



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: maydayeditor@meta.bc.ca

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

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Next META meeting will be
SEPTEMBER 26, 2012

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

CLUB EXECUTIVE

PRESIDENT:

Mike Bailey
604-716-2660
president@meta.bc.ca

VICE PRESIDENT:

Tasma Wooton
604-854-4245
vicepresident@meta.bc.ca

SECRETARY:

Jerold Klassen
604-853-3192
secretary@meta.bc.ca

TREASURER:

Manfred Zumm
604-521-4439
treasurer@meta.bc.ca

PAST PRESIDENT:

Ann Peters
604-581-7189
pastpresident@meta.bc.ca

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@meta.bc.ca
fax 604-777-7703

MEMBERSHIP

Thomas Liesner
604-584-1503
membership@meta.bc.ca

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 12	SCCBC Meeting – Sandman Inn,	8828 - 201 st	Langley, BC
Sep 15	Virginia Grand Prix	ALMS	Alton, Va
Sep 15&16	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 15	Chumpcar World Series – Ridge Motorsport Park		Shelton, Wa
Sep 22&23	CACC Race #4 & WSC#4 – MRP	SCCBC	Mission, BC
Sep 26	META Meeting – Boston Pizza	7:30	New West, BC
Sep 29&30	ICSCC Race #15 – PR	IRDC	Seattle, Wa
Oct 6&7	CACC Race #5 & WSC#5 – MRP	SCCBC	Mission, BC
Oct 6&7	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 13&14	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 20	Petite LeMans – Road Atlanta	ALMS	Braselton, Ga
Oct 20	Cascade 8hr Enduro – PIR	CSCC	Portland, Or
Oct 24	META Meeting – Boston Pizza	7:30	New West, BC
Oct 27	SCCBC Banquet – Pitt Meadows Golf Club		Pitt Meadows, BC
Oct 27&28	Chumpcar World Series – PIR		Portland, Or



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Presents

"Volunteer Memorial Weekend"
September 22 - 23, 2012

"Flying Feathers Weekend"
October 6 - 7, 2012

Presidents Report

The long (well maybe not so long) hot summer has almost passed by since my last column. For me it has been a busy summer. I know many of our members have attended several Indy races and are well traveled. It would be nice if some of our more traveled members could do short articles to let the rest of us know the tales of their travels, and to record it for history. I took Drivers Training and attended the British Columbia Historic Motor Races, better known as the BCHMR. The BCHMR included the CCGP this year; however it may well be the last year for the CCGP. The last Conference race of the year has also come and gone, but did have lots of entries and not too bad a turn out of workers in spite of some of our members going to Baltimore. This is the time of year we need to start preparing for the November AGM.

By the time you read this we will most likely have had our silent auction.

Summer Driver Training was well attended and both Malcolm Curtis and Myself represented the volunteers of Mission in the class. Of course my \$200 Volkswagen Golf GTI (with an estimated 400,000 K of experience — the odometer has been frozen at 200,001 K for at least 10 years based on air care records) was not expected to survive the weekend, but then isn't that typical of anything people see me drive on the street? It wasn't long before some figured my ugly black GTI was a goner, as it started belching huge clouds of oil smoke going through turn 2 — it would take me most the weekend (until noon on Sunday) to figure out the cause (split grommet on the PCV valve — \$6 repair). It wasn't long before I started having oil pressure problems, but only when the oil got hot. Saturday night I did an oil change and switched to a heavier grade of oil, Sunday was better but the oil light still come on at the end of every session as soon as the RPM dropped. I was surprised however that it took so long for me to get a meatball for my hood, I expected that to happen in the first session on Sunday — alas, when the front end was pulled out years ago after a mishap by the original owner not everything was put back into alignment, the hood latches securely with a big gap at the front so it only looks like it is open. Malcolm also used his daily driver, but his Subaru is only a couple of years old so ran trouble free. Another of our classmates was driving his very nicely tweaked Porsche, apparently most the mileage he has on it was done on Track Days, it was suggested that he'd done 1,000 laps of Mission before he started the weekend. At the other end of the spectrum was a gentleman that had never been around a racetrack before, he was using a BMW 325 (E30 — potential Pro3 car) and was very concerned about his lack of knowledge compared to everyone else at the beginning of the course. Needless to say it wasn't long before Malcolm and I were chasing some of the finer cars (Porsches etcetera) and making them look slow, however as the weekend progressed the owners of those cars did improve and got harder to catch, in fact some started passing us. Our new friend with the BMW was also improving and was starting to talk like a seasoned veteran. Meanwhile our friend with the well tweaked Porsche (some of you may have had an opportunity to ride with him during the Hot Lapz 4 Kids this year) was out there making us all look sloppy. Everyone in our class passed the course, and we all had fun, in spite of the fact that not all the cars survived the weekend — but my GTI did. For those that want a passenger's eye view of my Mock Race (I spent most of it chasing Malcolm) here are the links to the videos (the second one is more interesting — both have comments that pop up): <http://youtu.be/vozP8PQZ9Qc> & <http://youtu.be/MLUskPtAurI>. I have used the advice given to me by John Randal after that weekend and put STP in the GTI's oil; I haven't had an issue since, not even when run hard through the Coquihalla on my way to Kelowna — thanks John for the advice.

