



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 e-mailed to the Editor.

Produced in Canada.

Next META meeting will be

April 27, 2016

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

Speed Reading

Apr 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 16	Long Beach Grand Prix	IMSA	Long Beach, Ca
Apr 16&17	CACC Race #1 – MRP	SCCBC	Mission, BC
Apr 16&17	Double Regional – PIR	SCCA/OR	Portland, Or
Apr 17	IRDC Enduro – TRMP	IRDC	Shelton, Wa
Apr 17	Long Beach Grand Prix	Indycar	Long Beach, Ca
Apr 24	Grand Prix of Alabama – Barber	Indycar	Birmingham, Al
Apr 27	META Meeting – Boston Pizza	7:30	New West, BC
Apr 30& May 1	CACC Race #2 – MRP	SCCBC	Mission, BC
Apr 30& May 1	ICSCC Race #1 – PIR	CSCC	Portland, Or
Apr 30& May 1	Spring Sprints – PR	SOVREN	Seattle, Wa
May 1	Monterey Grand Prix – Laguna	IMSA	Monterey, Ca
May 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May 14	Indianapolis Grand Prix – Roadcourse	Indycar	Indianapolis, Ind
May 14&15	ICSCC Race #2 – PR	IRDC	Seattle, Wa
May 21&22	Knox Mountain Hillclimb	KMMS	Kelowna, BC
May 21&22	ChumpCar World Series – TRMP	Chumpcar	Shelton, Wa
May 21&22	Double Regional – PIR	SCCA/OR	Portland, Or
May 25	META Meeting – Boston Pizza	7:30	New West, BC
May 27-29	SCCA Majors Tour– PR	SCCA/NWR	Seattle, Wa
May 29	Indianapolis 500	Indycar	Indianapolis, Ind



Sports Car Club of British Columbia
 Presents

McRae Memorial Weekend

April 16-17, 2016

Sports Car Club of British Columbia
 Presents

Spring Sprint Weekend

April 30 – May 1, 2016



Vice-Presidents Report

Hello META,

This is your fearless VP writing you while your fearless President is temporarily out of commission.

The 2016 race season has just begun with Chumpcar, Indycar, IMSA races happening this month. Drivers training at Mission and The International Auto Show in Vancouver, both of which were very successful and well attended.

April is going to be a full month of racing with an IMSA race at Long Beach, an SCCA in Oregon, an IRDC in Shelton and a CACC race at Mission all on the same weekend. There is also three Indycar races in April and a second CACC race at Mission. With all of this happening it is very important that we do our best to get out to Mission and try to bring one new person out with you.

This sport that we love so very dearly, desperately needs more dedicated people like you to get involved with our club at the race track. I would like to see everyone have a fun and successful and safe race season in 2016.

We at META realize how important our President is to us all and that we are missing him already. I more than anyone is missing you Roger and your Presidents article for the Mayday! I would like to send my condolences to Ann for having to look after the grumpy old fart in his time of need. No, all kidding aside I would like to wish you Roger a fast recovery and all the very best to you both Ann & Roger. If there is anything we can do for you at this time just let us know; your family at META.

Dallis

Hello Everyone.

Hope you had a good off season. IRDC's first event of the year is quickly approaching. On April 16th we have a driver training /test day and on April 17 we have the 6 Hours of the Ridge.

Unfortunately we have a conflict with races in Portland and at Mission. So I really need all the help I can get. Please pass the word around if you know of someone that might want to come.

I have been asked to look after the turns for both days, so if you can help for both days that would be great. Morning meetings are at the registration building. Saturday at 7:45 and Sunday at 7:15. Lunches are provided on Sunday, at the moment I'm not sure about Saturday.

We had a good turnout for the training session recently and we are hoping for a good turnout of new flaggers we can get interested in the sport.

Hope to see you all there.

Thomas Liesner

IRDC Flag Chief

Sports Car Club of British Columbia

Presents

McRae Memorial Weekend

April 16-17, 2016

This event is sanctioned by CACC and affiliated with ASN Canada FIA INC. It is a championship points race conducted under the 2016 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.

