



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every month, except December. Publication deadline is the 30th of each month. Submissions may be e-mailed to the Editor.

Produced in Canada.

Next META meeting will be

March 27, 2024

Our meeting location this month will be via Zoom Video Conferencing
Meeting invite/link will be sent by email the day before the meeting

SPEED READING

Mar 9	CACC AGM – Via Zoom	10:00am	Your House
Mar 13	SCCBC Meeting – Via Zoom	7:00	Your House
Mar 16	12 hours of Sebring	IMSA	Sebring, FL
Mar 23&24	Driver Training – SFMC	SCCBC	Mission, BC
Mar 23&24	Karting Race #1 - GM Raceway	WCKC	Chilliwack, BC
Mar 24	Thermal Club Challenge	Indycar	Thermal, Ca
Mar 27	META Meeting – Via Zoom	7:00	Your House
Apr 10	SCCBC Meeting		
Apr 13&14	Double Regional – PIR	SCCA/OR	Portland, Or
Apr 13&14	Karting Race #2 - GM Raceway	WCKC	Chilliwack, BC
Apr 20	Long Beach Grand Prix	IMSA	Long Beach, Ca
Apr 20&21	Lucky Dog Racing-7+8hr – TRMP	LDR	Shelton, Wa
Apr 21	Long Beach Grand Prix	Indycar	Long Beach, Ca
Apr 24	META Meeting		
Apr 27&28	CACC Race #1 – SFMC	SCCBC	Mission, BC
Apr 27&28	ICSCC Race #1 & #2 – PIR	CSCC	Portland, Or
Apr 27&28	24Hrs of LeMons – TRMP		Shelton, Wa
Apr 27&28	Spring Sprints – PR	SOVREN	Seattle, Wa
Apr 28	Grand Prix of Alabama – Barber	Indycar	Birmingham, Al

Please check with the event organizer to confirm event status



*SCCBC
Drivers Training
March 23 & 24*

*Speed Fanatics Motorsport Circuit,
Mission, BC*

(Flag marshals required on Sunday only)

Notice of 2024 CACC Spring Discipline and Annual General Meetings

The 2024 CACC Spring General Meeting will be held on Saturday, March 9 at 10:00 AM using a Zoom online meeting session. Discipline meetings will be held in the weeks leading up to the general meeting as per the schedule below, also using a Zoom online meeting session.

Previous Meeting Minutes

Minutes from previous discipline and general meetings may be found on the [CACC Minutes page](#).

Attendee Requirements

Please note that you must have your 2024 CACC Competition or Officials license in order to vote at the general meeting. If you plan to attend and vote in any discipline meeting, you must hold a 2024 CACC license endorsement for that discipline.

CACC Spring 2024 Annual General Meeting Agenda

1. President's Welcome
2. Executive Steward Report
3. Discipline Director Reports
4. Smart Legacy Fund Committee Report
5. Women in Motorsport Committee Report
6. Reports from Affiliated Clubs
7. Executive Reports
8. Old Business
9. New Business
10. Adjournment

Meeting Link:

CACC General Meeting Saturday, Mar 9, 10:00 AM [CACC General Meeting Link](#)

Doug Floer

CACC Secretary



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.

Eric Dand
Barb Moewes
Paul Newhouse
Bryan Nuttall
Stacey Reeves

Dallis Smith
Darcy Smith
Pam Stec
Tasma Wooton
Kurt Young

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

From Motorsportmagazine.com

Submitted By Bruce Yeo

https://www.motorsportmagazine.com/articles/single-seaters/f1/racing-marshals-real-heroes-who-sometimes-pay-the-ultimate-price/?utm_campaign=2708605_ED_F1%20%E2%80%93%200060324%20%E2%80%93%20Retro%20Bahrain&utm_medium=email&utm_source=emailCampaign&dm_i=4DIP,1M1Z1,6GIC4N,7KE7S,1

Racing marshals: real heroes who sometimes pay the ultimate price

Author: Matt Bishop

March 5, 2024

On the anniversary of Tom Pryce's death in the 1977 South African GP, Matt Bishop remembers the other man killed that day: Frederik Jansen van Vuuren, as well as his fellow F1 marshals who lost their lives in the service of the sport they loved

The 1977 South African Grand Prix took place exactly 47 years ago, to the day. The headline of Denis 'DSJ' Jenkinson's Motor Sport report was a prosaic one, since it consisted of the five words 'The South African Grand Prix'. The standfirst immediately below added six more words – 'Ferrari and Lauda back on form'. In terms of accuracy, neither headline nor standfirst could be faulted, for in both the previous grands prix, which had been run in Argentina and Brazil, Niki Lauda had been beaten by his new Ferrari team-mate Carlos Reutemann. In Buenos Aires, Reutemann had finished third; Lauda had retired on lap 21 with a broken fuel metering unit. A fortnight later, in Sao Paulo, Reutemann had won, beating pole man and reigning world champion James Hunt's McLaren fair and square; Lauda had finished third, albeit 1min 48sec behind his team-mate. In the six-week gap between Brazil and South Africa, Lauda had been toiling away at Fiorano, working hard to tailor the 312 T2's handling to his liking, and he had arrived at Kyalami brimming with confidence. He duly won, while Reutemann finished only eighth.

