



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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

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

Produced in Canada.

Next META meeting will be
MARCH 27, 2013

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

SPEED READING

Mar 8	Bowl for Big Brothers		Burnaby, BC
Mar 9&10	Roll-X 16hr Enduro – PR	PR	Seattle, Wa
Mar 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 16	12 hours of Sebring	ALMS	Sebring, Fl
Mar 16&17	Double Regional with Vintage – PIR	SCCA/OR	Portland, Or
Mar 23&24	Driver Training – MRP	SCCBC	Mission, BC
Mar 24	Grand Prix of St Petersburg	IRL	St Petersburg, Fl
Mar 27	META Meeting – Boston Pizza	7:30	New West, BC
Apr 6	Barber Motorsports Park	Grand-Am	Birmingham, Al
Apr 7	IRDC 6hr Enduro – TRMP	IRDC	Shelton, Wa
Apr 7	Grand Prix of Alabama – Barber Motorsports Park	IRL	Birmingham, Al
Apr 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 13&14	Chumpcar World Series – PIR		Portland, Or
Apr 13&14	Double Regional with Vintage – TRMP	SCCA/NWR	Shelton, Wa
Apr 13&14	CACC Race #1 – MRP	SCCBC	Mission, BC
Apr 20	Long Beach Grand Prix	ALMS	Long Beach, Ca
Apr 20	Road Atlanta	Grand-Am	Braselton, Ga
Apr 21	Long Beach Grand Prix	IRL	Long Beach, Ca
Apr 24	META Meeting – Boston Pizza	7:30	New West, BC
Apr 27&28	ICSCC Race #1 – PIR	CSCC	Portland, Or
Apr 27&28	Spring Sprints – PR	SOVREN	Seattle, Wa



META will be bowling Friday March 8

8:00 – 10:00pm at:

REVS Bowling Centre

5502 Lougheed Highway

Burnaby, BC V5B 2Z8

Come Join the Fun

Roger's Ramblings

I cannot believe how fast the months pass until I have to write another article!!

As spring is just around the corner so is the 2013 racing season. I always have a problem getting ready for the season, so this year I will have my whites all washed, my raingear and boots, knife, gloves, whistle, and a happy smile for everyone to start the season. Also I will prepare myself by reading the worker manual and the different rules of flagging etc. thus preparing me to be a perfect worker.....Ha Ha Ha!

But think about it - why not? We have all the information available. Why not use it so when things go wrong trackside, you are half way there.

The worst enemy of a Marshal is panic.

When things happen take a deep breath, evaluate the situation and then act. Yes the flags need to be instant, but all the rest needs to be dealt with in a calm mind.

I learned my lesson from our dog - if you are calm the dog will pay attention but if you lose it, he is gone.

Trackside, evaluate the different situations which could happen on your turn (broken car, car on fire, rollover, etc.) and think about how to solve the problem in your mind before it happens. You will be surprised with the results.

The basic rule of racing doesn't change, but how you deal with it does.

If someone says to you he knows everything, he is in the wrong hobby, it is a constant learning experience. I always say to new marshals that I can react to incidents quicker because years of experience make many things come automatically to me, whereas a new worker has to think things through first.

So let's start the season by being open minded and with a good sense of humour to make this a year that we will remember as a positive one, where we all come together for the love of the sport.

Roger

From: <http://www.icscc.com/forums/showthread.php?2564-ICSCC-worker-volunteer-video-please-share>

ICSCC worker volunteer video, please share

Check out this new video that we made to help get new volunteer workers (click on the link below). Thanks to Linda Blackburn and some other very talented video editors for putting this together.

Mark Estes

Linda enlisted the talents of Philip DeNapoli who put the word out, compiling some donated pics and vids, found a professional editor, and thus produced an excellent video. It's already being shared around the FaceBook as we speak.

You'll find him volunteering at various tracks around the NW as an F&C Marshal. So you all can catch him, his lovely wife, Vanessa and their smilin' baby girl at the day's end social.

Ken Killam

http://www.youtube.com/watch?v=u3TMGNizGmE&feature=youtube_gdata_player



Hello ~ Rainy bike ride to Seattle? Anyone?

I am again participating in a two-day major cycling event called The Ride to Conquer Cancer benefiting BC Cancer Foundation.