Each regional group will have one points race on Saturday and two points races on Sunday.

The International Race Drivers Club

Presents

The 4th Annual... "6 Hours on The Ridge"

Including

The Northwest Mini Enduro Championship Series - Season Opener
and featuring the 2nd running of

The "Sir Jack Brabham Memorial Grand Prix"

Sunday April 17th, 2016

These events are sanctioned by the International Conference of Sports Car Clubs – ICSCC, as non-Championship races. Events are organized and hosted by the International Race Drivers Club – IRDC, at The Ridge Motorsports Park.

Sports Car Club of British Columbia

Presents

Spring Sprint Weekend

April 30 – May 1, 2016

This event is sanctioned by CACC and affiliated with ASN Canada FIA INC. It is a championship points race conducted under the 2016 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.

Each regional group will have one points race on Saturday and two points races on Sunday.

Cascade Sports Car Club

Presents

Rose City Opener XXV (25 years)

April 30th and May 1st, 2016

This is a Non -Chicane race. This race is sanctioned by ICSCC, under the 2016 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway.

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Trapped in a Burning Racecar: Part II

March 17, 2016

Stephen Cox

After suffering severe burns in a racing accident at Circuit of the Americas last month, several motorsports organizations requested interviews with me shortly after I was released from the hospital. I'm afraid they may not like what I have to say.

As my good friend Rick Baldick, former GM motorsports executive, once told me, "Auto racing is the most over-regulated sport on earth." Even after my terrible experience that left me with 1st, 2nd and 3rd degree burns over 7% of my body, I am not in favor of more regulations. I honestly believe it's time for the demands, mandates and regulations to stop.

Every action has an equal and opposite reaction. That is an absolute truth. We cannot make a new regulation, no matter how well-intentioned, without setting in motion a domino effect that creates unintended consequences.

For example, long ago some very well-intentioned people created regulations that every race car should have a window net, and every driver should be buckled into their seat. Since then, every racing organization on earth has adopted those mandates.

And because of those mandates, I could have been killed when fire consumed our team's Porsche 944s last month. I didn't crash, so the seat belts did me no good whatsoever. There was no flying debris and my arms weren't flailing about, so the window net was of no benefit. However, the time spent unbuckling my harness and removing the window net so I could escape the fire caused me to be burned much worse than I otherwise would have been.

Of course, under other circumstances it might have been the same window net and seat belts that saved me. But that's just the point. We cannot predict the circumstances of an accident. One size does not fit all, and every new effort at universal mandates only perpetuates the domino effect of unintended consequences.

Decades ago, the originators of these regulations envisioned none of this. They had good intentions. Nevertheless, the unintended consequences of those mandates nearly got me killed.

Now, had those same people long ago chosen to use peaceful persuasion to convince a generation of racers to voluntarily use a window net and harness, my optional decision to use those items would have placed the responsibility for my injuries squarely on my shoulders and no one else's.

Every new safety gadget that we are forced to put on, must come back off before we can escape a burning car. Nothing occurs in a vacuum. No new rule can be passed without creating a domino effect of other unintended, and frequently undesirable, results.

In some ways, this attitude was inevitable. Modern Americans have been raised in an environment of mandates and regulations. There are hundreds of pages of federal regulations demanding how our home toilets must flush and what kind of light bulbs we can use, every one of them "for our own good."

We are no longer the Land of the Free. Instead, we are now the Home of the Slave. Mandates, regulations and policies command every minute detail of our daily lives. So it is little wonder that most of the American racing community shares the same mental attitude.

Obviously, insurance policies will necessitate some regulations in order for a racing series to function. But it is time for the tidal wave of regulations to be reversed. No new regulations. No new demands that threaten to ban a team from competition unless they comply.

Auto racing needs a change of attitude. We can't change the world overnight, but we can begin to foster an atmosphere of peaceful persuasion rather than regulatory force and mandates. If our ideas are good, we won't have to force others to practice them. They'll do it on their own. And if we have to force people to accept our ideas, then perhaps our ideas aren't that good in the first place.