What Motor Sport's 1977 South African Grand Prix headline/standfirst combo did not disclose, which omission still has the power to shock any modern reader who may stumble across it today, was that on lap 23 a 19-year-old marshal, Frederik Jansen van Vuuren, lifted up a large and heavy fire extinguisher, ran with it across the track to douse Renzo Zorzi's lightly smouldering Shadow, and, misjudging the time available before the arrival of the other Shadow, which was being driven at full pelt by Tom Pryce, was torpedoed in a violent accident that killed both marshal and driver outright. DSJ revealed that detail on the final page of his lengthy report.

Pryce was just 27 when he died, yet he had already shown enormous promise, having bagged two grand prix podiums (at Osterreicring in 1975 and at Interlagos in 1976), a pole position (at Silverstone in 1975), and a non-championship Formula 1 win (the Brands Hatch Race of Champions in 1975). He had wondrous natural car control, and he was freakishly quick in the wet. Indeed, on the weekend on which he met his maker, there were four practice sessions, and in the first two it rained heavily. His Shadow was by no means a competitive car in early 1977 — at Kyalami he managed only P15 in it in qualifying when the track was dry, and Zorzi only P20 — but when the heavens opened Pryce topped the time-sheets, opposite-locking his way to a lap time 1.56sec quicker than anyone else's. It is said that Colin Chapman was in the process of lining him up to be Mario Andretti's team-mate at Lotus for 1978, a drive that instead went to Ronnie Peterson. Since the 1978 Lotus 79 turned out to be one of the greatest cars in F1 history, and considering Andretti easily won the 1978 drivers' world championship in it, it is more than likely that Pryce would have won races with it. Indeed, he might then have gone on to enjoy a magnificent F1 career. We will never know.

I did not meet him — when he died I was just 14 — but those who knew him say that he was a truly lovely man, gentle and self-effacing, his North Wales accent soft and lilting. In the fall-out from the tragedy of Kyalami, a few grief-stricken British journalists could not resist scolding Jansen van Vuuren in print, and in a sense you could not blame them. A marshal's rash error had killed an innocent, popular and gifted driver, after all. On the other hand the result of his mistake — his own death — was a terrible punishment. And, lest we forget, he was only 19, proud and delighted to be working at a grand prix for the very first time.

During the years in which I have been working in F1, three marshals have lost their lives while on grand prix duty. At Monza in September 2000, 33-year-old Paolo Gislimberti was killed by a wheel that flew off Heinz-Harald Frentzen's Jordan, which had become entangled in a lap-one shunt at the second chicane. At the time of Gislimberti's death his wife Elena had been expecting their child. Lisa was duly born in December 2000, three months after her father's passing. Now 23, she follows Charles Leclerc, Lando Norris and Alex Albon on Instagram, which I find poignant in the extreme; but it also shows us that, although all lives end, life itself always goes on.

Heartbreakingly soon after that calamity, at Albert Park in March 2001, 52-year-old marshal Graham Beveridge was also struck by a flying wheel, this time one that had detached itself from Jacques Villeneuve's BAR, which had collided with Ralf Schumacher's Williams on the approach to Turn 3. The race was won by the elder Schumacher, Michael, who confirmed that Beveridge had died during the post-race press conference. After the deaths of Beveridge and Gislimberti, the FIA decreed that F1 cars' wheel tethers be strengthened, which regulatory modification was enacted for the following season.

Soon after the end of the 2013 Canadian Grand Prix, 38-year-old marshal Mark Robinson accidentally dropped his walkie-talkie radio, stumbled as he stooped to retrieve it, and fell under the wheels of a six-tonne mobile crane that was being used to recover Esteban Gutierrez's Sauber, which he had spun off the track on lap 64. Robinson was taken to Montreal's Sacre-Coeur Hospital, where he died later that evening. A little less than three weeks afterwards, on the Friday before the British Grand Prix, the Silverstone marshals organised a minute's silence in Robinson's honour, and many of that year's F1 drivers attended it. When the minute was up, I remember that they all joined in a spontaneous round of applause.

