



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
MARCH 23, 2011

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

SPEED READING

Mar 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 12&13	Driver School & Regional – PIR	SCCA/OR	Portland, Or
Mar 19	12 hours of Sebring	ALMS	Sebring, FL
Mar 23	META Meeting – Boston Pizza	7:30	New West, BC
Mar 26&27	Driver Training – MRP	SCCBC	Mission, BC
Mar 27	Grand Prix of St Petersburg	IRL	St Petersburg, FL
Apr 2	WCIRABC AGM and Banquet	TBA	TBA
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 Kickoff – 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&17	Long Beach Grand Prix	ALMS / IRL	Long Beach, CA
Apr 27	META Meeting – Boston Pizza	7:30	New West, BC

Please Note: SOVREN Defrost Kick-off (April 10-11) has been cancelled



WCIRABC Annual General Meeting and Awards Banquet

April 02, 2011

Mark your calendars

More details to be announced

SCCBC Driver Training at Mission, March 26&27

Workers will be needed Sunday

META Work party Saturday March 26 10:00am

Presidents Report

As many of you know by now there are plans to have a stock car race through the streets of Surrey in 2012. Ryan O'Connor is behind it, working with The Children's Charities Racing Team, and now has a web site up for those that want to follow the progress: <http://www.surreyace.com/>. With luck Ryan will be at the next META meeting to give a formal presentation.

I just got notification that the extended awning/canopy for the META club-house is on its way so we will have more room to dine out of the direct weather (sorry, no plans for wind curtains). A few of the SCCBC members have been busy getting the track ready for the first track rental in March, and more importantly, from our perspective. ready for Drivers Training. There is a META work-party planned in March as well, check the minutes of the last meeting for the time and date. This is when the clubhouse will be opened for the new racing season. Watch the SCCBC forum for any SCCBC work-parties. As a Track Ops member I will be expected to attend and won't turn down any moral support - or direction on what needs to be done around the turn stations.

The VRC is already well on their way preparing for the BCHMR in June. I know this conflicts with a race down south, so they are already wanting to get an idea of how many workers they can depend on. As much as everyone hopes to avoid these conflicting race dates it never works out perfect as there are always other users competing for track time at the various facilities.

The last meeting was less than ideal because we were in the main part of the restaurant, and I didn't get to show one of my DVD's before the meeting, however we are fairly sure we will get the meeting room in March and I now have the necessary cables to hook my laptop up to the big screen. I am glad to see that meetings have been much better attended, lets hope the good attendance and participation continues.

Joe Proud nailed last month's question, but he did say he had to do a bit of research to find the answer. I've had a couple of questions suggested to me for use in upcoming articles, unfortunately I have had a hard time coming up with a good reference to confirm what I believe to be true. I have found lots of suggestions that these things are true in forums, but none that I would consider to be a good reference (they are good enough to tell someone the answer though, which makes them good questions). In both cases I knew I had the answer buried somewhere deep in the chaos of my mind, so I know there has to be something out there somewhere. Unfortunately I think it may be a trip to the library to go through auto magazines from the 60's and 70's to find a good reference. If you do think you have a good question for this column please find a good reference source or two to back up the facts and prove that it isn't urban myth.

Question of the month:

There is an SCCBC member that raced in the CanAm series. Who is he, what was the name of the car he drove in the series and who built it. Bonus points if you know who's car is its 'sister car'; we see that car frequently in the Pacific Northwest, and it has appeared in many issues of the *Victory Lane* magazine at tracks as far away as Watkins Glen. Here is the killer, the cars have different manufactures names.

PS: I have decided I will start giving out prizes for the first person to give me a correct answer. If no one gets the correct answer the prize will go to the person with the answer closest to the correct answer. In the event that you think my answer is wrong it is up to you to do the research to prove it.

Answer to last month's question:

Joe Dawson won the 1912 Indy 500 in a 1912 National, which was built just 6 miles from the track. His ride-along mechanic was Harry Martin. Joe Dawson also raced in the inaugural Indy 500 in 1911. Bobby Rahal was lucky enough to pilot the 1912 National around Indianapolis Speedway with Road & Track writer Peter Egan as the ride-along mechanic sometime in the fall of 2010.

The 1912 National took 6:21:6 (H:M:S) to finish the 1912 Indy 500, averaging 78.719 MPH. The displacement of its 4 cylinder engine is 491 cubic inches, approximately 8 liters (each cylinder has more displacement than most 4 cylinder engines) .

References: February 2011 Road & Track (Pages 72 to 79).

Mike

Priorities Right?

Philosophy...

