



# MAYDAY



1973 - 2013 40 Years of Safety in Motorsport

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](mailto:maydayeditor@meta.bc.ca)

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

September 2013  
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Next META meeting will be  
**SEPTEMBER 25, 2013**

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

## CLUB EXECUTIVE

### **PRESIDENT:**

Lynn Rimmer  
604-584-1503  
[president@meta.bc.ca](mailto:president@meta.bc.ca)

### **VICE PRESIDENT:**

Tasma Wooton  
604-854-4245  
[vicepresident@meta.bc.ca](mailto:vicepresident@meta.bc.ca)

### **SECRETARY:**

Jerold Klassen  
604-853-3192  
[secretary@meta.bc.ca](mailto:secretary@meta.bc.ca)

### **TREASURER:**

Manfred Zumm  
604-521-4439  
[treasurer@meta.bc.ca](mailto:treasurer@meta.bc.ca)

### **PAST PRESIDENT:**

Mike Bailey  
604-716-2660  
[pastpresident@meta.bc.ca](mailto:pastpresident@meta.bc.ca)

## NEWSLETTER STAFF

### **EDITOR:**

Andrew Clouston  
604-942-4974  
[maydayeditor@meta.bc.ca](mailto:maydayeditor@meta.bc.ca)  
fax 604-777-7703

## MEMBERSHIP

Thomas Liesner  
604-584-1503  
[membership@meta.bc.ca](mailto: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 7	Laguna Seca	Grand-Am	Monterey, Ca
Sep 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 14	Soapbox Derby - Rain Date	MADSBDA	Mission, BC
<b>Sep 14&amp;15</b>	<b>CACC Race #5 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
<b>Sep 14&amp;15</b>	<b>NASA Northwest #5 – PR</b>	<b>NASA</b>	<b>Seattle, Wa</b>
Sep 21	Circuit of the Americas	ALMS	Austin, Tx
<b>Sep 21&amp;22</b>	<b>Fall Finale – PR</b>	<b>SOVREN</b>	<b>Seattle, Wa</b>
Sep 25	META Meeting – Boston Pizza	7:30	New West, BC
<b>Sep 28&amp;29</b>	<b>ICSCC Race #14 – TRMP</b>	<b>IRDC</b>	<b>Shelton, Wa</b>
Sep 28	Lime Rock Park	Grand-Am	Lakeville, Ct
<b>Sep 28&amp;29</b>	<b>Triple Regional with Vintage – PIR</b>	<b>SCCA/OR</b>	<b>Portland, Or</b>
Oct 5&6	Grand Prix of Houston – Double Race	IRL	Houston, Tx
<b>Oct 5&amp;6</b>	<b>Maryhill Loops Hillclimb</b>	<b>SOVREN</b>	<b>Goldendale, Wa</b>
Oct 5&6	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 5	Virginia Grand Prix	ALMS	Alton, Va
Oct 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<b>Oct 12&amp;13</b>	<b>NASA Northwest #6 – PIR</b>	<b>NASA</b>	<b>Portland, Or</b>
<b>Oct 12</b>	<b>Night Enduro – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
<b>Oct 19</b>	<b>Cascade Enduros (2hr and 6hr) – PIR</b>	<b>CSCC</b>	<b>Portland, Or</b>
Oct 19	MAVTV 500	IRL	Fontana, Ca
Oct 19	Petite LeMans – Road Atlanta	ALMS	Braselton, Ga
Oct 23	META Meeting – Boston Pizza	7:30	New West, BC
Oct 26&27	Chumpcar World Series – PIR		Portland, Or



**SPORTS CAR CLUB**  
OF BRITISH COLUMBIA



*Sports Car Club of British Columbia*

Presents

*“Summer’s End”*

*September 14-15, 2013*

## *Rogers Ramblings*

40 years of META. Wow - where has the time gone? Seems like just yesterday we were at Westwood having fun, and yes there were politics even then. But then when everything seems to be falling apart, there now seems to be a light of hope.

As probably most of you have heard, there is to be a new track – yes you heard right. Place is to be Oliver BC about 4 to 5 hours drive from Vancouver. With Jacques Villeneuve involved and a handful of motorsport fanatics, this could be a very successful combination.

