits and jump the wall just so I can check the wall (which was moved and chipped by the offending car) — fortunately the repair of the wall could wait for the end of the day. Of course since I was there I grabbed a broom and helped clean up.

April 2 was the Second Annual VRCBC Dyno Day at Miller Performance in Abbotsford. This is where all the speculation stops and the truth comes out. Randy Custer once again broke the Miller Performance record for the lowest horsepower with a reading of 40hp (and 60 ft/lbs of torque) with his 1968 Ford Cortina. Gunter Pichler's Jaguar E Type was the noisiest car of the day, and raised the most dust as well, until he put a muffler on it — no surprise to me it produced more horsepower when muffled (a certain amount of back pressure actually helps an engine, a well tuned exhaust helps more). I have some video uploaded to YouTube with more to come. Put on your 3D glasses for this clip (I apologize for the sound quality, I think the microphone on my 3D camera was overpowered by the noise): <http://www.youtube.com/watch?v=JCapmqUB83w>. At this time I still need to edit the HD video (which I may need to down-sample for YouTube).

Bryan Nuttall has asked that I let everyone know that this years banquet theme will be Gasoline Alley, so you need to brush up on your Indy trivia (and go back to the answer I gave last month to the February question). Once again prizes will be awarded for the correct answers during the quiz portion of the banquet.

Question of the month:

What was the length of the first race at 'The Brickyard', and what year was it held.

Answers can be sent to webmaster@meta.bc.ca

Answer to last month's question:

Robin Fairservice answered the question with the answer I was looking for almost as soon as the March Mayday was emailed out (his answer hit my inbox Wed, 9 Mar 2011 21:32:24 -0800), for his efforts he received a [USB Multi-Adaper](#) from Greenflag Imports. I got another answer shortly thereafter suggesting "*Mike Barbour in the Rattenbury MK12 (not a Genie Mk 12 as most people think because it was built by Jim Rattenbury after he got tired of Huffaker delaying the building of the car and took the pieces home to assemble it himself*". Interestingly enough I thought I saw that 'Genie' for sale in Victory Lane a couple of years ago, so that too was probably a correct answer — sorry Leslie, your answer arrived in my inbox Wed, Mar 9, 2011 at 10:32 PM (Wed, 9 Mar 2011 22:32:04 -0800), almost an hour after Robin's answer.

The Rawlson CR11 and the Costello SP9 are the sister cars I was thinking of. The Rawlson, which is currently owned by Ian Wood, has been seen all over the Pacific Northwest, and has photos appear frequently in Victory Lane in places as far away as Watkins Glen. Mike Rawlings and James Henderson started Rawlson, however Henderson later drowned, Rawlings then joined up with Barry Sheppard to continue building Rawlsons. The Costello SP9, which is referred to as the sister car to the Rawlson CR11, was built by Mike Rawlings and David Saville-Peck to run in the Can-Am series. I'm not sure Saville-Peck knows for sure where the Costello is now, but he sent several pictures of it in it's last known location, Dorset.

I am sure all of you know Ian Wood, however, for those that don't know, He is the owner of IWE and contributes to our banquet every year. David Saville-Peck lives in Duncan BC and owns Super 7 Cars Inc. David drives the Caterham Super7 with the wing.

References: Ian Wood, David Saville-Peck, and forum postings by Mike Rawlings.

Mike

VRCBC Second Annual Dyno Day at Miller Performance

<i>Final Schedule</i>			<i>Horsepower</i>		<i>Torque</i>		<i>Comments</i>
<i>Order</i>	<i>Name</i>	<i>Vehicle</i>	<i>Est.</i>	<i>Dyno</i>	<i>Est.</i>	<i>Dyno</i>	
1	Stanton Guy	2005 Mini Cooper S	160	163	160	155	<i>Where did those extra 3 hp come from?</i>
2	Janet Backe	2001 Porsche Boxster	217	207	192	180	<i>First time on a dyno ever</i>
3	David Warren	1989 Mustang LX	235	140	280	180	<i>Ignition problems - wouldn't rev over 4,000 RPM</i>
4	Glenn Taylor	Chev Silverado LX	?	273			<i>Cleverly disguised Corvette</i>
5	Alan Harvey	1971 MGB	110	98	125	107	<i>Perhaps pre - heating the transmission / diff would have helped?</i>
6	Dennis Repel	1974 Camaro	372	373	390	391	<i>Suspiciously good estimating!</i>
7	Norm Shaw	Sunbeam Tiger	295	272	280	280	<i>Rev limiter set too low</i>
8	Steve Hocaluk	Mazda 3	?	140		141	<i>A Mission Pace Car wannabe?</i>
9	Gunter Pichler	Jaguar XKE	300	300	330	298	<i>Made less power (but a lot more noise) with the mufflers off!</i>
10	Randy Custer	Ford Cortina	?	40		60	<i>Broke his record for lowest HP ever on this dyno set last year</i>
11	Roger Flescher	Sunbeam Tiger	319	302	317	323	<i>Maybe the HP exchange rate drops when you cross the border?</i>
12	Joe Deagle	1968 Datsun 2000	?	n/a		n/a	<i>Wouldn't run cleanly - fuel pressure problem?</i>
13	Keith Robinson	Honda Civic	95	114	120	105	<i>Obviously a sleeper!</i>

