



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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

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

March 2015
Volume 40 Issue # 3

Next META meeting will be
MARCH 25, 2015

Our meeting location is Boston Pizza
1045 Columbia, 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.

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

Mar 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 21	12 hours of Sebring	IMSA	Sebring, FL
Mar 21&22	Driver Training – MRP	SCCBC	Mission, BC
Mar 21&22	School & Double Regional – PIR	SCCA/OR	Portland, Or
Mar 25	META Meeting – Boston Pizza	7:30	New West, BC
Mar 28	Ice Race AGM & Banquet	WCIRABC	TBA
Mar 29	Grand Prix of St Petersburg	Indycar	St Petersburg, FL
Apr 4	SCCBC Lapping Day – MRP	SCCBC	Mission, BC
Apr 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 12	New Orleans Grand Prix	Indycar	Avondale, La
Apr 18	Long Beach Grand Prix	IMSA	Long Beach, Ca
Apr 18&19	ChumpCar & Roll-X Challenge – PR		Seattle, Wa
Apr 19	Long Beach Grand Prix	Indycar	Long Beach, Ca
Apr 19	IRDC Enduro – TRMP	IRDC	Shelton, Wa
Apr 22	META Meeting – Boston Pizza	7:30	New West, BC
Apr 26	Grand Prix of Alabama – Barber	Indycar	Birmingham, AL
	Motorsports Park		



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Spring Drivers Training – March 22

Fire Training by Rivers Edge Safety Team – March 22



SPORTS CAR CLUB
OF BRITISH COLUMBIA

SCCBC Lapping Day – April 4

Presidents Report

Okay – our holiday is over, with a cold for the last week. Thank you to Dallis for running the meeting in my absence.

We had a wonderful time. I can't believe how much alcohol they consume each day!

My brother's 80th birthday was great (two parties) and my brother also had his last run at the Cresta Run toboggan track and he made it safely down the run with a very good time.

Weather in St Moritz was picture perfect except for one day when it snowed.

I must say the highlight of our trip was a detour my brother made on returning from St Moritz to Bern. We went to Romanshorn, where we stopped to see a private auto museum owned by the Swiss race driver Fredy Lienhard. His outstanding wins include Swiss sports car vice champion of 1975, Winner of the 24 Hours of Daytona race in 2002 and overall third place in the Le Mans Series 2008.

The collection is in an old factory, with an ultra modern interior and has over 80 cars divided into three sections. The first section is racing cars from soap box to Formula 1 cars and on one wall is the Swiss Wall of Fame. The second section is famous cars such as Ferraris, McLaren, Porsches, Cobras – the list is endless. In the third section are cars that made headlines in their time.

Check out the website for Autobau AG. If you look at the photos, you will see car #27 a red Ferrari which has a special history. The car was sold to Penske. He had one of his mechanics pick up the car directly from the factory. The car never made it out of Italy because it was totalled! In later years, an enthusiast got the parts and rebuilt the car to its original condition.

Another car is one of a kind designed by the famous designer Sbarro, who when he found out about the museum that his good friend Lienhard was developing, offered to create a car just for the collection.

We were escorted through the museum by Raffael, who had all the knowledge of every car. In the building alongside the museum the manufacture auto parts and below the factory they specialize in restoring cars.

Unique, unique, unique – check it out!

The Prez

PS – we need some volunteers for the Auto Show at the Convention Centre this month and also at the Tradex show in April. Please help out and start our season on a positive note!

Fire Training

Fire Training by Rivers Edge Safety Team will be on Sunday of the Driver Training weekend (March 22) from 11:00 AM until 12:00 -12:30 PM depending on the amount of participants.

The fire school will be using both dry chemical as well as water with Coldfire additive.

Participants should wear cotton clothing and bring the gloves that they wear at the track, shorts should not be worn.

Please keep in mind that you can get wet using the water fire extinguishers and that you may want to bring a change of clothes to make the rest of the day more comfortable.

The school will take place by the META clubhouse.

Thanks go to SCCBC for the use of the fire extinguishers.

Regards,

Mike Zosiak

Vice Presidents Message

I haven't been a VP for very long and already I've been out doing some things and getting involved a little more with the club than I have been for many years and have come to notice that there is a lot being done, but a lot more that has to be done.