Think about it – a circuit for the rich and famous on one hand and some Indycar, ALMS and Nascar races to put the track on TV worldwide on the other hand. Will the spectators show up? You bet. The track is about 5 hours away from major cities – Vancouver, Calgary, Seattle, Spokane etc. Furthermore, what a perfect idea to have a historic race in the fashion of Goodwood, with the local wineries (Oliver is the capital of BC wineries), all helping to make it a success. A small town with history – what better way to do it.

So what will this do for our club? I hope another 40 years of success. So members, spread the word about the track and support our sport and our enthusiasm.

One of my contacts through work finally got his race license and guess what? One of his daughters would like to do some corner work and I am trying to convince his wife to do the same. Let's do some promotion so we are ready for the new track as we are going to need a lot of help. I am sure that all of the volunteer who participated in the Vancouver Indy will support this 100% because they loved the race in Vancouver. As Ann and I travel to different tracks around North America, this is the one thing that we hear most often – we miss the race in Vancouver. It may not be in Vancouver, but let's work together to bring a major race event back to BC.

*Roger*

The location for the META meeting  
has been changed back to

**Boston Pizza**

1045 Columbia St

New Westminster, BC

September 25 --- 7:30pm





# MISSION & DISTRICT Soapbox Derby Association

Our 2013 Rain out date is  
Saturday September 14, 2013.

*PLOT TWIST! This year we have ADULT RACING!  
A \$100 bill gets you the thrill!!!*

email [webinfo@missionsoapbox.com](mailto:webinfo@missionsoapbox.com) to register for adult races.



*International Race Drivers Club*

presents

*Car Tender Challenge @ The Ridge*

Featuring Round 5 of

The Northwest Mini Enduro Championship Series

&

A Non Points Sprint Race for every group on  
Saturday afternoon

**September 28 & 29 , 2013**

Saturday afternoon "Sprint Races" are non-championship, non-points.

Grids for "Sprint Races" set by times from Qualifying Round 1 sessions held Saturday morning.

Sunday Championship Race (points) grids set from combined qualifying results of Q1 & Q2 as normal.

Saturday BBQ will be cooked and served by **BBQ2U**.

Entrance to The Ridge Motorsports Park on Friday for Test & Tune participants and volunteers only.

All others stage on paddock entrance road until 5:00 pm.

Schedule: [http://www.icscc.com/2013/announce/irdc\\_sep\\_2013.pdf](http://www.icscc.com/2013/announce/irdc_sep_2013.pdf)

**Car**  
SRJ Enterprises, Inc  
**Tender**

Submitted by Keith Robinson

*Join Jonathan Yeung of 143CAR.com as he explores the world of Ice Racing with the Cars on Ice Club.*



<http://www.youtube.com/watch?v=pK4-9TXZQUo>

## **CASCADE SPORTS CAR CLUB**

presents

### **38th ANNUAL 6 HOURS OF THE CASCADES**

and

### **NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS**

on

### **Saturday, October 19th, 2013**

This race is sanctioned by ICSCC, under the 2013 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane event.



Submitted by Linda Zumm

From:

<http://www.vancouversun.com/sports/Jacques+Villeneuve+helps+envision+South+Okanagan+project/8860878/story.html>

## ***Jacques Villeneuve helps envision South Okanagan project***

Auto racing great joins as vice-president of consortium proposing country club for driving enthusiasts

By Andrew McCredie, Vancouver Sun  
September 2, 2013

OSOYOOS — A consortium that includes a developer, a native band and a Canadian motorsport legend is looking to uncork a new whine into the heartland of B.C.'s grape country.

The proposed South Okanagan Motorsports Club's Area 27 is envisioned as a country club for driving enthusiasts, and on Sunday at this B.C. resort town the principals gathered to unveil their plans.

Among them was Jacques Villeneuve, Canada's most accomplished professional race car driver, who is a vice-president of South Okanagan Motorsports Club (SOMC) and, more importantly, will design the 4.5- to 5.5-kilometre asphalt circuit. The '27' in the name refers to the number both Jacques and his legendary father Gilles, campaigned under for much of their careers.

"I've always loved creating, writing, so I find this super exciting," Villeneuve told the small gathering at the Spirit Ridge Lodge, noting he has already designed one circuit to date — a go-kart track in Mirabel, Que., north of Montreal. "It is a dream to design a track like this, to start from scratch. The possibilities are limitless."

