



# 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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**December 2011**  
**Volume 36 Issue # 12**

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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.

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

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

## SPEED READING

Dec 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<b>Jan 7&amp;8</b>	<b>Ice Race # 1 -- Barnes Lake</b>	<b>WCIRABC</b>	<b>Ashcroft, BC</b>
Jan 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<b>Jan 21&amp;22</b>	<b>Ice Race # 2 -- Barnes Lake</b>	<b>WCIRABC</b>	<b>Ashcroft, BC</b>
Jan 25	META Meeting – Boston Pizza	7:30	New West, BC
<b>Jan 28</b>	<b>META Banquet – Guildford Golf and Country Club</b>		<b>Surrey, BC</b>
<b>Feb 4&amp;5</b>	<b>Ice Race # 3 and Enduro -- Barnes Lake</b>	<b>WCIRABC</b>	<b>Ashcroft, BC</b>
Feb 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<b>Feb 18&amp;19</b>	<b>Ice Race # 4 -- Barnes Lake</b>	<b>WCIRABC</b>	<b>Ashcroft, BC</b>

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline 604-475-0583 or check the website <http://www.carsonice.ca/> before traveling.

## *Congratulations*

*to the*

*2012 META Executive*

*President: Mike Bailey*

*Vice President: Tasma Wooton*

*Treasurer: Manfred Zumm*

*Secretary: Jerold Klassen*

*Many thanks to the 2011 executive  
for your continued hard work*



*Please note: There will be no META meeting in December.*

*Have a Merry Christmas and a  
Happy New Year*

## *Presidents Report*

November was the time for the ICSCC, SCCBC, & VRCBC Banquets. As always META was well represented at the two banquets I was able to attend and both were fun. As one can imagine the MC, Mike Tate, at the VRC banquet (or Gala as they like to refer to it as) entertained as only he can.

I apologise that I missed the CACC Fall General Meeting this year, unfortunately working graveyard shift took its toll and I ended up sleeping instead. However Ann Peters is our new worker licence director.

November also saw our AGM, which had a disappointingly small turnout, although there were enough people for a quorum. The executive remains unchanged, and all positions were re-elected by acclamation.

As I was looking over the first few Mayday newsletters, and reading one that is exactly 35 years old, I came across something interesting in the November 1976 issue (Volume 1, No. 8- [http://meta.bc.ca/newsletters/Vol1/Vol.1\\_No.8.pdf](http://meta.bc.ca/newsletters/Vol1/Vol.1_No.8.pdf)).

*“Roger felt that lack of training was one of the major problems of M.E.T.A. and said he would like to see a complete training program instituted. This would include a new workers manual and would, hopefully, result in our having the best workers in the Pacific Northwest.”*

Does that sound familiar? I know a big part of our training issues these days has more to do with manpower and new people to train, however come The Streets of Surrey race in 2013 we will need to have a real training program in place, as with a major event we do tend to draw interested individuals - something that we have lacked since the last Vancouver Indy race.

The truth is that only the truly devoted volunteer for club races, unless it is a required prerequisite to work a pro race. It should be noted that I am no longer qualified to work a pro race since I only have two race days to my credit this year, and never bothered to get my log book signed for either one.

That said, I probably will be involved more in the organizational end of the Streets of Surrey race helping Ryan with the various behind the scene things that need to be taken care of.

Incidentally the Organizers of the Streets of Surrey race are looking for sponsors, if you have a contact that can help with getting sponsorship please contact Ryan through their web site: <http://www.surreyrace.com>.

### **Question of the month:**

This month I again have a two part question.

**Q:** *Who was the youngest driver to ever win an Indianapolis 500 race?*

*Who was the youngest driver ever to win a CART-sanctioned race?*

Answers can be sent to [webmaster@meta.bc.ca](mailto:webmaster@meta.bc.ca), please put **“Mayday Answer” in the subject line** - All parts of the question(s) must be answered, and a prize goes to the first correct answer. Don't assume someone has given me a correct answer, it is always interesting to read replies from club members, sometimes I learn something.

### **Answer to last month's question:**

**A:** *Joseph F. Kennelly, who died September 16, was the last living pre World War II Indianapolis 500 participant.*

Ian McMahon, one of our regular winners, gave me the first correct answer, so receives a prize from <http://greenflagimports.ca>.

James Dallimore also answered correctly.

*Mike*

# Indianapolis 500 Era Ends As Riding Mechanic Kennelly Dies At 97

By Donald Davidson

Tuesday, September 20, 2011



Photo: Joe Kennelly, right, with driver Johnny Seymour in 1936.