I would like to suggest that all turnworkers take the SCCBC Drivers Training course (a thorough course at a bargain basement price compared to courses of a similar calibre) if they get an opportunity — in fact it is probably worth the money just to improve your road skills for everyday driving. The course will improve your perspective on drivers significantly and I think will make you a better turn worker. As a novice, even with racing experience between 1980 and 1983, I find myself very busy in the car, which is why I sometimes miss my turn in points or turn in too soon. However I can give this bit of advice: if you can't clearly see the driver/car through the catch fencing, odds are he can't see you or the flag you have either.

This year's special guest for the BCHMR (British Columbia Historic Motor Races) was [Walter Wolf](#), Canada's only Formula One-winning team owner. Unfortunately he was unable to attend the Saturday night dinner so many of us never had an opportunity to meet him. As always there were some interesting cars, and I understand there was some close and exciting racing. The CCGP (Children's Charities Grand Prix) was part of the BCHMR this year, and for me was a very memorable race, although it was a shame the attrition was so high. Now for the reason I did not get to see much racing at the BCHMR. As many of you are aware this was the debut outing for my recently acquired GT1 Camaro, which was driven in the CCGP by Ryan O'Connor — long time organizer for the CCGP. Although I had planned to see it run in both the BCHMR it only ended up running in the CCGP. The Camaro came from Colorado; however it passed through Skip Jones hands and was parked in Vancouver Washington & Portland Oregon before I brought it through the border. Although neither Canadian or US Customs cares about purpose built race cars, other than Canadian Customs wanting their taxes, I had to jump through some hoops (all motor vehicles that are being exported from the US must be approved by US customs and subject to a 72 hour hold while they confirm it is not stolen) — these hoops took considerably longer than expected for me to jump as I got the necessary documentation organized. Consequently we did not have as much time as expected to go through the car — not that we would have likely found all the issues before the car actually ran on a racetrack. As many of you already know we spent the Friday, Saturday, and most of Sunday sorting some of the issues we found (I won't go into the boring details) so only had a few hardship laps to gain setup information for the car before the start of the CCGP race. I should mention that our only goal for the weekend was to get some track time so we could get a solid idea of what we really had and what needed to be done to it, so by just starting the race we had met our goal. When Ryan had asked me what I, the owner, expected of him as the driver, I said 'just to get out of the car smiling'. Of course we started at the back of the grid because we did not have a qualifying time. I was totally blown away when Ryan passed 4 cars before turn 1 as soon as the green flag dropped — I was on cloud nine at that point. Ryan continued to work his way through the field, and every car that dropped out had been passed by him before they ran into problems, so we were walking on air by the time he worked his way up to 3rd place overall, 2nd in class. The only disappointing part of the ordeal was when Ryan came to a stop by our paddock spot he hollered "Get me the h--- out of this car", he was not smiling, but in great pain. It got so hot in the footwell his driving shoes melted and the soles came off — his feet were burning for the last 3 laps. This is a weekend Ryan O'Connor, Mark Finnis (our star crew member), and myself will not forget. We also gained a long list of things we need to do to the car — but we now know we have a car with a lot of potential as well as some providence, having been built for the 1985 Trans Am season and ran in 6 of the Trans Am races that year.