I'll be cycling from Vancouver to Seattle with thousands of other Riders. All the proceeds will go to BC Cancer Foundation to support cancer research, treatment, and services. BC Cancer Foundation is a leading comprehensive institution devoted to cancer research and care, and the work they're doing is cutting-edge.

I've agreed to raise at least \$2,500, but I've set my personal goal to \$2750. So here's where you come in, because I need your help to do that. Could you please consider making a donation of \$50? Use the link at the bottom of this email to go visit my webpage, and please take the time to support me. Please keep in mind the commitment I'm making to end this heartbreaking disease and the personal efforts I'll have to make to accomplish this.

When I say "heartbreaking," here's what I mean: according to the Canadian Cancer Statistics, 171,000 new cases of cancer and 75,300 deaths from cancer occurred in 2009. The information also shows that over 45% of men and 40% of women will develop cancer in their lifetime and 1 in all 4 Canadians will die of cancer. That's why I'm riding. To do something BIG about cancer. I hope that you'll share this incredible adventure with me by supporting me in my fundraising efforts.

Thank you in advance for your generosity!

Sincerely,
Ian Wood

Click here to visit my personal page.

If the text above does not appear as a clickable link, you can visit the web address:

http://www.conquercancer.ca/site/TR?px=1781138&pg=personal&fr_id=1441&fl=en_US&et=taKIh0zhjh4n8KPx6sHyoA&s_tafId=322982

Click here to view the team page for Wedgewood Cycling Team powered by Odlum Brown & Friends

If the text above does not appear as a clickable link, you can visit the web address:

http://www.conquercancer.ca/site/TR?team_id=56460&pg=team&fr_id=1441&fl=en_US&et=aVjVEvpJ43fYjKp_q3LPKg&s_tafId=322982

The Ride to Conquer Cancer® is a unique, two-day cycling event to take place on June 15-16, 2013. During this bold cycling journey, you will ride for two days through the scenic Pacific Northwest! Our vision is clear - A World Free From Cancer.

The money you raise for The Ride to Conquer Cancer will benefit BC Cancer Foundation and support leading clinicians, scientists, and researchers whose search for new discoveries and improved patient outcomes will have a real impact in our communities throughout the province, across Canada, and around the world. In other words, your participation will accelerate the conquest of cancer.

*2003 Greater Vancouver Motorsport Pioneers Society
Inductee Profile*

VIC KENNEDY

Supporter – Inducted 2003



Vic Kennedy, 2004 (photo courtesy Vic Kennedy)

From GVMPS files, 2003

Vic began building and racing slot cars shortly after a slot car shop opened near his home.

By 1979, his employer became the manufacturer's representative for AFX slot cars. As Vic was the only one who knew how to drive and repair them, he took over the sales demonstrations and promotions of these cars.

During one of these promotions Vic made contact with the Sports Car Club of British Columbia (SCCBC) and members of Motorsport Emergency and Turnworkers Association (META). He joined them at the next event which included a small layout of the proposed Westwood track. Vic asked questions and the next thing he knew he was involved in the communications, learning the flags and track radio procedures at Westwood.

Being at track side was a rush and still is. Seeing all the cars made Vic want to take pictures of his favourites.

One of the racers, whose broken car, parked in the turn Vic was at and commented on the number of cameras he and T-Jaye had and the lack of photographers at Langley (Action Speedway). "Get us some pit passes" he said. Upon his arrival at Langley he met some friends from the demolition derbies. They wanted pictures taken.

For two years Vic was the track photographer at Action as well as doing his Westwood thing, with a short stint with the flat track motorcycles at Cloverdale.

Vic was busy - he was also involved in many years of competitive belly flopping.

From then until now, his attention has been at Westwood and now River's Edge (Mission Raceway road circuit), track side on flags and radio (no quick response) until arthritis made the move to race control seem the safe thing to do.

Vic is the ultimate in volunteers; 30 years with the Variety Club Telethon. He brings along most of META to join him in transportation for the telethon. He has received his ham radio license and has been doing communications with the Sun Fun Run and the Vancouver Marathon as well as the Symphony of Lights.

He is also working on a META car rally and drawing up a revised communications guide for the track.