What is believed to be the final link to the treacherous but colorful era of the “riding mechanic” at the Indianapolis Motor Speedway has been severed with the passing of Joe Kennelly, who died Friday, Sept. 16. He was 97.

There are now no pre-World War II on-track participants still living.

Kennelly, born in Seattle but an Indianapolis resident since childhood, rode in the 1936 Indianapolis 500 with former motorcycle racing standout Johnny Seymour, whose sixth and final “500” start came while driving a car which had several local connections. Owned by driver Shorty Cantlon, an Indianapolis resident at the time, the Miller-powered car was sponsored by Sullivan & O’Brien, a downtown automobile dealership which had been in existence for only three years.

Seymour qualified with an average speed of 113.169 mph (10 laps, 25 miles at the time) but lasted only 13 laps before being eliminated by clutch failure.

Kennelly returned in 1937 and rode a few laps of relief at the mid-point for his colleague Freddie Mangold in a car started by Cantlon, but this was the final year for riding mechanics. The role became optional for the next few years, and not surprisingly, there were no takers.

Kennelly, who attended Butler, San Diego and Purdue universities, later hired on at an Allison Engineering plant just south of the Speedway and retired in 1982 after 42 years, having become a superintendent for the Allison Gas Turbine division of General Motors. He returned in 1984 as a consultant and remained as such until 1989.

<http://www.indianapolismotorspeedway.com/indy500/news/show/50802-indianapolis-500-era-ends-as-riding-mechanic-kennelly-dies-at-97/>

## Open House

Roger and Ann will be holding their annual open house

December 10, 2:00pm onwards.

All are welcome to attend

10952 McAdam Road

Delta, BC

604-581-7189

From: <http://auto-racing.speedtv.com/article/indycar-zanardi-wins-class-at-new-york-marathon>

## Zanardi Wins Class At New York Marathon

Four years after his first attempt to win the Handcycle class at the New York Marathon, two-time CART champion Alex Zanardi finally claimed victory on Sunday.

Marshall Pruett

Posted November 06, 2011

One of the most beloved racers in the world continues to inspire his fans and fellow drivers.

10 years after losing his legs in a terrifying crash at the Lausitzring CART Indy car race, the competitive spirit that fueled Alex Zanardi's back-to-back CART titles from 1997-1998 was on display once again as the 45-year-old Italian won his class at the famed New York Marathon.

Topping a field of 93 participants in the Handcycle category (hand-operated three-wheeled cycles), Zanardi won a tight race with Rafal Wilk, edging the Pole by just two seconds with a time of 1 hour, 13 minutes and 58 seconds.

"My 'mission' for this season was to accumulate points to qualify for the Paralympic Games of London 2012," Zanardi wrote on his website, and with two wins prior to claiming the victory on the streets of New York, Zanardi appears to be well on his way to earning his invitation for London next year.

Zanardi, who raced in the World Touring Car Championship from 2005-2009, earned four victories for BMW before switching his full attention to Paracycling in 2010.

## Western Canadian Ice Racing Association of BC

### 2012 SCHEDULE

January 7/8

January 21/22

February 4/5

February 18/19



## **TIME TO RENEW YOUR MEMBERSHIP IN META**

It's that time of year again!!!

Look elsewhere in this issue for the renewal form or you can renew your membership on-line using *PayPal* or *credit card* at:

<http://www.meta.bc.ca/Members/Members.htm#membership>

Thank you for your support.

# *META*

# *AWARDS BANQUET*

*SATURDAY, JANUARY 28<sup>th</sup>*

*Guildford Golf and Country Club*  
*7929 – 152<sup>nd</sup> St*  
*Surrey, BC*

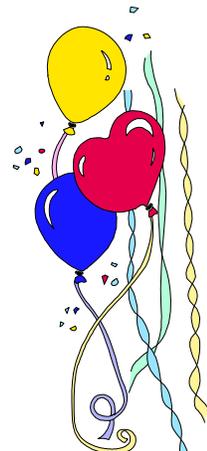
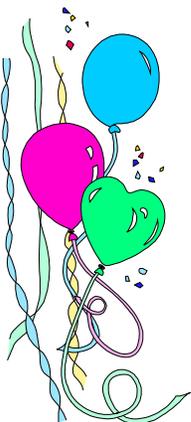
*Tickets \$45*

*This years theme will be the 100<sup>th</sup> Anniversary of the Indy 500*

*RESERVED TICKETS AVAILABLE FROM:*

*Doris Gildemeister: 604-588-9218*

*Tickets will also be available at the January META meeting.*  
*Many thanks to Bryan N. for his work in obtaining prizes*



## DOG FOR SALE :

A guy is driving around the back woods of Montana and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale ' He rings the bell and the owner appears and tells him the dog is in the backyard.