The September 1 to September 3 'Labour Daze' race weekend had the pits almost filled — in fact at one point on the Friday, as Paddock Marshal, I was fretting where to put all the long trailers. In spite of our fears that we would be short race marshals (turn workers) due to so many going to Baltimore for the Indy race, we had enough to man Turn 9 on Saturday and Sunday. Monday, thanks to four novices (which included myself and Malcolm Curtis) volunteering, I think all the turns were well manned. I was on Turn 4 with Richard Norish and Evan Frazer, we did a quick morning meeting, then I walked over to the fence to listen in on the Turn 1 meeting where Lynn Rimmer was doing the full spiel for one of the novices (one of the Mini drivers that blew by me at the start of the novice race on Saturday). I hope Lynn does a story on some of the excitement in turn 1 on the Monday, however the start of the group that included Pro3 was probably the most eventful, with at least 3 BMW Pro3 cars coming together putting Ryan O'Connor (795 Black) out for the day and damaging two other cars. Near the end of the race Rob Johnston (41 red) had a fire behind the left front wheel, which at the time I was sure was the fuel line (the stock fuel line on a BMW E30 body style goes down the left side of the car right by the front jack point — which is also prone to rust — so the fuel line can be pinched or split by a floor jack if one is not careful), however after inspecting the car at the end of the day I have no idea what was on fire as I found no evidence of it.

Question of the month:

Q: Who was the first editor of the Mayday, and who was the first person to have been given a membership card for META (a founding member). Founding members of META are excluded from this question for obvious reasons.

Answers can be sent to 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: The photo was taken at the 1981 seven hour Enduro at Westwood — this would have been a pit stop and possibly a driver change for both cars. I am surprised that none of the older members took a shot at this one.



The ugly yellow Datsun 510 in the background was my DRC (Datsun Radial Challenge) car, it was co-driven by Martin Stretton (He, his brother, David, and his parents, Stan & Ruby, I’m sure they were all META members at one point however all were seasoned turnworkers), and Doug Wall (who has been involved with Cars On Ice for years and is currently a CACC race steward). The DRC Datsun 510 in the foreground was owned by Manfred (Fred) Kubossek (another experienced turn worker and META member at the time) and I’m sure for this event his car was co-driven by Uwe Gildemeister (Dorris’s son and a META member at the time). It looks like Fred and Uwe were dealing with a flat, and I remember us having similar issues, so I suspect that this was not a scheduled stop. Since my crew were Ron Snook (another META member at the time — some of you still see him once a year at the Telethon), David, Stan & Ruby Stretton I suspect the corners may have been thinly manned for that endurance race. Fred & Uwe probably had people who were normally turnworkers crewing for them as well.

While checking for the spellings of some of the names for my column (along with trying to verify all facts) I came across the following stories from the [August 1981 Mayday](#) which I suspect were written by the then editor Robin Bentley (although back then she was known as Robin Holloway):

VICTORIA

July 25/26 brought blistering heat to Victoria Motor Speedway for what appears to be the last race at that track (see VMS – Hope Springs Eternal). A good time was had by all and good racing abounded. Smaller grids than have been seen at Victoria were the order of the day, though it never ceases

to amaze one how many cars appear to be on the track, owing to the time it takes negotiate it (45 seconds & less!) Turn workers cum race drivers "Manfred" Kubossek & Uwe Gildemeister made good showings coming 2nd and 1st respectively in their classes. (Uwe had a little help - he was the only one running in CIP!) Mike Bailey ran his final novice race and though DNFed, went ahead with his first senior race and promptly came 3rd in his class. Congrats, guys.

On to the fun & games - After Saturday's practice and qualifying, it was decided that everyone needed a dip in the closest lake. To get everyone there at the same time was well nigh impossible, what with some running off to buy shorts (heaven knows why they didn't bring 'em in the first place) others hanging around waiting for the ones who went to buy shorts, etc. Finally, we all got to the right place, though not at the right time, and some of us went swimming. Talk about refreshing. We dried off and went to dinner, where, customarily, we drove the waitresses quite mad. We left early as you need a compass to find the hall and camping area in the dark. There, we proceeded to play "throw the baseball around" (one could not call it a game and "lob the 5 frisbees at one time". The latter resulted in a good many frisbees on top of the hall's roof. One brave Sole by the name of Frank scaled the walls to remove them, clucked on by the chickens on the ground.

Then, getting tired of this physical exercise we decided to get into some heavy sitting around, quaff beer, etc. And to liven us up, a birthday cake was brought in for Jo Humphrey and Fred Kubossek and a good piece of cake was had by all! It was an early night for most after a long day in the sun. Sunday was another hot day with rest periods gratefully taken in the shade between race groups. Spray bottle water-fights felt terrific until the water got as hot as the air outside.

However, it appeared that the weather conditions were right for some drivers as no less than 7 lap records were broken for individual classes. Ron Householder not only set a new lap record for Formula Atlantic but broke the track record by turning a time of 33.14.

All worn out by the excitement we all made our way to the ferries. Usually the over-heights, which include cars with trailers, vans etc., get on the truck ferry with the rest of us plebes getting the buffet (ha ha). But this time we all got on the same ferry - the super-big sucker - as Vicky might say, and some of us got the buffet. All in all a fitting race weekend for the last hurrah at VMS. If it does turn out to definitely be so META would like to thank VMS for the hospitality and good times shown us over the years. Victoria races were something to eagerly anticipate and we will miss them.

VMS - HOPE SPRINGS "ETERNAL"

The situation looks more promising than First thought with regard to the closing of the track at Victoria. Originally the track was to be partially destroyed by bulldozing, but the RV park has gone ahead with the redesigning etc. and left the track intact. Further talks between the developers and VMS may see the track being used in the future.

Another interesting fact that I came up with in that issue is the individuals that were listed as new META members, perhaps you know who some of them are:

WELCOME to newest META members, Jo Humphrey, Mark Finniss, Nick Roche & (gasp) Bill Welter.

There is more interesting reading in the August 1981 issue; however I'll let you explore it on your own.

Mike

Dear Membership,

I am very pleased to announce that Mazda Canada has once again included SCCBC & META in a very special promotion.

In addition to the use of the Pace and Chase vehicles again this season, Mazda has once again included the membership of SCCBC in it's preferred supplier discount program. Usually reserved for Mazda's key suppliers, **this program makes Mazda vehicles available to our membership, for DEALER COST + 2%!** What an amazing offer! This is in addition to the other promotions they currently have running, such as 0% Financing for a whopping 84 month, plus a \$2000 signing bonus!

Thanks to Al Harvey, this program has now been extended to the membership of VRCBC and META, and will run until September 30, 2012. Simply show your membership card to the salesperson and they will take care of the rest.

On behalf of the META, I wish to thank Mazda for its support again this season and for graciously including our memberships in this amazing offer.

Sincerely,

Mike Bailey

META President.

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 28

Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm

Please plan on attending this meeting as our annual elections will be held at this time.

The positions available are:

President, Vice President,

Secretary, Treasurer



**The Annual GVMPS - Induction Ceremony,
Saturday, Sept. 22nd, 2012
Cloverdale Fairgrounds, Shannon Hall,
60th and 176th Street, Surrey, B.C.**

Doors open at Noon Ceremony starts at 1:00 pm

Admission: \$15.00 per person

Special guest speaker: Nigel Mathews

Parking: Paved parking area for specialty vehicles

Mark your calendars so you don't forget the date.

Tell your friends to come. We have an exciting group of nominees for this year.

2012 INDUCTEES

Cal Arnold	Oval Racing
Harry Dashevsky	Hot Rodding
Dick Frankish	Collector and Restoration
Jim Greenlees	Collector and Restoration
Rob Harrison	Drag Racing
Tom Johnston	Sports Car and Road Racing
Billy Mathews	Motorcycling
Jim McNeney	Motorcycling
Adrian Ratcliff	Collector and Restoration
Roland Selby	Collector and Restoration
Roger Salomon	Sports Car and Road Racing
Keith Warren	Hot Rodding
Keith Whitter	Oval Racing
Ian Wood	Sports Car and Road Racing
Wrench & MacKay	Drag Racing

From the August 1977 Mayday (http://meta.bc.ca/newsletters/1977/Vol.3_No.1.pdf)

WORKING

By: Pat Gleeson

The essence of a worker being at Westwood, is to insure safety for persons racing sports cars, or whatever type of vehicle that may be raced on any given weekend. The reasons that people go out to races, and stand on corners, through blazing sun, and more often than not, cold winds and driving rains, are varied.

