



# 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/>

**January 2013**  
**Volume 38 Issue #1**

**Next META meeting will be**  
**JANUARY 23, 2013**

**Our meeting location is Boston Pizza**  
**1045 Columbia Street, 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

Jan 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<del>Jan 12&amp;13</del>	<del>Ice Race # 1 – Barnes Lake</del>	<del>WCIRABC</del>	<del>Ashcroft, BC</del>
Jan 23	META Meeting – Boston Pizza	7:30	New West, BC
<del>Jan 26&amp;27</del>	<del>Ice Race # 2 – Barnes Lake</del>	<del>WCIRABC</del>	<del>Ashcroft, BC</del>
<b>Jan 26</b>	<b>META Banquet – Guildford Golf and Country Club</b>		<b>Surrey, BC</b>
Jan 27	Rolex 24 at Daytona	Grand-Am	Daytona, FL
<del>Feb 9&amp;10</del>	<del>Ice Race # 3 and Enduro – Barnes Lake</del>	<del>WCIRABC</del>	<del>Ashcroft, BC</del>
Feb 13	SCCBC Meeting – Sandman Inn,	8828 - 201st	Langley, BC
Feb 16&17	Thunderbird Rally TSD Rally	WCRA	BC Interior
<del>Feb 23&amp;24</del>	<del>Ice Race # 4 – Barnes Lake</del>	<del>WCIRABC</del>	<del>Ashcroft, BC</del>
Feb 27	META Meeting – Boston Pizza	7:30	New West, BC

## *Ice Races Cancelled*

With only 2" of ice and other circumstances beyond their control

**WCIRABC has cancelled their 2013 Ice Race Season**

*Details inside*



*META*  
*AWARDS BANQUET*

*SATURDAY, JANUARY 26<sup>th</sup>*

*Guildford Golf and Country Club*

*7929 – 152<sup>nd</sup> St*

*Surrey, BC*

*Tickets \$45*

*Happy Hour: 5:30*

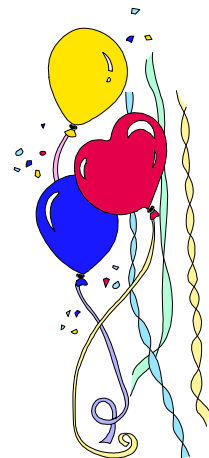
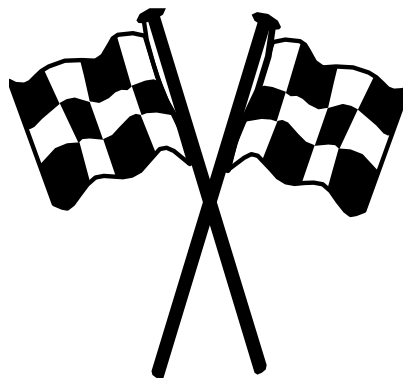
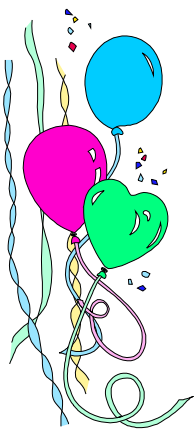
*Dinner 6:30*

*This year's theme will be Jim Clarke*

*RESERVED TICKETS AVAILABLE FROM:*

*Doris Gildemeister: 604-588-9218*

*Tickets will also be available at the January META meeting.*





## *Western Canadian Ice Racing Association of BC*

After 40 continuous years of ice racing in BC, **the 2013 season of the Western Canadian Ice Racing Association's Cars On Ice Championship series is officially cancelled.**

Three factors contribute to this decision:

- Insufficient competitor entries (6 or 7 Rubber to Ice entries, 4 Street Legal entries, 4 Racing Stud entries – received and paid for)
- Insufficient number of volunteers (3 corner workers)
- Not enough ice (barely 2" at a time when we usually have 6 -8")

This has been an extremely difficult decision for the executive to make and we would like to thank all those who have done their best to promote the club, sent in their entries by the deadline, volunteered to work in various positions, replied to emails and have supported us in our efforts to make this season happen.

My apologies to those I encouraged to work on their cars or order tires when I truly believed we would make it work.

Our most heartfelt thanks to those who offered to sponsor us for 2013. We hope you will still consider sponsoring the club in its efforts to organize and promote one of the most fun motorsport events in BC, in the future.

Our thanks to the Ashcroft River Inn for your support of our club for the past two years – we have really appreciated and enjoyed your hospitality. Special thanks to the girls in the bar that never batted an eye at the crowd that descended on them Friday and Saturday nights.

Our thanks to Chris Meakings of Chris's Under The Bridge for his fabulous meals, quick service and especially his deliveries of a hot lunch to the lake for our workers and drivers to enjoy.

Please make sure you pass this information on to your friends that may have talked about coming Ice Racing this year.

