



# 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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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**  
**OCTOBER 22, 2014**

**Our meeting location is Boston Pizza**  
**1045 Columbia, New Westminister, BC**

## SPEED READING

Oct 6 – 12	SCCA Run-Offs – Laguna Seca	SCCA	Monterey, Ca
Oct 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
<b>Oct 11&amp;12</b>	<b>CACC Race #4 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
<b>Oct 18</b>	<b>Cascade Enduros – PIR</b>	<b>CSCC</b>	<b>Portland, Or</b>
Oct 22	META Meeting – Boston Pizza	7:30	New West, BC
Oct 24-26	Chumpcar World Series – PIR	Chumpcar	Portland, Or
Nov 1	SCCBC Banquet – Pitt Meadows Golf Club		Pitt Meadows, BC
<b>Nov 7&amp;8&amp;9</b>	<b>NASA Pacific Championships</b>	<b>NASA</b>	<b>Sonoma, Ca</b>
<b>Nov 8</b>	<b>ICSCC Banquet - SeaTac Marriott</b>		<b>Seattle, Wa</b>
Nov 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 15	VRBCB Gala Banquet – Delta Town and Country Inn		Delta, BC
Nov 26 AGM	META Meeting – Boston Pizza	7:30	New West, BC



## **Sports Car Club of British Columbia**

Presents

The 5th and final race weekend of the 2014 season

## **The 'Double Double' Weekend**

October 11-12, 2014

**Each regional group will have 2 points races on each of Saturday and Sunday.**

**Starting positions for the 2nd race each day will be determined by the finishing position of the 1st race.**

This event is sanctioned by CACC and affiliated with ASN Canada FIA INC. It is a championship points race conducted under the 2014 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.



## *Presidents Report*

Well folks. One more race and we are done for this season. Time goes fast when you have fun. Ann and I decided to attack The Ridge once more after last years' monsoon. We decided to make it a scenic adventure. We went down I-5 to Mount Vernon, and then headed down Whidbey Island. What a beautiful drive, taking a 25 minute ferry ride from Coupeville to Port Townsend. Port Townsend is a very historic town and the buildings and houses have been renovated, all very beautiful. That was followed by a 1 ½ hour drive to Shelton which reminded us very much of Vancouver Island from Nanaimo to Comox. The Washington Ferry service is amazing. Going down, we just showed up and it cost us \$16 for car, driver and two passengers. The ferries are immaculate and very well run.

The Ridge in nice weather is a beautiful and challenging track for the drivers. There were lots of cars and good racing. I can't remember the last time I saw a 30 car plus big bore grid! And what a race – just like the old times. All of the groups had good entries and excellent racing, plus the beautiful weather – can't get any better than that.

Going home, we decided to take the same route back, and to be home by midnight. This time because we were headed for the last ferry of the day, we made a reservation online. That cost us \$8, but as we understand it, because we showed up, the credit card does not get charged, and the total cost was actually less this time, because apparently the clerk took my word for it that Tasma was under 15! By the way, if you ever take that route, watch your speed. Yes I got my yearly Washington speeding ticket again. I think for supporting the Washington State economy, I should qualify for my Green Card.

All META members – it is time for the election of new Executive positions again, so get involved and help the club to prosper for 2015.

Yours in the sport

*The Prez*

### *Annual General Meeting*

*META's Annual General Meeting will be held on*

***Wednesday November 26, 2014***

*Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm*

*Please plan on attending this meeting as our annual elections will be held at this time.*

*The positions available are:*

*President, Vice President, Secretary, Treasurer*



## **Congratulations** *2014 GVMPS Inductees*

[Frank Allers](#) - **Sports Car and Road Racing**

[Carl Bloomfeldt](#) - **Motorcycling**

[Art Brumpton](#) - **Hot Rod Supporter**

[Doug Curren](#) - **Hot Rod and Custom Car**

[Phillip Funnell](#) - **Motorcycling**

[Larry Garbe](#) - **Motorcycling**

[Dennis Groundwater](#) - **Hot Rod and Custom Car**

[Don Holloway](#) - **Hot Rod and Custom Car**

[Dwain Kremyr](#) - **Drag Racing**

[Ron Latham](#) - **Hot Rod Supporter**

[Brian McLoughlin](#) - **Sports Car and Road Racing**

[Bob Stevens](#) - **Sports Car and Road Racing**

[Brian Thompson](#) - **Oval Racing**

[Bill Townsend](#) - **Hot Rod Supporter**

[Peter Welch](#) - **Collector and Restoration**

[Keith Winterbottom](#) - **Drag Racing**

## *Sandy Lovelace Memorial Award*

The late Sandy Lovelace was a drag racer who was a regular competitor at British Columbia tracks, in particular those on Vancouver Island.