BRITISH COLUMBIA HISTORIC MOTOR RACES

May 25th and 26th, 2013

The Road Course at Mission Raceway Park

FOR IMMEDIATE RELEASE – February 2, 2013

The Vintage Racing Club of British Columbia (VRCBC) is pleased to announce the **Hagerty Formula Festival** as a special feature at this year's British Columbia Historic Motor Races (BCHMR).

Hagerty, 'The Classic and Collector Car Insurance Specialists' (www.hagerty.ca), are supporting an exciting package of three races:

- An Invitational race for Formula Ford
- An Invitational race for Formula Vee
- A race for all Vintage-eligible formula and sports racing cars

In addition, the BCHMR will have the usual races for a variety of vintage cars as well as a special display and parade to celebrate the 60th birthday of the Chevrolet Corvette.

For more information and sponsorship opportunities, please contact Tom Johnston at tomjohnston@shaw.ca or 604-922-2722. Event web site: www.bchmr.ca

BCHMR to Celebrate Corvette's 60th Birthday!

The very first Corvettes left the General Motors production lines in 1953. They featured a 'fire-breathing' combo of the Chevrolet 235 cubic inch 'Blue Flame' inline six cylinder and the two speed Powerglide automatic transmission. Fortunately for all enthusiasts, the Corvette has evolved quite a lot from that rather mundane starting point.

The 60th anniversary of the Corvette will be celebrated at this year's BCHMR. We are expecting a big turnout of Corvettes of all years for our Display Corral. Stay tuned!

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

From www.bchmr.ca website

BCHMR Event Poster Unveiled

Local artist, motorsports enthusiast and long time BCHMR supporter Billy Richards (better known to everybody as 'Billy R') has really captured the fun-focused spirit of the BCHMR and Vintage racing in general with his poster design. There is already a lot of discussion among local Turn Workers and Vintage enthusiasts about who is most likely the driver of the green single seater - going in the opposite direction to the rest of the pack! There are several candidates!