We have got to get more new people out to the race track.

To do that I would like to see as many members as possible come and help with the CACC/SCCBC display at the Vancouver International Auto Show on March 25 to 29th and the Classic & Custom Car Show on April 17-18-19, these car shows do help to get new people interested in the sport.

I have been playing around a race track in various different capacities since I was about fifteen years old. I have been a young fan looking at all the race cars and drivers in awe, with hoping that one day of maybe driving a race car.

I watched those people on the corners flagging so very close to the race track taking their lives in their hands; it all looked very exciting to me at such a young age. Since then I have not been able to pull myself away from the race track for any length of time. Racing has gotten into my blood.

I feel that if you love this sport as much as I do and don't want it to die, we all have to make a concerted effort to get the younger generation out to the race track to see what I saw as a young man. We have to find a way to get the younger generation interested in racing- we can do this.

Lets make this one of the best and most fun racing seasons in a long time.
Lets go racing.

Be Safe,
Dallis

Cars On Ice 2015 is canceled due to weather

With great sadness, We have to announce the cancellation of the remaining Cars on Ice 2015 race season due to the unseasonably high temps this winter. The weather has played against us from the first weekend forward. The Cars On Ice executive has and continues to work towards our sport's recovery. Pre-season interest was amazing and kept our hopes high for the 2015 season. Unfortunately our car numbers for Ice Racing are still low, but there is major interest in our sport and word is spreading. Ice-X entries still hold strong and that group seems to be growing. Next year we hope to offer an even better motorsport racing experience, with new fresh ideas coming to fruition. Look forward to the 2016 season as it will be a big one. Refunds for prepaid race fees will be issued by March 7th. A huge thanks to all our sponsors, participants and the workers who volunteered their time this winter! Be sure to have your voice heard at our annual AGM. See you all soon!



Cars on Ice Executive

VRCBC Kart Night

Tuesday, March 17, 2015
Fast Track Indoor Karting



META Member:

It's my pleasure to invite all META members to join the VRCBC in an evening of kart racing at Fast Track Indoor Karting (5760 Production Way, Langley).

This will be similar to the kart nights we've held in the past at the Richmond track, with teams of 3-4 drivers in a one-hour enduro format. By all accounts, this is an even better facility than the Richmond track –wider, safer, better lit, and more fun.

But the same price as before: \$40 per driver.

The green flag drops at 8:00 pm, which means that you have to be there before 7:30 pm to get registered and attend the briefing. We at VRCBC are all looking forward to racing with our friends in META.

Come on out and have a great time.

If you want to race, just send an email to Gayle Baird (gaylebaird@telus.net).

Tedd McHenry
President, VRCBC



2015 Spring Annual General Meeting

March 15th – 10:00 a.m. (Coffee served 8:30 a.m. – 10:00 a.m.)

Location:

Delta Town & Country Inn 6005 Highway 17A (at Hwy 99), Delta, B.C.

Room: Ballroom

Date: Sunday, March 15th

Time: 10: a.m. – 3:00 p.m

Proposed Agenda

- | | |
|--|--------------------------------------|
| 1. President's Welcome | 6. Discipline Director Reports |
| 2. Reports from Affiliated Clubs | 7. Executive Reports |
| 3. Discipline Meetings | 8. Old Business / New Business |
| 4. LUNCH | 9. Elections – President & Secretary |
| 5. Special Guest Scott Hargrove - presentation | |

Event Administration Training Seminar (EATS) 2:30 p.m. – 4: 30 p.m.

LUNCH: A soup and sandwich buffet will be served at the cost of \$8.00

Please advise:

- 1) if you plan to attend the General Meeting AND 2) if you will be attending the Lunch Buffet

R.S.V.P. Gayle Baird at secretary@caccautosport.org BEFORE March 8, 2014



2015 RACE OFFICIALS LICENSES SAFETY MARSHALS LICENSES

MAIL-IN FORMS WILL NOT BE ACCEPTED FOR 2015
THE ONLINE FORMS MUST BE USED

Before you apply online for your 2015 license you will need to scan the following items and attach the scans to your application:

- your 2015 club membership card in an affiliated club
- proof of recent experience (a scanned Officials Log Book)
- a passport sized recent head and shoulder photo – in JPG format
- if you choose to provide the annual waiver form please use the electronic signature format for online applications by choosing the SIGN NOW blue button

PLEASE REMEMBER YOU MUST RENEW YOUR CLUB MEMBERSHIP BEFORE APPLYING FOR
YOUR NEW LICENSE

THANK YOU FOR YOUR PATIENCE

Online license applications can be found on the CACC Website

<http://www.cacautosport.org/forms/>

Officials Licensing Administrator: Doug Floer, race_licensing@cacautosport.org

Track Officials Director: Tasma Wooton, track.officials@cacautosport.org

Please note the following for *Officials License Application:*

Marshals: All new marshal licenses will be novice grade.