A philosophy professor stood before his class with some items on the table in front of him. When the class began, wordlessly he picked up a very large empty mayonnaise jar and proceeded to fill it with rocks, about 2" in diameter. He then asked the students if the jar was full. They agreed that it was. So the professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles, of course, rolled into the open areas between the rocks. He then asked the students again if the jar was full. They agreed it was. The professor picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He then asked once more if the jar was full. The students responded with a unanimous "Yes." The professor then produced two cans of beer from under the table and proceeded to pour their entire contents into the jar - effectively filling the empty space between the sand. The students laughed.

"Now," said the professor, as the laughter subsided, "I want you to recognize that this jar represents your life. The rocks are the important things - your family, your partner, your health, your children - things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter - like your job, your house, your car. The sand is everything else. The small stuff." "If you put the sand into the jar first," he continued, "there is no room for the pebbles or the rocks. The same goes for your life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you. Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out dancing. There will always be time to go to work, clean the house, give a dinner party and fix the disposal. Take care of the rocks first - the things that really matter. Set your priorities. The rest is just sand." One of the students raised her hand and inquired what the beer represented. The professor smiled. "I'm glad you asked. It just goes to show you that no matter how full your life may seem, there's always room for a couple of beers." Priorities!!!!!!!!!!!!

From : <http://www.retroracingteam.com/id98.html>

The Steve Project aka Otar II

Years ago, in the days before the demise of the Westwood race track, there was a young man named Steve Martyn. At this sacred alter of young men's speed dreams, he fell in love with a Mazda RX3 known as Otar. The car had gained the name when the first and last letters were removed from the "r..otar..y" badges. This car was, and to some still is, very well known throughout the Pacific Northwest club racing community.

After working on and driving "Otar", Steve set himself the goal of building his own "Otar". As with us all, life, family and friends take priority over some of our dreams, Steve's project turned from months, to years, to moth balls. In the fall of 2010, Steve received the devastating news that the cancer he thought he had beaten years before had returned. Several physicians agreed that at best Steve had 4-6 months. It was at this time that the Retro Racing Team decided to attempt to help Steve realize his "Otar II" dream. With the blessings of Steve and his wife, we began an exercise that would usually take 18-24 months to complete, our goal, to finishing it by March 2010 (4 months) hoping Steve would still be strong enough to drive his car.

We started out with the team focusing on their areas of expertise, the Jeffs (Morberg and Remfert) worked at getting the cage finished, it was then shipped to Terry's shop for sanding and paint. At this point the cage went to Allan Autotech for the engineering of the suspension, steering and drive train under the watchful eye of Barry Allan (one of the owners of the original Otar). With parts constantly coming through the door from Lordco and Driver's Edge, Barry has kept his shop running 7 days a week, many nights as late as 10:00 PM. Meanwhile Terry and Chris continued working on creating the body for "Otar II". It was about this time that people in the racing community started getting wind of what we were trying to do and began offering their help, financially and physically. We have had an amazing amount of support in this venture, donations from many of our racing friends in Canada and the USA, people from as far as Portland, Oregon have taken weekends out of their lives to come to one of our shops and give a hand.

It has been a humbling experience for us all. The sad news is that at this time (mid February), Steve is not doing well. He has been hospitalized and the prospect of him returning home is unlikely. Excluding paint, which we hope to do this soon, the car is only days away from completion. We are still hopeful that Steve will, at the very least, have the chance to see his car together and running before he is no longer able to leave the hospital.

Update from ICSCC FORUM:

They delivered the car on Friday February 18th. Steve who was bed ridden, got himself dressed, walked outside and sat in the car. On Saturday February 19th he passed away.

To see photos of the build in progress go to the photo album here:

<http://www.retroracingteam.com/id101.html>

From: http://www.bclocalnews.com/surrey_area/surreyleader/news/116270704.html#

NASCAR in North Surrey?

By [Kevin Diakiw - Surrey North Delta Leader](#)

Published: February 15, 2011 3:00 PM

Updated: February 16, 2011 4:18 PM

A group is looking to bring Canadian NASCAR racing to Surrey.

Ryan O'Connor, president of the Children's Charities Racing Society, told The Leader Wednesday he's aiming to bring the NASCAR Canadian Tire Series to Surrey in the next couple of years. "We've been in discussions for three to six months as an organizing group, trying to figure out how we can approach this," O'Connor said.

The plan is to use King George Boulevard from 104 Avenue 100 as the straight-away for the high-powered stock cars. Two options exist from there. The course could veer west, around the back side of the City Central tower, or go east, through the commercial and residential areas of Guildford.

O'Connor said there are pros and cons to each route.

He said the difference between the major NASCAR (National Association for Stock Car Auto Racing) events, such as those held in Las Vegas, and the Canadian Tire series, is similar to the difference between major and minor league baseball.

