



# MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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META Website: <http://www.meta.bc.ca/>

**April 2012**  
**Volume 37 Issue # 4**

**Next META meeting will be**  
**APRIL 25, 2012**

**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.

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Produced in Canada.

## SPEED READING

|                             |   |                          |                         |
|-----------------------------|---|--------------------------|-------------------------|
| Apr 11                      | SCCBC Meeting – Best Western,                     | North Road               | Coquitlam, BC           |
| Apr 14                      | Long Beach Grand Prix                             | ALMS                     | Long Beach, Ca          |
| <b>Apr 14&amp;15</b>        | <b>Double Regional – TRMP</b>                     | <b>SCCA/NWR</b>          | <b>Shelton, Wa</b>      |
| <b>Apr 14&amp;15</b>        | <b>CACC Race #1 &amp; WSC #1 – MRP</b>            | <b>SCCBC</b>             | <b>Mission, BC</b>      |
| Apr 15                      | Long Beach Grand Prix                             | IRL                      | Long Beach, Ca          |
| Apr 25                      | META Meeting – Boston Pizza                       | 7:30                     | New West, BC            |
| <b>Apr 28&amp;29</b>        | <b>Double Regional with Double Vintage – PIR</b>  | <b>SCCA/OR</b>           | <b>Portland, Or</b>     |
| Apr 29                      | Sao Paulo Indy 300                                | IRL                      | Sao Paulo, Brazil       |
| <b>May 4&amp;5&amp;6</b>    | <b>Spring Sprints – PR</b>                        | <b>SOVREN</b>            | <b>Seattle, Wa</b>      |
| May 5&6                     | Chumpcar World Series – SCR                       |                          | Spokane, Wa             |
| <b>May 5&amp;6</b>          | <b>ICSCC Race #1 – PIR</b>                        | <b>CSCC</b>              | <b>Portland, Or</b>     |
| May 9                       | SCCBC Meeting – Sandman Inn,                      | 8828 - 201 <sup>st</sup> | Langley, BC             |
| May 12                      | Monterey Sports Car Championships – Laguna Seca   | ALMS                     | Monterey, Ca            |
| <b>May 12&amp;13</b>        | <b>CACC Race #2 &amp; WSC #2 – MRP</b>            | <b>SCCBC</b>             | <b>Mission, BC</b>      |
| <b>May 18&amp;19&amp;20</b> | <b>Rational / Regional / Double Vintage – PIR</b> | <b>SCCA/OR</b>           | <b>Portland, Or</b>     |
| <b>May 19&amp;20</b>        | <b>ICSCC Race #2 – PR</b>                         | <b>IRDC</b>              | <b>Seattle, Wa</b>      |
| May 19&20                   | Knox Mountain Hillclimb                           | KMMS                     | Kelowna, BC             |
| May 23                      | META Meeting – Boston Pizza                       | 7:30                     | New West, BC            |
| <b>May 26/27/28</b>         | <b>Double Rational – PR</b>                       | <b>SCCA/NWR</b>          | <b>Seattle, Wa</b>      |
| <b>May 26/27/28</b>         | <b>ICSCC Race #3&amp;4 – ORP</b>                  | <b>TC</b>                | <b>Grass Valley, Or</b> |
| May 27                      | Indianapolis 500                                  | IRL                      | Indianapolis, Ind       |



**SPORTS CAR CLUB**  
OF BRITISH COLUMBIA

*Sports Car Club of British Columbia*

*Presents*

*“Robert Remembered”*

April 14 - 15, 2012

Mission Raceway Park Road Course

## *Presidents Report*

My apologies to the club for having to bail on the 2012 Scotiabank Bowl for Big Brothers, due to Bronchitis. Thank you Taz for taking up the slack, META raised just under \$1000. Below is a photo of our bowlers



My bout with Bronchitis also had me bail from racing in Seattle, although Bernie Hamm discovered after the first hour that a Chevette with 350,000 miles on the clock and several years of ice racing to its credit (all on the original motor) is not bullet proof. However the car did not expire before Bernie had the opportunity to pass a BMW coming onto the front straight. Apparently the car was good while it lasted. The Haupt Dogs hope to have a new engine in the 'Vette before the June endurance race at Mission.