I suggest that the reasons, other than the most obvious one, which is that we have all taken leave of our senses, are in this order 1. Enjoyment of sports car racing. 2. Ego trip. 3. A very real concern about safety in racing.

To expand upon the previous statement we must discuss the meaning of the aforementioned reasons. To start with, enjoyment of sports car racing. This category would fit about ninety-five percent of track workers. These people are persons who love to watch sports car racing, and want to be a part of it, and for various reasons cannot be whether it is financial or whatever. These people have taken the second option open to them to be involved with racing. As to the importance or either function, whether it be driving or working, I cannot say, for without one, there cannot be the other. But, back to the enjoyment of racing. Working at track side takes a very patient person, and a person who loves racing. Saturday practice sessions are often just short of being totally boring, yet, people who love what they are doing will show up on Saturdays, regardless. This is the true core of the on track workers. I am not trying to detract from those who only come up on Sunday. Many have to work, and self preservation has always been mans strongest instinct, so work is very necessary. As to others who only come up on Sundays, I will discuss that at a later date. Sundays, or race days, as we know them, are exciting. There is an air of expectancy and the unknown. Racing is a serious business, and people can get hurt, as we all know and realize. That is why we are there, to keep injuries as low as possible. On Sundays the adrenalin flows every time there is a squeal of tires, or the sight of a car spinning at you. but to those who are truly dedicated, these rushes are what racing is all about. Watching skilled people race at speeds, which in some cases are on the verge of disaster, and as a constant companion during these races is the fear of the unknown. And we love every minute of it.

From the August 1977 Mayday

TO THE WORKER

WE, THE WILLING,
LED BY THE UNKNOWING,
ARE DOING THE IMPOSSIBLE FOR
THE UNGRATEFUL.
WE HAVE DONE SO MUCH
FOR SO LONG, WITH SO LITTLE,
WE ARE NOW QUALIFIED
TO DO ANYTHING
WITH NOTHING!!!

ANONYMOUS

Sports Car Club of British Columbia

Presents

Volunteer Memorial Weekend

September 22 - 23, 2012

This event is sanctioned by CACC as a championship points race conducted under the 2012 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.

International Race Drivers Club

Presents

The Last Lap To Fall

September 29th – 30th 2012

This race is sanctioned by ICSCC under the 2012 Competition Regulations as a championship race, which is organized by IRDC and held at Pacific Raceways.

Our Special Race on Saturday, September 29th is

The 3rd Annual JAPANESE TOURING CAR CHALLENGE

GODZILLA vs. MOTHRA vs. HEDORAH.

Class descriptions are as follows:

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.

Godzilla Class - Any forced induction or over 2.4L or any car not in Mothra or Hedorah classes. No min weight. Any tire.

Sports Car Club of British Columbia

Presents

Flying Feathers Weekend

October 6 - 7, 2012

This event is sanctioned by CACC as a championship points race conducted under the 2012 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.autoweek.com/article/20120905/GRAND_AM/120909948

PRESS RELEASE:

GRAND-AM Road Racing, American Le Mans Series Announce Historic Merger

The most significant development in the history of sports car racing in North America was announced Wednesday, with plans for a landmark merger of Grand-Am Road Racing and the American Le Mans Series (ALMS) unveiled at Daytona International Speedway.

Under terms of the merger, the following entities will combine with Grand-Am: the American Le Mans Series; the International Motor Sports Association, which sanctions ALMS events; the Road Atlanta race track facility in Braselton, Ga.; the Chateau Elan Hotel and Conference Center in Sebring, Fla.; and Sebring International Raceway, via a reassignment of the lease agreement with the Sebring Airport Authority to operate the raceway.

Both sanctioning bodies will continue to operate separate schedules in 2013 before racing under one banner in 2014 beginning with North America's premier sports car race, the 52nd annual Rolex 24 At Daytona. A board of directors has been formed to operate the new combined organization with Grand-Am founder Jim France as chairman and ALMS founder Don Panoz as vice chairman. Other members: NASCAR Vice Chair/Executive Vice President Lesa France Kennedy, Grand-Am President/CEO Ed Bennett, ALMS President/CEO Scott Atherton and NASCAR Vice President/Deputy General Counsel Karen Leetzow.