The guy goes into the backyard and sees a nice looking Labrador retriever sitting there.

'You talk?' he asks.

'Yep,' the Lab replies.

After the guy recovers from the shock of hearing a dog talk, he says 'So, what's your story?'

The Lab looks up and says, 'Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the CIA.

In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping.'

'I was one of their most valuable spies for eight years running...

But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals.' 'I got married, had a mess of puppies, and now I'm just retired.'

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

'Ten dollars,' the guy says.

'Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?'

'Because he lies. He's never been out of the yard'



Now there's a statement!!!!!!!

## *Arriba!*

I have signed META for The 2012 Scotiabank Bowl for Big Brothers Classic but not set the date yet, however I expect it will be similar to the date we had last year As always I try my best to work around conflicting dates, so it will be after the end of Ice Racing.

The 2012 Scotiabank Bowl for Big Brothers Classic is taking place February through April at bowling centres throughout the Lower Mainland. As always META welcomes members of SCCBC and VRCBC to join us.

All funds raised from the campaign will support Big Brothers' mentoring programs for at-risk children. Start something - Help them reach their goal of serving 1,051 kids this year. All you need to do is:

Register at [bigbrothersvancouver.com](http://www.bigbrothersvancouver.com) (<http://www.bigbrothersvancouver.com/bowl-for-big-brothers>).

If you registered on-line last year log on using the same username and password this year and most of the information will already be there. I am the registered team captain, so you can search for my name or META to join our team.

Join us for the fun

*Mike Bailey*

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From:

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## Baltimore may end Grand Prix contract if organizers don't restructure, pay debts

By SARAH BRUMFIELD

Associated Press

Nov 7, 6:12 PM EST

BALTIMORE (AP) -- Officials threatened Monday to terminate the city's five-year contract with organizers of the Baltimore Grand Prix if the group doesn't restructure and pay its debts to the city and vendors.

A recent economic analysis showed that the event has potential for growth after its first year, said Kaliope Parthemos, deputy mayor for economic and neighborhood development, in a statement obtained by The Associated Press. But Parthemos said Baltimore Racing Development must restructure itself immediately "to make that a reality."

"BRD must also work immediately to pay debts owed to the City and taxes owed to the City and State by December 31, 2011, aggressively work to repay any debts to vendors, and present a restructured company and management team, or the City will terminate its contract with BRD," Parthemos said in the statement.

BRD organized the three-day Labor Day weekend event and owes the city more than \$1.5 million for services it provided, parking, admissions and amusement tax revenues, and a race event fee, she said. The city is asking to be reimbursed for \$750,000 in city services. That's \$250,000 more than a fee cap in the contract because it includes required services that BRD was supposed to provide.

The city said the racing group is already speaking to the state Comptroller's Office, which collects taxes for local jurisdictions, about a payment plan for the \$487,971 in taxes owed to the city. No tax abatements will be made, the city said.

The Mayor's Office of Economic and Neighborhood Development held a \$250,000 check for the race event fee it received from BRD on Sept. 4, with the understanding that race officials needed to restructure cash reserves. But the group still has not made the payment. "It makes sense. Our structure could be improved," said Jay Davidson, the former CEO who is still involved with BRD. "There's probably too much democracy in our boardroom. I think what they're looking for is someone who can come in and be one voice with authority." The group is interviewing CEO candidates and he believes it will pay its debts, he said.

The group faced significant startup costs in the first year, from buying barriers for the course to paying for lawyers and consultants to navigate its negotiations with the city, Davidson said. The group did well with ticket sales, hospitality and local sponsors, but it will need to do better attracting national sponsors in the future, he said.

Organizers knew they would have debt in the first year, but they ended up with more than they anticipated, Davidson said. He believes the organization owes about \$1.8 million to vendors. BRD is facing lawsuits from investors and vendors. However, the event did show that it could ultimately be profitable, Davidson said. It drew about 160,000 spectators over three days to the 2-mile, 13-turn course on city streets that ran past the Inner Harbor and around Oriole Park at Camden Yards. The IndyCar and the American Le Mans series headlined the event that also featured races from three other leagues. IndyCar has already announced plans to return next Labor Day.

An economic analysis commissioned by the city's tourism bureau said the event generated \$27.6 million from spending by out-of-town spectators, vendors and race organizers and had a total economic impact of nearly \$47 million.