Thank you to all of you that showed up on March 24 to help open up the META clubhouse for the season, we also charged the battery and washed the META truck. Taz did an excellent job of power washing everything.

The March 25 driver training was also fairly well attended as we got to see the potential new racers. Roger and I managed to entertain ourselves at Ice Station Zebra (Turn 7) as I missed several track clear radio calls (sorry I'm not great as a communicator). This was a chance to check out the new worker stations and dust the cobwebs off their turnworking skills.



Our new Course Marshals are Nick and Roger, thanks guys for stepping up to the plate. From what was said at the meeting they hope to make some changes for the better at The Road Course at Mission Raceway Park.

April 14 & 15 is the first road race weekend of the year at The Road Course at Mission Raceway Park, I hope to see most of you out there to honour the late Robert Currie. As most of you already know Saturday evening is the Robert Remembered dinner, if you have not already RSVPed do so now at:

<http://new.evite.com/services/links/DINA23TZWJ>. This will also be the debut for B Spec on the west coast, rumour has it that there will be 7 B spec cars at the first race. The B Spec cars I know about are the Brown Brothers Ford Focus (Lisa Chen & Tony Morris Jr.) and a Mazda 2 being built by Kurt Storms (Cherie Storms will be doing her first senior race in this car).

I spent two of my three days at the Vancouver Autoshow working with Cherie Storms and had an opportunity to talk about several things, as many of you already know she is the new SCCBC secretary. Cherie indicated to me the the SCCBC executive is looking at possible ways to make the June race weekend less taxing for workers. Several of us that were working the SCCBC/VRBC booth at the Autoshow gave information to individuals the were very interested in volunteering at the track, Cherie seems to be exceptionally gifted at stirring up interest – lets hope this translates to new bodies at the track.

**Question of the month:**

**Q:** Who currently has what is left of Jim Rattenbury's D Type Jaguar?

Answers can be sent to [webmaster@meta.bc.ca](mailto:webmaster@meta.bc.ca), please put **“Mayday Answer” in the subject line** - All parts of the question(s) 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:** Robert Currie was born the son of a farmer, near Paisley, Scotland on October 13, 1955, The first car he raced was a Datsun 510, in fact he also took driver training in a 510. Much more informaton on Robert can be found in the March 2012 SCCBC Pitpass: <http://www.sccbc.net/pitpass/2012/Mar12pp.pdf>.

Sad to say I did not even get some educated guesses this month.

*Mike*

From: <http://forum.sccbc.net/YaBB.pl?board=WSC;action=display;num=1332519671;start=0#0>

March 23, 2012

Dear Membership,

Due to insufficient interest from both entrants and sponsors, the 2012 WSC has been cancelled.

We are looking into adding Special Races and other options to the schedule in lieu of the WSC, and will have more information on that in the coming weeks.

Thanks,

*Steve Hocaluk*

President SCCBC

# Celebrate 40 Years of Cars on Ice!

- Music
- Prizes
- Slideshow
- Dinner & Dancing
- The infamous Toonie Toss
- Journey through the last 4 decades!



**RSVP by Sunday April 8**



**Date: Saturday April 21**

**Where: Port Coquitlam Legion**

2675 Shaughnessy St, Port Coquitlam, BC

**Time: AGM 12 pm – 3:30 pm**

Banquet Dinner 6:30 pm

Awards 8:30 pm

*Cocktail Attire*

If you have not as yet OFFICIALLY replied to the Cars On Ice 40th Anniversary Celebration Invitation there are only two days left to do so.

Please reply with YES or NO as soon as possible.

Also please feel free to invite others you may know from the past 40 years and have them RSVP as well.

Dinner and Banquet is \$38.00 per person

Thank you,

Your Social Committee  
Bonnie Wall & Tracey Burnstaad

*RSVP to [carsonice@hotmail.com](mailto:carsonice@hotmail.com)*

Hello Everyone,

I think most of you have received this already but we don't want to miss anyone.

SCCBC has posted the following invitation. If you can attend please reply to the Evite link.

Click on the link or copy and paste to access the invitation and RSVP.