featuring the **Formula Festival**

and the 60th Birthday of the

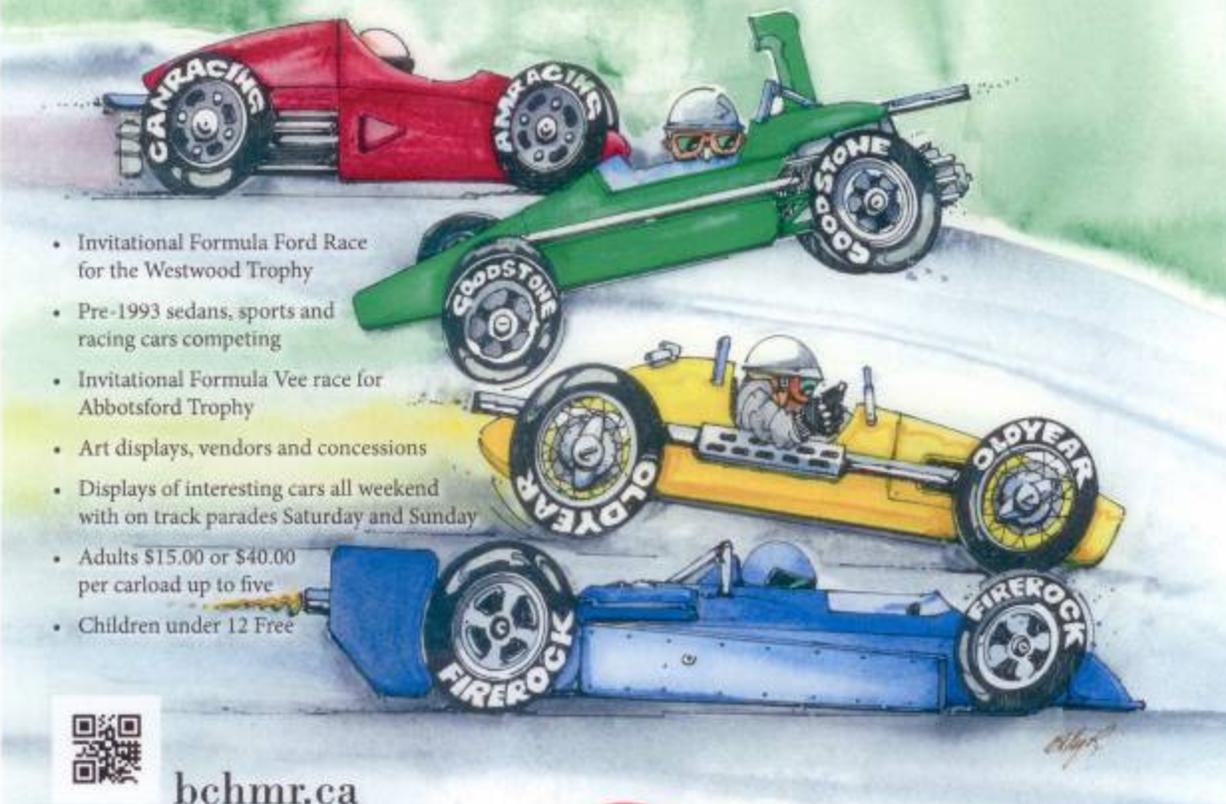
CHEVROLET CORVETTE 

May 25 & 26, 2013

at

Mission Raceway Park

Rain or Shine on track by 9



- Invitational Formula Ford Race for the Westwood Trophy
- Pre-1993 sedans, sports and racing cars competing
- Invitational Formula Vee race for Abbotsford Trophy
- Art displays, vendors and concessions
- Displays of interesting cars all weekend with on track parades Saturday and Sunday
- Adults \$15.00 or \$40.00 per carload up to five
- Children under 12 Free



behmr.ca



From: <http://www.sccbc.net/pitpass/2013/01/30/welcome-to-the-new-pit-pass-blog/>

Welcome to the New SCCBC “Pit Pass”

Posted on January 30, 2013 by admin



The Sports Car Club of BC is proud of its history and many traditions. One of those enduring and well-loved traditions is our monthly Pit Pass publication. The Pit Pass is a motorsport racing newsletter targeting race enthusiasts throughout western North America and has become a favorite of both young and old motorsport fans.

2013 is a landmark year for the Pit Pass, and marks the launch of a new format for the venerable publication. The Pit Pass newsletter will no longer be published in a paper format nor will it be available going forward by email. Instead, the Pit Pass will function as a website blog. This change allows the Pit Pass to reach a broader audience in a more timely manner.

We hope you'll enjoy your new Pit Pass publication format and look forward to any feedback you might have.

From: <http://www.sccbc.net/pitpass/2013/02/21/content-search-for-the-final-pit-pass-newsletter/>

Content Search for the Final SCCBC “Pit Pass” Newsletter

Posted on February 21, 2013 by siteadmin

February 21, 2013 (Mission, BC) – As many of you will likely know by now, Pit Pass is going through a significant transition, finding its place in the electronic era. I will no longer be heading up a monthly newsletter. What role, if any, I will be playing with the new format is yet to be seen, but whatever it might be, we do know it will never be the same as before. Perhaps the biggest difference will be that you will no longer receive a monthly email reminder to see what's new – you will now be taking the initiative and going to look for yourself anytime you take a fancy to do so.

The new format is already on the website and appears to have lots of input and energy. If you haven't seen it yet, log on the SCCBC Website and take a browse around – it is different, yes, but give it a chance. There a number of ways to find your way to the Pit Pass segment, but probably the easiest is to click on the “Media” tab on the top bar and follow the prompts. It will become obvious very quickly that the folks involved with this new look website have been very busy, and have done a ton of work to get it up and running – a big thanks to all of them.

It has been decided to finish of the old style Pit Pass off with a bang, and our President has asked me to prepare a final issue as a wrap. This is going to be a pleasure, and I want to make it memorable, however I cannot do it alone – I need your help – all ideas and contributions eagerly accepted. I have a few specific people that I will be approaching for input, but anyone and everyone is encouraged to get hold of me and participate – why not be part of history and get involved? If you've sent in a contributions in the past and want to say a last few words, now's the time. If you have an article or an idea, I want to hear from you. If you are privy to some historic information you think is appropriate, let's have it. If you have some particular ideas for articles or content or approach etc for the new format, great, we want to know.

The exec has promised a printed copy of the last issue for all those that would like one as a keepsake, so let's go out with a bang and write a little history along the way.