“Today's announcement will transform sports car racing on this continent, along with having world-wide industry implications,” said Bennett. “Aside from the organizations involved, everybody wins: drivers, teams, manufacturers, sponsors, tracks – and most all, the fans.

“This new approach is going to be revolutionary, as we take the best components from two premium brands, combine them and then benefit mutually from the considerable resources both sides will bring to our efforts.

This is a bold move – and the right one – for the long-term, optimum growth of sports car racing.” Added Atherton: “This merger will blend the best assets and attributes of each organization in terms of technical rules, officiating, marketing, communications, personnel, scheduling and broadcasting. The result will be one of the strongest, most competitive and powerful motorsports marketing platforms in the world.”

Post-merger branding still is being determined for the new organization and its principal series, as are specifics regarding the 2014 schedule. Also, the competitive class structure and technical rules beginning in 2014 have yet to be finalized.

The ALMS began operations in 1999, with GRAND-AM debuting in 2000. Both organizations were created in the aftermath of the late-'90s departure of the highly popular IMSA Camel GT circuit in North America. IMSA was founded in 1969 by John Bishop and then-NASCAR President Bill France Sr.

“This merger will strengthen professional sports car racing beyond what either of our organizations could have achieved separately,” said Panoz. “The American Le Mans Series was founded for the fans and I'm personally gratified that they will benefit greatly as we now work together with Grand-Am to take this sport to the level at which it belongs in the North American and international motorsports landscapes.”

France said the merger was exciting both “on a professional and a personal level, with me being a long-time sports car fan. This merger was achieved through a true spirit of cooperation. Moving forward, that same spirit will drive our day-to-day efforts.”

Collectively, this merger involves a total of eight sports car series racing throughout North America. Grand-Am sanctions and operates the Rolex Sports Car Series, the Continental Tire Sports Car Challenge and the

TOTAL Performance Showcase. Grand-Am also sanctions the Ferrari Challenge that is operated by Ferrari North America. IMSA is the sanctioning body for the ALMS, the IMSA GT3 Cup Challenge by Yokohama Series, the Cooper Tires Prototype Lites Powered by Mazda Series and the Porsche GT3 Cup Challenge Canada by Michelin.

“This looks good from a business standpoint but it also 'feels good' from a historical standpoint,” Bennett said.

“Both Grand-Am and the ALMS have lineages tied to Daytona Beach, Daytona International Speedway and the France Family. This announcement is a proud moment for all involved, as we now look forward to a bright future for sports car racing.”

**37TH ANNUAL 8 HOURS OF THE CASCADES
SATURDAY, OCTOBER 20th 2012 @ P.I.R**

There are a few changes to this year's 8 Hours of the Cascades.

New class structure – This structure should greatly increase the competitiveness of many more cars!!! It also eliminates in some classes the advantage gained by preparing an “endurance” car – The new structure is designed to make normal sprint race cars competitive.

New price structure – An entry fee for the car and then a per driver fee. Total entry fee will end up being very similar to 2011. 2 - 3 driver teams will see slightly lower entry fees compared to 2011 while 4 and up driver teams will see slightly higher entry fees compared to 2011 (assuming an early entry and not taking into account credits earned from the mini enduros).

An early entry fee discount – Enter by 9/20/12 and receive a discount of \$100.00

Cascade One Hour Mini Enduro participants receive credit towards the 8 Hours of the Cascades based upon points earned in those races. Entry fee credits equal up to \$102.00 per driver. Actual discounts for each driver are posted at www.cascadesportscarclub.org under FAST Specialties Mini Enduro results on the “Racing” page – scroll to the bottom. Discounts will be applied by the Race Registrar at time of registration.

Prize Money structure – The more cars in a class the larger the payout is to the class winner. In addition, \$750.00 in Bonus Prize Money for a class within a class field of 8 or more cars. Example: If eight or more PRO3 cars are entered in E2 - \$750 will be split between the 1st, 2nd, and 3rd place finishers (60/30/10 percentage split). The bonus prize money is in addition to the other prize money.

MOST EVERYTHING ELSE IS THE SAME FUN THE CASCADE ENDURO BRINGS TO THOSE WHO PARTICIPATE!!! THIS RACE IS A GREAT WAY TO END THE SEASON – WE ALL KNOW HOW LONG THE OFF SEASON CAN BE.