Thank You

META Executive

*The Currie family and the SCCBC Executive invite you to celebrate Robert's life with us.*

*Robert Currie was a good friend and family man. An invitation is extended from the Currie family and SCCBC to fellow racers along with those who volunteered with Robert and valued his friendship, to join us for a time of remembrance at the conclusion of our race day on April 14th.*

*An open mic will be provided and we encourage Robert's friends to share their memories with us during dinner.*

*Admission is by invitation only, so please RSVP to ensure your reservation.*

*Robert envisioned a united racing family. Please help continue his vision by attending this family function.  
Sports Car Club of BC*

<http://new.evite.com/services/links/DINA23TZWJ>

From: <http://www.nwr-scca.org/race/index.htm>

## VERY IMPORTANT INFORMATION - Cancellation

The dates of April 14-15 at The Ridge Motorsports Park in Shelton, WA, have been cancelled by the track ownership. After several trips to the track and consulting constantly with them we have agreed with their decision. Although the inspection process has gone well, the record breaking rains during the month of March this year, it was determined that the runoff areas and shoulders were just too soft and presented a serious danger of rollover or severe damage if a car went off course, the downpour yesterday has convinced them that it is too soon to risk wheel to wheel racing in cars. All who have registered for this event will automatically have their registration moved to the July co-sanction event. If you cannot attend the July 28-29 event please contact me ASAP (There will be a test and tune July 27th)

Northwest Region would like to extend our thanks to Rod Powell of The Ridge Motorsports Park for all the work he has put in and the time he has spent trying to get the facility ready for our April event -- and he has done a lot in an amazingly short time frame. We look forward to running there in July.

There are several opportunities to participate at the track on lapping days or test and tunes through [www.ridgeracingschool.com](http://www.ridgeracingschool.com). April 1st still has space, especially for open wheel cars (Not all events schedule open wheel). April 6th has space, as well as many other dates. Group A is for race prepared cars with drivers with race competition licenses. If you have any questions about these dates contact Fred Wright 206.529.5322  
Sherri Masterson – Chief Registrar

Chuck Huffington – Assistant RE – Race

Tom Masterson – NWR Regional Executive



FOR IMMEDIATE RELEASE – February 27, 2012

The Vintage Racing Club of British Columbia (VRCBC) announces 2012 dates of its British Columbia Historic Motor Races

The Vintage Racing Club of British Columbia announced today that the twenty-fifth running of its annual marquee race weekend, British Columbia Historic Motor Races, will be held on August 4 and 5, 2012, at the Mission Raceway Park – Road Course.

Since 1976, when the races were staged at the famous Westwood track in Coquitlam and now at the multi-purpose racing complex at Mission, the VRCBC's British Columbia Historic Motor Races has grown to become the largest vintage race event in Western Canada and one of the largest in the Pacific Northwest, with more than 100 vintage and historic racing cars and more than 3,000 spectators in attendance.

“The BCHMR weekend is a unique experience,” said Event Chairman Tom Johnston. “Nowhere else in British Columbia can road racing fans get as up close and personal with these wonderful machines and their drivers, and be able to see some of the world’s finest race-bred marques racing for the chequered flag. The paddock is open all weekend for public access and the on-track racing is fast and competitive, stirring nostalgic memories from a bygone era of motor racing.”

The event has become an annual gathering for vintage racing drivers and their crews, as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Adding to the festival atmosphere are the many sponsors’ booths offering everything from automobilia and artwork, to automotive product displays. The food concessions, informative track-side commentary and excellent grandstand viewing, all make this an entertaining weekend for families as well as long-time enthusiasts. The VRCBC is currently working on a line-up of interesting racing cars, racing celebrities and activities, which will be announced when finalized on the Club’s website: [www.vrcbc.ca](http://www.vrcbc.ca) or the event website [www.bchmr.ca](http://www.bchmr.ca) and through the press.

The VRCBC is a non-profit member organization which organizes a series of racing events annually, including the BCHMR weekend. The purpose of the VRCBC is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club members’ philosophy is to encourage participation, sportsmanship and display of these vehicles in their natural state – on the race track.

To have a look at what is being offered, go to:

[http://www.youtube.com/watch?v=5DaYNVb1n8U&feature=player\\_embedded](http://www.youtube.com/watch?v=5DaYNVb1n8U&feature=player_embedded)

For more information and sponsorship opportunities, please contact Tom Johnston at [tomjohnston@shaw.ca](mailto:tomjohnston@shaw.ca) or (604) 922-2722.