We wish you all a Safe and Happy New Year and the Best of Luck for 2013.

Sincerely,

*Sheree Wall*, President

Western Canadian Ice Racing Association of BC

## *Roger's Ramblings*

Happy New Year everybody. New Year' resolution? Yes – I am challenging everyone to write an article for the Mayday each month this year because that's my resolution for this year, starting now.

For those who do not know my racing history – here it is. I hope you will enjoy reading it.

I saw my first race in 1953 in Bern, Switzerland. It was Formula 1. I went with my brother Roland and we set up our tent. Of course, it was raining. The schedule had Formula 1, motorcycles and motorcycles with sidecars. Vittorese, Ascari, Farina and Fangio were a few of the names driving. It was a very impressive race for a 16 year old. My brother was always fascinated by speed and he started building high speed model cars. The track was a circle and the cars were fastened by a steel cable to the centre. It was very popular in Europe and he was very successful racing his cars. At some races, I was his pit crew – not much to do except eat lunch – mine and my brother's – so as you will probably guess, I got fired.

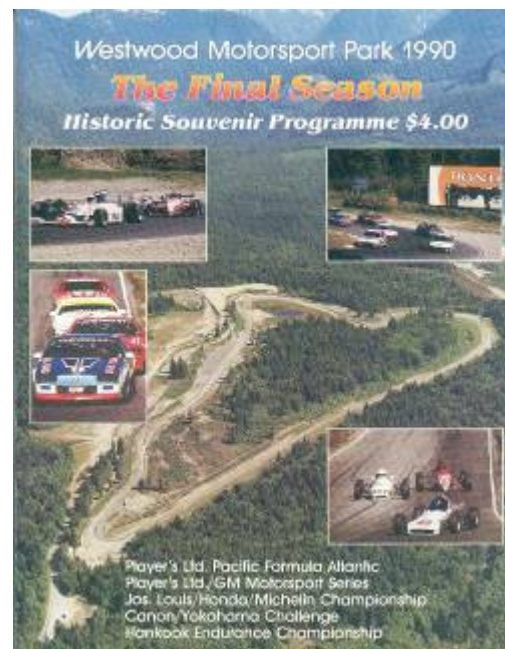
I started my apprenticeship as a baker and racing was put on the backburner until I immigrated to Canada in 1960. I was in Montreal for four years and I saw one race in Mont Tremblant, north of Montreal. It was not until after I moved to Vancouver that I got really involved in motorsport. I met Jim McRae while roller skating in North Vancouver and in 1969/1970, he got me going as Assistant Starter at Westwood. I was hooked, but I had to leave my position as Assistant Starter when a better looking female took my place! I was transferred to Turn Two as a corner marshal for three years. I became a Turn Marshal and in those days the Turn Marshal was responsible for finding their own people to man the track at their turn. Ah yes, the good old days!

Most of my weekends were spent at Westwood, summer and winter. In winter we made sure that all of the drains were working, the generator was working, checked the clubhouse and checked to make sure that there were no break-ins etc. I loved Westwood. It was a very fast and competitive track where if you made a mistake, you paid for it dearly. I truly miss Westwood, especially the 8 hour Enduro races with 60 plus cars. Good old cheating and good racing!

I have never been able to go back up there since the track closed – too many special memories that would be spoiled.

See you next month.

## *Roger Salomon*



**META Calendars are still available**

The first run has almost sold out but more will be printed if needed.



Please contact Ann or Tasma to place your order or visit the META website to order on-line

Cost is only \$10.00 each

**META Website**

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

**Tasma:**

vicepresident@meta.bc.ca

**Ann:**

ann\_peters@telus.net

**On-line through Paypal:**

<http://meta.bc.ca/contact/calendars.html>



*Thank You for Supporting META*

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

It's that time of year again!!!

The membership list will be purged of non-renewals March 31.

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.

### **Guide to: VCR Troubleshooting**

Though VCR machines are starting to lose popularity because of DVDs, there are still millions of people using them right at this very moment. If you're one of those millions and you're having problems, consult this handy VCR troubleshooting guide:

**PROBLEM:** The picture looks fuzzy.

**SOLUTION:** Though a loose connection could be at fault, it's much more likely that this fuzziness is due to a buildup of hair. Get rid of that hair the easy way—by poking around inside your VCR with a lit candle.

**PROBLEM:** There's a picture, but no sound plays.

**SOLUTION:** If you remembered to feed the VCR machine both the video *and* audio cassettes, then the culprit is definitely the hair. Did you not light the candle before poking around? If you definitely lit the candle, then something you ate made your hair resistant to flames and you'll have to get it out by wedging your head into the VCR and hoping the hair eventually reattaches itself to your scalp.