Hope to hear from you soon,

Cheers,

Pit Pass Pete

Submitted By Gail Fetterman

From: <http://jalopnik.com/5980884/the-funniest-story-youll-ever-hear-about-a-rolex?tag=daytona-24#13598504820173&>

[The Funniest Story You will Ever Hear About a Rolex](#)

(Dr. Jim Norman, driver of the [Napleton Racing](#) #16 Porsche Cayman team that just [won the GX class](#) of the 2013 Rolex 24, has the funniest Rolex story you'll ever hear! In his own words — [OHL](#))

Today I took my new Rolex to the jeweler right down the street from my house in Tampa to get a link taken out so it fits me better (for those of you who don't know, the winning drivers of the Rolex 24 Hours of Daytona are presented with a new Rolex timepiece in Victory Lane).

The jeweler re-sizes it for me and charges me \$8. I say "Wow, 8 bucks, that's not very much." The manager lady says, "well, if it were a REAL Rolex we would charge you more!" I chuckle and say "it IS a real Rolex." She says, "Nope it is not... We know Rolex watches and this is definitely a fake." My retort, "well, I guess you don't know these as well as you think!"



Hearing this, the Jeweler comes out from behind his little glass window from where he is working on a frail, blue-haired lady's broach while wearing some very dorky-looking magnifying glasses and says, "I'll bet you bought that watch in New York." He puts both hands in his back pockets and sticks out his skinny "bird" chest in an attempt to be strong and assertive.

"Nope" I say, "I haven't been to NYC in some time." He quickly replies, "I'll bet you \$1000 you didn't buy that from a real Rolex dealer". I say, I won't take that bet, because you are right, I didn't buy this from a Rolex dealer."

"AH HA!" he exclaims, "it IS a fake!! Where did you get it??" "I got it in Daytona this past Sunday." "HA! I am right!" he shouts, almost loud enough to break some of the crystal elephants assembled as a group on one of the overhead glass shelves.

"I know all the Rolex dealers in Daytona, and none of them are open on Sundays!" He is quite pleased with himself and turns to strut back to his window-enclosed, knick-knack cluttered cubby.

"Maybe I didn't get it from a dealer" I state smugly. He turns and says, "well then tell me, who DID you get this FAKE Rolex from?"

"Well, I stated calmly and coolly, I was presented this beautiful timepiece from the President and CEO of Rolex Watches while standing on the podium at the Rolex 24 Hours of Daytona." "OH, Sure!" he says, "and I'm Santa Claus!!"

And back into his cubby he went, oblivious to the REAL world around him. He doesn't get it... The world is passing him by and he isn't even aware that it is happening.

You gotta love life and embrace life, even if it means you have to wear a *fake* Rolex.



2013 OFFICIALS Licence Application

www.caccautosport.org

MAIL COMPLETED FORM TO:
18978 – 119th Ave. Pitt Meadows, BC V3Y 1X6
(Tel) 604-465-5773 (Fax)604-465-5743
race_licensing@caccautosport.org

Please Note: We require three (3) weeks to process hard copy applications or 10 days for on-line applications. If you require a licence in less time add \$35.00 to your application fee and contact the Licence Administrator to ensure your time limitations can be met. Missing or illegible information will delay the processing of your licence. Last minute requests on race weeks may not be accommodated

NAME:	TELEPHONE:	DATE OF BIRTH: (YY/MM/DD)
ADDRESS:	EMAIL ADDRESS:	
CITY:	PROVINCE/STATE:	POSTAL/ZIP CODE:
CITIZENSHIP:	CLUB AFFILIATION(S): (attach copy of club card)	
EMERGENCY CONTACT NAME:	EMERGENCY CONTACT TEL #:	

Scrutineer: Applications will be approved by the Chief Scrutineer **Steward:** Applications will be approved by the Executive Steward