Hello One and All

The time is fast approaching for the 2011 Race Season to start. IRDC will be hosting their 4 Hour Enduro on Sunday April 10. Morning meeting is at 800 AM in the BBQ area. I am not expecting anyone to make the trip from Portland as they have a Chumpcar event the same weekend. So if you can help out it would be greatly appreciated. I already have about 6 novice drivers and 4 senior drivers that are going to help, but I do need your experienced help.

One of the items that came out of the RATS meeting was the morning meetings. Keep them shorter and give more time for the TM's to have their meeting on the turn. Please show up on time, or even earlier if you want to bench race with your fellow workers. I will do my best to keep the meeting nice and short and to the point and I know Scott will do the same.

On Saturday April 9 there is a Driver Training. Morning meeting will be at 800 AM in the BBQ area, but at this time I am not sure when cars are on course. Your help is appreciated if you can make it out.

If you can, please let me know your intentions for both days.

Thank you and hope to see you there.

Thomas Liesner
Flag Chief IRDC
tliesner@shaw.ca

From: <http://bmo.cyberpensioners.com/stories/raceway/story.html>

Mission Raceway - Road Course

by Linda Zumm as told to Joan Mesic, Senior Volunteer Correspondent

I retired from the Auto Finance Department, BMO, July 1, 2009 after thirty-three years with the bank. I joined BMO in the London UK International Banking Office and then transferred to Vancouver, followed by another transfer to Toronto and then back to British Columbia in 2001 to get married.

During the summer months, I will be at the amateur car road racetracks either in Mission, British Columbia or in the Western United States.

My husband, Manfred, is an avid motorsport lover and has been a member of the Motorsport Emergency and Turnworkers Association (META) since 1995. As he was at the racetrack most weekends, we wanted to find something for me to do as well. I was approached by the President of the Sports Car Club of British Columbia to consider the Driver Services department and for the last eight years I have been volunteering with this organization. I was acknowledged by Sports Car Club of British Columbia and received the "2009 Department Award" for the Driver Services department. I was honored with this award as I had made the department 'my own' by creating a welcoming atmosphere for the drivers, crew and their spouses who were happy to come by and enjoy the social greetings and helpful and quick responses to their issues.

Driver Services is where drivers, crew members and spectators come for such things as, lap times, race results, trophies, entry lists, questions, answers to problems and merchandise. It is the front line of the racetrack where all questions are resolved and if not, they are redirected via radio, to the correct area. Driver Services receives the track reports from the Race Control tower via fax which provides speedy results for everyone.

My Husband is a Turn Marshall on the track. He is in charge of an assigned corner and takes care of the flagging, communication and safety of workers and drivers. He has through the years worked at professional and amateur races including the Indy races and the Le Mans 24-Hour race in France. It is a fun, but also a serious hobby with a large cross-section of individuals, from all ages who all share a love of motorsport. As well as being a social sport, it is an opportunity to enjoy the good weather, which unfortunately, does not always cooperate to provide perfect racing conditions.

Car racing is alive and well in Western Canada and USA and new tracks are being prepared as the sport continues to grow. For those who love the older cars and vintage racing which is huge in California, Washington and Mission, British Columbia, there are annual events with each track presenting different themes every year.

Should anyone reading my story be interested in more information, or would like to become involved in this sport, they may contact Leslie Skinner at (604) 856-8957 or by email at secretary@sccbc.net or <http://www.sccbc.net>

Linda Zumm
Coquitlam, British Columbia



SCCBC Welcomes Mazda as an Official Sponsor at Mission Raceway Park Road Course



Mazda has kindly donated
2011 Mazda RX8 Pace car and 2011 Mazdaspeed 3 Chase car
for the 2011 season.