**PROBLEM:** The VCR is on fire.

**SOLUTION:** There's no way to determine how this fire started, but IT WAS NOT BECAUSE OF THE LIT-CANDLE SUGGESTION. To put it out, let the fire run its course. Now your VCR has been fire-cleaned!

**PROBLEM:** I get headaches while viewing movies.

**SOLUTION:** You're actually watching a DVD, which produces an irritatingly clear picture. Get rid of the DVD machine right away by smashing it with your durable, eternally useful VCR.

*2012 Greater Vancouver Motorsport Pioneers Society  
Inductee Profile*

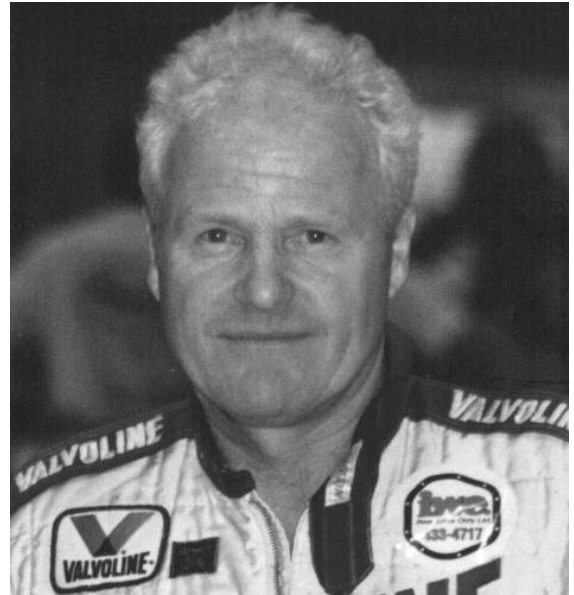
## **IAN WOOD**

*Pioneer - Sports Car Road Racing*

By Ian Wood, Edited by Tom Johnston

Ian first became interested in motorsport while attending motorcycle races at the Brands Hatch racing circuit in his native England when the Hondas first appeared and by listening to Manx Norton recordings of The Isle of Man Tourist Trophy events on a gramophone.

Ian served a seven year indentured apprenticeship in auto mechanics in a Sussex England Ford dealership. Upon completing the apprenticeship he immigrated to Montreal in 1968, later relocating to Vancouver where he took up employment with GVMPS pioneer firm Bert's Automotive.



In 1971, he purchased the Vancouver Only Lotus Super 7 because he loved the cars style. 'Had no intention of going racing, but just had to take race drivers training at Westwood in 1972, got hooked, and has been racing every since.

Some of his many successes included the 1973 International Conference of Sports Car Clubs (ICSCC) D Sports Racing Championship as well as second in C Production in the same year, two time Westwood Seven Hour Enduro winner, and three time Knox Mountain Hillclimb first overall.

Ian has competed in 120 Ice Races, and won the Sports Car Club of British Columbia (SCCBC) Sportsman award 1978.

In pro racing, Ian competed for eight years in the American Cities Racing league (ACRL) series for Sports 2000 cars and had numerous podiums finishes and won Sportsman of Year in 1992.

Ian has held several track records, in different classes at a variety of different tracks and has many famous circuits across North America and around the world including Laguna Seca, Infineon, Willow Springs, Reno, Portland, Seattle, Vancouver Indy, Mosport, Watkins Glen, Surfers Paradise Australia, and three tracks in New Zealand.

A long time member of SCCBC Ian served for many years as a race driving instructor, assistant chairman of the Race Drivers Committee for five years. Later as a member of the Vintage Racing Club of British Columbia (VRCBC), he served five years, as Vice President and seven years as chairman of the club's British Columbia Historic Motor Races all the while continuing to race his own cars.

The company that Ian founded in 1985 and has operated since: - IWE Rear Ends Only - has sponsored and generously supported many racing groups, hill climbs, ice races, soap box derbies, road races, and oval races and individual racers as well as the Vancouver Molson Indy support races, Supersifter Drag Races and the Motorsport and Emergency Turnworkers Association META.

An active member of six racing clubs, a life member of META, and SCCBC, Ian has been known to entertain racing groups with song and fun usually in the company of comedian Mike Tate.



FOR IMMEDIATE RELEASE – December 16, 2012

**The Vintage Racing Club of British Columbia (VRCBC) announces the dates for its 2013 British Columbia Historic Motor Races**

The Vintage Racing Club of British Columbia announced today that the twenty-sixth running of its annual marquee race weekend, the *British Columbia Historic Motor Races*, will be held on May 25 and 26, 2013, at the Mission Raceway Park – Road Course, Mission, British Columbia.

Since 1976, when the races were first staged at the famous Westwood track in Coquitlam until their current home at the multi-purpose racing complex at Mission, the VRCBC's British Columbia Historic Motor Races has grown to become the largest vintage race event in Western Canada and one of the most significant in the Pacific Northwest, with more than 100 vintage and historic racing cars and more than 3,000 spectators in attendance.