All three tragedies were caused by freak accidents. But then accidents are by definition freaks. Thankfully, deaths of any kind have been very rare in F1 this century, but motor racing will always be dangerous. The drivers who strut their stuff inside the cockpits are daring, but the marshals who guard them are heroic. What is more, they are unpaid volunteers. So, today, yes, please raise a glass in memory of Tom Pryce, who lost his life at Kyalami on this day 47 years ago. But also toast the lad who died with him, Frederik Jansen van Vuuren, and three of his confederates who perished more recently, Paolo Gislimberti, Graham Beveridge and Mark Robinson. Please also remember their families and friends, who grieve for them still. And never forget that if it were not for men and women like them, there would be no motor racing at all.



From: <https://www.facebook.com/braydon.arthur/>

Braydon Arthur

Big News!

In 2024 I will be competing in the Toyota GR Cup series, piloting the #34 JMF Motorsports Toyota GR86!

I am extremely excited to be competing in this ultra competitive series and even more thrilled to be doing it with a very competitive team. I am very pleased to have been welcomed into the JMF Motorsports family, and can't wait to get to work!

The Toyota GR Cup is a 7 round, 14 race series held from coast to coast following the SRO America calendar. The season kicks off at Sonoma Raceway on April 5-7!

Thank you to everyone who has worked very hard to get me here and to everyone at JMF Motorsports for this massive opportunity. Let's go racing!

2024 GR Cup Schedule

April 5 to 7	Sonoma Raceway (Sonoma, California)
May 3 to 5	Sebring International Raceway (Sebring, Florida)
May 17 to 19	Circuit of the Americas (Austin, Texas)
July 19 to 21	Virginia International Raceway (Alton, Virginia)
August 16 to 18	Road America (Elkhart Lake, Wisconsin)
September 6 to 8	Barber Motorsports Park (Birmingham, Alabama)
October 4 to 6	Indianapolis Motor Speedway (Indianapolis, Indiana)





The Sprite-Midget Challenge group holds races for Austin Healey Sprites and MG Midgets on the west coast. The goals are to have fun, build comraderie, and race these great, affordable cars competitively and safely.



June 28-30
Pacific Raceways
Kent, Washington

*Fans are warmly
welcomed in our
paddock area!*



August 10-11
Mission Raceway Park
Mission, British Columbia



August 31-September 1
Portland International Raceway
Portland, Oregon



Find out more at our web site sritemidgetchallenge.com

10 Years in a Flash (Now 20 years!)

A Review of the River's Edge

Written by Pamela Stec

Have you noticed that as we nudge, ever so slowly, towards those gentler years that time seems to race by with reckless abandon? While we are trying to slow down and enjoy life, life itself seems determined to pick up the pace and speed past us while we are checking, with disbelief, the wrinkles in the mirror.

At a meeting earlier this year Terry Ward reported on the number of rental days that were already booked for the track. It was only January and there were 22 days reserved! That push-started me on a trip down memory lane; to the days when we first started racing at Mission. With a start I realized that this is our 10th year of hosting race events at the River's Edge!

TEN YEARS ... how did that happen? So much time and effort is spent on what needs to be done that we sometimes lose focus of what's already been accomplished. We forget how far we've come. Ten years seems to me a good time to reflect on where we have come and how we got here. To bathe a moment in our successes; to reflect and take pride, in our Mission Accomplished.

There has been a huge turn-over in the Sports Car Club of B.C.'s membership over the past ten years. And while, thankfully, some of the past members have returned recently, the club has a large number of members on our 2002-2003 membership list who were not with us at Westwood, and were not with us when Mission was first opened. 257 of them! For those of you who were there, this is a rambling collection of memories (mine and others) of the times that were a lot tougher than they are now. When only the dream of having a home again kept us going back to Mission, weekend after long cold weekend, to dig in the mud, erect the fences, and tie together endless bundles of tires. For those who were not there, perhaps this will give you some appreciation of how our club has worked hard to keep road racing alive in B.C., of how little we started with, and of how so few accomplished so much by refusing to give up. In the early spring of 1991 a small band of long time loyalists gathered at Westwood to salvage the last tattered remains of a dream. The dream of the 1950's when founding and early members of the Sports Car Club raised funds through the sale of debentures to carve a 1.8 mile road racing circuit in the forested mountains of Coquitlam. After more than 30 years the dream dissolved with the Provincial government who sold the leased property to developers. Today, where deer and bear roamed the curves of Westwood, yet another golf course lies. Salvaged from the Mountain were sections of guard rail, and the bolts & washers needed to rebuild them, flag poles, lamps, speakers, tables, chairs, scoring and safety equipment, air conditioners and a large quantity of odds and ends. Temporary homes were found for these tangibles, but our hearts were left behind.