PLEASE CHECK LICENCES APPLIED FOR:		
Official:	<input type="checkbox"/> Track Marshal or Senior Track Marshal (circle one)	fee: \$5.00
	<input type="checkbox"/> Scrutineer <u>A</u> or <u>B</u> in <u>Race</u> or <u>Solo</u> (circle choices)	fee: \$5.00
	<input type="checkbox"/> Chief Scrutineer	fee: \$5.00
	<input type="checkbox"/> Clerk of The Course	fee: \$5.00
	<input type="checkbox"/> Steward (Grade will be assigned by Executive Steward).....	fee: \$5.00
	<input type="checkbox"/> Instructor <u>Race</u> or <u>Sprint</u> (circle one) Grade:	fee: \$5.00
	<input type="checkbox"/> Other (please specify)	fee: \$5.00
TOTAL LICENCE FEES ENCLOSED		\$ _____
ASSIGNED POSITION FROM LAST YEAR		
PLEASE PAY IN CANADIAN FUNDS: CASH, CHEQUE OR POSTAL MONEY ORDER. DISHONOURD CHEQUES WILL RESULT IN CANCELLATION OF YOUR LICENCE UNTIL RESOLVED. SUBSEQUENT LICENCE RE-RENEWALS MAY REQUIRE A CASH PAYMENT		
Attachments:	Please ensure the following documents are attached to your licence application. Missing items will delay your application.	
	<input type="checkbox"/> Passport size photo (mandatory)	
	<input type="checkbox"/> Application form completed, dated and <u>signed</u> . All information is required to process your application	
	<input type="checkbox"/> Cash, cheque or postal money order in Canadian Funds (cheques & money orders payable to CACC)	
	<input type="checkbox"/> Legible photocopy of your Affiliated Club Membership Card	

Applicant's Legal Signature _____

Date _____

FOR LICENCE ADMINISTRATOR USE ONLY	
Date Application Received:	Amount Received:
<input type="checkbox"/> Cheque (No.) <input type="checkbox"/> Cash	Reason for Delay in Issuing:
Date of contact regarding delay:	Resolution to Reason for Delay:
Date Licence Mailed:	Licence Number Assigned:

CACC Officials License Applications can also be found at:

On-Line Application: <https://cacc.wufoo.com/forms/q7p5x7/>

Printable Application:

http://www.caccautosport.org/wp-content/themes/cacc2013/_pdf/2013/2013OFFICIALSLicenseApplication.pdf

Racing officials huddle on safety fencing

February 28, 2013

Written by Curt Cavin

The engineer behind the most significant safety initiative of this motor sports era — the energy-absorbing SAFER barrier that covers the concrete walls of major race tracks — said Thursday that an alternative to steel debris fencing will eventually be designed. But it will take time and money, highway safety expert Dean Sicking stressed. “None of it is trivial,” he said. “But this problem will be solved.”

Attention to racetrack fencing started after SAFER barriers were first installed at Indianapolis Motor Speedway in 2002. A group of industry experts have been meeting regularly, most recently last week at the IndyCar office. Coincidentally, that meeting was held two days prior to Saturday’s crash in NASCAR’s Nationwide Series race at Daytona International Speedway. At least 28 spectators were struck by debris from Kyle Larson’s car that smashed into the fence.

Fences are charged with many tasks, led by keeping a race car from flying into grandstands. They also must collect as much debris as possible while not forcing the car into a sudden stop — known as pocketing — that subjects the driver to extra forces.

Then there is the issue of fence posts, which were the contributing factor in Dan Wheldon’s fatal crash at Las Vegas Motor Speedway in 2011. Sicking has said the next generation of fences should hang from cables that cars can’t reach.

Complicating matters is visibility for spectators. A Plexiglas material is used in hockey arenas, but Kevin Forbes, director of engineering at IMS, said there are distortion issues when placing the material over a large area. “Plexiglas is just going to completely and totally ruin the sight lines,” he said. “When you start looking left and right a half of a mile, the distortion in Plexiglas is unacceptable. “Then you’re introducing something else that can break (when struck) and become flyable, and the cost is enormous.”

Sicking said there’s a similar material that has been used along highway bridges for noise reduction and visibility, but that’s expensive, too. A more likely option, he said, is using a combination of materials in the current fences to make the system flex better.

Last week’s meeting at IndyCar included a company that specializes in working with aircraft. Sicking said there are applicable elements between race cars and planes. “But we haven’t figured out how to (test) fly a car,” he said. “We have concepts for flying a car, but to start running the test is real money, and we don’t have that.”

Sicking put the cost of a system to fly a car at \$150,000 to \$200,000. The multi-stage SAFER barrier program cost an estimated \$4 million, and that was a decade ago. The SAFER barrier program was initiated and initially funded by Tony George, then the CEO of IMS and IndyCar. NASCAR’s muscle — financial and otherwise — started once then-chairman Bill France Jr. witnessed a Sicking led test at the Midwest Roadside Safety Facility in Lincoln, Neb. France, who died in 2007, was so impressed with Sicking’s ability to use trucks and cables to pull a race car into a specific spot at 150 mph that he immediately offered to share the costs with George.