From: <http://auto-racing.speedtv.com/article/indycar-2013-schedule-set-to-expand/>

## ***INDYCAR: 2013 Schedule Set To Expand***

Randy Bernard would like to have 19-20 races on the 2013 IndyCar Series calendar and, judging by the interest, it should be an easy number to reach.

*Robin Miller | Posted March 28, 2012*

Randy Bernard would like to have 19-20 races on the 2013 IZOD IndyCar Series calendar and, judging by the interest, it should be an easy number to reach.

With a return to Houston in 2013 ready to be confirmed on Wednesday, representatives from Austin, Palm Springs, Pocono, Fort Lauderdale, Richmond, Phoenix, Portland and Elkhart Lake have either met with INDYCAR's CEO or made it known they'd like to discuss the future.

"It's encouraging that so many tracks or cities are interested," said Bernard, speaking from Houston where he was attended the press conference for the Shell-sponsored race around Reliant Park and promoted by IndyCar team co-owner Mike Lanigan.

"I've been doing a lot of traveling and talking to try and see who is serious about racing with us."

### ***Here's a capsule look at the players:***

**AUSTIN:** Formula One is making its debut on the 3.4-mile road course in November but Bernard says, "They approached us about having a race next year and we're evaluating it." Is Texas big enough for an oval (Texas Motor Speedway), a street race (Houston) and a road race (Austin)?

**FORT LAUDERDALE:** A proposed street course by the Atlantic Ocean. "I'm optimistic," said Bernard, who has been negotiating for more than a year with the promoters.

**PHOENIX:** A bastion of Indy car racing since 1964, PIR was a casualty of The Split – going from a crowd of 64,000 in 1995 to a few thousand by 2000 and was finally dropped after 2005. "Bryan Sperber (PIR president) and I are talking and trying to find a date that works for both of us," said Bernard.

**PALM SPRINGS:** A new road course is being built that may or may not be finished in time for 2013. "I've seen their plans and it's going to be a first class track and would be a great compliment to IndyCar," said Bernard.

**POCONO:** Originally built for Indy cars and part of the Triple Crown with Ontario, Calif. and Indianapolis, the tri-oval hasn't hosted open wheel since CART left after 1989. Brandon Igdalsky, president of Pocono and grandson of the late owner, was IndyCar's guest last weekend at St. Pete. "They're re-paving the track right now, it's got safer barriers and Brandon is very interested in bringing back Indy cars," said Bernard.

**ELKHART LAKE:** The kick-ass 4-mile road course remains the best test of road racing in North America but hasn't hosted open wheel since Champ Car's last appearance in 2007. An attempt was made to run ALMS/IndyCar doubleheader this summer but August was the offer from Road America and that month didn't work for INDYCAR. "It's on my big list," said Bernard.

**PORTLAND:** A popular stop for CART in the '80s and '90s, attendance began plummeting in the 2000s and the 2007 finale with Champ Car was desolate. "I hear the new owner is interested in talking to us," said Bernard.

**RICHMOND:** A good, steady draw for the IRL from 2001-2007. The first four races were highly entertaining and the last three were parades. Track president Dennis Bickmeier is a big open wheel fan. "I definitely want to talk to Richmond," said Bernard.

There have also been rumblings that Chicago might want to put on a street race by Lake Michigan and Australia desires bringing back Indy cars with Power, Dixon and Briscoe.

From: <http://www.usatoday.com/sports/motor/irl/story/2012-03-28/IndyCar-race-set-for-Houston-in-2013/53840210/1>

## **IndyCar race set for Houston in 2013**

HOUSTON (AP) — IndyCar added a race in Houston for the first weekend of October 2013, a step toward expanding the circuit's reach in the United States.

The Shell and Pennzoil Grand Prix of Houston will be run on a temporary street course on the parking lots near Reliant Stadium, the home of the NFL's Houston Texans. Champ Car hosted a race there in 2006 and 2007, on a 1.7-mile course set up in the massive parking lots adjacent to the stadium. The race was cancelled when Champ Car merged with the IndyCar circuit in 2008.

Roger Penske and three-time Indianapolis 500 winner Helio Castroneves joined officials from Harris County and Shell to make the announcement. Penske said Houston is a major market that is ideal for IndyCar's plans for expansion in the U.S.

"We need to have date equity, we need to be in places in cities that will support it," Penske said. "Racers give a lot back, and the opportunity to support many of the venues within the city will also be important."

The announcement was made at Redstone Golf Club, site of this week's Houston Open, also sponsored by Shell. The oil company and Penske entered into a cross-business alliance before the 2011 racing season.

CART, the predecessor of Champ Car, hosted a race on a street course in downtown Houston between 1998-2001. Increased construction in the city forced the cancellation of the race, but Champ Car announced it would return in 2006, at the Reliant site south of downtown.

"For me, it feels like we're going to a place where we're welcome," said Castroneves, who won last week's season opener in St. Petersburg, Fla. "I don't know why we left Houston. But the timing is right now to start all over again, and it's an important market. You're talking about the American and Latin-American community, and you're just expanding to areas that worked in the past."

Drivers in the Champ Car races complained about the rough, bumpy surface at Reliant Park, but Castroneves said organizers have plenty of time to work out the kinks.

"We have a long way to go, maybe the city can help, and we can find lines that can be suitable for the cars," Castroneves said. "Even with that, they were still able to bring it back here. I'm sure we're going to have a great time."

IndyCar chief executive officer Randy Bernard said the circuit is not only looking for more American venues, but specific markets that will make a "big difference" to sponsors, team owners and television partners.

This year's schedule has 16 events, and Bernard said the circuit wants to add up to three more races by next year, all in American cities.

"There is so much energy here in this market, we feel like we can really capitalize and make this one of the premier events on the circuit," Bernard said. "We're an American-based racing body, and I think we have a lot of momentum building. Our job is to create big events, and we feel like this can be one of our big events."

The city of Houston created a local organizing committee two years ago, and the efforts culminated in Wednesday's announcement. Mike Lanigan, the former lead promoter of Champ Car races in Houston and Cleveland, is the chairman and CEO of the new Houston race.

Bobby Rahal, a co-owner of a racing team with Lanigan, said the addition of the Houston race is exciting news for the circuit.

"I joined Mike several years ago to speak with the business community about the potential of having a Grand Prix," Rahal said, "and it was clear that there is a tremendous amount of local support for the event, which is critical for long-term success. It will be a marquee event for the series."

Shell and Pennzoil entered a multi-year agreement to sponsor the race, though race officials would not confirm how long the deal runs.

From: <http://www.theprovince.com/cars/Hard+left+food+court/6276497/story.html>

## ***Hard left at the food court***

By Peter Kenter  
Postmedia News  
March 8, 2012

There's a mall in the north part of my town that's fallen so far out of favour most people have forgotten it's there. With the main entrance located behind a sprawling factory that makes paper cups and flanked by another that assembles folding bridge tables, it's no wonder this shopping centre boasts few casual visitors.

You know a shopping mall is short on customers when it opens at dawn to allow power walkers to use the premises as an indoor track. You know the trouble is worse when even the walkers have abandoned the place. Who could blame mall management for allowing cars to drive through the centre early on Sunday mornings? Mall signage prohibits cigarettes, skateboards, pets and customers without shirts, but an exception has been made for cars.

It's not as though cars revving their engines inside will attract casual customers. It may simply be wish fulfillment on the part of the mall owner, who sometimes drives along with us. Of course, automobiles have been driven inside the mall before, for special pro-motions by local dealers to celebrate the new model year. We simply take it one step further.

It's still dark as I approach the mall one cold Sunday morning. Sunrise outlines the flagship mall sign, its perimeter fringed by darkened neon lollipops that flash late at night. They won't allow just any car into the mall. You have to be part of the Sunday Drivers Mall Club. Your car needs to pass an inspection. No leaks - fuel, transmission, power steering or oil. Tires, clean. No icicles.

We enter through the delivery entrance and park over a service grate, then spray the salt off our cars and towel them dry. After that, we simply follow the rules of the road. Traffic stays to the right, the speed limit is 40 kilometers an hour and there's an assumed four-way stop where hallways meet. No driving up or down stairs and one at a time in the service elevator.

The roadway is quality terrazzo flooring made of a thick slurry of cement and aggregate, ground down and polished to perfection. It not only provides a smooth ride, but the surface seems to have an affinity for the car's rubber tires, providing excellent traction and braking.

I drive carefully, leaving a decent clearance from the storefronts, the road "shoulders" marked out in a darker shade of aggregate. I some-times take note of a special sale or a new product line. We use the central fountain as a sort of roundabout, circling slowly around jets of water that light up at random as they shoot into the air. I try to toss a coin into the pool as I drive by. Those coins are later collected for charity.

Today, I turn a corner and slam on the brakes. Some fool has parked in the middle of the road! I chide myself when I realize this van is first prize in a charity raffle.

My favorite part of the drive is the food court, which requires more expert maneuvering. We like to practice driving around the fixed seating and trash receptacles, rally style.

Today, I don't feel much like driving the second floor - taking the elevator cuts into my driving time. At precisely 6: 55 a.m., a chime sounds, informing us it's time to exit the mall.

There's no official club business. We simply leave as we came and go our separate ways.

From: [http://seattletimes.nwsourc.com/html/localnews/2017800440\\_pacificraceways21m.html](http://seattletimes.nwsourc.com/html/localnews/2017800440_pacificraceways21m.html)

## ***County Council gives green light to process to improve raceways***

*After two years of consideration, the Metropolitan King County Council on Monday approved a process allowing for redevelopment of Pacific Raceways in Kent.*

By Bob Young

Seattle Times staff reporter

March 21, 2012

After two years of consideration, the Metropolitan King County Council approved on Monday a process allowing for redevelopment of Pacific Raceways in Kent.

The 52-year-old motor-sports track would get a privately financed \$130 million upgrade under plans proposed by Pacific Raceways President Jason Fiorito.

Work at the 327-acre site likely wouldn't start for three years, under the county's process. Fiorito needs to negotiate a development agreement with the county, and his proposal must undergo an environmental review before ground is broken.

Council member Pete von Reichbauer, the track's chief advocate on the council, called Monday's decision a vote for new jobs. "At the end of the day we got a checkered flag because of the proposal's emphasis on jobs," von Reichbauer said. Council members Larry Gossett and Joe McDermott were the only dissenters in a 7-2 vote.

Pacific Raceways estimates the upgrades could create 864 permanent jobs, plus 300 temporary construction jobs. The plan calls for improving a drag strip and road-racing course and adding retail, offices and light industry. In all, the plan envisions more than 1 million square feet of new commercial space, including shopping areas and racing-related manufacturing.

Proponents of expansion say improvements also would help attract more racing events, pumping money into local restaurants, hotels and other businesses, which led the cities of Kent and Auburn to support redevelopment. "Pacific Raceways is a significant tourism draw for Kent and South King County," said Ben Wolters, Kent's director of economic and community development.

Some neighbors of Pacific Raceways testified time and again that the track is noisy and expansion would only make it worse. Linda Worden said job estimates were uncorroborated and upgrades would "allow Pacific Raceways to profit while decreasing quality of life" for those living near the track.

Environmental groups, including King County Conservation Voters, expressed concern about the proposal's impact on wetlands. But they were not a significant presence in the council debates, unlike union members and leaders, such as King County Labor Council chief Dave Freiboth, who came to council chambers several times to back Fiorito's proposal.

Council member Larry Phillips said safeguards in the county process would balance environmental and economic concerns. Upgrades "must be done in a way that is sensitive to the needs of surrounding residents and the environment," said Phillips, chairman of the council's Transportation, Economy and Environment Committee.

Bob Young: 206-464-2174 or [byoung@seattletimes.com](mailto:byoung@seattletimes.com)

Submitted by Joe Proud

*The end of Calgary's Race city*

*Some very sad photos of Race City:*

<http://www.beyond.ca/farewell-race-city/13971.html/race-city-closure-18>



**Bernie Hamm**  
Auto Technician 'The Doctor'

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Mission, BC



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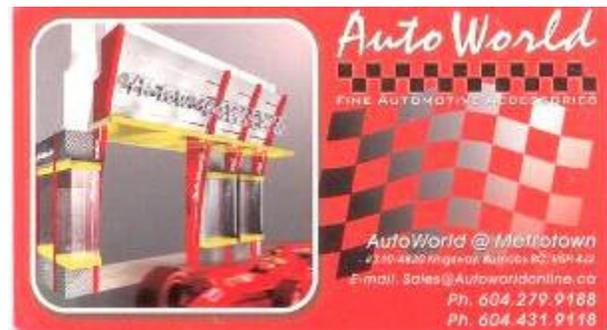
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