The location of the Area 27 facility is 20 kilometres north of Osoyoos in Oliver, the self-proclaimed wine capital of Canada, and sits on land owned by the Osoyoos Indian Band (OIB).

The band's chief, Clarence Louie, was also on hand, and is in full support of the proposal.

"I'm a car, truck, motorcycle guy," Louie said, "And I hope this happens. I can't wait to hear the words, 'Gentlemen and Ladies, start your engines.'"

Before those famous words will ring out over the south Okanagan benchlands, however, the group behind the proposal needs to sign up members to the private club. And while 300 is their target, the SOMC president says 200 will be enough to get Phase 1 of the planned four phases completed.

"We're launching now and the market response we get is going to dictate a great deal of how we move ahead," explained David King, a longtime director at Intrawest and current director of ClubLink Enterprises Ltd.

"The target market is people who are at a stage of life that can afford expensive automobiles yet get frustrated because there is nowhere to use them."

King said initiation dues for the first 100 members are \$30,000, with that bumped to \$35,000 for the next 100. Annual dues are expected to be in the \$3,000 to \$4,000 range.

"There are three places you're going to find these kinds of cars and this kind of money," King noted. "Calgary, Vancouver and Kelowna."

The concept is not unlike a golf country club, only instead of playing golf, members drive their performance cars on a purpose-built track, with on-site facilities to service, fuel, store and detail their machines. SOMC founder Bill Drossos, a longtime friend of Villeneuve's dating back to their days as student instructors at the Ontario-based Spenard Racing School, explained the four planned phases.

“Phase 1 will be all the asphalt of the track, the driving academy, karting facility and service roads,” he said, noting that the track contractor will be Lake Excavating Ltd., operated by founding member and current Canadian Tire NASCAR series driver/owner Trevor Siebert.

“Phase 2 will be commercial buildings, including an on-site service building for tires, brakes, fuelling and detailing, the clubhouse and on-site vehicle storage.”

Phase 3 will incorporate trackside townhouses and condominiums, what Drossos referred to as “arrive and drive suites.” Essentially, one and two bedrooms up top with a garage below with direct track access.

The final phase is to build grandstands, a timing and scoring tower and media centre for competitive motorsport events.

Drossos envisions four such events a year.

“The Canadian Tire NASCAR Series, Canadian Superbike, a historic weekend along the lines of the Monterey Historics at Laguna Seca and a car show similar to the Goodwood Festival,” the Penticton-born Drossos said, noting the 40-foot wide circuit will be built to FIA Level 2 certification, meaning the only series that couldn’t race on it is Formula One.

The IndyCar Series has made no secret about its desire to return to Canada’s West Coast after years of successful events in downtown Vancouver, and Area 27 would be an ideal venue, much along the lines of Sonoma Raceway in the Northern California wine country.

The estimated cost of Phase 1, expected to take between six to eight months when approved, is \$7.5 million. The overall budget is \$10 million to \$12 million.

SOMC would rent the land from the OIB, and Chief Louie, who has guided the band on many successful business ventures, including Spirit Ridge Lodge, says it will benefit his people.

“It’s the same benefit every other business gets: jobs, jobs, jobs and income,” he said, adding, “It’s good for tourism, and not just for the south Okanagan but for all of B.C.”

Apart from the challenge of signing up members to make Area 27 a reality, one issue that no doubt will come to the fore, as it always does with racetracks, is noise.

SOMC founders are fully aware of this and have done some preliminary tests.

“Our initial sound testing with a volume typical of a road vehicle exhaust was not able to register on a decibel meter at any of the nearby residents,” said Drossos, noting the proposed track location is on benchland above vineyards and protected by a cliff and ridge. “We’re going to do a second round of testing just to see if it registers.” Chief Louie also acknowledged this hurdle, saying “The issue of sound is something I’ll be dealing with (with) my people. There will always be someone complaining about something.”

As to a timeline, King said that once SOMC gives the go ahead — meaning a critical mass of members have joined up — the Osoyoos Indian Band will initiate a ‘Designation Vote’ process to approve the project, which will take between four to six months.