The Daytona accident gave NASCAR even more reason to be invested in the fence project.

Sicking and Forbes said the SAFER barrier project was more straight forward than this one, and it still took four years from design to implementation. “This is substantially more complicated than the SAFER system,” Forbes said. “We didn’t have to see through the SAFER system.” Replied Sicking: “But we know more now than we did then, and I think our tools are better.”

It needs to be noted that the Daytona fence did its primary job, keeping the car out of the grandstand. Most of the other parts and pieces from the accident were contained by the fence as well.

There has been talk of a second fence, which would be added to catch the extra shrapnel, but Forbes said there’s a consequence with that, too. “If we do double fencing, we just increase the obstruction to the racetrack by twice,” he said. Years of research showed that most cars hit barriers no higher than the top of the wall, which is why the SAFER barrier stops there. Increasing the height of the walls would further reduce grandstand visibility, Forbes said. There’s much to consider. “It’s a very difficult, delicate, sensitive balance between spectator protection, driver protection, sight lines and cost,” Forbes said. “It’s very challenging because we don’t want to break the law of unintended consequences in terms of safety and sight lines.

“Certainly we don’t want to make this worse.”

Submitted by Bernie Hamm:

Forget Newton and Galileo.

Here are the real laws of nature:

Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers.

Supermarket Law - As soon as you get in the smallest line, the cashier will have to call for help.

Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

Law of the Bath - When the body is fully immersed in water, the telephone rings.

Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result - When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics - The severity of the itch is inversely proportional to the reach.

Law of the Theater & Hockey Arena - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers.

Law of Physical Surfaces - The chances of an open-faced jam sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument - Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance - If the clothes fit, they're ugly.

Oliver's Law of Public Speaking - A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it.

Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. But don't make an appointment, and you'll stay sick. This has been proven over and over with taking children to the pediatrician.

From: <http://www.theglobeandmail.com/globe-drive/new-cars/auto-news/andretti-toronto-indy-doubleheader-taxing-for-racers-and-teams/article7464532/>

Andretti: Toronto Indy doubleheader taxing for racers and teams

JEFF PAPPONE

Special to The Globe and Mail

Published Friday, Jan. 18 2013, 7:00 AM EST

He may have won the Toronto Indy a record seven times, but Michael Andretti is no fan of this year's race on the streets of Exhibition Place.

Andretti feels the new doubleheader format slated for Toronto this year has the potential to be hugely taxing on everyone involved, from drivers to tire changers, not to mention his team owner's wallet.

"Definitely going to be a challenge no question about it," said the Andretti Autosport owner.

"It's putting a big, big demand on the drivers, in my opinion, and the teams in a lot of ways, the guys that go over the [pit] wall and stuff. So, I can't say I'm a huge fan of it."

The doubleheader will see two full-length races over the July 12-14 Honda Indy Toronto weekend. One race goes Saturday with the second on Sunday.

As a racer, Andretti was in a class of his own when he crossed the border into Canada, taking a total of 10 wins in Toronto and Vancouver in his Championship Auto Racing Teams (CART) days. Al Unser Jr., who holds the record for most wins in the Vancouver Indy at four, is second in Canadian CART victories with six.

The veteran of 317 IndyCar starts, including 16 in Toronto, also understands the mental and physical stresses involved in a hard street race like the one at Exhibition Place. And while the 1991 CART champion didn't come out and say it, he hinted that the second race might be a dangerous proposition due to fatigue among drivers and crew as they try to deal with a second full-length event on the notoriously unforgiving Toronto course.

"I think it's going to be really, really difficult on the drivers," he said.

"I believe that if some of these guys that make these decisions don't understand what it's like to be in a race car and how spent you are after a race — there were times where if I had to race on Monday after a race on Sunday, it would have been really tough to do it. And now they're asking these guys to go out and try to do that.

"And a place like Toronto, which is very physical, I mean if it's hot, you're going to have guys falling out of the seats in the second race."

The format means the drivers and pit crews face a weekend with a total of 170 hard laps of the tight 11-turn, 2.824-kilometre circuit. That's almost 500 kilometres of close racing on a circuit known for its carbon fibre smashing action. On a good weekend, the Toronto race usually features aggressive driving and wheel banging that inevitably finds broken cars wedged into the tire barriers. Those that don't get totalled often need serious and costly repairs.