O'Connor and his partners met with the Downtown Surrey Business Improvement Association (DSBIA) on Tuesday to discuss the plan. "It's going to impact different businesses in a different way," DSBIA Executive Director Elizabeth Model told The Leader. "Everyone will be unique."

The group pitching the idea has to seek approval from individual businesses in the area over the coming months. O'Connor says has spoken to Surrey staff, but not city council as of yet.

He noted he has early approval from the NASCAR Canadian Tire Series about his aim to start an event in Surrey. "Yes, they've indicated an interest in it, and they want to see our business plans," O'Connor said. "We have to show all parties, from the city to NASCAR to the sponsors... that this is a viable event."

That has to be done on three platforms, he said. They include; the economic benefit to the community and the business model for financing the race; the environmental sustainability of the event; and the social contribution. The latter, he said, will include donations to charity as part of the event.

The group wants the flags to drop in July 2012, but it remains flexible regarding the timeline.

kdiakiw@surreyleader.com

More information can be found at the official website:

<http://www.surreyrace.com/>

Or on the SCCBC forum at:

http://forum.sccbc.net/YaBB.pl?board=general_topic;action=display;num=1297890555;start=

TIME TO RENEW YOUR MEMBERSHIP IN META

It's that time of year again!!!

The membership list will be purged of non-renewals March 31.

Look elsewhere in this issue for the renewal form or you can renew your membership on-line using *PayPal* or *credit card* at:

<http://www.meta.bc.ca/Members/Members.htm#membership>

Thank you for your support.

From: ICSCC Forum

<http://www.icscc.com/forums/showthread.php?1510-IRDC-4-Hour-Enduro-April-10-2011-INFO-PAGE>

IRDC 4 Hour Enduro - April 10, 2011 - INFO PAGE

Enduro Racers,

IRDC is very proud to present the **6th Annual "4 Hours of Pacific Raceways" on April 10, 2011**. This INFO PAGE will be kept up to date with updates of race information and a detailed list of participating drivers. Please utilize this thread to ask questions of the Race Chairman or contact me directly: (425) 785-2376,

fdimiceli@comcast.net

GENERAL NOTES:

- Entry method on motorsportreg is for PRIMARY DRIVER only. All other drivers are requested to fill out the 2011 IRDC Enduro Entry Form and return entry forms to PRIMARY DRIVER who should submit ALL team entries at one time to IRDC Registrar.
- **All drivers must have current 2011 licenses. Note that 2010 ICSCC Licenses expire by race date - RENEW EARLY!**
- A detailed DRIVER ENTRY LIST of all drivers entered will be we kept at this location. Just provide me your updates on this thread or contact me directly.

SPECIAL REQUEST TO POTENTIALLY NEW ENDURO RACERS:

IRDC invites you to consider running your first Enduro. As a regular Conference sprint racer, you probably have racing buddies that are Enduro regulars. During the two 2010 Enduros, both IRDC and Cascade created an easy way to participate in Endurance racing for the first time with your regular sprint car. Again this year, IRDC is utilizing multiple LIMITED classes (no Enduro mods needed for your car, limited tire changes, etc.) in our Enduros. Cars and teams can easily participate in Enduros for the first time (as long as your car meets safety requirements of ICSCC Championship racing). Come experience the TEAMWORK, CAMARADERIE, and increase your racing skill in a challenging new racing environment. Instead of racing against your buddies all weekend long, create a new Enduro TEAM and race as a TEAM with your buddies. I'm sure our Enduro regulars will provide assistance and encouragement to new Enduro participants, just ask. I am looking forward to my first Enduro competing in a LIMITED Class (L3) in my Spec Miata. Come join us! Thanks, F.D.

MOTORSPORTREG OFFICIAL TEAM ENTRY LIST:

<http://www.motorsportreg.com/index.c...C05944B37D9798>

As of March 6, 2011 there are 15 entries

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.

Click on the link above or 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

From ICSCC Forum:

<http://www.icsc.com/forums/showthread.php?1559-Final-hurdle-for-new-Shelton-race-track-your-support-needed>

Final hurdle for new Shelton race track, your support needed

After a decade of dreaming and nearly three years of work, we find ourselves at the final step in the administrative approval process to build the first new motorsports park facility in the Greater Puget Sound region in a generation.

The final step is the "Special Use Permit" hearing, which will be held at the Mason County Commissioners chambers on Wednesday April 6th, at 10:00 am.

The hearing is a public meeting, where the Special Use Permit Examiner will receive testimony related to the permit application. The Special Use Permit will define the operating parameters of the business, things like operating hours, days of the week, sound limits, and other things related to operating a motorsports facility. The Examiner has ten days following the hearing to submit the ruling that will set the operating conditions.

Every other hurdle has been overcome, this is the final step. Given a favorable set of operating conditions, construction will begin immediately and it is projected that we will be running test laps this fall and holding races in 2012. The initial project build includes a full road course and drag strip, each completely separated and having their own dedicated paddock areas.