So, realistically, the first rubber to hit the road at Area 27 could be as early as the summer of 2015.

The SOMC will be providing information, and signing up members, at the Luxury and Supercar Weekend at VanDusen Gardens in Vancouver this Saturday and Sunday. The SOMC website, [area27.ca](http://area27.ca), is expected to be up and running in two weeks.

[amccredie@vancouver.sun.com](mailto:amccredie@vancouver.sun.com)

From: <http://www.racer.com/indycars-2014-schedule-takes-shape/article/307644/>

## **IndyCar's 2014 schedule takes shape**

Robin Miller

August 15, 2013

An IndyCar road race at the Indianapolis Motor Speedway to kick off next May is seriously being considered and possibly one more double-header will be added to the schedule, but those appear to be the only major changes for 2014, according to information gathered by RACER.com. It looks like there will be 20-21 races for '14 and the season will end by Labor Day and not include any additional venues to the 2013 schedule.

But that doesn't mean IndyCar CEO Mark Miles isn't interested in returning IndyCar to Elkhart Lake, Laguna Seca, Watkins Glen or Phoenix some day. And it doesn't mean IndyCar won't take a serious look at the Circuit of The Americas in Austin, Texas or some additional dates outside North America in 2015.

"We've got a pretty full plate for next year and the schedule is almost finalized," said Miles on Thursday. "I know our fans are very vocal about certain historic tracks coming back and while it's not going to happen next year it doesn't mean that we're not having ongoing conversations.

"There's quite a bit of interest out there and it's my job to make sure we get the best possible dates and partners."

Miles wouldn't speak in specifics about the schedule but RACER.com has learned the month of May will most likely open with Indy cars running on the road course used by Formula 1 from 2000 to '07. It's believed there will a data-gathering test for an Indy car on the road course next month, possibly as early as Sept. 4th. It's believed the series will use a team that is outside the championship battle to help capture data, and that a limited number of laps will be completed during the process.

Even before the Boston Consulting Group report suggested IMS host a road race for Indy cars, several car owners had been in favor of it as a prelude to the 98th Indianapolis 500 on May 25. It's not known what kind of purse might be offered nor if there is going to be a title sponsor or if there will be a companion event. But Miles did go on the record to refute a report in the *Indianapolis Business Journal* that the newly formed United SportsCar Racing series would hold a standalone race early next May.

"I have no idea where this rumor about Jim France and sports cars came from but it is false and we are not considering it," said Miles.

But is it possible USCR will be invited to join IndyCar and try to up the star power for May's break from tradition?

"We're talking with them about all kinds of possibilities but our focus is promoting IndyCar and open-wheel racing in Indianapolis in May," Miles replied.

Having a pair of IndyCar races at IMS in May will force Brazil's entertaining street race to be moved to another date and there was talk of moving Fontana, which hosts the 2013 finale in October, back into June so the Triple Crown of Indy/Fontana/Pocono would run consecutive months. Meanwhile, Pocono, which welcomed back IndyCar this season following a 24-year absence, is going to be increased to a 500-miler in 2014.

The season again opens at St. Petersburg and promoters Kim Green and Kevin Savoree want it to be a double-header like their race at Toronto, which was a rousing success.

"We met with IndyCar and requested a doubleheader for St. Pete next year and we're waiting to hear back from them," confirmed Savoree, whose group also promotes Mid-Ohio.

If St. Pete gets the nod for a twin bill, it would join Detroit, Toronto and Houston and, along with the new IMS date, it would give IndyCar 21 races – two more than this season – providing Mike Lanigan wants to keep Houston as a double-header. Nervous about going up against college and pro football in October, Lanigan's Shell-sponsored races will likely get moved to August in 2014.

There had been doubts about Milwaukee continuing unless Michael Andretti could find a title sponsor but it's evidently on the schedule, as is Baltimore, which has been well attended but financially shaky in its first two years. Providence, R.I., had shown big interest a year ago and still wants a race but it isn't likely as long as Baltimore exists.

Submitted by Linda Zumm

From: <http://www.peacearchnews.com/sports/221523831.html>

## Duchess of Hazard takes to the track

In her rookie racing season, all Tracey Hazard wanted to do was fit in.

Auto-racing, after all, has historically been a male-dominated sport, so at the track, Hazard, in her words, “stuck out like a sore thumb.”

Fast forward four years and she still a focus of considerable attention – but

this time, only because her fellow drivers want to pick her brain about her car and her strategy.

Winning will have that effect.

Hazard is the reigning points champion in the ICSCC Spec Miata Championship series – a circuit that includes tracks throughout the Pacific Northwest – and this year, she is again in the lead. Last year, she was also named driver of the year in the CACC (Canadian) series.

“When we first started going to the races, I would just sort of absorb all the information I could from everyone,” said the 42-year-old South Surrey resident.

“Now, it’s coming full circle for me – now people are coming up to me and asking, ‘what are you using for tires?’ or ‘what’s your setup?’”

She admits her quick rise from rookie to respected veteran still catches her off-guard at times – like when other racers introduce her as “Tracey, the one to beat” – but still remembers what it was like to be the new girl on the scene.

In the ICSCC, there’s about six (women) now, but you’ll still see people come out to watch, and look at the cars, and they’ll see you and just look at you, like ‘Huh?’”



Hazard began racing four years ago after she and her husband, Tom – who doubles as her crew chief and mechanic – bought a sports car and wanted to test it out on a track. Hazard signed up for a driver-training course and Mission Raceway, and “kind of had the bug from there.”

Soon after, they bought a Miata that was race-ready – modifications which included the interior torn out and a roll-cage installed – and started racing.

Hazard had never raced at any level before, nor even shown much previous interest in it.

“I’ve always been crazy about cars. I go through cars like other women go through shoes,” she said. “But racing? Not so much.”

Nevertheless, zipping around the track at high speed fueled her competitive spirit, which is what drives her to succeed even now, four years and numerous accolades later.

“I’ve always been competitive – ever since I was a kid,” she said. “I was competitive gymnast for 10 or 12 years, track and field, tennis – all kinds of stuff. I’d do anything, play anything.

“Even in elementary school, I was like that. As soon as I found out you got a ribbon for winning a race, I was all about winning.”

She’s so competitive, in fact, that she has three fully functioning race cars, rather than the typical one. That way, should something go wrong with one car, she has a backup and doesn’t have to sit on the sidelines. The extra cars are especially handy on weekends with multiple races, where there isn’t time for repairs to be done. “It’s not normal to have that many,” Hazard said. “But I’m fighting for points, and I’m so competitive that, if my car is destroyed, I have a backup ready to go.”

In her four years behind the wheel, she has had a few crashes, she said. Once, on a straightaway, she crashed into a concrete wall – hard enough that the wall cracked – and also has “ended up flipped over once.”

Usually, though, the car’s damage is limited to bumps and scratches, and more than a few lost mirrors.

“You drive so close together,” she said.

Adjusting back to life away from the track is also tricky at times, she admits – especially fresh off a race weekend when it takes her a few days to gear down the adrenaline.

“I really have to dial it back, really have to concentrate,” said Hazard, who is also a high-performance driving instructor. “But I’ve never – knock on wood – got a speeding ticket.”

Next up for Hazard is three-race weekend in Mission Aug. 31-Sept. 2; the racing season wraps up in October.

Next year, her Hazardous Racing team will look to compete on a pro series in California, which Hazard says “is extremely competitive.”

“I’ll be knocked back down the totem pole a little bit,” she said.

Because the sport is an expensive one – Hazard guesses last season cost about \$100,000 – she and her husband are always seeking additional corporate sponsors.

For more information, email [traceyhazard80@gmail.com](mailto:traceyhazard80@gmail.com)

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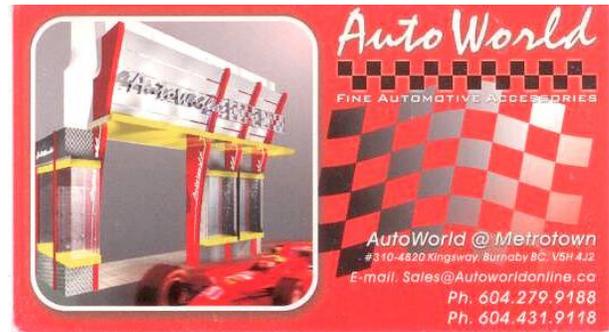
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