To honour his memory, a group of veteran Vancouver Island dragracers, Island Dragway Promoters, has funded an annual award in recognition of the "person or persons who have made an outstanding contribution to the preservation of this history of motorsport in British Columbia".

Rick Gonders is the administrator of the award. Mr. Gonders has charged the Greater Vancouver Motorsport Pioneers Society with the responsibility of managing the award process annually, including assembling nominees and selecting the winner.

Since 2004 the award has been made at the GVMPS annual induction ceremony.

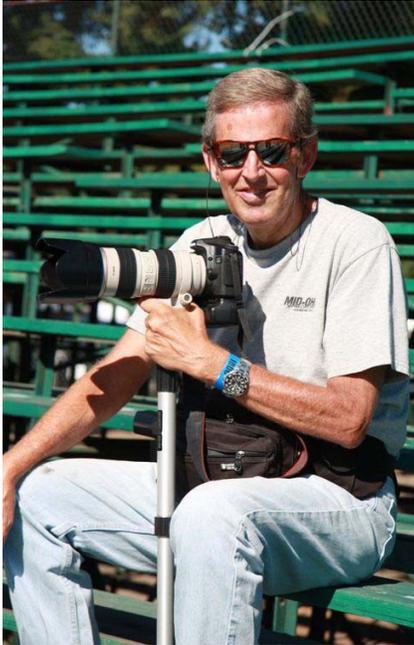
A permanent plaque is inscribed with the names of the winners each year. Additionally, there are beautiful keeper trophies.

## **Congratulations** **2014 Winner — *Gerry Frechette***

## **SANDY LOVELACE AWARD 2014 NOMINEE GERRY FRECHETTE**

By Gerry Frechette and Tom Johnston

Nominated By Tom Johnston



Gerry Frechette, Vancouver-based motorsport photographer and journalist, has been recording the history of motorsport in the Greater Vancouver area for many years.

Born and raised in the Montreal area, Gerry took his early automobile and photography interest to the race tracks of the area. When he got his first SLR camera as a young lad, he was determined to take the kind of photos he saw in the Road & Track and Hot Rod magazines he read, and got his father to take him to races.

The first race he attended was the very first Can-Am race at St. Jovite in 1966, not a bad way to start! Three more Can-Am races followed at that track, as did USAC Indy Cars in '68 and Formula1 in '70, while his drag racing interest saw him a regular at the numerous nitro funny car match races at Napierville from '67 until '78, as well as the first eight NHRA National races at Sanair from '71-'78. The last big event he saw while a Montreal resident was the first Canadian Grand Prix to be held at Ile Notre-Dame in 1978, which Gilles Villeneuve won, the greatest day in Canadian racing history.

But the West Coast beckoned, and Gerry moved to Vancouver in 1979. With no local drag strip at the time, and other things going on in his life, his race spectating was sporadic for several years. But then, he decided to pursue race photography and journalism more seriously. Engagements with magazines covering the racing action out here soon followed, one of which was Motorsport West Magazine published by GVMPS Pioneer Doug Harder.

It was an amazing era in Canadian road racing, with several sponsored series, and lots of major events in which to see them. Gerry travelled to Montreal, Toronto and Calgary, covering the exploits of all the local driving stars, and when they raced in the United States, he was in Portland, Monterey, Long Beach, Phoenix and Miami, watching them win races. Along the way, he was fortunate to have had the chance to attend the Daytona 500, the Indy 500, the 24 Hours of Le Mans, and the 12 Hours of Sebring, leaving few big events on his personal bucket list.

Gerry's serious involvement with local racing began in 1988 when he began covering the road racing at Westwood for Canada's racing magazines, here and in Toronto. Sadly, that involvement only lasted a few years until Westwood closed, but soon, there was the Molson Indy Vancouver, and then the new track at Mission emerged, and Gerry has been a regular at both the drags and road races there for 20 years.

The local racers, of course, travel south to race, and Gerry crosses the border several times per year to record their successes. He has been to every NHRA National race at Seattle since 1979, shooting beside fellow Lovelace Award winner Rich Carlson, and, as the Historian for the International Conference of Sports Car Clubs for some 16 years, to every track that group races on in the Northwest, at least once each.

Of course, there is more to motorsport than road racing and drag racing, and over the years, Gerry has seen just about every form of racing there is in this corner of the continent Quarter Midgets at Langley and throughout the Northwest. Karting at Chilliwack. Sprint cars at Skagit and Deming. Stock cars at Calgary, Vernon, Prince George and Cranbrook. The Knox Mountain Hillclimb in Kelowna. Solo racing on innumerable parking lots in B.C. Drag boats at Mission and Lake Cowichan. Unlimited Hydroplanes at Kelowna. Even motocross and Legends Cars inside B.C. Place Stadium. And, he took photos of all of them.

Although Gerry is well known for being a photographer, he is an experienced and effective journalist as well, writing for most Canadian motorsport publications over the years. In the mainstream automotive field, Gerry has been a member of the Automobile Journalists Association of Canada (AJAC) since 1992, and participates in their annual Canadian Car of the Year award.

The Lovelace award is for a person who preserves the motorsport history of British Columbia. Gerry Frechette, with his photos and articles, has clearly done exactly that. Special appointments over the years include:

Official photographer for GVMPS

Official photographer for Canon/Yokohama F1600 Series (1989-1992)

Official photographer, Western Grand Nationals Quarter Midgets, Langley

Official photographer, ASN Canadian National Karting Championship, Chilliwack (2004)

Official photographer for the Sports Car Club of British Columbia (SCCBC)

Historian for the International Conference of Sports Car Clubs



## **Vintage Racing Club of BC**

### ***2014 Annual Banquet & Gala***

**Saturday, November 15, 2014**

**Delta Town and Country Inn**

**6005 Highway 17 (at Highway 99), Delta, BC**

*Watch VRCBC Website for upcoming details*

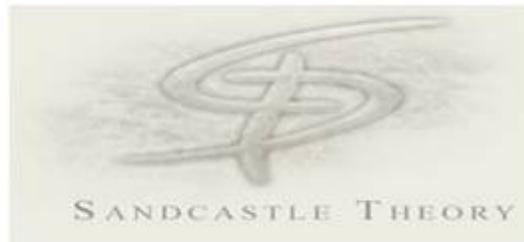
<http://www.vrcbc.ca/>



You are invited to the  
**2014 SCCBC AWARDS BANQUET**

**Saturday, November 1, 2014**  
**Pitt Meadows Golf Club**

**13615 Harris Road, Pitt Meadows**  
**Featuring Live Music by:**



**Cocktails: 5:30 PM**  
**Dinner: 6:30 PM**  
**Awards: 7:30 PM**  
**Dancing: 8:45 PM**  
**\$50 per person**

Tickets available from Roland Stec at **604-465-0745** or by email at **rstec@shaw.ca**

<http://paddocktalk.com/news/html/story-261164.html>

## **2014 Pro Mazda Season Review for Canadian Scott Hargrove**

Posted by: newsla on Aug 28, 2014 - 06:14 PM

Fresh off winning the 2013 USF2000 Championship with Cape Motorsports with Wayne Taylor Racing, Scott was eager to continue to work with the Capes and they decided to move up together to Pro Mazda, both team and driver rookies. The decision proved to be inspired, resulting in the Rookie of the Year and Second Place in both the Driver and Team Championships.

The battle for the championship came down to a hair's breadth between only two contenders.

In the Pre-Season Winterfest series, Scott finished 2nd with one win to his credit. The regular season began at St. Petersburg, and with no data or testing on a street circuit Scott and the team was happy to bring home a 3rd

and a 5th place finish. The series moved to Barber Motorsports Park in Alabama where Scott won his first pole and brought home two 2nd place finishes. Veteran Spencer Pigot had won all four races to date, and had built up a commanding 44 point lead in the series (30 points are awarded for a win).

Everything changed at the Indianapolis Road Course in early May. Scott broke through for 2 pivotal wins and reduced the point's deficit to only 8 points. At this juncture it was clear that the championship was down to just Scott and Spencer. A gutsy drive to 2nd place on the oval at the Lucas Oil Raceway the night before the Indianapolis 500 reduced the deficit to only 3 points.

Race 1 of the Houston Grand Prix was the craziest race of the year. Accidental contact with another driver resulted in a drive through penalty for Scott and then the rain came. At first only half the course was wet with tricky driving on slick tires followed by a downpour over the whole course and a switch to rain tires. The race came down to a 4 lap dash to the finish with Scott having recovered to 4th place. An absolutely inspired drive through to the lead saw Scott take his 3rd win of the season and take over the points lead. This was followed the next day by an unfortunate 1st lap crash and resulting retirement from Race 2 to hand the points lead back to Pigot.

Mid-Ohio saw Scott make the podium in Race 2, resulting in a small drop in the point's deficit. At the Milwaukee Mile it was again the Scott and Spencer show with both drivers leading 44 laps and Spencer just surviving a late race restart to take the win over Scott. Scott would come into the final weekend of the season just 19 points behind in the championship.

Hard racing in the first race at Sonoma saw Scott and Spencer make contact racing for the lead going up the hill to turn 2. Scott survived the contact and came home in 3rd place to retake the points lead by the narrow margin of 2 points. In the final race of the season, Scott started from the pole, led all the laps, turned the fastest lap of the race and had the championship firmly in his grasp, only to suffer a gearbox failure with 3 laps left to run and he was forced to retire, ceding the points lead and the championship to Spencer, finishing 2nd in the championship and winning Rookie of the Year honors!

The statistics are impressive; In 14 races, Scott had 3 Pole Positions, 4 Fastest Laps, 3 Wins, an average finishing position of 4.6 (2.6 if the two DNF races are removed). Scott led 22% of all the laps for the season, and visited the podium 10 times, more than any other driver in the series. He finished 59 points ahead of 3rd place; equivalent to just under 2 full race wins, no one else came even close.

Scott enthused: "2014 has been an incredible year for me. To be in contention for the championship in the final round is an honor considering the talent level in the series. Being a rookie driver in the series and with a rookie team meant we had to work harder and longer to achieve our goals. There were many late nights and early mornings, all of which were worth it given the success we achieved! Massive thanks Nicholas and Dominic Cape and whole Cape Motorsports with Wayne Taylor Racing organization. Thanks to Mazdaspeed, Anderson Promotions, Analytic Systems, RaceEnergy, Bell, Polen Designs and OMP for their amazing support all year and I can't wait to see what next year brings!"

For 2015 Scott is actively seeking partners who will benefit from the exceptional media exposure (including same day TV race coverage with NBC Sports in the US and Worldwide, and TSN in Canada) to move up to Indy Lights, just one level below The Verizon Indycar Series. The Freedom 100 race runs at the Indianapolis Motor Speedway the day before the Indy 500, producing some of the best open wheel oval racing anywhere for the past several years in a row.

In addition to an impressive Pro Mazda season, Scott Hargrove has been recognized by the Toronto Sun as one of the "Top 5 Under 20 Prospects in Racing!"

## ***At age 66, Fraser Heights racer still has a need for speed***

**Despite a rough season, Fraser Heights resident Michael Lensen is still on track as one of the oldest drivers**

*Kyle Benning / Now contributor*



*Photo: KEVIN HILL*

Even though he has had so much success in the past, this has been a rough season for the veteran sports car driver. "I had an infection in my hip and that led to the shutting down of my kidneys," Lensen said. "I was operated on. I'm fine." Lensen, who couldn't put any pressure on his left hip or leg, spent about five weeks in Surrey Memorial Hospital, but has recovered over the last couple of months. "If you ask me now, 'How do you feel?' I'd say I feel as if it never happened," he added.

The time off means Lensen is no longer in contention to win any championships this year, but that doesn't force him to wave the checkered flag on this season. "That's all behind us now, and two weeks after my last day in the hospital I was on the racetrack. I won my first race and came in second in my second race and that was the good news, but I was totally spent at the end of the weekend. "I was so out of shape not having worked out for that length of time. Two-and-a-half months I had not worked out and it certainly showed in my condition at the end of the weekend," said Lensen. He said that he normally works out four times a week and isn't tired after most of his events, but after a long stint in a hospital bed, coming back to race was tougher than he anticipated. "I was totally spent and my wife looked at me and I admitted to her that, 'I'm dead. I'm toast. I'm so tired,'" Lensen added.

Lensen held the lap record time at Mission Raceway Park for several years, but one of his friends took it from him last season. However, this year he is hoping to take the record back in his new car - a red Van Diemen RF97 FC. Lensen likes his Van Diemen much better than his previous car, and said that he was able to modify it to meet his needs. "It's a very responsive car, more responsive than the one I used to have. These cars handle well anyway because it's very light and very nimble to the corners," he said. "They are absolute hoots to drive and they're so much fun."

The Sports Car Club of British Columbia played host to the ICSCC Triple Race Weekend as it celebrated its 20th anniversary. More than 125 racers were expected to participate in the Mission event, coming as far away as Alberta, Oregon and Washington State.

September 2, 2014

SURREY — Most seniors spend their leisure time gardening, golfing or playing with their grandchildren, but Michael Lensen lives his life in the fast lane. The 66-year-old was among the oldest competitors at last weekend's ICSCC Triple Race Weekend at Mission Raceway Park.

The Fraser Heights resident has been racing for more than 20 years, winning more than 12 championships in that time. Lensen said that it's funny to see the looks on some of the younger guys' faces when they see him roaring down the track, as he is usually the oldest driver there.



# **39<sup>th</sup> ANNUAL 8 HOURS OF THE CASCADES, BORDER CHALLENGE 300, & NWMES 2 HOUR FINALE**



**WHEN: SATURDAY, OCTOBER 18<sup>TH</sup>, 2014**  
**WHERE: PORTLAND INTERNATIONAL RACEWAY**  
**WHY: BECAUSE ENDURANCE RACING IS FUN!!!**

ENTER ONE, TWO, OR ALL THREE RACES. COME AND EXPERIENCE THE CAMARADERIE OF TEAM RACING!!

<b>SCHEDULE:</b>	<b>PRACTICE:</b>	8:30am – 9:30am
	<b>NWMES 2 HOUR:</b>	10:00am – 12:00pm
	<b>BORDER CHALLENGE 300</b>	1:00pm start
	<b>8 HOURS OF THE CASCADES:</b>	1:00pm – 9:00pm

**2 HOUR:** One driver or multiple drivers. Mandatory two minute pit stop, 5 classes to choose from

**BORDER CHALLENGE 300:** One driver or multiple drivers, 8 classes to choose from, join in the competition between Oregon, Washington, and Canada in this 300 mile race.

**8 HOUR:** Two driver minimum, 8 classes to choose from, class winners receive a certificate valid for \$250 off of a 2015 Cascade October Enduro entry.

**IRON TEAM AWARD:** Teams earn points in each of the three races. The team that accumulates the most points wins the “Iron Team” Award and a FREE 2015 Cascade October Enduro Entry!!! See website for details.

**2014 HIGHLIGHTS:** Sports Racers are eligible to race in all three events. Classes and rules remain relatively unchanged from 2013.

Registration is available on motorsportreg. After the primary driver has signed up, co- drivers may sign up on motorsportreg. Note: With several different entry options, not all entries can be completed on motorsportreg. For entries that cannot be completed on motorsportreg, contact the race registrar or race chairman who will be able to complete your registration for you. Also, to help us in assigning pit spaces, please let us know if you will be sharing or are able to share your pit stall – as in you will only need the pit space for one of the three races and who you will be sharing with so that we can maximize the space we have.

Additional information and rules available at [icscc.com](http://icscc.com) and [cascadesportscarclub.org](http://cascadesportscarclub.org)



# ICSSC AWARDS



*An Evening of Stars*

*November 08, Sea Tac Marriott*  
*Tickets: \$50.00*

- *Upbeat Awards and Acknowledgements*
- *Gourmet Meal, Choice of Meat or Fish*
- *Door Prizes*
- *Dancing*

*Discounted Room Rate: \$99.00\**

*\* Must Reserve by Friday, October 17*  
*(24 hour cancellation required)*

*Register by November 01 at:*  
*[MOTORSHOPRTREG.COM](http://MOTORSHOPRTREG.COM)*

*Send Check to: Kris Bennitt*  
*14023 Bear Creek Road,*  
*Woodinville, WA 98077*

From Pacific Raceways Website:

[http://www.pacificraceways.com/index/14-09-29/Q\\_A\\_Regarding\\_Raceway\\_Listed\\_For\\_Sale.aspx](http://www.pacificraceways.com/index/14-09-29/Q_A_Regarding_Raceway_Listed_For_Sale.aspx)

## ***Pacific Raceways News: Q&A Regarding Raceway Listed For Sale***

It's been a few days now since I announced publicly that Pacific Raceways has been listed for sale. Since Friday, here are some of the main questions that have been asked; let me answer them:

### ***Q: Why is the family selling the track?***

A: After 54 years of ownership, we recognize that we have taken the project as far as we could. We have worked tirelessly with King County to set the stage for the next phase of redevelopment that includes the commercial development of property surrounding the racing and testing facilities. The development of projects of this size and scope require a level of resources that the family simply does not have. After exploring options that would have allowed continued ownership interest, we centered on the route that would provide our customers and the region with what they deserve, a first class racing operation paired with a job creating tech campus attracting global leaders in the automotive innovation industry.

### ***Q: Who is the property being marketed to, and for how much?***

A: We have contracted with CBRE and CFA (Corporate Finance Associates) to market the opportunity to a local, national, and international list of prospects. We are looking for the right buyer that will come in, take over, and realize the vision held by three generations of my family. We are interested in working with the new buyer(s), if they so desire, to provide management and consulting services to help with the transition and continued operation.

The property is being offered without a list price. We will entertain any offer and envision discussions and, ultimately, negotiations that establish a market price.

### ***Q: Will the property be turned into housing?***

A: The property is zoned Industrial, and has legislation that will allow the commercial development of a certain portion of the race track surrounding real estate. Reverting the property back to residential would generally be considered a down-zone and wouldn't realize the return on investment. Economics dictate that the continued operation of the racing business in partnership with developing the commercial real estate is the highest and best use of the property.

### ***Q: Will improvements and upgrades continue with a new buyer?***

A: We are very confident that the upgrades and improvements will greatly accelerate with new ownership. One of the main reasons for the sale is the realization that we just don't have the resources to redevelop the property quickly enough. We believe it is our responsibility to pass the torch to someone that does. Everyone who has supported my family, and the project, deserves us doing whatever it takes to make good on our promises to provide the region with a world-class racing facility capable of re-attracting professional road racing and the job creating, innovation accelerating tech campus planned for the surrounding property.

### ***Q: Is the race track a viable business operation?***

A: It is no secret that operating the racing business has been taxing on my families resources. We have fed the operation for 12+ years now. Early on, it became apparent that developing the commercial real estate would be necessary to ensure long term viability. It took over a decade to craft and have passed legislation at King County that entitled the property's ability to move forward. Now that the legislation is passed, and the State of Washington has designated our project as one of "Project of Statewide Significance", the financial outlook for the property is extremely favorable. As stated before, it just takes a level of financial resources to develop that we simply don't have.

I hope that by answering these questions I've been able to dispel some of the myths and rumors that circulate when an announcement of this type is made. I understand the level of concern and appreciate the positive comments. Thank you.

***Jason Fiorito***

President

# FRANK ALLERS

## Pioneer - Sports Car and Road Racing - Nominated 2014

By Tom Johnston

Nominated by Tom Johnston



Frank Allers was one of Canada's finest and most versatile road racing drivers.

Born in Hamburg, Germany, he came to Canada with his family as a young child. After growing up in Nanaimo, he moved to Vancouver to pursue a career in the automotive business

**Frank's Racing Career:**

Frank travelled to England to enroll in the legendary Jim Russell Race Driving school at Snetterton circuit in 1971. After completing the school, Frank participated in a school series for a couple of seasons winning the majority of his races.

By the mid 1970s, Frank was back in Vancouver and became heavily involved in local and national racing.

Some of his achievements were:

**Honda BF Goodrich/Michelin Series**

National champion twice, 1978 and 1979. Numerous race victories.

**Player's/GM Motorsport Series**

Western Champion every year but one that series ran; 1987 to 1992.

**Formula Atlantic**

Competitor in pro Formula Atlantic from 1987 to 1998 with over 90 starts. 1990 Canadian Formula Atlantic champion, consistent top ten finisher numerous podiums.

**Speedvision World Challenge**

Frank ran a Corvette C5 for two seasons 2000 and 2001, he was included in GM Racing's prestigious A list and was consistent front runner.

All in all, Frank was a successful driver with hundreds of professional and amateur race starts with dozens of victories and championships.

Now retired from racing, Frank still does the odd driver training session or demonstration.

Frank also ran a successful Porsche service and tuning shop in North Vancouver; Frank Allers Autosport.

Frank and his wife Kate live in Winfield, BC

Frank was inducted into the Canadian Motorsport Hall of Fame in 2005.

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

604-287-3332  
Mission, BC



7076 Merston Street  
Mission, BC  
V2V 2Y7

**Bent Wrenches Autoservice**  
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604-287-3332 Mission, BC

Specializing in Sports and Vintage Cars

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Monday to Saturday



**Rear Ends Only**

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Open 9am-5:30pm Mon-Fri  
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## 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

**There are no minutes this month due to the September META meeting being cancelled.**

**There were not enough members present for a quorum. Next Meeting October 22, 2014**

From META policies and procedures:

*“A Quorum, at any regular or special meeting of the Association, shall consist of twenty per cent (20%) of the total paid up membership”*