Your support at this meeting will make a difference. This is a very real opportunity to help get this project over the finish line and ensure that you have a place to race in the future. This project is built specifically for amateur racers by amateur racers, so your voice matters. All user groups have been asked to show their support; ICSCC, SCCA, local karting sanctions, motorcycle road racing, car clubs, drag racers, etc...

Please consider attending the hearing to show your support, and bring as many people with you as you can. To bring the point home and demonstrate to the "powers that be" the positive economic impact that this business will bring to their community, please consider having a meal at a local businesses and mention your reason for being there, before returning home.

Ridge Motorsports Park Special Use Permit hearing
Wednesday April 6th, 2011
Mason County Commission chambers
411 North Fifth St.
Shelton, WA 98584

Randy Blaylock

From Indycar.com website:

<http://www.indycar.com/news/show/55-izod-indycar-series/41211-edmonton-indy-launches-on-new-course/>

Edmonton Indy launches on new course

By Dave Lewandowski

February 8, 2011

There are three things about the 2011 Edmonton Indy that everyone should know:

1. There is a new 2.256-mile, 13-turn circuit that design consultant Tony Cotman calls “exciting for everyone” that will be employed.
2. There is a simplified ticket price structure, including a reduction in three-day package and race day general admission prices from 2010, being implemented. Tickets go on sale Feb. 11.
3. There are six grandstands that will be closer to the course, and there’s even RV parking along the circuit.

Those details were unveiled at a news conference in Edmonton, Alberta, for the fourth annual event (with a twist) at City Centre Airport on July 22-24 that features the IZOD IndyCar Series and Firestone Indy Lights. The twist is a change in the circuit location at the downtown airport following the closure of one of the two runways two weeks after the 2010 event. But, according to Cotman – president of NZR Consulting Inc. – the move was welcome.

Click here to see the new circuit: [New circuit PDF](#)

The circuit, which incorporates the closed East runway, will present challenges to drivers and action all around for spectators. There’s a 90-degree first turn, hairpin turns in the northwestern (Turn 5) and southwestern (Turn 13) corners and two long straights. Cars will run counterclockwise.

“The other (1.96-mile, 14-turn) course one was good and fast initially but it was too hard to pass on,” Cotman said. “One of the big things we needed to focus on with this course was how to make the show better, and I think we’ve achieved that. There were restrictions relating to the airport but I think we can create a much better actual racetrack for racing on and obviously that’s what people come to see. It will be better.”

At first blush, James Hinchcliffe agrees. The Canadian won the Firestone Indy Lights race at Edmonton last July on the way to a runner-up finish in the series championship.

“The new one looks really cool with some great passing opportunities, which the last configuration lacked a bit,” he said. “Edmonton was always known for being the most physical race, and I enjoyed that, but these new straights will take away a little bit of the challenge and give us more of a break over the lap. All the drivers’ necks collectively thank the design team.”

Francois Dumontier, president of Octane Motorsports Events Inc., the new promoter of the event, announced that there will be six grandstands spread around the track with three price categories -- \$230, \$150 and \$125 for the three-day pass.

The general admission price structure also has been revised to include tickets on a three-day or daily basis. Race day general admission has been reduced from 2010, and youngsters 11 and under will be admitted free in general admission with a ticket-buying adult. Paddock passes and pit walk alley passes also will be available. Additionally, a limited number of RV trackside stalls will be available for rent.

“We wished to simplify and clarify our offer to all,” Dumontier said. “That is why we are implementing a system most major motorsport events customers in Canada are familiar with: all grandstand seats are offered on a three-day basis and each grandstand seat has its single price. Fans can choose to attend themselves the three days or share their tickets with friends or relatives.

“I must add, as we will soon reveal, that our 2011 racing program will be much busier on Friday and Saturday, and with all seats being much closer to the track they will be coveted.”

Bernie Hamm
Auto Technician 'The Doctor'

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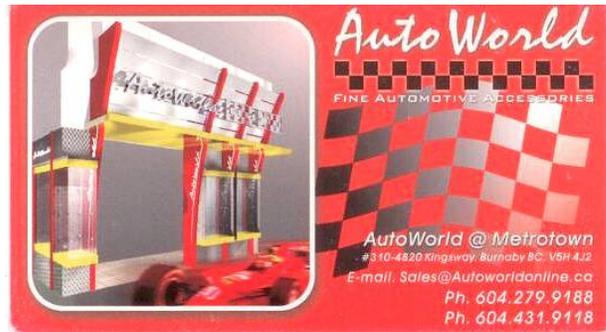
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<http://www.meta.bc.ca/Members/Members.htm#membership>

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