Senior marshal licenses: will be approved by the Officials Discipline Chairman with proof of required experience.

Senior marshal renewals: must be accompanied by a copy of their log book **signed by the Discipline Chairman (Flag Chief) stating that the minimum participation requirement was met in the prior year.**

Just a reminder to you *delinquents*
who have not renewed your membership in META.

The deadline is March 31st.



March 31st

META Members who have not renewed.

Sion Davies
Albert Duncan
Stanton Guy
Bernie Hamm
Steve Hocaluk

Jerold Klassen
Ida Knoll
Kevin Kochi
Ian McMahan
Keith Robinson

Tim Roche
Andrew Slater
Bernice Zosiak
Mike Zosiak

This will be the last issue of your Mayday unless dues are paid by March 31st

Membership

C/O Thomas Liesner, 8849 143A Street, Surrey, BC V3V 7P7

Name: _____

Address: _____

City: _____ Province/State _____ Postal Code _____

Phone No _____ E-mail Address: _____

PLEASE MAKE CHEQUES PAYABLE TO META or *Renew on-line by PayPal or credit card at*

<http://meta.bc.ca/wordpress/forms>

Membership cost is \$25 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail

Submitted by Mike Bailey

VRCBC Members:

The March meeting will be a kart night at [Fast Track Indoor Karting](#) (5760 Production Way, Langley), on Tuesday, March 17, 2015. See my previous email for details.

It's that time of year where a lot of great events happen. Here's a preview of some of the things coming up.

CACC Spring Annual General Meeting

The spring AGM will be held Sunday, March 15 at the Delta Town & Country Inn, 6005 Highway 17A (at Hwy 99), Delta, BC. This is where the CACC business related to vintage racing is conducted, including formal acceptance of the eligibility rules proposal. If you have a vintage license I encourage you to come to the meeting.

Vancouver International Auto Show

The [auto show](#) will be Tuesday, March 24 to Sunday, March 29, at the Vancouver Convention Centre, 1055 Canada Place, Vancouver, BC. Thanks to Mike Kaerne, we're going to have a fantastic booth there (which we'll share with the sports car club, and possibly some other affiliated clubs). It's going to take a lot of volunteers to keep the booth manned throughout the show, but it's also a great opportunity for us to promote the club and the BCHMR to a wide, car-enthusiastic audience. If you can spare a few hours to help at the booth (and get a free pass to the auto show), email me and I'll put you on the list (tedd@mchenry.ca).

Lapping Day

The first on-track event of the year will be a lapping day at Mission, on April 4. This will be run under CACC lapping rules, not regular practice day rules. There will be four groups, including two groups of "street car" lappers. So Vintage CW will run with regular CW and Vintage OW will run with regular OW (as usual). There will not be an instruction, so only experienced racers will be allowed to run. Contact SCCBC for details.

BC Classic & Custom Car Show

The [custom car show](#) will be April 17-19 at the Tradex centre, in Abbotsford. As in past years, we'll have a booth there to promote vintage racing and the BCHMR, and we'll be needing volunteers to man it. Please contact me if you can spare a few hours to help out at the booth (tedd@mchenry.ca).

Lots of great things coming up in the next few weeks!