I truly believe this is the right, moral thing to do. First, because it's just time to grow up. In third grade, we all expected that the bossy girl no one liked would try to tell everyone else what to do. But we're adults now. Going around insisting that "I'm not going to let you participate until you meet my demands" is just not what big people do.

Secondly, because no matter how hard you try, you can't save people from themselves. But if you can peacefully persuade them to your position, you've earned a friend and obviated the need to forcibly regulate them into compliance with your demands.

Do I want to do away with window nets and safety belts? No. Of course not. I will continue to use them, along with every other safety gadget I can find. But I would like to do away with the sport's prevailing attitude of universal, mandatory regulation as the answer to every problem.

I was badly burned in a racing accident last month. I am now an ambassador for motorsports safety. I will do my best to persuade my fellow racers to update their safety gear and use it faithfully.

But I will not support more force and more mandates. Not one more bloody regulation. No more unintended consequences. I want to compete in racing series that grant more discretion to teams and drivers and place fewer demands upon them. That is the future of motorsports. The era of perpetual mandates is over.

Auto racing's fanatical penchant for over-regulation is an embarrassment to the sport, and it's high time we reversed the trend.



<https://youtu.be/ZtmffZV073s>



2016 Officials Licence Application

License Applications

The CACC issues competition and officials licenses for its affiliate autosport clubs and for the variety of race disciplines in which they participate. You may apply for a competition or officials license providing you're a member of one of our affiliate clubs. Visit [our affiliate page](#) to find a list of organizations that come under the auspices of the Confederation of Autosport Car Clubs.

2016 License Applications

For the 2016 season, CACC will be providing separate competition and officials licenses. If you are both an official and a competitor, you must submit two applications.

Please review the list of documents required to complete your application before you begin your application. The table below lists documentation requirements by license type and discipline. Once you've gathered the necessary documentation, you can apply for your competition or officials license by following the links below:

Supporting Documentation

All CACC license applications are submitted electronically. To successfully complete the application process, you'll need to submit all documentation required for your discipline and license type along with your application.

Before beginning the application process, please gather digital copies of the documentation required as indicated below.

Required Documentation	Auto Slalom	Ice Race	Officials	Race	Time Attack	Vintage
Proof of Club Membership	X	X	X	X	X	X
Recent Passport-style Photo	X	X	X	X	X	X
Previous Year's CACC License		X	X	X		X
Copy of Driver's License	X	X			X	
Proof of Most Recent Race Experience (Returning drivers only)		X		X	X	X
ASN Annual Waiver	Optional	Optional	Optional	Optional	Optional	Optional
ASN Medical Self-declaration		X		X		X
ASN Medical Examination Form				Based on Age		Based on Age
Proof of Age (First-time applicants only)			X	X		X
Racing School Certificate (New novices only)				X		X
Race Group				X		X
Car Numbers (3 per group)		X		X	X	X
Marshal Logbook						
			Senior Marshals Only			

Apply for your 2016 CACC Officials License Here:

<http://www.motorsportreg.com/events/2016-cacc-officials-license-application-confederation-of-autosport-car-club-244367#.VolhG3lIh2s>

Apply for your 2016 CACC Competition License Here:

<http://www.motorsportreg.com/events/2016-cacc-competition-license-application-462321#.VolhOnlIh2s>

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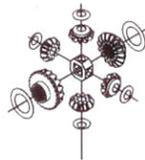
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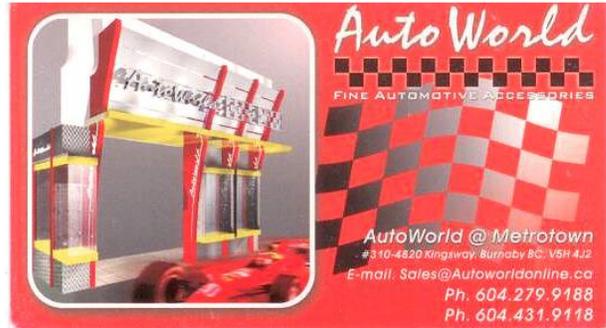
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Membership cost is \$25 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail