

BCSSMA NEWSLETTER

Fall/Winter 03/04
Volume 10, Issue 2

IN THIS ISSUE

Calendar	2
From the Executive	3
Announcements	5
2003 Results	7
Ted Anderson's "In My Eye"	8
Vehicle Prep.	10
Top Driver Comment	12
Not Another Blinkin Race Car	14
BCTEA Conference	16
The Drivers License Issue	16
Scholarship Update	18
Junior Dragster Report	19
Lord Tweedsmuir Car Club	22
Zone Reports	24
Web Sites	25
Aldergrove Secondary	26
Dragster Info	29
Bulletin Board	30



High School Races at Mission Raceway

2nd Canada Engines Scholarship Awarded

Full Story on Page 18



CALENDAR OF EVENTS 2004

General Meetings:

Unless otherwise specified, all these meetings occur on the second Tuesday of the month at 19:00 hrs at the Cruisers Diner in Langley. These dates are:

- January 13th
- February 10th
- March 9th
- April 13th
- May 14th (After the race in Mission)
- June 8th
- September 14th
- October 12th
- November 12th **AGM***
- December 14th

*A reminder to the Zone Reps

To apply for up to a \$100 subsidy for travelling to the AGM. Send your application to the President.

Special Racing Events:

Division 6 Championships:

Mission: September 10-12

Only the Top Points winner and Top School Owned car from each track go!

Provincial Series: 4 Races (Best 3 of 4)

Mission - May 14th (no rain-out date)

Ashcroft - June 19 /20

NCMP - September 4 (Rain-out Sept 5th)

Mission Raceway Park

8 Point Races (Best 7 of 8)

March 26 - Single

April 23 - Double Header

May 14 - Double Header

June 25 - Single

July 9 - Double Header

Sept 24 - Single

Oct 8 - Single

Ni'Akapxm Eagle Motorplex

Ashcroft

April 17/18

May 29-30 (National Open)

June 19/20 ***Provincial Events***

July 24/25

August 14/15

September 18/19

October 2

North Central Motorsport Park

Prince George

June 12/13

July 3/4

August 21/22

September 4/5 ***Sept 4th Provincial Event***



Chilliwack Senior Secondary

FROM THE EXECUTIVE...

CHANGE! Some people are afraid of any changes in their life. Personally, I looked forward to it, as they bring new challenges. Sometimes you do not have control over changes, sometimes you do. As you are aware, I decided to end my role as the president of this association a number of months ago. A change is needed! New programs and policies have developed over the past 9 years that I am very proud of. The

problems etc that arise. I might even make a few passes at the other tracks in B.C. As you may have heard my leadership skills are not going to go to waste as I have accepted a position on the Executive of the BCSS Golf Commission. This association is an example of change, as the members have all changed in the last few years. New blood and challenges will continue to make Golfing for the students of British Columbia excel.

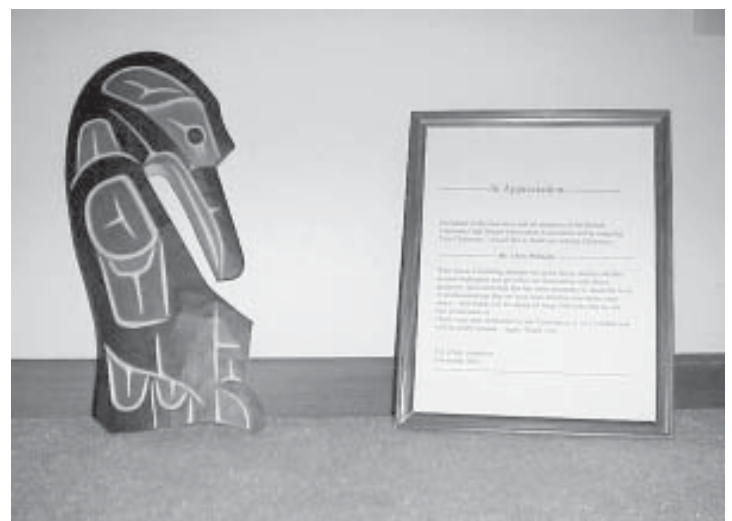


membership has increased every year. I have received many phone calls and emails from all over North America regarding the operation of our association and have enjoyed these discussions having no hesitations to brag about us. So why leave? New blood, new ideas, will make this association grow even more. Unfortunately, as Ted Anderson as scribed many times in his In My Eye column, the executive of this association as had very few change since the beginning. When you turn to the next page of this newsletter you will see that this association does not have a president or a secretary! Will this have a effect on how things run? I hope not. Many of you have probably heard this comment "I wish we had this drag racing program when I went to school" Lets hope that it does not change to "Remember when we used to have a drag racing program in school"

I would like to thank all the members who have assisted me during my tenure, and a special Thank you to those that chipped in on my retirement gift.

Chris Williams

I am still involved with this association as the Newsletter Editor and plan to continue to race. Maybe now I can enjoy a day at the track without having to deal with



2004 BCSSMA EXECUTIVE:

President:	N/A	Newsletter Editor:	Chris Williams (Sardis Sec.) 45460 Stevenson Rd., Sardis, B.C. V2R 1A5 (604)858-9424 Fax(604)858-2195 e-mail: chriswil@dowco.com
Vice President:	Richard Johnson (WJ Mouat) 32355 Mouat Drive, Abbotsford B.C. V2T 4E9 (604)853-7191 Fax(604)850-7694 e-mail: johnson@mouatracng.com	Jr. Dragster:	Kevin Moore (Chilliwack Sec.) (604)795-7295 Fax(604)795-6543 e-mail: tkmoore@shaw.ca
Secretary:	N/A	Vancouver Island Rep:	Rhys Nye (Alberni Sec.) (250)723-6251 Fax(250)723-2126 e-mail: rnye@sd70.bc.ca
Treasurer:	Doug Anderson (Lord Tweedsmuir Sec) 6151 - 180th St., Surrey, BC V3S 4L5 (604)574-7407 Fax(604)574-4759 e-mail: anderson_d@fc.sd36.bc.ca	Northern Rep:	Andy Closkey (Duchess Park Sec.) (250)563-7124 Fax(250)564-6592 e-mail: acloskey@sd57.bc.ca
PR / Media:	Dave Currie (Yale Sec.) 34661 Blatchford Way, Abbotsford, BC V2S 6M6 (604)835-0563 Fax(604)852-6532 e-mail: dcurrie34@shaw.ca	Interior Rep:	Al Mackay-Smith (Coquihalla Middle) (250)378-6104 Fax(250)378-6105 e-mail: amackay@sd58.bc.ca
Membership:	Roger Bortignon (Aldergrove Sec) 26850 29th Ave., Aldergrove B.C. V4W 3C1 (604)856-2521 Fax(604)856-9648 e-mail: rbortignon@sd35.bc.ca	USA Rep:	Cecil Dent (Friday Harbor) (360)378-3561 Fax 1-888-895-1749 e-mail: sewntll@rockisland.com
Historian:	Rhys Wye (Alberni Dist. Sec) 4000 Burde St., Port Alberni, BC V9Y 3L6 (250)723-6251 Fax(250)723-2126 e-mail: rhye@shaw.ca	Fines:	Jerry Issel (Earl Marriot Sec.) 15751 16th Ave, Surrey B.C. V3W 2M9 (604)531-8354 Fax (604) 531-6174 e-mail: issel_g@fc.sd36.bc.ca
T-Shirts:	Gary Vossen (Princess Margaret) 12870 72nd Ave., Surrey, B.C. V3W 2M9 (604)594-5458 Fax(604)594-4689 e-mail: gvossen@yahoo.com	Points:	Kerry Riedlinger (Semiahmoo Sec.) 1785 148th St., Surrey, B.C. V4A 4M5 (604)536-2131 Fax (604) 536-4970
Web Site:	Jim Rush (Fleetwood Park Sec.) (604)597-2301 Fax(604)597-6481 e-mail: jfrush@shaw.ca		

NHRA Facilities hosting BCSSMA High School events.

North Central Motorsports Park:

Pat/Nancy Wilkinson - Track Manager
9285 Raceway Road, Prince George, BC V2K-5K2
(250)967-4130 Fax (250)967-4130
www.30web.com/ncmp/intro.htm



Mission Raceway Park:

Wally Duperon - Race Director
Rick Farmer - Track President
Dave Strell - Tech Director
Box 3421 Mission, BC V2V-4J5
(604)826-6315 Fax (604)820-1244
www.missionraceway.com

NI' Akapxm Eagle Motorplex:

Bill Kraus - Track Manager
Box 440 Ashcroft, BC V0K-1A0
(250)453-9131 Fax (250)453-9156
www.eaglemotorplex.com



ANNOUNCEMENTS:

Mission Race Procedures:

For 2004 ALL High School events will be Full-Days. A New Run Schedule (created by BCSSMA and MRP staff) was implemented to increase the student's time for testing last year.

- The gates will open at 8:30am for High Schools to enter the facility. Once inside, they can unload and take the cars down to the Tech area (subject to change) which will start at 8:45
- At 9am, Lanes 1 & 2 will be Opened allowing students to make test runs until 13:30.
- At 14:00 Eliminations will start.

- Time Only's (T/O's) will start after 2nd round of Eliminations and run for approximately 10-15 minutes (using Lane 3). Then the next round of Eliminations will occur and afterwards more T/Os.

This schedule assumes no major problems like: oil downs, power outages, or rain. In which case T/O's will be eliminated and priority placed on completing the Eliminations depending on circumstances of the delay.

professional design solutions

graphic design • logo design • photo editing • corporate identity
• pre-press brochures • posters • website • advertising

Before



After



Call Tehjay Fox at

604•824•6595

For more information email me at fox824@telus.net

BCSSMA Wall of Fame



NHRA Division 6 Finals:

1991	Chad Brown	Semiahmoo Secondary	Ashcroft
1992	Jason Holms	Hatzic Secondary	Seattle
1995	Parm Johal	Killarney Secondary	Yakima
1996	Lance Mooney	Duchess Park Secondary	Ashcroft
1999	Clint Steele	Merritt Secondary	Medford
2001	Nicole Brandner	Duchess Park Secondary	Boise
2004	?????		