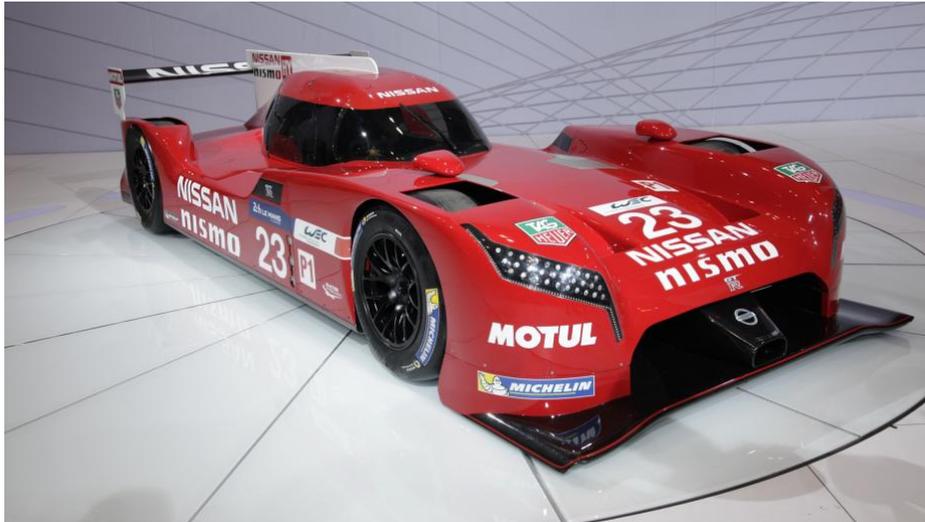
Tedd McHenry

President, VRCBC

From: <http://autoweek.com/article/sports-cars/nissans-wild-gt-r-lm-nismo-crazy-enough-work>

Is Nissan's wild GT-R LM NISMO crazy enough to work?

FEBRUARY 13, 2015



The Nissan GT-R LM NISMO is making an appearance this week at the Chicago Auto Show. PHOTO BY NISSAN
Front-engined, front-drive LMP1 Le Mans contender is more than marketing hype, Nissan insists
Nissan likes to be different, and it has proven as much recently in the motorsports world with the DeltaWing and ZEOD RC Garage 56 experimental race cars at the 24 Hours of Le Mans.

So ... we were expecting something out of left field as we awaited news of its 2015 FIA World Endurance Championship LMP1 challenger. And we got it during the Super Bowl Sunday unveiling of the new GT-R LM NISMO.

A front-engined, front-wheel-drive race car stands conventional motorsports thinking on its head. Thus the big question is whether Nissan chose to be different here in the interests of maximizing its marketing capital, or does it really believe in a concept that pushes aside more than half a century of motorsports convention? Speak to GT-R LM technical director Ben Bowlby, and you are left with little doubt that it's the latter. The architect of both the DeltaWing and Nissan's ZEOD RC is arguably the most creative mind in the sport.

His arguments make sense; here's a stab at explaining his radical concept in layman's terms:

The LMP1 rule book is draconian in the extreme when it comes to limiting the scope for lateral aerodynamic thinking at the rear of a car, but it allows much more freedom at the front. The problem is exploiting those freedoms in a conventional mid-engined LMP1 car because a mid-engined layout means you have a big, fat monocoque up front, and its prescribed dimensions get in the way. On the other hand, a front-engined car is more aero-exploitable up front because an engine is narrower than a monocoque.

So put the engine up front, free up your sidepods by packaging the cooling systems neatly in the front, and you can take the air from the front diffuser through the car rather than sending it out the sides.

But why front-wheel drive? Getting a modern LMP1 car down to the 870-kg (1,918-pound) minimum weight limit when it is packed with powerful and heavy hybrid systems is a challenge. Putting a great big propshaft through the car to drive the rear wheels through a gearbox on the rear end isn't the lightest solution.

With all that weight and downforce on the car's front, the kinetic energy retrieval system, also mounted up front, is potentially more efficient than that of its rear-engined rivals because of the greater loads involved. Using that retrieved power in short bursts at the rear allows narrower rear tires in the name of drag reduction. "It's all about how fast you release the energy -- think about a stick of dynamite," Bowlby said. "We want to release the energy very quickly to get the car back up to speed very quickly because it's nice to spend lots of time at high speed."

“The key is to store the energy and then release it very quickly, and that’s what makes our system very competitive, providing us with a good amount of power from the [energy-recovery system], which we can add to the internal combustion engine’s driving power.”

The front-wheel-drive Nissan runs 14-inch wide tires at the front, but has only 9-inch tires at the rear.