"The BCHMR is unique," said Event Chairman Tom Johnston. "Nowhere else in British Columbia can road racing fans get as up close and personal with these wonderful machines and their drivers, and be able to see some of the world's finest race-bred marques racing for the chequered flag. The paddock is open to the public all weekend and the on-track racing is fast and competitive, stirring nostalgic memories from a (mostly) bygone era of motor racing and motor sport".

The BCHMR is a very popular annual gathering for vintage racing drivers and their crews, as well as for many local classic car enthusiasts who display their fascinating cars in a special area, creating a unique show of their own. Adding to the festival atmosphere are the many sponsors' booths offering everything from automobilia and artwork, to automotive product displays. The food concessions, informative track-side commentary and excellent grandstand viewing, all make this an entertaining weekend for families as well as long-time enthusiasts.

The plans for the 2013 BCHMR include a celebration of the 60<sup>th</sup> anniversary of 'America's Sports Car', the Chevrolet Corvette, as well as special races for single-seaters, including Formula Ford, Formula Vee and others. The VRCBC is currently working on an additional line-up of interesting racing cars, racing celebrities and fun activities. As these are finalized, they will be announced on both the Club's website: [www.vrcbc.ca](http://www.vrcbc.ca) and the event website [www.bchmr.ca](http://www.bchmr.ca), as well as through the press.

The VRCBC is a non-profit member organization, which organizes a series of racing-related activities and events, including the BCHMR weekend annually. The purpose of the VRCBC is to encourage the restoration, racing and exchange of information concerning vintage sports and racing automobiles. The Club members' philosophy is to encourage participation, sportsmanship and display of these vehicles in their natural state - on the race track.

For more information and sponsorship opportunities, please contact Tom Johnston at [tomjohnston@shaw.ca](mailto:tomjohnston@shaw.ca) or 604 922 2722.



From: <http://www.alms.com/articles/grand-am-alms-announce-2014-class-structure>

## GRAND-AM, ALMS Announce 2014 Class Structure

*Organizations Taking Inclusionary, 'Best Of Both Worlds' Multi-Class Approach*

DAYTONA BEACH, Fla. – Underscoring the cooperative spirit of their merger announced last September, GRAND-AM Road Racing and the American Le Mans Series presented by Tequila Patrón today unveiled the initial concept for the organizations' unified competition class structure that will debut in January 2014 at the 52nd running of the Rolex 24 At Daytona.

The lineup – in effect for the 2014 and 2015 seasons – is based on a philosophy of inclusion. The majority of classes from both the GRAND-AM Rolex Sports Car Series and the ALMS will be retained with the exception of the ALMS' P1 prototype class.

Individual class names have yet to be determined. The planned structure:

- GRAND-AM's DP and the ALMS' P2 classes will combine into one, headlining prototype class that also will include the revolutionary DeltaWing prototype, with performance of the cars balanced to maintain close competition.
- The ALMS' Prototype Challenge (PC) class for spec prototypes will continue to run as a separate class.
- Both of the organizations' production-based GT classes will continue as separate, distinct categories based on performance, preserving each class' proud history and loyal fan following. As part of this plan, the ALMS' GTC cars will join the GRAND-AM GTs.
- GRAND-AM's new GX class, which is debuting at this year's Rolex 24 later this month, is being explored as a possible addition to the GRAND-AM half of the GT mix in 2014-15. There also is the possibility that GX will run separately as a fifth class.

Specifications for all classes still are being determined and will be announced later this year. In addition, there will be continued discussion regarding the increasing inclusion of green technologies in the new unified series.

“This is a ‘best of both worlds’ approach that reflects the fact we have a true merger evolving on a daily basis,” said GRAND-AM Managing Director of Competition Richard Buck.

“And this announcement is only a first step in solidifying our class structure. Our organizations' respective competition departments are working diligently on balance of performance for the top prototype class, plus overall class specifications across the board.

“This process is not being rushed. We are carefully gathering input from drivers, teams and stakeholders throughout the sports car industry, emphasizing inclusion, as we work toward a simple – but also complex – goal: we want to get it right the first time.”

Added International Motor Sports Association and ALMS Chief Operating Officer Scot Elkins: “Numerous important partners and stakeholders have been invaluable during this process. We could not have reached these decisions as rapidly as we did without that assistance. Many factors were taken into consideration for this initial conceptual lineup, but the priority was to enable as many current competitors as possible to continue racing with their existing equipment.

“We also want to thank the Automobile Club de l'Ouest (ACO) for its input as we strive to maintain the important ability of teams to qualify for and race in the 24 Hours of Le Mans.”

**Bernie Hamm**  
Auto Technician "The Doctor"

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Mission, BC



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