Canadian Alex Tagliani, who drives for the Barracuda Racing, feels it will be toughest on the crews, who do so much of the preparation work behind the scenes, as well as work servicing the car in the pitlane during races.

"I'm concerned about those guys," he said.

"It's going to be hard for them because they will have to leave the pitlane on Saturday and have to go right back into the trailer to prep their equipment for another race. It's going to be a challenge and it will test everyone on the team."

Among the drivers, Rahal-Letterman's Graham Rahal is in favour of the idea, something he expressed on Twitter soon after it was announced. Penske driver Will Power also likes it.

Like Andretti, KV Racing's Tony Kanaan, the 2004 IndyCar champion, recently expressed his concerns about fatigue among the drivers and the toll that races on consecutive days would take on the crews. Dale Coyne driver Justin Wilson also agreed that it would be a tough weekend, while Ganassi's Dario Franchitti, a four-time IndyCar champion, wasn't exactly enthusiastic about the idea either.

IndyCar will also have doubleheader weekends on the street course venues in Detroit and Houston. The Detroit Belle Isle Grand Prix is the first weekend in June, while the Shell-Pennzoil Grand Prix of Houston goes in early October.

Tagliani feels that the debut of the doubleheaders on the demanding Detroit circuit will put the drivers through their paces, probably even more than Toronto.

"I have to say that I think we are going to have our hands full racing both days, full distance on a physically demanding track like that," he said.

"I don't know how the drivers will feel the next day, but we'll be testing ourselves definitely. If a guy has any little health issue, he will be in a miserable condition on Sunday to do the second racer. I am going to cross my fingers for the week before Detroit and stay away from anyone who is sick."

It is thought that part of the reason Toronto got the nod for a two-in-one weekend was the series' switch of its Canadian TV partner from TSN to Rogers Sportsnet this year. With the Edmonton race being abandoned by the series, the Toronto doubleheader still gives IndyCar two events in Canada, while also creating some additional interest that will likely help Sportsnet attract viewers in its first year as an IndyCar broadcaster.

The Edmonton event was cancelled late last year after the promoter and IndyCar agreed to end its run after eight races beginning in 2005.

Doubleheader weekends were the brainchild of now former IndyCar chief executive Randy Bernard. The idea was to use the doubleheaders to create some buzz that would help build the fan base for the series, something it desperately needs. Bernard was fired late last year and replaced by interim boss Jeff Belskus, who kept his predecessor's doubleheader plans in place.

With IndyCar road show only visiting 16 cities to run 19 races, the idea was to have doubleheader weekends to up the number of races without adding the significant expense of travelling to additional venues.

It's a good theory, but Andretti suggested that may not be the way things turn out.

"I know as an owner — if I'm just going to talk strictly as an owner — there's a huge expense to doing that, where they thought they'd actually be saving you money but in a lot of ways it's going to cost us a lot of money," he said.

"From that standpoint, I don't think it was doing what they were hoping it would do."

In the end, it's all about point of view. Owners will look at their expenses and scowl, drivers will ache after the double race weekend, pit crews will test their endurance, and the fans in the stands will smile over their two-for-one deal.

But like it or not, the doubleheaders are going to be on the docket no matter how the paddock feels about them, so everyone should embrace the idea and make the best of what promises to be an unforgiving weekend, Tagliani stressed.

"If this is what the series has decided, you better get it in your head and start liking it," he said. "They're going to be on the schedule, and we will have to do them."

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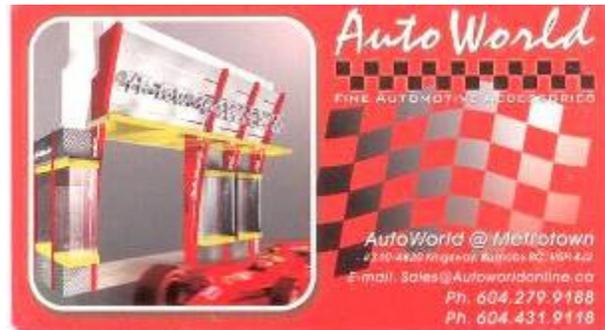


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