While moral was low, it was not extinguished. When the doors of opportunity were closed on New Track Development Committee again and again, a window opened at Mission. The B.C. Custom Car Association, who themselves had fought a long and difficult battle after their facility was closed, had succeeded in building a drag strip along side the Fraser River in Mission. They agreed to let us stage a driver's school in 1992. The flame was fanned. In 1993 we held 2 drivers' trainings and a practice day at Mission. The number of participants was growing, and the membership benefited from their enthusiasm. It was time to consider the possibility of developing the site enough to host amateur road racing. There was no keyhole turn at what we now call 8 – 9. Just a straight stretch from the current turn 7 to a 90 degree left hander onto the drag strip, and an unforgiving concrete wall if you screwed up the exit. The "paddock" was the area off driver's right exiting turn 7 where the drag scales are. It was also the mini sprint paddock area. They had a little dirt oval track in front of the building that still sits in that area today. That was their control tower and concession. There were no CASCADE curves then in what is now known as the 4-5-6 combination. And there was precious little money in the bank.

The hard reality was if we did not take the chance, and spend what little we had, there was little hope for the club. At the end of the last year at Westwood membership was well over 300. At the end of 1992 it was less than 90. The hosting of those drivers' schools not only put some much needed capital in the bank, it was also a huge boost to club moral. The small group of believers was growing.

The work parties, even in the freezing days of January & February, pushed on. Assets that had been put into storage upon the demise of Westwood were loaded onto trailers and brought out to Mission. Pieces of the old guard rail from the Mountain High track today line the hot pit at River's Edge. It was a very proud moment when the old flag poles were raised once again to fly the Canadian, BC and US flags at our track. Bob Randall had for many years lovingly raised those flags at Westwood, and it was a special time for us when Bob could see them flying again.

The Cascade Sports Car Club, who organizes the ICSCC races at Portland, was and is a strong supporter of our club. Their members donated, up front, \$5000.00 US to the development of Mission. Their faith in us strengthened our resolve. The funds were used to pave the Cascade Corners. The money raised at the schools covered the cost of our final turn onto the front straight and paved the hot pit. The old registration trailer from Westwood was dusted off and installed as the tech building. Bob McGregor helped us complete a deal with the folks who were storing our club house trailer. They kept the old trailer, which they had set up as surplus office space, and supplied us with the club house building we have today. Local cedar broker, **Anglo American Cedar**, for a song, gave us the old flat bed trailer that is the foundation of our race control & timing building. **Lumberland** and Anglo donated much of the building materials. Club members and other supporters provided the plan, the tools, and all the labour. The old timing and scoring equipment was dusted off by the Forsters and lugged into the "tower".

Our first ASN sanctioned race was held in April of 1994. The starters' tower was Robert Currie's pick up truck, backed up to the cement wall. Fire bottles, brooms, shovels, flags and other equipment that for three years had only seen the light of day for the Vancouver Indy races and some driver training schools, were brushed off, re-charged and loaded up by Mike Zosiak's Emergency crew. META marshals returned in force to their "home" track. Entries were low, but enthusiasm was high. A second ASN event was held in May and still the scramble was on to ready the track for the Grand Opening weekend in July, Mission's first International Conference of Sports Car Clubs event. Would our friends from south of the border make the trek up to our little track? Compared to Seattle and Portland with their running water, electricity, concessions and long, curbed tracks, Mission wasn't much. But it was hard won and we were proud of what we had accomplished. Preparations for the big event, which included a ribbon cutting ceremony with guests from Molson Indy Vancouver and BC Custom Car Assoc, and a parade lead by Greg Moore, Ross Bentley, Frank Allers, and the club executive, and included the many who had worked so hard. Speeches were made in the blistering heat of a cloudless mid July day. When the gates were opened I wanted to be there to personally thank every driver and crew that arrived. As President of the club, I felt personally responsible for the gamble we were taking. I was soon overwhelmed. We all were. The lined up drivers at registration were full of good cheer and congratulations. As the day progressed the cars literally tore up the new pavement in the back curves and turn 9. Hasty repairs were made overnight with quick-setting concrete. After all was said and done, the entries totaled 150. A record that remained unbroken for several years. And here we are, 10 years and thousands of dollars later, expecting to break the entry record of 212 set last year at the 2002 Anniversary Weekend. The track is longer, the paddock is paved and everywhere you look are signs of growth. To all of those who have earned a blister, a bump, or broken jaw, enjoy this weekend... you know it is all about you. For those who have yet to taste the sweet flavour of success, jump in for the next 10 years. There is always room on our wagon.

Bernie Hamm
Auto Technician 'The Doctor'

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Rear Ends Only



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