"We certainly understand the position that the mayor is taking and we are still hopeful that those conditions can be met," said Terry Angstadt, president of IndyCar's commercial division. "We are very hopeful that restructuring will happen." The tough part is usually selling tickets and hospitality and BRD did that well, Angstadt said. But there are other costs that can erode a business.

The frustrating thing to Grand Prix booster and City Councilman William Cole is that the group is facing these problems despite the event exceeding attendance expectations and the racing series that participated and many spectators want to come back next year. That points to structural problems BRD has to figure out, he said.

"The big stumbling block is the company itself," Cole said. "We can't fix that. It's not the city's job. If they're not capable of doing it, they need to find someone who can."

# One doesn't need to be an engineer to appreciate this!

A toothpaste factory had a problem: they sometimes shipped empty boxes, without the tube inside. This was due to the way the production line was set up, and people with experience in designing production lines will tell you how difficult it is to have everything happen with timings so precise that every single unit coming out of it is perfect 100% of the time. Small variations in the environment (which can't be controlled in a cost-effective fashion) mean you must have quality assurance checks smartly distributed across the line so that customers all the way down to the supermarket don't get pissed off and buy another product instead.

Understanding how important that was, the CEO of the toothpaste factory got the top people in the company together and they decided to start a new project, in which they would hire an external engineering company to solve their empty boxes problem, as their engineering department was already too stretched to take on any extra effort.

The project followed the usual process: budget and project sponsor allocated, Request For Proposal, third-parties selected, and six months (and \$8 million) later they had a fantastic solution - on time, on budget, high quality and everyone in the project had a great time. They solved the problem by using high-tech precision scales that would sound a bell and flash lights whenever a toothpaste box would weigh less than it should. The line would stop, and someone had to walk over and yank the defective box out of it, pressing another button when done to re-start the line.

A while later, the CEO decides to have a look at the Return On Investment report of the project: amazing results! No empty boxes ever shipped out of the factory after the scales were put in place. Very few customer complaints and they were gaining market share. "That's some money well spent!" - he says, before looking closely at the other statistics in the report.

It turns out, the number of defects picked up by the scales was 0 after three weeks of production use. It should've been picking up at least a dozen a day, so maybe there was something wrong with the report. He filed a bug against it, and after some investigation, the engineers come back saying the report was actually correct. The scales really weren't picking up any defects, because all boxes that got to that point in the conveyor belt were good.

Puzzled, the CEO travels down to the factory, and walks up to the part of the line where the precision scales were installed. A few feet before the scale, there was a \$20 desk fan, blowing the empty boxes out of the belt and into a bin.

"Oh, that," says one of the workers - "one of the guys put it there cause he was tired of walking over..... every time the bell rang".

# ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing.

Please submit to Joe Proud at [jjproudca@yahoo.ca](mailto:jjproudca@yahoo.ca)

Please offer a brief explanation as to why you wish to nominate a given person for an award.

## The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate \_\_\_\_\_ for the President's Award for the following reasons:

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## The META Rookie of the Year

Criteria: The Rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

I wish to nominate \_\_\_\_\_ for the Rookie of the Year for the following reasons:

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## The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate \_\_\_\_\_ for the non - META member Worker of the Year for the following reasons:

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## The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate \_\_\_\_\_ for the Buzz Beley Memorial Award for the following reasons:

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Nomination submitted by \_\_\_\_\_ on \_\_\_\_/\_\_\_\_/\_\_\_\_.  
D M Y

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

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Mission, BC



7076 Mershon Street  
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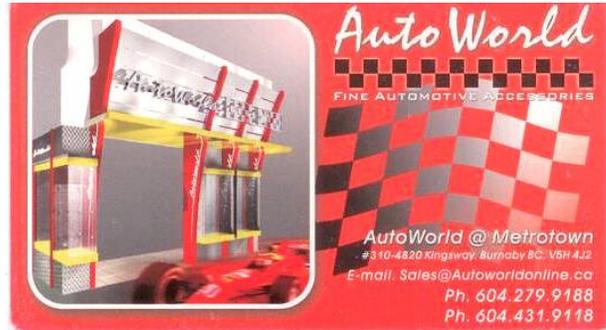
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City: \_\_\_\_\_ Province/State \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone No \_\_\_\_\_ E-mail Address: \_\_\_\_\_

PLEASE MAKE CHEQUES PAYABLE TO META or **Renew on-line by PayPal or credit card at**  
<http://www.meta.bc.ca/Members/Members.htm#membership>

Membership cost is \$20 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail