



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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March 2016
Volume 41 Issue #3

Next META meeting will be

March 23, 2016

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

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

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

Produced in Canada.

Speed Reading

Mar 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 12&13	ChumpCar World Series – PR	Chumpcar	Seattle, Wa
Mar 13	Grand Prix of St Petersburg	Indycar	St Petersburg, Fl
Mar 19	12 hours of Sebring	IMSA	Sebring, Fl
Mar 19&20	Driver Training – MRP	SCCBC	Mission, BC
Mar 23	META Meeting – Boston Pizza	7:30	New West, BC
Apr 2	Phoenix Grand Prix	Indycar	Avondale, Az
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 Motorsports Park	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



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Spring Drivers Training

March 19 & 20

CACC Race #1 – April 16 & 17



Rivers Edge Roadcourse, Mission, BC

Presidents Report

Submitted by Roger Salomon

From SCCA SportsCar Magazine, March 2016

Continental Divide

SCCA volunteer and FIA-recognized official Adrian Fawdington tells of a few differences when it comes to working U.S. and European events

Written by Chris Berg

For club racing event organizers in the SCCA, finding volunteers to staff each position can be a daunting task. But Central Florida Region member Adrian Fawdington has ideas about how to improve that – with impressive credentials to back up his opinion. Fawdington has logged an impressive 45 years in motorsport (the last 12 as an SCCA member) and, in 2015, was FIA’s Outstanding Official of the Year.

In addition to his officiating duties, Fawdington has served as a track manager and promoter, was the founder of the Castle Combe racing club in England, and has been a race series manager and FIA trainer. As for his credentials in the US, Fawdington is a Nationally licensed corner captain and routinely works professional events, including the Rolex 24 at Daytona and the Mobil 1 Twelve Hours of Sebring. But while he may have his hand in the pro series, Fawdington’s true love is with amateur racing

While there are some differences between amateur auto racing in the United States compared to that in England, there’s plenty of information Fawdington feels should be shared for the betterment of amateur road racing around the world. After all, he says, many issues faced here are the same elsewhere, albeit for different reasons.

“During a typical weekend, there may be 10 one or two day events throughout England, at racetracks all over the country” Fawdington says. “These are typical club racing events run by completely separate clubs. In addition, spectators turn out in droves to watch these events. That’s one thing that separates the amateur racing over there from over here in the United States.

“The number of events puts pressure on two things: the track owners and the volunteer organizers,” he explains. “Track owners and promoters are motivated to get more paying customers in the gates, while the organizers are also looking to pull in the needed number of volunteers to help the race be run.”

At first blush, it’s easy to conclude these are different problems. But, after taking the cultural popularity into account, the problem is still the same: getting enough people to a specific facility to host a race. While clubs in England face fierce competition within the realm of motorsports, amateur racing organizations in this country face competition with other hobbies. Often, the other pastimes win out because they can be done closer to home, according to Fawdington.

“Many of the events in England are typically one-day events, while most over here last two, even three days,” Fawdington notes. “In my opinion, the distance competitors and volunteers must travel is the biggest reason for this. At the SCCA US Majors Tour in Florida, we draw participants from several states away. The issue is that, in the United States, you can drive for a long time and be in the next state or two. The same distance in Europe means you may be in a completely different country when you are done. I think that has a lot to do with the popularity in Europe – the amount of choice in a relatively small area.”

While there are barriers to getting new blood involved in the sport, Fawdington says there is still hope in getting young people involved in amateur road racing in the US. He says it's less of a problem of interest, but rather allowing potential volunteers to feel empowered at the track. Fawdington says some of that sea change in thought can be achieved by simply altering how we refer to many race officials.

"We have to change the motorsports culture in the United States in relation to how they view volunteers," Fawdington says. "The first – and easiest – thing that needs to be done is to change the terminology of 'corner worker' to 'volunteer official'. If we are interested in getting more young people involved in the various facets of motorsports, we need to make sure our descriptions are motivational."

Fawdington's verbiage suggestion would also bring the volunteer culture in the United States in line with that of the rest of the world. "Moving away from 'corner worker' would also make racing in the United States more world-centric," he explains. "We are the only country that does not refer to volunteers as 'volunteer officials'. Many countries have large groups that are proud to be known as course marshals.

"When I was in Paris at the 2015 FIA awards ceremony, I was talking to a friend from Turkey who also organizes the Turkish Grand Prix. We had this conversation about verbiage used to describe the value of volunteer officials in motorsports. He owns a chocolate factory and said, "I employ workers in my factory, but I do not employ any workers in motor racing".

"Competitors, organizers, promoters, and operators should always be aware volunteer officials are unpaid, not because they are worthless, but because they are priceless"

In addition to a name change, Fawdington points out that the focus when training new volunteers should be less about skills needed to do the particular job, and more on transferable skills. He says this is one of his core goals when preparing volunteers for the race track, whether in his role as an SCCA corner captain or an FIA trainer and coach speaking to an international audience.

"We need to focus on the life skills that are learned through being a volunteer official" Fawdington says. "Coached properly, a volunteer official can learn how to use a fire extinguisher correctly to fight a fire, as well as basic first aid and radio communication. Where are you going to learn the proper way to do that in your daily life? Very few do. That's an example of a transferable skill."

During an SCCA Regional race at Sebring, Fawdington says he had a successful coaching session with a pair of fresh volunteer officials. He said both officials had a great day and came away more confident in their skills communicating with racers on track.

"One of these workers had a car hit extremely hard, right under her feet," he says. "She ended up being a little shaky after that, but was OK otherwise. It gave me the chance to explain the need to have someone looking upstream and downstream from the direction of traffic. It also allowed me to explain the importance of keeping an eye out for the safety of other marshals. The light bulb went on for her, and she realised there was a little more to this whole thing than just displaying a flag. It allows me to develop others by allowing them to do, and not just telling them how to do a job. That, in turn, is really motivational to me. Learning by doing and not just by telling equals engaging new volunteers."

For Fawdington, it's all about motivating those who come out to experience auto racing, to come back to the track again. "Allowing new volunteers to go home on a high is the key for getting them back out to the racetrack," he says "Engaging and growing the numbers of young people is vital to the long-term success of the SCCA. Advocate, enroll, embrace, engage, infuse, educate, and empower.



2016 Spring Annual General Meeting

March 13th – 10:00 a.m. (Coffee served 8:30 a.m. – 10:00 a.m.)

Location:

Delta Town & Country Inn 6005 Highway 17A (at Hwy 99), Delta, B.C.

Room: Ballroom Date: Sunday, March 13th Time: 10: a.m. – 3:00 p.m.

Proposed Agenda

- | | |
|----------------------------------|--------------------------------------|
| 1. President's Welcome | 5. Discipline Director Reports |
| 2. Reports from Affiliated Clubs | 6. Executive Reports |
| 3. Discipline Meetings | 7. Old Business / New Business |
| 4. LUNCH | 8. Elections – Vice-Pres & Treasurer |

Steward Training Seminar (Pre-registered Only) 2:30 p.m. – 4: 30 p.m.

LUNCH: A soup and sandwich buffet will be served at the cost of \$8.00

Please advise 1) if you plan to attend the General Meeting **AND**

2) if you will be attending the Lunch Buffet

R.S.V.P. Gayle Baird at secretary@caccautosport.org **BEFORE** March 8, 2014

Just a reminder to you *delinquents*
who have not renewed your membership in META.
The deadline is March 31st.



March 31st

META Members who have not renewed.

Linda Blackburn
Sion Davies
Paul Edgecombe
Jerold Klassen

Tedd McHenry
Shirley Olund
Keith Robinson

This will be the last issue of your Mayday unless dues are paid by March 31st

Membership

C/O Thomas Liesner, 8849 143A Street, Surrey, BC V3V 7P7

Name: _____

Address: _____

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Phone No _____ E-mail Address: _____

PLEASE MAKE CHEQUES PAYABLE TO META or **Renew on-line by PayPal or credit card at**
<http://meta.bc.ca/wordpress/forms>

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

GALE FORCE BLUES

ROCKIN' BLUES AND CLASSIC ROCK



Hello Everyone,

The Gale Force Blues Band has a number of gigs coming up in February and in March to let you know about:

- ***Saturday, February 20 at 7:00 pm, Jimmy Flynn's, 3020 152nd Street, in South Surrey.*** Our last gig here was a blast and we are expecting a lively crowd for the next one. This is a great pub with lots of delicious food and a great atmosphere. No cover and lots of convenient free parking. A Fundraiser is happening there. Like a private function. The Club will be open after 9:00 PM for walk in Customers.
-
- ***Saturday, March 12 at 8:00 pm, Jimmy Flynn's, 3020 152nd Street, in South Surrey.***
-
- ***Thursday, March 17, at 8:00 PM, Jimmy Flynn's, 3020 152nd Street, in South Surrey.***
- **IT'S ST. PATRICKS DAY!!!!**
-

Looking forward to delivering our mix of classic rock and rockin' blues!!! Hope to see you there!!! CHEERS,

MANNY

From: <http://www.racer.com/indycar/item/126533-indycar-miles-promises-judicial-overhaul>

INDYCAR: Miles promises judicial overhaul

Date: Friday, 26 February 2016

Mark Glendenning

IndyCar boss Mark Miles says that a desire for continuity, more consistency and improved transparency were the main forces driving the new steward panel that was announced earlier this week. Former Ford Racing executive Dan Davis has been named chief steward of a three-person panel that will be completed by ex-racers Arie Luyendyk and Max Papis, with Brian Barnhart continuing on as race director.

"I'd say candidly we're not satisfied with our performance last year," said Miles.

In part, Miles believes that the continuity problem will be solved by creating more clearly-defined responsibilities within the race control tower, with Barnhart focusing on his duties as race director and leaving all officiating in the hands of the steward panel.

"We want consistency in our decision making," Miles said. "I think our competitors deserve that. Fans deserve that. That's as high a priority as there is, along with independence and fairness, which we know we can count on. So with that in mind, it was really important to us that we found three very experienced, enthusiastic stewards who will be the stewards for every race.

"Another value is transparency. We think the competitors and the teams ought to know what the rules are and what they can expect in advance in the way of penalties if they are breaking rules." The push for better transparency will be dovetailed with a streamlined set of regulations, which have been reworked with input from teams. Under the new system, the practice of issuing warnings for some offences will be dropped in favor of an immediate penalty. More significantly, the list of infractions and their associated penalties will be released to teams, the media and the public for the first time.

"Last year we had about 45 different regulations on a laminated piece of paper," Miles said. "These were the rules that people in Race Control had to think about. "Then there was a schedule of penalties pursuant to breaking any of these rules. Not so serious, very serious, more weighty penalty issues as you move from left to right on that scale. Most of them started with a warning.

"These [stewards] have worked first of all with the drivers to give them the opportunity to give some input into those regulations and those penalties. Team owners will have a shot at that. We'll take all that input and finalize this set of regulations and penalties.

"The first thing that's going to happen is more than half of them will not start with a warning. The drivers came to us and said, "What's a warning?" It's an opportunity for inconsistency. So let's just get rid of it where we can, and where it makes sense. More than half of the rules will no longer start with that.

"In the past, the drivers didn't receive this table. It was top secret up in race control. How would they know if we were being consistent? Of course, this year the stewards will have it and they'll be expert in it with the drivers and the team personnel, and the public and media can have this table. The people can hold us accountable as to whether we're all following how we view how it all ought to work."

The other potential development from the shake-up will be a reduction in the practice of announcing penalties several days after the race, with Miles insisting that the new system will put a far greater emphasis upon judging infractions on the spot.

"Over the last year, it felt like more and more calls were getting made on Tuesday and announced on Wednesday," Miles said. "We hope to stop that to the maximum possible extent. Our expectation is that the stewards will make the calls during the race, the penalty will be determined, we won't be having that conversation on Wednesday.

"The incidental exception will be when we learn something after the race, like a tech inspection. I think you can expect that from us, finishing a race and knowing what happened to the greatest possible extent."

The final major change will be the introduction of new software, which will assist race control in establishing the correct order for restarts.

"You can think of times last year, when if you were Brian Barnhart, your head was exploding trying to know what that order was," said Miles.

"We think now there is technology that will allow us to do that quickly and get it right. I think that's a big improvement. We spent a lot of money on capital investments on race control over last year. So I think we already have a leg up. There may be more capital investments this year, but our objective is to give them all the tools possible to do the job."

From: <http://www.hondaindytoronto.com/more-news-a-announcements/414-honda-indy-toronto-returns-to-traditional-july-dates-gets-ready-to-celebrate-30-years-of-racing-on-the-streets-of-toronto>

Honda Indy Toronto returns to traditional July dates, gets ready to celebrate 30 years of racing on the streets of Toronto

TORONTO, ON, October 27, 2015 – For the 30th time since its inaugural event in 1986, professional INDYCAR racing returns to Exhibition Place for the 2016 Honda Indy Toronto, Ontario's largest annual sporting event. The three-day festival returns to its traditional July dates, July 15-17, after switching to June last year to accommodate the 2015 Pan American and Parapan American Games.

"Honda Indy Toronto has been a summer staple for generations of Torontonians and festivalgoers from across Ontario and beyond," said Jeff Atkinson, newly-appointed President of Honda Indy Toronto. "We're working hard on growing the festival programming to create an event that is fun, exciting for all ages, and that builds on its legacy and connects with the history of the race."

The Verizon IndyCar Series headlines the event weekend, featuring some of racing's best drivers including Oakville's James Hinchcliffe, Graham Rahal, Marco Andretti and 2015 Series Champion Scott Dixon, among others.

"This obviously is such a special weekend for me, I remember coming to this race as a kid and really falling in love with INDYCAR while I stood at the fence watching the cars," said James Hinchcliffe, Verizon IndyCar Series driver of the No. 5 Arrow Electronics car for Schmidt Peterson Motorsports. "Now, to be able to come back on the other side of that fence and race in my hometown is awesome. The track, the city, the fans, everything about this weekend makes it the best stop on the calendar. I'm glad we got the old date back because now it really is like Christmas in July again."

Young drivers looking to reach the Verizon IndyCar Series will also be showcased during the Honda Indy Toronto as the entire Mazda Road to Indy ladder series will return, which includes Indy Lights Presented by Cooper Tires, the Pro Mazda Championship Presented by Cooper Tires and the Cooper Tires USF2000 Championship Powered by Mazda.

Tickets to the 2016 Honda Indy Toronto will go on sale later this fall. Additional support series races and off-track entertainment will be announced in the coming months.

About the Honda Indy Toronto

Honda Indy Toronto, Ontario's largest annual sporting event, takes place on the streets surrounding Exhibition Place near Lake Ontario and downtown Toronto. In addition to world-class racing, the event features festival attractions, including beer gardens, gourmet food, adrenaline filled shows, interactive games and activities, live entertainment, charity events and celebrity appearances. The event is owned and operated by Green Savoree Racing Promotions.

To learn more, visit hondaindy.com, 'like' its Facebook page at [facebook.com/HondaIndyToronto](https://www.facebook.com/HondaIndyToronto) or follow the event on Twitter @HondaIndy #IndyTO.

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For those who may be interested in volunteering with NER SCCA for the IndyCar Grand Prix of Boston, please fill out the form in the link attached. Your information will be used to update you on GP of Boston volunteer opportunities, and to help NER plan for your visit. Feel free to share this with others who may be interested. <http://www.ner.org/race-volunteer/indycar-boston-volunteers/>

BOSTON TO HOST INDYCAR GRAND PRIX STREET CIRCUIT EVENT

May 21, 2015. BOSTON – Today marked the official launch of the Grand Prix of Boston. The inaugural Verizon IndyCar Series event will take place over Labor Day weekend, September 2-4, 2016, in the South Boston Waterfront area.

The Grand Prix event will offer a series of family-friendly, community-oriented attractions throughout the weekend. On-track activity will include INDYCAR practice, qualifying and race events as well as support series races and pace car rides. In the areas surrounding the track, attendees can enjoy family fun areas, food and drink, and other attractions.

Grand Prix of Boston has proposed the following track design:

- The starting line will be located on the South Boston Bypass Road. Vehicles will then turn onto Congress Street, then turn onto Massport's Haul Road. Vehicles will then cross under Summer Street onto Fargo Street, and then to D Street, circling the Boston Convention and Exhibition Center. Vehicles will then turn onto Cypher Street, and return to the start of the circuit on South Boston Bypass Road.

All proposed aspects of the track and event footprint will be presented to the public throughout a strong community engagement process, which began in March. To date, the Grand Prix of Boston has engaged in discussions with representatives from groups such as the Friends of Fort Point Channel, the Seaport TMA, the Fort Point Neighborhood Association, St. Vincent's Lower End Neighborhood Association, and others. Individual discussions have also taken place with area business owners and residents. This community engagement process will continue as details of the event are proposed.

“This is an exciting time in Boston and as we explore new ways to grow and attract visitors here, we’re engaging in strong dialogue with organizations like the Grand Prix of Boston. This event has great potential to bring an influx of tourism and support our local businesses during what is traditionally a challenging holiday weekend for hospitality. I’m excited to begin this process and hear from our residents and business owners as we move forward,” said Mayor Martin J. Walsh.

“We’re excited to bring this event to the world-class City of Boston. From the initial concept, and every step of the way, Mayor Walsh and his leadership have shown an incredible enthusiasm and openness in exploring this new concept, and we’re looking forward to continuing this engagement with the community,” said Mark Perrone, CEO of the Grand Prix of Boston.

“The level of enthusiasm we have received from the Boston community has been phenomenal and we look forward to showcasing the Verizon IndyCar Series on Labor Day weekend in 2016,” said Mark Miles, CEO of Hulman & Company, the parent of INDYCAR and the Indianapolis Motor Speedway. “There has been a tremendous amount of work behind the scenes from community leaders and Grand Prix of Boston officials and those efforts led to this key addition to our 2016 calendar. We’re thankful to Boston Mayor Martin Walsh, Grand Prix of Boston CEO Mark Perrone and many other supporters who were instrumental in making today’s announcement possible. Establishing INDYCAR racing in the northeast is an integral part of our strategy for growing our national fan base.”

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Bernie Hamm
Auto Technician 'The Doctor'

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Mission, BC



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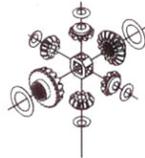


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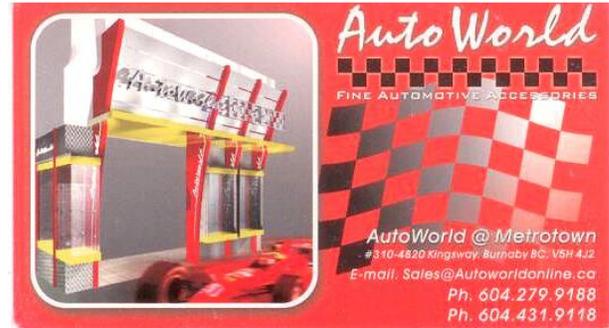
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