COLT CAMS

Custom Camshaft Grinding



WWW.COLTCAMS.COM

Geoff Bardal

Tel: (604) 856-3571

Fax: (604) 856-3572

#54 - 3347 262nd Street

Langley, BC V4W-3V9

E-mail: geoff@coltcams.com

2003 RESULTS

1st CLASS DISPOSAL PROVINCAL H/S DRIVER POINTS

DRIVER	SCHOOL	TOTAL
Tyler Marshall	WJ MOUAT	157
Jessica Wind	WJ MOUAT	154
Matt Mckay-Smith	MERRITT	115
Peter Ferrucci	DUCHESS PARK	104
Colin Moore	CHILLIWACK	94
Chuck Estok	CHILLIWACK	72
Angela Schmid	AGASSIZ	30
Adam Ray	YALE	30
Mike Currie	YALE	30

MISSION H/S CARS POINTS RACE

SCHOOL	BODY	TOTAL
W.J. MOUAT	92 JEEP	188
PT MOODY	76 CAMARO	165
FRANK HURT	81 CAMARO	157
SARDIS	76 MONZA	125
ABBY CHRISTIAN	78 MALIBU	125
SEMI / MARRIOT	72 LEMANS	125
SEMI AHMOO	65 GTO	92
ROBERT BATEMAN	77 NOVA	92
NORTH SURRY	81 MALIBU WGN	92
ABBY CHRISTIAN	67 CUDA	91

ASHCROFT H/S DRIVER POINTS RACE

STUDENT	SCHOOL	TOTAL
Matt Mckay-Smith	MERRITT	585
Tyler Marshall	WJ MOUAT	542
Joe Hunter	ASHCROFT	435
Colin Moore	CHILLIWACK	413
Jessica Wind	WJ MOUAT	371
Chris Rauch	MERRITT	362
Peter Ferrucci	DUCHESS PARK	221
James Plumton	MT. BOUCHERIE	118
Danny Bouliane	MT. BOUCHERIE	107
Ryan Marshall	MT. BOUCHERIE	96

1st CLASS DISPOSAL PROVINCAL H/S CARS POINTS RACE

SCHOOL	BODY	TOTAL
WJ MOUAT	92 JEEP YJ	157
MERRITT	56 CHEV	115
DUCHESS PARK	76 NOVA	104
CARIBOO HILL	73 CHALLENGER	83
CHILLIWACK	80 MALIBU WAGON	72
PT MOODY	76 CAMARO	61
FRANK HURT	CAMARO	61
AGASSIZ	90 ACURA	30
CHILLIWACK	77 DATSUN P-UP	30
YALE	CAMARO	30

ASHCROFT H/S CARS POINTS RACE

SCHOOL	BODY	TOTAL
MERRITT	55 CHEV	585
WJ MOUAT	92 JEEP YJ	542
MERRITT	74 FIREBIRD	405
CHILLIWACK	80 MALIBU WAGON	296
ASHCROFT	79 CAMARO (Blue)	287
CHILLIWACK	DATSUN PICK-UP	170
CHILLIWACK	80 CAMARO (Blue)	168
MT. BOUCHERIE	76 BUICK LESABRE	118
MT. BOUCHERIE	MAZDA	118
MT. BOUCHERIE	CHEV P-UP	96

MISSION H/S DRIVER POINTS RACE

DRIVER	SCHOOL	TOTAL
Ryan Nierop	Langley Christaian	200
Run off Winner		
Curtis Delange	Abby Christian	200
Mark Heidelberg	Abby Christian	167
Dave Terpstra	Abby Christian	157
Justin Worters	Langley Christaian	125
Jordan Penner	Sardis	125
Tyler Marshall	W.J.Mouat	125
Ajay Parmar	Frank Hurt	116
Rob Boyd	Earl Marriot	113
Cory Smith	Frank Hurt	95

PRINCE GEORGE H/S DRIVER POINTS RACE

STUDENT	SCHOOL	TOTAL
PETER FERRUCCI	DUCHESS PARK	277
KIM SIDORCHUK	NECHAKO VALLEY	215
TYLER MARSHALL	WJ MOUAT	170
JESSICA WIND	WJ MOUAT	64

PRINCE GEORGE H/S CARS POINTS RACE 2003

SCHOOL	BODY	TOTAL
DUCHESS PARK	76 NOVA	277
COLLEGE HEIGHTS	71 NOVA	256
NECHAKO VALLEY	74 NOVA	215
MacKENZIE	79 CAMARO	193
WJ MOUAT	92 JEEP YJ	170

In My Eye



by **Ted Anderson**

I don't know about you but my year has been a washout in the whole meaning of the word. Our car made passes on the track on only two of our scheduled race dates. The new school year brought many new members but most are grade 8/9's which points out the glaring problem we are all soon to face. Where are the licensed drivers we need to run our cars? With many of our cars approaching the 12 second limit, who will drive them? Will it end up being a competition between schools with the sponsor teachers competing because there are no qualified students left to drive?

I am very lucky, because this is my column so any thoughts or dreams are my own NOT those of BCSSMA. I can "rant and rave" or try and be technically coherent and I am my own censor. You can agree with me or you can disagree, and I have given you all many chances to do just that by NO one has taken me up on the offer. So here we go and remember these are my own opinions. First let's take a quick look at the status of the BCSSMA today. How many have even given it a second thought? With the lack of participation from 90% of our

members I would say in a minimum of 2 years there will no longer be a high school drag race program.

Your executive, which includes me, has pleaded and begged for you the members to get involved in any way you can, but not one has stepped forward. At the monthly meetings, the basic few who have born the load of the Association for years are the only attendees. The meeting is once a month for usually no more than 2 hours and you don't show up.

On race day it is still the same members that shoulder the load of getting all cars through a tech inspection. It is the same members at each race that stand around and wait for us to tech their cars, usually more than one, and go on to spend the day enjoying the races that the rest of us would love to do. It is the same members that load up and leave us soon as their car is eliminated refusing to give any assistance to those of us that have tried to make that day a success. When the BCSSMA dies, how will you explain the situation to all those people that have generously donated to your program, I am sure you won't stand up say "I am sorry the high school drag races no longer exist but I failed to get involved so I am to blame! What will you do with your race car? Start racing in the pro classes on weekends? Not likely, because you don't do it now. So that once proud symbol of your school will now become a dust magnet for your students to steal parts off to finance a pack of smokes or whatever.

It is imperative that as many of you get personally involved because we have issues that will make a major impact on the survival of the whole program. A phone tree has been organized and will

be used to contact all present members. This will be a personal reminder of the AGM or to send in a PROXY form to your sponsor of choice.

I could go on and on but the point I am trying to make to you after so many years of sweat and tears to get everything sorted out why are we letting the association die? I am and have been a member since nearly the beginning, I have seen tremendous advances made to make our program one that is envied all over Canada and the USA. There are inquiries monthly asking for help to get similar type programs running near a track some where else. Our association is used as a model of how to approach the many problems that are a concern to parents and school boards such as a student safety, participation, field trips within a school based sport. We have seen the general public almost fall over themselves trying to become involved by sponsoring us. But having said all these great things about what we do and what has been accomplished why do I have this sinking feeling? I cannot speak for the rest of our executives, I am tired of the constant battle with you all to keep things together. So at the AGM, many of the old stand by names will NOT appear on the ballots for re election. Many will walk away and the rest of us will cover minor things that fall close to home. I truly hope that 2003/2004 is not the last year of the BCSSMA!

Remember a bad day at the track is better than trying to teach grade 9 power mechanics any day!

Some of you went to the Tech Ed. Conference held at Caribou Hill Secondary in October this year. Like you I was disappointed, it is a testament to how well our system is now working by simply looking at the few companies that were represented in our commercial

Continued on page 33

8th Annual Aurora Electronics Night Drags

Dedicated to the Memory of Don Stephenson & Bev Mالدidier

Held at Ashcroft's Eagle Motorplex

All Bracket Classes (including High School)

Saturday, July 24th-25th

Time Trials @ 4pm, Elimination's @ 8pm



Aurora

ELECTRONICS LTD.

HIGH PERFORMANCE IGNITION PRODUCTS

Get the Aurora Advantage

Increased Horsepower & Torque
(averaging 10% - 12%)

Decreased Fuel Consumption
(averaging 15%-20%)

Crisper Throttle Responses
Easier Starting

Smoothing Acceleration

Canadian Engineered & Manufactured

SPECIAL DEAL

**FOR HIGH SCHOOL
DRAG RACE CARS**

High School Cars Using Aurora Ignitions:
W.J. Mouat, Duchess Park, Hatzic, Mission and P.S. Ogden in 2000



**Jeff Buechler
604-855-7705**

Fax: 604-850-3839
Toll Free Line: 1-888-848-8658
#3 34346 Manufacturers Way, Abbotsford, BC V2S 7M1

VEHICLE PREP: FUEL SYSTEM

By Andy Closkey

I will start this article with my disclaimer: I am not an expert. The words in this article come from my experience in building, driving, and learning about drag race vehicles. Some of you may find this information biased, and, quite possibly, incorrect. Either way, this is the second article in my series and I hope you find some of the information useful.

The Fuel

I have often wondered what the ideal fuel is for a racecar. I believe that there are fuels that are well suited for some race vehicles, and not for others. Certainly, using the octane that will match your engine combination and tune-up is very important. Not paying attention to that can be disastrous. I like to err on the side of having slightly more octane than I need. But that aside, some basic rules have to be followed:

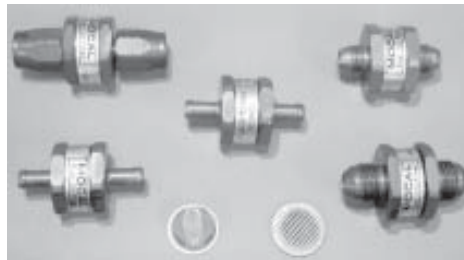
1. The fuel must be reasonably fresh. I am sure many of you have seen what happens to gas when it sits for a length of time. It turns into a horrible smelling varnish-like substance that isn't good for anything. Since this process happens over the time that the fuel is exposed to air, it will start happening as soon as you get it out of the pump. This can effect your car in terms of how well it performs on the track or how it just runs in general. I keep my fuel for no more than 1 month after it has come out of the pump/drum. After that, it's Generator food!

2. Clean fuel is important. I have seen racers use a paint filter to pour their fuel through so that it will pick out any last bit of grit that happens to get in there. Not a bad idea, but that may not work for every car. Simple things like keeping dirt away from filler openings and gas cans wouldn't hurt and try to use a funnel with a brass screen in it..

Filters

1. Keeping the fuel clean before it gets to the carburetor / injector (s) is a bit more of a key point. The fuel filter accomplishes this task. How often is your fuel filter changed

or serviced? Does your racecar have one? I was once told that a filter couldn't be used because it would slow down the flow too much, causing problems. I doubt it. I have fed over 500 HP and run in the 11.30 range using a \$3 metal 3/8 inline fuel filter. I would bet that person had something else wrong. The only filter that I could imagine restricting flow would be one of those cartridge types



that goes in the inlet of some carbs like the quadrajet on a GM. I would recommend eliminating that one in favor of a larger inline filter. I would also recommend a new fuel filter every season as part of a maintenance program. The one on my own racecar is the kind you can take apart and clean out. These cost a bit more, about \$60, but they are handy at times. I once cleaned out several pine needles and a small Ashcroft pebble or two while trying to trouble-shoot a problem. Even with that crap in the filter, the car still ran 10.88

2. There are a couple styles of filters. One type would be pre-fuel pump; one would be post fuel pump. I have used both with some success and I think that up to 450 hp, they are about equal in terms of supplying what the motor will demand. Space, cost, pump location, accessibility and aesthetics will dictate what style of filter you use and where you locate it. If your vehicle has a stock tank, it will most likely have the "sock" that goes over the end of the pick-up in the tank. This is NOT a good enough filter. In fact, I would remove it and run an in-line filter if that was what I was handed.

3. Keep an eye on your filters and don't overlook them as a source when trouble shooting. If you have a vehicle that has a lot of crud in the tank for some reason, they can become plugged and useless within minutes.

4. The NHRA Rulebook states that plastic or glass fuel filters of any style can not be used.

Fuel Line

When it comes to fuel line, size DOES matter. But to have something that is effective, it may not need to be as big as you may think. I told you about the 500 HP fed by a 3/8 fuel line. Well that system also ran a single mechanical fuel pump. There may have been some gains made by a larger system, but it still ran good and would it have been worth the cost? When it comes to fuel line, I believe there a few factors to address:

1. Size. Most stock fuel lines are in the 5/16" range. If you take one of those stock lines and throw some bends in where it comes out of the tank and around some suspension, frame, and body pieces, you have something that is very reduced in flow. If your vehicle is older, it may have also been squished in the odd place due to a poorly placed jack at one time. If you are going to go racing, have a good look at your line from the tank forward to see if it will be up to the task. At a minimum, I would like to see 3/8 fuel line for any drag race car in the 300-400 HP range. 1/2" would be preferred.



2. Cost: If cost were not an option, I would recommend a steel braided 5/8 line from front to back with no more than a 60° bend in it. Add in those expensive AN fittings and that is a lot of cash just to pass gas through. A cheap and relatively easy option is 3/8 steel line. You can get this as bulk brake line from a parts store. It might be \$1 per foot or so. It doesn't bend so easy, but it's not the worst. Try to keep bends gradual where possible.

You can flare it easily enough and use the appropriate fitting at the pump / tank, or even use brass compression fittings. If you use rubber line to connect your steel line anywhere, put a “bubble” type flare at one end. This is the first half of a double flare. It will reduce the chance of it leaking and will not allow the metal to worry its way through the hose. I watched a vehicle catch fire recently due to a piece of rubber hose attached over a double flare. The hose burst and sprayed transmission fluid over the whole engine. ½” Aluminum fuel line is a bit more money, but you can flare it or use compression fittings on it the same way as the steel stuff. And, it’s easier to bend!

3. Remember to tie the fuel line up in some way so that it does not vibrate and cause leaks. Be sure to check your NHRA Rulebook for rules regarding fuel lines passing the bellhousing.

Fuel Pumps

There are many questions about what type of fuel pump is needed for a particular vehicle. There are probably a lot of right answers as well. Keeping in mind that we are only allowed to run 12.0 with our race vehicles, our demand for fuel is relatively low. Again, here are what I think are the basic areas to cover:



1. Flow: Fuel pumps are rated by GPH, or Gallons per hour. They are often rated by GPH at a certain pressure. eg: 80 GPH @ 7 PSI. This was the rating on a Holley “Street” mechanical pump I purchased recently. I felt

this was more than enough fuel flow to feed the 350 HP engine I was dealing with. The needle and seat of most carburetors will easily take 8-9 PSI of fuel pressure, so a fuel pressure regulator would not be needed either. If it made more fuel pressure than the needle could handle, the carb would flood. Fuel pressure is caused by a resistance to flow in the system. So, at wide open throttle, resistance is low because the engine is using the fuel, so actual fuel pressure with this pump would be around 4-5 PSI. This will provide the engine with enough fuel so it will not starve at higher RPM. Having enough fuel pump flow, maybe even a bit too much, is a good thing. Keeping extra fuel in the bowl of the carb keeps the car more consistent, period. There are mods you can do to the carb itself to help this along, but that’s for another day.

2. Style: For carbureted engines, there are two options: Electric and Mechanical pumps. An electric pump requires the use of extra wiring, switches, a relay, often a fuel pressure regulator, and an operator that remembers to turn the darn thing on! While there can be some advantages to having an electric pump, I feel that the fuel demand of the engines in our 12.0 cars is such that a mechanical pump can be good enough. For EFI vehicles, the pump is often mounted in the tank, some have another mounted on the vehicle as well. These electric pumps can be upgraded and are rated in GPH as the other pumps I described are. Most of these require a fuel pressure regulator to keep the fuel pressure in the correct area. Have fun changing one of those in-tank ones.

Fuel Tanks

The fuel tank in your race vehicle is just as key as any other part in the system. It has to be cared for and looked at differently then you would a street car. Here are some thoughts:

1. Stock: Stock tanks are great because they fit the vehicle well, they often have the stuff to wire up a gas gauge to, and they are already there. One of the problems with them is that the size of the pick-up in the tank is the same as the fuel line on the car, sometimes smaller. The biggest line and baddest fuel

pump in town won’t get fuel through a ¼ “ pick-up. Moroso and similar companies make a sump that can be welded on to the bottom of the tank. This will allow you to attach that nice new fuel line. It will also allow the pick-up to be getting fuel from the bottom of the tank so that, under launch, fuel is going towards the pick-up, instead of away from it as it would do in the stock configuration.



2. Fuel Cells: Fuel cells are great because they are often lighter than stock, and they will allow you to carry less fuel, which will also cut down on weight. You can also place the fuel cell where you like in the car to help with traction. Fuel cells come in a variety of styles and materials, and some custom ones can be home built, as long as they fit the rules. This type of system allows you to drain the fuel from your race vehicle so that any old fuel or contaminants can be cleaned from your fuel system.

3. The NHRA Rulebook states that Plastic Fuel Cells must have a grounding wire attached to the metal ring around the filler spout, if so equipped.

That would be it for this article. I hope that I provided a bit of insight into prepping your race vehicle, or perhaps improving it. I purposely didn’t get into Carburetors in this article, as I will include them in one on Race Vehicle Tune-up. If you have any questions or comments about this article, please e-mail them to me: acloskey@sd57.bc.ca

2003 MISSION RACEWAY TOP DRIVER COMMENTS

I first started bracket racing with the high school in grade eleven at Mission Raceway. I ended up doing quite well at Mission although it was not easy. I was tied with Curtis Delange from Abbotsford Christian at the end of the season. Curtis and I had to have a race-off to determine the overall champion. I was very nervous before the race-off but won based on a better reaction time. The winner of this race would represent Mission at the Division championships in Ashcroft. I was the lucky one who would move on to Ashcroft.

There were a lot of cars at Ashcroft and it seemed like I was the only one with a stock truck. I think there were around five hundred cars there that weekend. It fun to hang out with my family and my friends for the weekend. It was neat to see how fast some of the cars could do the quarter-mile. I did not do so hot that weekend and did not win too many races. Racing at Ashcroft was a good experience and I was happy that I was given the opportunity to go and represent Mission Raceway and Langley Christian High School.

Ryan Neicrop



TOKEN FIBERGLASS

*Specialists in High Performance Drag
Racing and Custom Pro-Street Fiberglass*

Tom (604) 826-4406 Ken

Our product line consists of these Major Manufactures



- *Bolt on Hoods*
- *Bumpers*
- *Pin on Hoods*
- *Trunks*
- *Pro Font Ends*
- *Scoops*
- *Bodies*
- *Fenders*



Special Deals for High Schools

#8 - 32960 Mission Way, Mission, BC V2V 5X9

www.tokenfiberglass.com

NOT ANOTHER BLINKIN RACECAR

Yes folks my wife just found out, it seems the word has gotten out in the community that the chilliwackians are at it again.

What are they at?

Well building just one more racecar, I didn't even mean for this to happen. You see it all started in December of this last year; I was out doing a work experience inspection on one of my students at my good friend Al Parkers auto body shop who by the way has one of the coolest hot rod and memorabilia shops in the lower mainland. He has a 63 split window Vette big block 4 speed of course, numerous 55/6/7 Chevies, a blown and flamed deuce coupe, rare Camaros, convertible Chevelles up the ying yang, and all this is set up in an old Texaco gas station museum. Any time any of you want to out for a tour just give a holler, I think I still have some corn, but alas I digress which is how I got in the pickle that I am now in.

You see Al and I were discussing the ramifications of the Vancouver Canucks who we both hate with a passion, getting into the semi finals and what it would do for the economic welfare of the province. We did agree that the band wagon jumpers if charged five dollars each to join should be enough to reduce everybody's I.C.B.C. rates by at least thirty percent. Then we reminisced about the good old days when DAVIE KEON and CARL BREWER, MAHOVOLICH, BOBBY BAUN, GEORGE ARMSTRONG and of course TIM HORTIN, last drank from the "STANLEY CUP" in "MAPLE LEAF GARDENS". It was at this moment when I was still in that somewhat fuzzy warm memory that Al casually mentioned that he had acquired a 72 chevelle 2 door that was rather interesting. Whats interesting about it was that his wife seemed to be in need of a Christmas present, and if I was to give Al money for this ENGINE SEIZED, NO INTERIOR, QUARTER panel rusted, NO PAPERS, brown, green and black bodied jewel, with a big number 10 spray painted on the doors, he thought both his wife and I would have a nice Christmas present. Such

a deal I could not afford to turn down and so a fool and his money were soon parted. We loaded the jewel up onto the car trailer and brought it back to the shop knowing full well that if my wife saw it in this state she would have me committed. It seems she and my meddlesome sister in law took inventory of my current automotive assets and have determined that 22 cars is far to many for one overworked, and under paid auto instructor to own. Thankfully they have not as yet discovered my rented garage/warehouse.

The students of course were most impressed. Comments such as "why did you buy this piece of crap" to "will it ever run



again" to "can I have it" and so on (you know the usual things students say when you bring in a new project). On closer inspection of the car we found that the car was a late 72 production, with two-speed power glide, and yet there was also a very much-seized 350, 4 barrel, 4 bolt main under the hood. We thought to replace this with a 454, turbo 400 combo. We purchased a used 75 Chev pickup truck frame and power train to act as the donor for the new car. The motor of the truck ran great. It ran on the frame with no problems. However when the intake manifold was pulled off we noticed that the driver's side bank of cylinders had a crack running from one end of the engine to the other. So much for our "good" deal. A call to Vancouver Core Supply, found us a rebuildable block. All that the new block needed was a sleeve! Not to mention a rebore. Once again the fools and their money were soon parted.

We then looked at the rest of the car and decided it was time to start the bodywork on the beast. Most of the roughing out was

completed and a local body shop manager suggested that the shop would paint the car and finish the bodywork for sponsorship. We were ecstatic; the car was delivered to the shop. The next week a group of students went to the body shop to check progress. Upon arrival the students were told that the manager who agreed to paint the car at no charge, had been fired. The new painter had no idea how to SS style stripes on the car. The painter was however willing to work with us; if we were to get the measurements of the stripes he would see what he could do.

After four and a half months the car was indeed painted red with black stripes and was returned to the school minus the wheel trim rings and the original rally style center caps. What a deal!

The turbo 400 tranny was one of the things that have gone right. Benz automatic transmission in Maple Ridge (who has long been a high school drag racing sponsor) was more than willing to refresh the tranny

and put us onto a great supplier for a high stall converter.

Still being in the building process the car now sports new floor front to back and has now acquired a front seat and door panels. Our school liaison officer was also able to assist in tracking down the registration. The plan so far is to be able to drive the car to the track while still being street legal.

And the building continues... Our wish list includes

- Bucket seats and console
- Big Block aluminum intake
- Carburetor
- Radiator
- Headers
- Chevy 12 bolt posi rear end
- And as much cash as you would like to donate to the cause.

*Remember,
a fool and his money!*

BULK HELMET PURCHASE



Members, do you need a new helmet or want to add to those you have?

Well here is a good opportunity to purchase a new Snell 2000 helmet (good to Jan. 2017) at a discounted price. If you wish to purchase, then fill out the following order form, make **full** Cheques Payable to **B.C.S.S.M.A.** and send to:

Douglas Anderson - BCSSMA Treasurer
 Lord Tweedsmuir Secondary School
 6151 - 180th Street, Surrey, B.C., V3S 4L5
 Phone:604-575-7543 Fax: 604-574-4759

For out-of-towners, phone & fax this order form to Doug Anderson to arrange order, shipping method (your choice & cost) and payment; as soon as all payment is received, shipping will commence. **Is someone coming down to the coast who could pick-up and deliver?**

This is a limited time discount offer, please return all order forms and full payment cheques by Sunday, Feb 29, 2004 to be eligible!

Models SIZES: Small, Medium, Large, Extra Large, Extra Extra Large

HJC - CL 5
 Open Face with Visor
 Snell 2000 Certified



Solid
 Black, White, Orange

Price \$85.00
 GST \$5.95
Total \$90.95

KBC - TK 7
 Full Face
 Snell 2000 Certified



Solid
 Black, White, Silver,
 Red, Candy Red, Wine

Price \$110.00
 GST \$7.70
Total \$117.70

HJC - CS12
 Full Face
 Snell 2000 Certified



Solid
 Black, White

Price \$153.00
 GST \$10.71
Total \$163.71

HJC - CS12
 Full Face
 Snell 2000 Certified



Graphic
 Black, Red, Blue
 (all with white & silver trim)

Price \$153.00
 GST \$10.71
Total \$163.71

B.C.S.S.M.A. HELMET ORDER FORM: SCHOOL: _____ TEACHER: _____

HJC - CL 5 Total Helmets: _____ at \$90.95 ea. = \$ _____
 SM. MED. LG X-LG XX-LG
 WHITE: x x x x x
 BLACK: x x x x x
 ORANGE: x x x x x

KBC - TK 7 Total Helmets: _____ at \$117.70 ea. = \$ _____
 SM. MED. LG X-LG XX-LG
 WHITE SOLID: x x x x x
 BLACK SOLID: x x x x x
 RED SOLID: x x x x x
 SILVER SOLID: x x x x x
 CANDY RED: x x x x x
 WINE: x x x x x

HJC - CS 12 Total Helmets: _____ at \$163.71 ea. = \$ _____
 SM. MED. LG X-LG XX-LG
 WHITE SOLID: x x x x x
 BLACK SOLID: x x x x x
 RED GRAPHIC: x x x x x
 BLUE GRAPHIC: x x x x x
 BLACK GRAPHIC: x x x x x

Make Cheques Payable to **B.C.S.S.M.A.** and send to:
Douglas Anderson - BCSSMA Treasurer
 Lord Tweedsmuir Secondary School
 6151 - 180th Street, Surrey, B.C., V3S 4L5
 Phone:604-575-7543 Fax: 604-574-4759

BCSSMA AGM 2003

A Review by Historian Rhys Nye

Congratulations to everyone who attended the BSSMA General Meeting. It was a very good turnout. (see list following) for a windy, Friday night after a long week at school. This was Chris Williams last meeting as President after nine years. Throughout the meeting he was congratulated for his efforts and was presented with a card and a token of the BCSSMA's appreciation for all of his efforts.

Except for the Chair and Secretary, all the positions were filled including some new ones which were created after we realized how much Chris has been doing for us!

Chairman:

Vice Chairman: Richard Johnson

Treasurer: Doug Anderson

Secretary:

Membership: Roger Bortignon

Newsletter Editor: Chris Williams

Web Master: Jim Rush

Jr. Dragster Rep: Kevin Moore

Fines: Jerry Issel

Historian: Rhys Nye

Public Relations: Dave Currie

Northern Zone Rep: Andy Closkey

Interior Zone Rep: Al Mackay-Smith

Island Zone Rep: Rhys Nye

U.S.A. Rep: Cecil Dent

Trophies: Kevin Moore

T-Shirts: Gary Vossen

Points: Kerry Riedlinger

The Treasurer's report was presented by Doug Anderson who explained we have some money in the bank approximately \$1500.00 after the meeting's expenses. A small block chevy engine kit is available through Canada Engines at a cost of \$350.00. This will cover the Scholarship expenses. Contact Ted Anderson, at Mission Secondary if you are interested. Aside from this income however, we are hurting financially and we could use ads for the Spring Newsletter and other major sponsors generally. Doug explained some money may be forthcoming to help our trophy expenses from the past season.

Good job Doug and thanks for staying on. Helmet sales are still available through Doug – details are included in this newsletter. Awards were presented to:

Mission

Top Driver:

Ryan Niertop @ Langley Christian

Top School Car:

W.J. Mouat 92 Jeep

Ashcroft

Top Driver:

Matt McKay –Smith@ Merrit Sec.

Top School Car:

Merrit Sec. 55 Chev.

Prince George

Top School Car:

Duchess Park 76 Nova

Top Driver:

Peter Ferrucci @ Duchess Park

Provincial Series

Top Driver:

Tyler Marshall @ WJ Mouat

Top School Car:

WJ Mouat 92 Jeep

Participation was down everywhere due to a wet spring and travel expenses to the Interior and the far North. For the 2004 season, it was agreed after much discussion, to have the Provincial Series consist of a double header race at Ashcroft, a single race at Mission and a single race at Prince George. Your team is allowed to drop out from one race and the points from that race.

Tentative dates for general meetings were set with an important change for next years AGM. Finalized meeting dates will be set after the schedule at Mission Speedway is finalized. We have a tentative plan to hold our own series of workshops on the October 21st Provincial Specialists day in 2004. The format might include an AGM in the morning, early lunch and a tech inspection session for BCSSMA members. This workshop would be organized by the association and could actually be very informative and a money maker for us!

Andy Closkey (North Zone Rep) agreed to contact Larry Pfister of Horsepower Heaven to make a video for us. Speaking from the Thunder in the Valley experience this year, he made downtown Port Alberni look like Hollywood California. If we could get Larry on board, it could really help our association. Check out his website at: horsepowerheaven.com

List of Attendees: Chris Williams, Ted Anderson, Doug Anderson, Jerry Issel, Kevin Moore, Chris Fox, Kerry Riedlinger, Andrew Closkey, Al Mackay-Smith, Rob McDonald, Gary Vossen, Jack Bowman, Dieter Herz, Mike Grew, Rhys Nye, Roger Borignon, Larry Clay, Steve Spring, Richard Johnson.

Important Note

I would like to reiterate that two critical positions are still not filled on our executive. If you haven't been involved on the executive before, please consider taking your turn. The Secretarial position is straight forward, taking minutes and arranging to e-mail them out. The President's position is more involved but much less that Chris Williams had to do as we have brought on three other people to help cover his efforts. We all agree at the meeting we are at a critical time in our Association's history, if everyone can contribute to the common goal of making our association the best it can be for ourselves and our students then BCSSMA will continue to be the envy of other Associations in Division 6.

BCTEA Conference 2003

October 23, 24 & 25th
Cariboo Hill Secondary School
Burnaby, BC
District #41

Another annual BC Tech conference has come and gone and I would personally like to thank the BCTEA executive, the teachers at the host school and anyone else who helped organize and facilitate this huge undertaking. Having participated in the organization of the automotive workshops at the 1995 BCTEA conference held in Langley, I know first hand how much work is required to make this event happen.

The only workshop offered for automotive teachers was hosted by the BCSSMA's president Chris Williams and vice president Ted-I'm building another Pontiac-Anderson. These two capable individuals did a great job of introducing a good number of newcomers to the world of high school drag racing (all this despite their bloodcurdling outward appearance). As always, Chris and Ted did a magnificent job fielding questions that arise when an individual contemplates starting a drag race program at his or her school (finances, legal liability, school board approval etc.).

I hope that ballooning class sizes, shrinking operating budgets, dwindling Pro-D funds and ever-increasing demands that are placed on educators won't cause Tech teachers in the province to abandon attending or participating in future BCTEA conferences. In the past, I have been motivated and encouraged to do new things with my students (like starting a drag race program after attending a workshop put on by the BCSSMA in 1993). Via the commercial displays, I have seen new tools, equipment and technology that has made operating a high school automotive shop safer, easier and more efficient. Being able to connect with other Tech teachers and swap ideas on running a Tech program is an additional benefit of attending these conferences.

Let's look forward to an affordable, well-attended, informative and inspiring conference next year.

Roger Bortignon
Automotive Teacher
Aldergrove Secondary School

THE DRIVER'S LICENSING ISSUE

By R. Nye, Island Rep.

For the last few years, the 'L' and 'N' licensing program has had an impact on my program. I have had the greatest interest and involvement with grade 11 students over the years. I find in the Spring, when our season begins, that grade 12 students are focused with jobs, post secondary schooling and their imminent step into adult hood. If you haven't had time to consider the impact of changes to the 'L' and 'N' program, take a moment now.

We discussed these changes at length at the AGM. Kevin Moore reported that several provinces and states are facing this issue. NHRA is looking at alternative licensing but is not expected to present this any time soon. If you can come up with a plan that might work please let us know. Contact your MLA with your concerns.

Many of my students have expressed concern that the limit of one extra passenger for 'N' drivers except for family will add to more drivers to and from parties' etc. In addition the new legislative seems punitive before the drivers have committed infractions and will surely change the lives and slow the progress of the mature young people who can handle the responsibility.

My daughter for example has a June 3rd birthday and was able to get her 'L' at the age of 16 in grade 10. She wrote her test that day and she was able to get her 'N' on September 3rd with driving lessons. She had 6 months to hone her skills before racing season the next year. With the new format she would have only 3 months experience before she might drive a 12 second high school race car.

Hers was an ideal situation and is rarely duplicated. With a little procrastination and lack of focus her younger sister might not drive with an N until grade 12.

At which point (as I have mentioned earlier) that many Grade 12's are onto other things. If we can get a video hi-lighting the BCSSMA, this may help to attract students and off set the lack of eligible drivers. In any case, we will be dealing with the effects of the change in the driver's licensing program for some time to come.

SCHOLARSHIP UPDATE

The winner of the 2003 BCSSMA Canada Engine Scholarship was Jordan Penner from Sardis Secondary School. Jordan was a worthy recipient for the second scholarship available through this association.

His application revealed not only top marks in all his classes but also a extra curricular activity schedule in Drag Racing as well as Rugby in the community and the school team. Jordan has been involved with cars his whole life as his brother and father are avid in car restoration and performance. His marks and course selections would make him a worthy applicant at any university for any program, but he as decided that the automotive industry he were he wants to be. This past Spring Jordan decided to get involved in the Skills competitions through B.C. and placed seconded in to Upper Fraser Valley competition. This enable him to complete at the Provincial level were he placed first. This means at trip to Ontario to compete in the Canadian Championships were he placed Second in Canada. As you

can well imagine he as been able to get a apprenticeship program very quickly. Not only does Jordan plan to receive his Technicians ticket he is also attending the local college and taking night school courses to eventually become a Automotive



Instructor. What a kid!!! Good luck Jordan!!

As mentioned earlier this is the second scholarship handed out by this Association. The executive is very proud of what the have accomplished since they first began the process of developing a scholarship. The endowment fund, is a form of scholarship that is paid out from the interest of funds that are placed in that account. Has you can imagine this will take a few years to obtain enough money in this account in order to present

what will be called the BCSSMA Scholarship. The second fund is a flow through and is created and presented directly from those funds ie: The BCSSMA Canada Engine Scholarship presented this year.

Building up this endowment fund as mentioned is going to take awhile but it is building up. Any funds that are obtained for scholarship from sponsors are divided into two parts. The first half going towards a scholarship and the second placed in the endowment fund. You may have also notice a late fee for members if they do not register before the desired date. Yes that late fee in placed in the endowment fund. And the latest addition has been breaking the 12 second rule. Those fifty dollar fines are placed in the endowment fund. Fortunately for the association we have receive 150\$ in fines this past year.

The 2004 Race season will hear before you know it. Which means the third scholarship from the association will aslo be available. Applications will be due in May and are available on our web page.

Junior Dragster World

What a great year we have just completed. The junior dragster ranks in the BCSSMA have grown considerably over the past two years. Chief Dan George, Chilliwack, Merrit, and the Just For Fun team all debuted new cars this season. Rundle Middle School in Chilliwack also has a new car that they hope to bring out come spring. With the change to our driving regulations the need for JR. drag racing programs will become increasingly significant as more students will not obtain a license until their grade twelve year.

For those schools looking to obtain a junior dragster now is the most opportune time. Use the recent legislation to lobby your Pac for funds, ask the local insurance companies for funds to help you once again make an impact on student's lives. Remind all parties that it was not you that decided to change the driving age but now that it has been affected you are doing everything in your power to provide safe sanctioned motorsport activities for students in your school district from the ages of eight



years old in grade four to eighteen years old in grade twelve. Remind them also that this car unlike a computer will be used for many years to come and will become a great source of pride for many students both male and female.

The selection of a junior dragster is not an easy one; some of the criteria should be studied carefully. **Cage size?** Remember if a 6 foot tall 185 pound grade 11 student cannot get in it, do not buy it. Should it be a gas motor or an alcohol car? While an alcohol motor is exciting it is also an awful lot more work, cost, and maintenance. For your first season I advise you to just run a gas motor and get lots of hits with as many different kids in the car as is possible. This past season I had eight different students race our car and every last one of them came back down the return road with the biggest grin on their face that you have ever seen. **Transporting** the junior can often be done in the back of an open pick up with the tailgate up or on a rack above your race car ask Merrit's Al MakaySmith or Kevin Clarke of the Just For Fun team to show you some ingenious methods for safely and efficiently transporting of your new acquisition. **Build it or Buy it?** The debate rages on but having owned several racing go-karts and three rail dragsters the fact of the matter is that you can buy a very good professionally built railcar for as little as 3500.00 and you would be hard pressed to produce one for this price.

After seeing so many of the juniors in action this past season at

Ashcroft it was exciting to see how the students were able to work on and maintain their cars both between rounds and during unforeseen breakdowns. For many of the students they are able to work on and understand a junior far more easily than a regular bracket car. The numbers of juniors in our association now comprises almost ten percent of our membership and brings with it a very dedicated group of parents, students, and sponsors that strive for the best run possible every race.

In closing I wish to thank each and every one of you in the BCSSMA for giving so much of your self in personal time, sweat, money etc, so that a student can experience a truly unique opportunity to excel in an awesome sport. I hope Santa is good to you, and there is a brand new junior dragster under your Christmas tree.

*Kevin Moore
#408 Chilliwack SR*



BC Secondary School Motorsport Association Proudly Presents....

THE ONE AND ONLY High School Drag Racing T-Shirt



If you would like to order a T-shirt or two, call, fax, or e-mail
gvossen@yahoo.com your order ASAP,

or

If you live out of town:

Fax this order form to Chris Williams, giving all quantities, sizes, colours
and to arrange payment and shipping method. T-Shirts are available for payment and pick-up
at any Mission Raceway High School event (Sardis Sec. Pit)... or for out of towners, as soon as
payment is received, shipping will commence

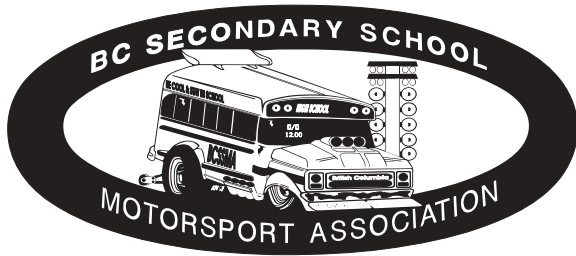
T-SHIRT ORDER FORM

SCHOOL: _____

QUANTITY: _____ GREY* LARGE _____ WHITE* LARGE _____
X-LARGE _____ X-LARGE _____

CHEQUES PAYABLE TO: "BCSSMA"

SHIPPING METHOD: YOUR CHOICE AND EXPENSE



2003 BCSSMA Advertising Packages

The BCSSMA Newsletter is a tri-yearly publication that is distributed to over 60 High Schools in British Columbia and Washington State, as well as to Sponsors and Parents. Circulation of 200. Check below for the package that best suits you and your company! Any donation appreciated, call and we'll set up something just for you.

With a \$25 Standard Ad Pack you get ...

A Standard business card size ad (2" by 3")
in three newsletters

A copy of the four newsletters

With a \$50 Business Ad Pack you get ...

A 1/4 page size ad (3.75" by 4.8") or
(2.4" by 7.5")

A copy of the four newsletters

With a \$100 Promoters Ad Pack you get ...

A 1/2 page size ad (4.8" by 7.5")

A copy of the four newsletters

With a \$200 Corporate Ad Pack you get ...

A Full Page size ad (9.6" by 7.5")

Two copies of the four newsletters

Your Company Name/Logo placed
on our BCSSMA Banners

Your Company Name promoted as a
sponsor of the BCSSMA organization.

With a \$300 Corporate Choice Ad Pack you get ...

A Full Page size ad (9.6" by 7.5")
on the Inside Cover

These two spots are first come

Two copies of the four newsletters

Your Company Name/Logo placed
on our BCSSMA Banners

Your Company Name promoted as a
sponsor of the BCSSMA organization.

Please send your cheque or money order along with a business card or desired ad to the BCSSMA.

For More Information please contact:
Chris Williams
Tel: 604-858-9424 Fax: 604-858-2196
45460 Stevenson Rd. Box 100
Sardis, BC V2R 1A5

LORD TWEEDSMUIR CAR CLUB RACE CAR 1970 DODGE DART SWINGER

First, the LTSS Car Club Members would like to thank all the other schools for the tough competition over the last several years. And we hope to beat you in the upcoming 2004 race season. The Gauntlet has been thrown!!!

At this time we would like to detail a little history and build up information about our High School Drag Race Car. The Dart was originally given to the club's sponsor teacher (Mr. Andeson) in exchange for work performed on the donor's new used pickup truck (sadly a Chubby, Chevy, Chevy, Chitti-Bang Bang or whatever). The Dart was immediately recognized as a prime candidate to compete in the newly established B.C. Secondary School Motorsport

Association's High School Drag Race Program at Mission Raceway Park (1992/3). What a power house, with its 225 C.I. Leaning Tower Of Power, 904 Automatic and 2.42:1 Rear Axle it managed to rip-off an amazing 18.70 sec. @ 72 MPH time during our first season of racing. Two students that year managed runner-up positions during their first drag racing experiences. So the @Need for Speed@ has been ingrained in all our club members and the Quest for the Holly Grail - More Speed, has been the prime objective ever since. The class limit for the BCSSMA High School Drag Racing Program is 12 Seconds and



by golly the challenge was on! Our club spent the next 12 years tearing the car apart and rebuilding. Rust was removed from the fenders all around (inner fenders too), lots of sheet metal was fabricated by hand to replace the cancered panels. Many thanks go out to Tom Orgar of B.C. Collision (three sons and one daughter through our auto program) for his guidance in repairs/painting inside & out and convincing Lordco and PPG to donate all body shop supplies and paint to our rebuild.

While all the body work was being done our club members also changed the motor, transmission and rear axle to a donated 318 C.I. - 2 Bbl., 904 Automatic (with shift kit) from Cariboo Hill Secondary and an 8-3/4" - 3.55:1 rear differential from Dharney's Auto

Salvage. We next had donated, a used aluminum intake manifold and 4 Bbl. carburetor and one of our student's father bought us a set of Hedman Heddors. Another father, part owner of Arrow Radiators gave us a new 4 core radiator; you got to like it when fathers are into cars!!

Along with some donated used dished aluminum mags and tires from Action Tire we set off to Mission for the 1995 season to see if our hard work had paid off!. We were very pleased to start in the high 15 sec. range at 88 MPH and over the next seven years whittled that down to a 14.6 sec. at 92 MPH. To go over 4 seconds

quicker and 20 MPH faster was quite an accomplishment for a bunch of rookie mechanics.

Over that seven year period we fixed up and sold several project cars and thanks to the generosity of many sponsoring companies we started planning our next level of power that would get us into that magic 12 sec. time zone. We had a 78 Cordova given to us along with its 7-cylinder 360 C.I. engine. Another members father who owns Valley Heating & Refrigeration, gave us a water logged 727 automatic from one of their dead service vans. It was also discovered at this time, during a rear axle oil change, that one of the pinion gear=s teeth was 2 broken off and lay at the bottom of the housing, a newer gear set was needed.

Again our sponsors came through big time!! Lordco Machine shop offered to rebuild the long block, doing the machining and sub-contracting the balancing all for no charge. And, they sold us all the internal parts at approximately company cost; this included a new Wiand Intake, Crane Cam, Roller lifters and Hi-6 Ignition Box, Keith Black Hyperutectic Pistons, etc; its great to have past students working there and convincing their bosses to help our car club. Corey Doell and Walter Kaiser of Valley Auto Repair (Cloverdale) phoned us up to tell us they had an almost new Carter 625 CFM Competition Carburetor they wanted to give us; right-on! Then A&B Transmission took and rebuilt our used 727, installing all race quality parts and stage 3 shift kit, again donating the labour and parts needed. To that, one of our students Grandpa just happened to own TCS Torque Convertors in Langley and a new 2600 Stall Convertor found a home in front of our new transmission. A past student from our school heard about us needing a rear axle gear set and sold us a 3.90:1 Sure-grip pumpkin for a very reasonable price. A new clutch pak and maintenance service later we had a stout 3rd member rear axle. It was also decided that the wheels and tires we had been racing on were well used when we got them and getting a little long in the tooth. With the help of Cloverdale Tireland, we were able to purchase (at their cost) a set of new Centerline Drag Lite Wheels and some BFG Goodrich Radial Tires for our street cruising. We also



used the clubs money to buy some M&H Racemaster Slicks on refurbished 7-1/2" chrome reverse wheels (centers refitted to give correct offset). We also recently had installed by Budget Brake & Muffler (Fleetwood Store, Surrey), Walker Dynamax Ceramic Headers and a 3" X pipe exhaust system with Flowmaster Mufflers for racing and block-off plates to direct the exhaust out through 2-1/4 tailpipes. Our newest modification has been moving the battery to the trunk for better weight transfer and installing our homebrew cold air induction system.

Well the proof is in the pudding! Once installed and all prettied up, we took the car to Mission and immediately were into the low 13 sec. range. Over the last year and a half we have lowered that time to a 12.65 sec. @ 107 MPH quarter mile run. We feel their is a little more power and suspension tuning to be had and hope to make our car a solid 12.5 sec. contender. The students who earn the right to race the car are absolutely thrilled when they finish racing on their day. They can not believe they have been allowed to drive and race a car with that much power. As their sponsor teacher I hope they have had a truly fun time and will help further the sport of automobile racing throughout their own lives.

So, hope you all had a good Xmas holiday season and New Year and we are looking forward to racing against you again in the 2004 race season. Keep the Shiny Side Up!!!

NORTHERN ZONE REPORT

The 2003 Season was quiet, when compared to others, at North Central Motorsports Park. There was 6 races on the schedule, spread out over 3 weekends. Outside of this, there was a Track Clean-up weekend where HS students could test and tune on the Sunday.

At the Season opening race, there was a small amount of excitement as the hood on the Nechako Valley (Vanderhoof) Nova came unlatched and flew back against the car. The driver, Kim Sidorchuk, did a great job of keeping the car straight and getting it stopped. Kelly Road Secondary was close to making it out to this event, but had to cancel as they found metal filings where there should have been none. This would end their season. As this first race was a conflict with Ashcroft, some schools opted to miss it.

The next event included the Provincial series race. Almost rained out, this race was attended by out-of-towners WJ Mouat. No one else opted to make the 9 hour tow to BC's northern-most track. Still, the action was good. Contenders

Peter Ferrucci (Duchess Park) and Tyler Marshall (WJ Mouat) pushed it to the semis where eventual Champion Tyler defeated Peter by a slim margin.

The last event of the year showed low attendance again, but the competition was tight. Duchess Park's Nova was sidelined with worn slicks. Driver Peter Ferrucci jumped into his own street car, a 1995 BMW M3, and strapped on the helmet to do battle against the prepped race machines of College Heights Secondary, and Nechako Valley Secondary. All of the Friday night street legal practice paid off for the Duchess grad as he wheeled his stick-shift BMW to the win on both days to take the come-from-behind points Championship.

The 2004 schedule looks the same as '03, and will offer some of the best racing in HS class that the province will see.

Till next year, A. Closkey

ISLAND ZONE REPORT

News from the Rock

Island Zone participation in the BCSSMA schedule was down this year, from past years. For several reasons... one of the main ones was bring a huge restructuring in many island school districts. The Alberni Secondary School Armada Racing team participated at races in Saratoga Speedway, Campbell River where they have a 1/8-mile track. The Armada also traveled over to Mission, and participated in Thunder in the Valley III, held at the 1/4 mile temporary track at the Alberni Valley Regional Airport. Thunder in the Valley included a car show held August 15th along the picturesque Somass River.

Racing on August 16 and 17 was up 40 cars from last year, totaling 240 cars in Street, Modified, PRO and Door Slammer classes. Exhibition motor cycles were on hand, highlight by Mission's Dave O'Hara, topping at 203 mph. A record for Vancouver Island. Next year he is going to bring his fast bike! Last year we saw a record of 201 mph run by Leon Aines, from Parksville BC, in his Beach City Corvette funny car. Close to 10 000 fans attended with the spectators doing a 1/4 mile "wave" going down the track on Sunday. All of the heavy hitter door slammers were there including Duane Grosart's 1955 2000 hp Chevy. The winner of the Pro Mod class was Dean Anderson from Courtenay BC.

ADSS hopes to make more appearances next year, but the new Driver's License changes by Attorney General, may effect this. Other concerns include scheduling BCSSMA races on

the long weekends and in the first week of July. At the AGM, Richard Johnson from Moat Secondary School, agreed as Vice President to liase with Mission Raceway to try to improve the schedule. Richard would appreciate hearing form you with any other points of concern re: Mission Raceway. See You At The Track In 2004!

Rhys Nye

INTERIOR ZONE REPORT

We had another successful season thanks to those sponsor teachers and students who made the trek to Ashcroft. A highlight at Ashcroft this year was the history of the division 6 finds where we saw the top high school and other bracket class racers in the division compete at the track.

Unfortunately, we did not have any BCSSMA racers in the finals but we still enjoyed the race. The rates have gone up to be more in line with the cost of racing at Mission but is still a bargain.

I would like to encourage new schools to give Ashcroft racing a try - its a great experience!

Al Mackay

WEB SITES

Those wishing to have their School web site linked to the BCSSMA site, please contact: Jim Rush at Fleetwood Sec. at "jfrush@shaw.ca". Also look for meeting minutes, race updates, forms, and other info on the site.

Web sites:

B.C.S.S.M.A.

Motorsports News:

N.H.R.A.

Canadian Drag racing:

C.M.D.R.A. racing:

Team Mission:

www.highschooldragracing.org

www.horsepowerheaven.com

www.nhra.com

www.drigracecanada.com/

www.cmdra.com

www.teammission.com

BC NHRA tracks:

Mission Raceway Park:

Nl'Akaxm Eagle Motorplex:

North Central Motorsort Park:

www.missionraceway.com

www.eaglemotorplex.com

www.30web.com/ncmp/intro.htm

BCSSMA Schools:

Aldergrove Sec. School:

Ashcroft Sec. School:

Chilliwack Sr. Sec. School:

Duchess Park Sec. School:

Fleetwood Sec. School:

Kelly Road Sec. School:

Sardis Sec. School:

W.J. Mouat Sec. School:

Yale Sec. School:

www.expage.com/acssracing

minto.sd74.bc.ca/html/drag.html

www.chill.org/csss/automotives

www.duch.schdist57.bc.ca/DPSS/PMechanics/BurnOff.html

www.teamfleetwood.ca

www.krss.sd57.bc.ca/teched/mech.html

www.sd33.plnet.bc.ca/ourschools/sss/educator.html

www.mouatracng.com

www.geocities.com/ymotorsports

BCSSMA Sponsors:

Canada Engines:

Castrol:

Colt Cams:

Cruiser's Diner:

ICBC (Provincial series feature):

Langley Loafers:

Texaco Lubricants:

UAP/NAPA (Auto Parts):

www.canadaengines.com

www.castrol.com

www.coltcams.com

www.cruisersdiner.com

www.icbc.com/youth/grants_f.html <Click Logo>

www3.bc.sympatico.ca/loafers/

www.texaco.com

www.uapnapa.com

ALDERGROVE SECONDARY SCHOOL'S '69 BEAUMONT

Sponsor teacher: Roger Bortignon

Original purchase price in 1995: \$400.

Built over 3 & 1/2 years (Completed in late 1998)

Specifications:

- 427 Chev bored .030"
- 12:1 compression ratio
- Crane roller rockers
- Solid lifters
- Edelbrock "Air Gap" intake manifold
- Crane capacitive discharge ignition system with digital engine controller
- Barry Grant "Race Demon" carburetor
- Milodon "kicked out" oil pan
- Late model, aluminum. radiator with dual, thermostatically controlled fans
- Edelbrock thermostatically controlled electric water pump
- Flowmaster mufflers
- Turbo 350 transmission with a 3500 RPM convertor
- Narrowed Dana 60 differential with 4.88 gears and a spool
- Hurst "Quarter Stick" shifter
- Coil Over, double adjustable ladder bars
- Non-power assist front disc & rear drums with LineLoc
- Manual steering
- Full gauge set compliments of AutoMeter
- Full fiberglass front end ('68 Chevelle)
- Full roll cage (student fabricated)
- Weight: 3015 LBS.
- 1st ever 1/4 mile time: A neck-snapping 18.6 seconds (transmission jammed in 3rd gear and secondaries in carb not working)
- best 1/4 mile time since: 11.98 seconds with throttle movement severely limited
- Number of rear slicks gone flat: 3 (oh, that really bites when that happens)
- Number of knuckles skinned during construction: 135
- Number of expletives emitted during construction: 26,413 (+/-10%)
- Number of grey hairs incurred since construction: 37 (at least)
- Number of drill bits dulled or broken during construction: 312
- Number of trips to various suppliers to buy miscellaneous fasteners and other hardware: lost count
- Number of times I considered building a big-block Peugeot instead: 4
- Number of times I wished I had built a Ford or Mopar drag car: 0



Mitchell//Repair

Great Educational Pricing On the Mitchell Suite, as well as your choice of ON-DEMAND Heavy Truck or Transmission - ABSOLUTELY FREE!

THE PRODUCTS

- 1 Mitchell's ON-DEMAND Repair Information**
Packed with comprehensive coverage of domestic and import cars and light trucks, ON-DEMAND expedites repairs by giving you quick access to repair information for most any vehicle on the road.
- 2 Mitchell Management Solutions: Series II**
Mitchell Management lets you learn to manage a shop like the pros. From scheduling jobs to inventory control, all your bases are covered
- 3 Mechanical Parts and Labor Estimation System**
Mitchell's Mechanical Parts and Labor Estimating System helps you build accurate estimates effortlessly by giving you access to the most comprehensive parts and labor database in the industry.



PRICING

Single User:

Repair, Estimating,
and Series II

\$ 2,813.⁰⁰*

Multi-User:

Repair, Estimating,
and Series II

\$ 3,518.⁰⁰*

PLUS your choice of ON-DEMAND Heavy Truck or Transmission - ABSOLUTELY FREE!

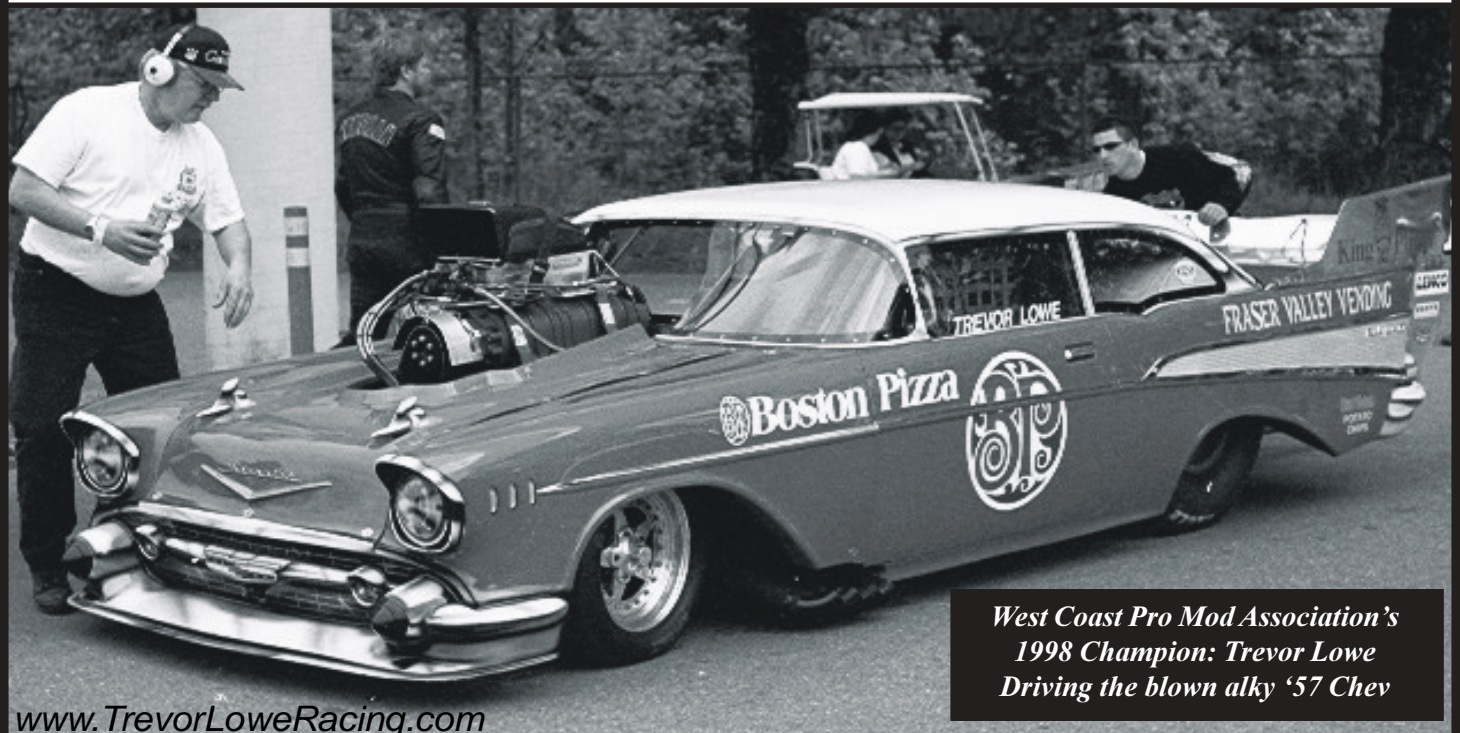
TO ORDER, OR FOR MORE INFORMATION, CALL MITCHELL REPAIR AT

DENNIS M^CILROY (604) 420-4109 (604) 645-2442 Pager
Independent Sales Representative P.O. Box 50021, So. R.P.O. • Burnaby, BC V5J 4K0

FRASER VALLEY VENDING

*Suppliers of Snack, Beverage and Entertainment
Vending Equipment and Servicing.*

(Servicing Schools and Universities from Lyton to Vancouver)



*West Coast Pro Mod Association's
1998 Champion: Trevor Lowe
Driving the blown alky '57 Chev*

www.TrevorLoweRacing.com

*If you have any questions about how we can help you
with your school vending program, please call us.*

**We have built our reputation on
Professionalism and Loyalty.**

Trevor Lowe

8361A Noble Road

Chilliwack, BC V2P-7X7

(604) 795-5334 Fax (604) 795-9933

Toll Free Line: 1-888-548-5552

E-mail: fvvend@uniserve.com

*Call one of these schools
to find out how we service them:
W.J. Mouat, Thomas Haney
Langley Sr., Earl Marriott*

DRAGSTER INFORMATION

- One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.
- Under full throttle, a dragster engine consumes 1½ gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
- A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster supercharger.
- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- At the stoichiometric 1.7:1 air/fuel mixture for nitromethane the flame front temperature measures 7050 degrees F.
- Nitromethane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.
- Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After ½ way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- In order to exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's.
- In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.
- Dragsters reach over 300 miles per hour before you have completed reading this sentence.
- Top Fuel Engines turn approximately 540 revolutions from light to light!
- Including the burnout the engine must only survive 900 revolutions under load.
- The redline is actually quite high at 9500rpm.
- The Bottom Line; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated US\$1,000.00 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter “twin-turbo” powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the ‘Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The ‘tree’ goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

That, folks, is acceleration.

BULLETIN BOARD

Got something for the Newsletter?

Pictures, Stories, Car show, Team report or something to sell. Send your stuff to:

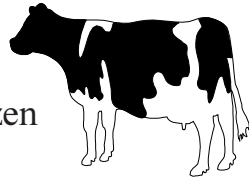
Chris Williams
C/O Sardis Sec.
45460 Stevenson Rd.
Sardis, BC V2R 1A5

Possible Jr. Dragster Frame

X Sand Drag Rail. Could convert to a Jr. Dragster or snowmobile rail. Will donate to any school, just want a tax receipt. Contact Rod Ramage
604-465-6694

Do You Really Know Where Your Meat Comes From?

Premium Lean Beef
Cut • Wrapped • Frozen



Troll Farms 604•826•7820

Need a Radiator? Dale Richardson at Richardson Radiator Manufacturing & Air Conditioning Ltd. (Langley) has offered full Radiator Sponsorship for SCHOOL OWNED CARS in the Fraser Valley area. You need to place his company decal on your car and supply him with a photograph. Interested? (604) 533-7600.

Wanted:

Car trailer to haul Cariboo Hill's Challenger. If you know of any please call Andrew Mosher at 604-664-8568

MITCHELL REPAIR

On-Demand software price for Schools is \$2903 with no updates (Reg Price is \$6837) Estimating is \$365 with no updates (Reg price is \$732) Renewals prices are \$1627.50 that includes 4 updates. Any question please call:

Gur Rakhra 604-975-4189
Dennis McIlroy 604-420-4109

Wanted:

'69 -73 Mid size 2 door Pontiac (Grand Prix, GTO, LeMans, Grand Am, etc.) Should have good to excellent body. Drivetrain not important. must be cheap!!

IO bolt GM rearend with 8.5 in ring gear to fit 1981 Pontiac LeMans preferably from Grand National, Olds 442, Buick Regal etc.

Contact **Ted Anderson** at: 604-826-7191

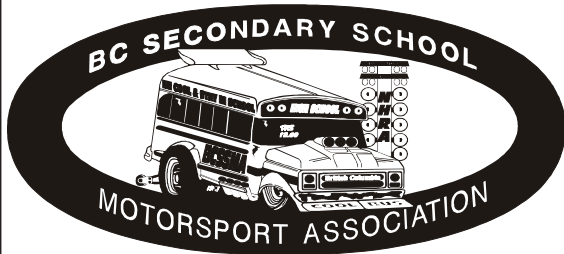
Wanted:

- headers for a '77 Nova with a SBC
- headers for a '78 F150 4x4 with 400M

Call **Andy Closkey @ 250-563-7124**

Wanted: 67-69 Rolling Camero or 65-67 Rolling Chevelle. Call **Kerry @ 604-536-2131**

BCSSMA Membership Form



Please mail applications to:

BCSSMA
C/O Roger Bortignon
Aldergrove Sec. School
26850 -29th Avenue
Aldergrove, B.C.
V4W-3C1

- Renewal (2004 racing season) (\$60 year)
(Special Early Bird price: \$50 prior to Jan 31st)
- New member school (\$50 year)
- Newsletter subscription only (\$15 year)
- Extra Newsletter issues (\$12 year)

How Many extras? _____

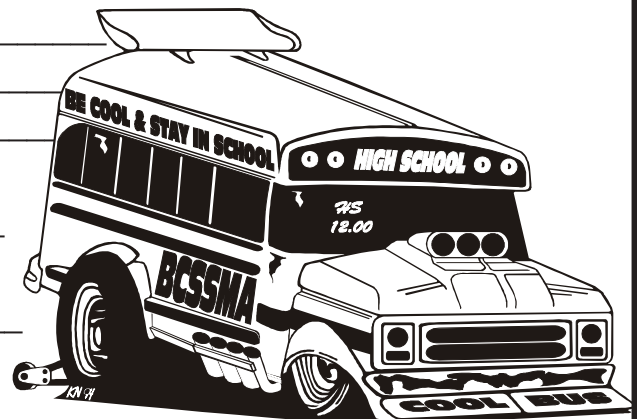
Phone: 604-856-2521
Fax: 604-856-9648
E-mail: rbortignon@sd35.bc.ca

The **HS** (High School) class is intended as an entry level into *NHRA* (National Hot Rod Association) sanctioned competition. The **HS** class rules have been purposely kept simple. The BCSSMA (British Columbia Secondary School Motorsport Association) wants to encourage all students to participate, regardless of car type or finances and on an equal footing. The BCSSMA is a group of B.C. teachers dedicated towards promoting safety and career awareness through student involvement in motorsport competition.

Please complete or update the following for our membership list:

School _____
 District _____
 Sponsor Teacher _____
 Mailing Address _____

 School phone number (____) _____
 School fax number (____) _____
 Home phone number (optional) (____) _____
 e-mail _____



Membership costs for the 2004 racing season will include:

- subscription to the BCSSMA newsletters (at least 3 per year - extra copies available)
- student/sponsor race cards
- decals/posters

Please make cheque payable to: **BCSSMA**

SPONSORS & ADVERTISERS DIRECTORY:

Aurora⁺
ELECTRONICS LTD.
HIGH PERFORMANCE IGNITION PRODUCTS

Jeff Buechler (604) 855-7705
#3 - 34346 Manufacturers Way
Abbotsford, BC V2S-7M1
Fax: (604) 850-3839
Toll Free: 1-888-848-8658

CANADA
ENGINES
GORD

12345 - 114 Avenue Tel. (604) 580-1050
Surrey, B.C. Toll Free 1-800-665-3570
V3V 3N6 Fax (604) 580-1090
QUALITY REMANUFACTURED ENGINES



COLT CAMS
Custom Camshaft Grinding

Geoff Bardal
Tel: (604) 856-3571
Fax: (604) 856-3572
#54 - 3347 262nd Street
Langley, BC V4W-3V9
E-mail: geoff@coltcams.com
WWW.COLTCAMS.COM

CRUISERS
PIT STOP
Diners

Ralph Peake
21671 Fraser Hwy.
Langley, BC V3A-4H1
604-533-RACE (7223)

FRASER VALLEY VENDING

Suppliers of Snack, Beverage and Entertainment
Vending Equipment and Servicing.
(Servicing Schools and Universities from Lytton to Vancouver)

Trevor Lowe (604) 795-5334
8361A Noble Road Fax (604) 795-9933
Chilliwack, BC V2P-7X7 Toll Free Line: 1-888-548-5552
E-mail: fvend@uniserve.com

ICBC RoadSense
TEAM
YOUR LOCAL AUTOPLAN BROKER

JAGER
RACE PRODUCTS

1810 Woodvale Avenue, Coquitlam, BC V3H-3H4
Tel: 604-939-8661 Fax: 604-939-8948
1-800-939-8661 Jeanne Hunter

Klassics
MISSION B.C.

LOAFERS
LANGLEY B.C.

M.C. CAMSHAFT

KEVIN BOUX
BOX 1314
KAMLOOPS, B.C.
CANADA V2C 6L7
250-573-4969

ERSON CAMS
MALLORY IGNITION

www.mrgasket.com

ATG
autotrans
GROUP

Darrell Burry
BRANCH MANAGER

PROWEST MOTORSPORTS

Phone (604) 942-5777 1750 - McLean Avenue
Fax (604) 942-5712 Port Coquitlam, BC
Toll Free 1-800-667-8884 Canada V3C 1M9

Havoline

TOKEN
FIBERGLASS
RACING PARTS

Specialist in High Performance Drag Racing
and Custom Pro-Street Fiberglass

Tom (604) 826-4406 Ken
Unit #8 32860 Mission Way, Mission, B.C. V2V 5X9
www.tokenfiberglass.com

NAPA

Wayne Murley
Equipment Specialist, Equipment Division
Pacific Region

UAP/NAPA Tel.: (604) 570-4800
2151 Rosser Avenue Fax: (604) 570-4871
Burnaby, BC V5C 5E2 Pager: (604) 640-8314

MORE

SPACE

AVAILABLE

Continued from page 8

displays. Most companies that in years past supported us not matter where the conference was held, were not present because they know we no longer have any money to spend on things or products that are not ABSOLUTELY necessary. Those of us that still have budgets spend our money more frugally and those of us that have little or no budgets must scrounge simply to run our programs. As an example, I gave been at Mission Secondary for 5 years now and so far have not been able to get an answer from ANYONE on what my operating budget for Metal work and Automotive is (I teach both). so this year I camped out in the office managers office, refusing to leave without an answer. She finally realized I was dead serious and found the answers. For metalwork this school year, I have \$7.00 and yes you read that right. That is for three blocks of 28 students each. And for Mechanics, I have \$425.00 for 4 blocks. Again with 28/29 students in each block. But I get \$20.00 per student!

Not let's look at those fees. Suppose all 180 (for round numbers) paid their fees, there would now be a flow of \$3600.00 into my programs. That would be great as all fees are to be paid by the end of September. Now if we read our IRP's we see that ALL students must be given the opportunity to do the prescribed projects but those unable to pay their fees do not take their projects home. Last year the collection of fees was only about 10% and when we complained our principle said he would clear this up immediately. His action was to slough the problem off on our office manager, who did not have the time or clout to do this. To make this simpler, I have \$7.00 or Metalwork this year because I have been overdrawn for the last 4 years. Even though the fees MUST be paid before Graduation, if you transfer schools a month before your fees are left behind. So I must provide materials to all these

deadbeats, which they have no Pride in so their projects turn our so poorly they cannot be sold!

Here is the kicker! The cost for maintenance are not the responsibility of the user. If something breaks in my shops and the equipment is at minimum 25 years old and receives no yearly maintenance even though I request it for each summer when I am not there, the repairs, if I can get them done, comes of MY operating budget.

**...above all VOLUNTEER
to do SOMETHING for the
ASSOCIATION this year!**

During the summer, the Metal shop was broken into and my only ac/dc Arc welder was stolen. When is it being replaced? Speaking to the VP in charge of that area on Thursday, November 06, I find out that this has NOT been even reported yet.

So visualize this, My shop is designed for 18 students to work safely and comfortably. I have 28, most of the equipment does not work and there are only 12 vises mounted on 3 workbenches for the grade 9's to do their hand tool projects. Most days I am dancing about 2 feet off the floor just trying to keep order in the shop. To add to this, mix in from 4 to 7 special needs students and 2 ESL students per block. Does this sound like a major accident waiting to happen. just add a small dose of horse play and there you have it. In a recent talk with my principal. I told him that when I arrived at school each day "I wondered if this was to be the day where a student or myself would be seriously injured" I know that some of you still have budgets and still have AO's that can see the future does not include university for 85% of our students. Meaning that you have

program support! I am very envious and wish I had the same but I don't. I cannot offer the Sheet Metal portion of the program because I cannot afford to buy the metal. On weekends I go around to machine shops and scrounge from their scrap bins. I have made an ally in the welding dept. at UCFV and they donate steel scraps, welding rods and Mig wire. Without which there would be no Metal program at MSS.

So what does this have to do with High School Drag racing? At the end of the day I am finding I have nothing left. The constant fighting with AO's, the ever diminishing funds, the never ending need to scrounge materials to stay alive, the unsafe class sizes, the student attitude, the increasing costs lumped onto an already depleted or nonexistent budget and equipment that is neither replaced nor repaired. I look at other schools for instance Hatzic Secondary (the other true high school in the district) where most equipment is 10 years old or less and any imaginable or dream piece of equipment is available. I am truly envious of Doug McNeil's Auto Shop and their Metal Shop! Will MSS participate in the BCSSMA races this coming year? I expect so but the future is going on hold.

I honestly hope programs at your school are supported and you can see a future in your area. I also hope that none of you are faced with the top end mismanagement that I am forced to endure every working day. Have a safe school year and see you at the track!

AND above all VOLUNTEER to do SOMETHING for the ASSOCIATION this year!



The Langley Loafers

The Langley Loafers are proud Sponsors of the BCSSMA

Many Thanks to the
Langley Loafers for
there continued
support.

Club Community Involvement

We present five \$500 scholarships to Automotive Shop Career Program students, which we believe are the first such awards in B.C. The schools benefitting from this program are D.W. Poppy, Walnut Grove Secondary, Aldergrove Secondary, Brookwood Secondary, and Langley Senior Secondary. We plan to continue these programs in addition to supporting the B.C. Secondary School Motorsport Association.

We also support the High School drag racing program at Mission Raceway and Eagle Motorplex in Ashcroft by furnishing all the trophies and prizes.

We are actively involved with the D.W. Poppy High School car show - a fundraiser for the school which buys computers and analyzers for their auto-shop. Participants from 20 different high schools are involved from Hope to Victoria.



The Langley Loafers



Waste Disposal Embroidery Landscaping

*Make sure that you check out First Class Embroidery
for all your team hats, jackets, and shirts!*

**The FIRST CLASS GROUP
is now the proud sponsors of:**

The BC Provincial High School Championship Series
Marves SuperGas S-10, a Top Fuel Harley and Yale Motorsports.

SPONSOR LOCATIONS

Wayne Murley is the equipment specialist for UAP/NAPA and owns and races a black Buick Grand National (Turbo V6) which runs low 12s. He has always been a big supported of the High School Racing Programs. Wayne arranged a deal with UEI Canada to sell the Digital Multimeters to UAP/NAPA at a special low price which each of the stores listed below paid for to be donated to the BCSSMA High School events for student prizes. Each of the UEI 5000 Multi meters are worth considerable \$\$\$. Thanks Wayne for helping us to promote this worth while program.

UAP /NAPA stores participating in 2004:

<i>Armstrong</i>	<i>250-546-3137</i>	<i>Nanaimo</i>	<i>250-758-1541</i>
<i>Burnaby</i>	<i>604-570-4888</i>	<i>Nelson</i>	<i>250-352-5545</i>
<i>Burnaby</i>	<i>604-431-5553</i>	<i>North Vancouver</i>	<i>604-987-5255</i>
<i>Burnaby-CMAX</i>	<i>604-430-5777</i>	<i>Osoyoos</i>	<i>250-495-2722</i>
<i>Burns Lake</i>	<i>250-692-7501</i>	<i>Parksville</i>	<i>250-248-1055</i>
<i>Cache Creek</i>	<i>250-457-9799</i>	<i>Pemberton</i>	<i>604-894-6375</i>
<i>Campbell River</i>	<i>250-287-7121</i>	<i>Penticton</i>	<i>250-492-6001</i>
<i>Castlegar</i>	<i>250-365-7248</i>	<i>Port Alberni</i>	<i>250-723-8185</i>
<i>Chase</i>	<i>250-679-8811</i>	<i>Powell River</i>	<i>604-485-2871</i>
<i>Chilliwack</i>	<i>604-795-9145</i>	<i>Prince George</i>	<i>250-563-7781</i>
<i>Clearbrook</i>	<i>604-850-0968</i>	<i>Quesnel</i>	<i>250-992-6632</i>
<i>Coquitlam</i>	<i>604-941-1424</i>	<i>Revelstoke</i>	<i>250-837-4934</i>
<i>Courtenay</i>	<i>250-338-7277</i>	<i>Richmond</i>	<i>604-270-9221</i>
<i>Delta</i>	<i>604-946-1606</i>	<i>Salmon Arm</i>	<i>250-832-2116</i>
<i>Duncan</i>	<i>250-746-7161</i>	<i>Sidney</i>	<i>250-656-0123</i>
<i>Enderby</i>	<i>250-838-7291</i>	<i>Smithers</i>	<i>250-847-2273</i>
<i>Hope</i>	<i>604-869-9036</i>	<i>Squamish</i>	<i>604-892-5951</i>
<i>Houston</i>	<i>250-845-2247</i>	<i>Surrey</i>	<i>604-543-7433</i>
<i>Kamloops</i>	<i>250-374-0021</i>	<i>Trail</i>	<i>250-368-5388</i>
<i>Kelowna</i>	<i>250-860-3370</i>	<i>Vancouver</i>	<i>604-321-4434</i>
<i>Kitimat</i>	<i>250-632-2224</i>	<i>Vancouver</i>	<i>604-874-5777</i>
<i>Ladner</i>	<i>604-946-1226</i>	<i>Vanderhoof</i>	<i>250-567-2288</i>
<i>Langley</i>	<i>604-530-2104</i>	<i>Vernon</i>	<i>250-545-2361</i>
<i>Lumby</i>	<i>250-547-2288</i>	<i>Victoria</i>	<i>250-382-5184</i>
<i>Mackenzie</i>	<i>250-997-3717</i>	<i>Westbank</i>	<i>250-768-4370</i>
<i>Merritt</i>	<i>250-378-2276</i>	<i>Whistler</i>	<i>604-932-8986</i>
<i>Naksup</i>	<i>250-265-3131</i>	<i>Williams Lake</i>	<i>250-392-6699</i>