As part of this sponsorship program
we will be assigning selected Mazda dealerships around the Lower Mainland
to Mazda race car owners to act as liaisons with the dealerships.
This will be a great opportunity for our Mazda drivers to get to know their
local Mazda dealers and establish relationships.



Sports Car Club of British Columbia presents
"April Flowers Weekend"
April 16 - 17, 2011

Featuring the 'Westcoast Sportscar Championship'
brought to you by Sherine Traffic Products

This event is sanctioned by CACC as a championship points race conducted under the 2010 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC. Each regional group will have a points race on each of Saturday and Sunday.

From: <http://www.vrcbc.ca/?p=2875>

Restored BMW 327 / 328 Unveiled!

February 24th, 2011 | Author: vrcbcadmin



1938 BMW 327/328 Unveiled at Jellybean Autocrafters

VRCBC Members were among those invited to attend the unveiling of a beautifully restored 1938 BMW 327/328 at **Jellybean Autocrafters** in Surrey, on February 23rd. This BMW model is generally acknowledged as one of the most significant automobiles in history. It had leading-edge performance and handling for its time, with its tubular frame and 2 litre, inline six cylinder engine, featuring triple carburetors and hemispherical combustion chambers.



At first glance, the engine appears to have the typical, double overhead camshafts but actually the opposed valves are operated by a single, low-mounted camshaft through a unique combination of multiple push rods and rockers. Various versions of the 327 / 328 won many races and rallies, and the same engine continued to be used very successfully in Frazer-Nash, Bristol and AC cars in the postwar years.

The extent of the work carried out by Jellybean can be very clearly seen in the story and the photos (<http://www.jellybeanhottrods.com/38bmw.html>) on their web site. A very high percentage of the new pieces needed were not available anywhere and had to be fabricated on site. Some components such as the engine internals and the wiring were upgraded (although cleverly hidden) so that the car could be used safely and reliably on the road, under current conditions. The engine started at first crack and sounded great! The owners, Stephen and Annie Norman, intend to enter their car in Vintage rallies and other events. This is very good news for VRCBC members, who believe that classic performance cars are meant to be used in their proper environment – not just parked and looked at!

Our congratulations to all involved in this project; it is very impressive!

CACC ANNOUNCES ON-LINE LICENCE APPLICATION FORMS

<http://www.caccautosport.org/CACCforms.html>

Race, Vintage, SoloSprint & Auto Slalom Drivers and all Officials, please check out the new and easy on-line Licence Application. Just fill in the blanks, use the browse button to attach the required documents (the system will lead you through the process), pay by credit card and push the submit button. So quick and easy for you, and quicker and easier for us to process your licence promptly.

Race & Vintage - *you will still need to send in the original medical form in the year that you require a physical medical exam.* Just mail that along to Pam Stec and she will match it up to your on-line application. Self Declaration Medical forms can be filled in, scanned and attached to the On-Line Application.

Go to the CACC website www.caccautosport.org and chose the "Forms" button.

If you are computer challenged or prefer to use the old way, you will also find the following:

CACC Printable Application Forms

- 2011 SoloSprint Licence Application
- 2011 Auto Slalom Licence Application
- 2011 Officials Licence Application
- 2011 Race/Instructor Licence Application
- 2011 Vintage Licence Application
- 2011 ASN Medical Form
- 2011 ASN Self Declaration Medical Form

PLEASE NOTE - ALL FORMS HAVE BEEN UPDATED FOR 2011 - do not use the old forms.

Also available are for clubs:

- 2011 Auto Slalom Application for Organizing Permit
- 2011 Auto Slalom Regional Event Permit Application
- 2011 Race Event Permit Application
- 2011 SoloSprint Event Permit Application
- 2011 Club Affiliation Application

Bernie Hamm
Auto Technician "The Doctor"

604-287-3332
Mission, BC



7076 Marshon Street
Mission, BC
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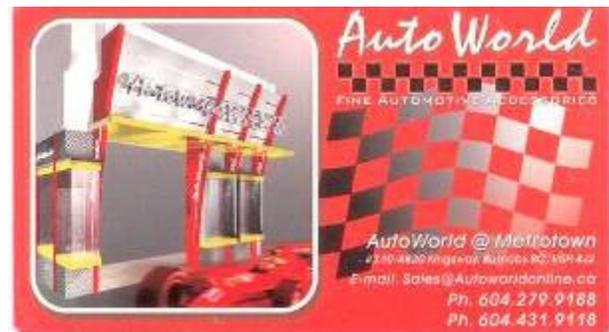
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C/O Thomas Liesner, 8620 154th Street, Surrey, BC V3S 3N6

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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