“This is due to the way that mass is distributed in the car,” Bowlby continued. “We have moved the weight bias forward to give us traction for the front-engined, front-wheel drive, and we’ve also moved the aero forward, so we’ve moved the capacity of the tires forward to match the weight distribution.

“So the aero center of pressure, the mass center of gravity and the tire capacity are all in harmony, and that means we have bigger tires at the front than the rear.”

The new Nissan retrieves its energy from the front axle, and while the plan is to return it to the rear wheels, the energy might go only to the fronts this year (see sidebar, below). Nissan aims to run in the highest of the four LMP1 sub-classes, which allows for eight megajoules of energy to be returned to the track over the 8.47-mile lap of Le Mans.

“The more megajoules you have, the faster you go,” said Bowlby. “The challenge is to package a big, powerful energy-recovery system without going over the weight limit, and that is very hard to do.”

Indeed, Bowlby and Nissan reckon the numbers add up, at least for the unique demands of Le Mans, where top speed is everything. But there are inevitably question marks. Like the issue of putting something like 550-1,000 hp through the front, steered wheels (see sidebar, below).

Nissan asks us to be patient as we await answers. Its global motorsports boss, Darren Cox, talks about being “credible in year one.” But cynics might suggest the Nissan GT-R LM NISMO is already hitting its targets: It is gaining column inches around the world for the GT-R LM’s unusual appearance and off-the-wall approach.

Yet Cox insists Nissan didn’t go down this road just to be radical for radical’s sake. But the suspicion remains that a manufacturer that probably doesn’t have the same kind of resources as Le Mans rivals Audi and Porsche has come up with the ultimate get-out-of-jail card, to be played with the words “We dared to be different.”

We’ll find out soon enough, when Nissan’s two-car effort for the full FIA WEC season -- boosted by a third car for Le Mans and the Spa round in May -- begins at the Six Hours of Silverstone in the U.K. on April 12.

Nissan GT-R LM NISMO: What We Know So Far

--The Nissan is powered by a 3.0-liter twin-turbo V6, with a gearbox ahead of it driving the front wheels.

Output is somewhere in the region of 550-600 hp.

--The car retrieves kinetic energy through its front axle.

--Nissan plans for the retrieved energy to be deployed to the narrow 9-inch rear wheels, creating an all-wheel-drive effect.

--Marc Gene, Olivier Pla and Harry Tincknell are the drivers confirmed for Nissan’s two-car assault on the full WEC season, which begins at Silverstone in April and includes the 24 Hours of Le Mans. Nissan has announced only Tsugio Matsuda as a driver for the Le Mans-only third car.

What We Don’t Know

--Whether the GT-R LM will be four-wheel-drive in year one. Nissan has admitted it might be forced to retrieve and deploy hybrid energy at the front axle this season in order to hit the 870-kg minimum weight limit.

--Nissan is keeping details of the hybrid system secret, at least for now. Autoweek understands it to be a fully mechanical system built by U.K. transmission specialist Torotrak. That would mean driveshafts running from what are believed to be twin flywheels located in the monocoque.

--What hybrid class the Nissan will run hasn’t been decided. Whether it can reach the highest sub-class that allows for 8 megajoules of energy to be deployed over the 8.47-mile lap of Le Mans remains unknown. Also unknown is whether Nissan is willing to put such a large amount of additional power -- which could boost the output of the GT-R’s output to well over 1,000 hp -- through only the front wheels if the all-wheel-drive setup remains on the sideline.

By Gary Watkins

Bernie Hamm
Auto Technician "The Doctor"

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Mission, BC



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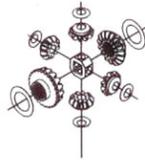
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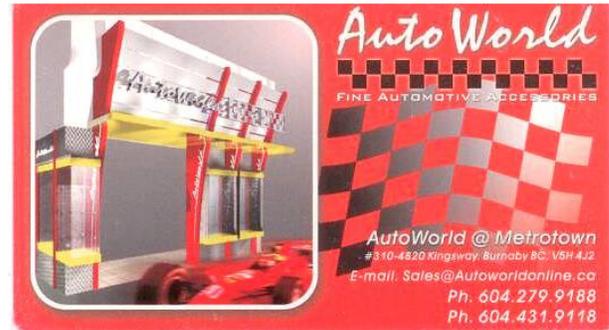
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