COME JOIN THE FUN AT THE LONGEST RUNNING ENDURO WEST OF THE MISSISSIPPI UTILIZING A LEMANS START !!!

Safety Crew Wanted: Mission Raceway Park Dragstrip

I am the Secretary for BCCCA the owners of Mission Raceway Park.

Our President, Brian Nawyn, is looking for a safety crew to work at the drag race track. His Cell Number is 604-765-1384.

It would be appreciated if you would put this in your news letter.

Thanks

Ken

Ridge Motorsports Park is new on the radar with fast crowd

The Shelton track hosts car clubs, defensive driving schools for people who love to drive fast.

By Connor Radnovich

Seattle Times business reporter

September 4, 2012

SHELTON, Mason County -- Rod Powell is a self-described drug enabler, pushing a cocktail of endorphins and adrenaline he has been hooked on since he was a teen.

Joe Manke is a lifelong timber and tug businessman who has dreamed of owning a serious track since he was a boy.

The pair joined forces three years ago to develop The Ridge Motorsports Park in Shelton, 90 minutes southwest of Seattle. Flanked by a prison and a State Patrol academy, the racetrack is designed to attract other speed demons.

"You come out to the track and start doing laps, it's like a drug," said Powell as he calmly guides his bright red truck around the track at 90 mph. "It starts releasing all these endorphins, and you get hooked on it. I started racing when I was 14 years old."

The 170-acre facility boasts a 2.47-mile track laid out on two tabletops with an elevation change of more than 300 feet. Since opening in March, the track has hosted races, commercial photo shoots and car-club meetings for thousands of cars and motorcycles. It is most often used by driving schools for education and training. Even so, drivers are topping 130 mph on straightaways and slamming on the brakes to drop to highway speeds on turns. "Driving at speed requires all of your attention, and when you put all of your attention into one single object, everything else goes away," Powell said. "For 20 to 30 minutes it disappears," Powell said.

The Ridge began out of boredom. In 2006, Powell sold his medical-device manufacturing companies in Tumwater, Thurston County, and retired at 45. He quickly realized he needed to get back into business.

"For four months, I played. I Jet Skied, I went snow-skiing, I went car racing and then I went 'God I'm bored. I am bored out of my skull,'" Powell recalled. He searched for a business he could get into for fun, not necessarily to make money.

Raised in Olympia, Powell raced motorcycles for eight years around tracks, through deserts and on back roads, continuing to ride even after he stopped racing at 22. He was reintroduced to racing in 2005 and a friend told him about Thunderhill Raceway Park outside Willows, Calif. After going to the track several times and speaking with a member of its board about the business side, Powell decided to try to give it a shot in the Northwest. Word spread in the racing community that Powell was looking for space for his track.

That is how, in 2009, he met Joe Manke of Manke Tug and Barge and Manke Lumber. Manke's son, Joel, suggested they look at some land Manke Lumber owned in Shelton.

His love for motorsports began when he was 6, riding around on dirt bikes on back roads and trails. He got hooked on racing. "I'll watch turtles race," Manke said.

Attracting Car Clubs

Powell and Manke rent the track to car clubs, driving schools and other organizations for between \$4,000 and \$7,000 per day. The season runs through mid-October and the schedule has been full for months.

"It's a very nuanced track. There's a lot of ways you can drive it," said Greg Erickson, registrar for the Pacific Northwest Region Porsche Club of America, which met at the track in July. "It's a real challenge to get around and do it really well without too much wasted effort or energy."

The cars are surprisingly quiet from the paddock until they hit the main straightaway. Then it's tough to hear yourself think when several cars fly by at once. This is also where riders tend to get pinned to their seat.

Before the longest straightaway, drivers maneuver through a three-turn corkscrew that drops 80 feet of elevation in 378 feet of track. At its steepest, the namesake of The Ridge is a 40 percent slope.

More than 200 cars -- including BMWs, Porsches, Mustangs and at least one Subaru -- were at The Ridge on July 6-7; a school day through Turn 2 Lapping and the Porsche Club meeting the following day. During "lapping days," drivers aren't trying to beat each other, so they tend to stay within their ability level, said Tom Pritchett, owner of Turn 2 Lapping, an advanced driving program in the Northwest that uses The Ridge. As a result, fewer vehicles slide off during lapping, attitudes are kept in check and drivers don't get what Pritchett calls "red mist" -- a competitive impulse that can push them to race beyond their skill level.

Focus on Education

"No one out here goes home with a trophy," Pritchett said. "You might get some bragging rights, but there's no placement. So it's more focused on education."

The track is ideal for newer drivers, Powell said, because it is 4 feet wider than usual and has a lot of space cleared of trees around the track -- called runoff -- so drivers won't hit anything immediately if they slide off. Powell said people start driving their new, powerful cars on the highways without taking advanced driving courses and tend to lose control. The majority of drivers who sign up for courses have received several speeding tickets, he said. "They come out and learn to drive safely in a controlled environment; everybody's going the same direction; there's no kids, no dogs, no oncoming traffic," Powell said.

Track Competition

The Ridge joins two other speedways in the Greater Seattle area. Evergreen Speedway hosts NASCAR races at its facility inside the Evergreen State Fairgrounds in Monroe. It also has a drag strip and figure-eight track with room for 12,500 spectators. The other track in the area is Pacific Raceways in Kent. The facility includes four racing surfaces -- a road course, drag strip, motocross course and cart track -- as well as grandstands that seat more than 20,000 people.

Pacific Raceways owner Jason Fiorito said he is in the process of improving his road course to professional grade in five years. The improvements include widening the track to 40 feet throughout, adding runoff, redesigning sections of the course and building concrete barriers, Fiorito said. If the track is professionally sanctioned, national events will be able to use it, including IndyCar, SuperBike and the Nationwide series. That means, Fiorito said, the club events Pacific currently hosts will need to use another track nearby, which is where The Ridge fits in.

"In the long term, it's a benefit to everybody to have more racing surfaces and a robust motorsports industry, and we look at (The Ridge) very kindly, actually," Fiorito said. Fiorito added that, as a racer, he is looking forward to driving at The Ridge.

At 2 1/4 miles, Pacific's track is a little shorter than The Ridge's track and has less of an elevation change -- only around 130 feet. It also runs faster; a good lap time is around 1 minute 25 seconds, compared with 1 minute 50 seconds for The Ridge.

It costs organizations between \$2,000 and \$9,500 to rent Pacific Raceways' track for the day, facility spokesman John Ramsey said.

The track upgrade is a part of a major construction project at Pacific Raceways that includes adding an oval racing surface, buildings for motorsports-related businesses, extra parking and other upgrades across the complex, Fiorito said. The project will cost an estimated \$130 million over 15 years.

Future Unclear

Since The Ridge opened, Powell and Manke have had a falling out, and the future ownership of the track is uncertain.

Powell said he hopes to add a quarter-mile drag strip, fueling stations, garages, bathrooms, showers and a 20-acre campground and fire pits to the facility by next season.

Currently, The Ridge has a paved staging area that can hold 250 cars and their gear and the road course.

All the upgrades and the current road course will cost "well into eight figures," Powell said.

The facility is also zoned for motorsports-oriented commercial retail and a hotel, which could be built in five years.

"I (drive) in a controlled environment and I'm blessed with the opportunity of providing a controlled environment to other who are just like me," Powell said. "I've always been the addict. And now I'm the dealer."

Not your average build.....

This is the exact and perfect example of why we save everything. This car has been built with all of the "junk" lying out back or in the shop in a pile, and under the work bench, and/or stuffed in the rafters. All this guy needed was a little time on his hands.

Spotted in Cannon Falls, MN on 5/23/12 - It's a car? or a truck?



Milk can fuel tank



How many men who grew up on a farm are now thinking - Why didn't we do that?



Check out the "gearing wheel"....
Dash is a saw blade with handles attached
Tractor hand brake
Tachometer
2 mirrors mounted on horse shoes
Big truck signal switch mounted on left
Single wiper motor



Cow milking apparatus on air cleaner
galvanized wash tub fan shroud



Tractor wrench bracket for headlamp housing



The rear lamp frame built with saw blades
manure spreader drive is still intact
horse shoe door hinges



Rear seats from toilet with stereo speakers
below them
Newhome seat backs



Tractor seats with pitchfork backs
Seat belts
Tractor compartment box behind driver seat
Gear shift beside hand brake
Stereo & cd player on dash blade
The drive chains are still on the floor
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