



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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META Website: <http://www.meta.bc.ca/>

January 2017
Volume 42 Issue # 1

Next META meeting will be
January 25, 2017

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 e-mailed to the Editor.

Produced in Canada.

Speed Reading

Jan 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 14&15	Ice Race # 2 – Barnes Lake	WCIRABC	Ashcroft, BC
Jan 25	META Meeting – Boston Pizza	7:30	New West, BC
Jan 28	META Banquet – Guildford Golf and Country Club	5:30	Surrey, BC
Jan 28&29	Ice Race # 3 – Barnes Lake	WCIRABC	Ashcroft, BC
Jan 28&29	24 hours of Daytona	IMSA	Daytona Beach, FL
Feb 4&5	Thunderbird Rally TSD Rally	WCRA	Merritt, BC
Feb 8 AGM	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 11&12	Ice Race # 4 – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 22	META Meeting – Boston Pizza	7:30	New West, BC
Feb 25&26	Ice Race # 5 – Barnes Lake	WCIRABC	Ashcroft, BC

Note that Ice Races are subject to Ice and Weather conditions.

Please check the website <http://www.carsonice.ca/> before traveling.



There were no members present at the November AGM willing to fill the position of President.

META Policies and Procedures under *Replacement of an executive member* reads: “ the other members of the executive shall take on the duties of the unfilled position until the next regular membership meeting at which time an election shall be held to fill that position”

Please support your club and plan on attending the next meeting on January 25

Presidents Report

Happy New Year – Happy New Year to everyone. I guess this was a real holiday season – snow, snow and more snow. Think about it – we are all going to be in perfect condition with all that snow shovelling!

Let's start the New Year by getting more than 50 people to the banquet on January 28th, thus giving us \$150 to start 2017. For the last few years we have missed getting the room free by about 4 guests. Anyone can join us for good food, door prizes and good fun. To get tickets, phone Doris Gildemeister 604 588 9218 or me, Roger Salomon, at 604 581 7189. Deadline to order is January 25th.

SEE YOU THERE!

Nominations for awards please contact Joe Proud by email jjproudca@yahoo.ca or Angus Glass liliardsedge@aol.com

We need a new President for 2017!

See you at the meeting on January 25th and for sure at the banquet on January 28th.

Yours

Roger

The Prez

TIME TO RENEW YOUR MEMBERSHIP IN META

It's that time of year again!!!

**The membership list will be purged of non-renewals
March 31.**

Look elsewhere in this issue for the renewal form or you can renew your membership on-line using *PayPal* or *credit card* at: <http://meta.bc.ca/wordpress/forms>

Thank you for your support.



META Awards Banquet

Saturday January 28, 2017

Guildford Golf and Country Club

7929 - 152nd st

Surrey, BC

Tickets \$45.00

Happy Hour 5:30

Dinner 6:30

Contact Doris Gildemeister for tickets

604-588-9218 or dg-meister@hotmail.com

Or through Paypal on the META Website:

[http://meta.bc.ca/contact/banquet tickets Paypal.html](http://meta.bc.ca/contact/banquet_tickets_Paypal.html)

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.

2017 License Applications

CACC provides 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:

Apply for your 2017 CACC Competition License at [this location](#).

Apply for your 2017 CACC Officials License at [this location](#).

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	Autoslalom	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	X
Marshal Logbook						
			Senior Marshals Only			

CACC Officials Licence Application can be found here:

<http://www.motorsportreg.com/events/2017-cacc-officials-licence-application-021595>

From: CACC Website- <http://www.caccautosport.org/licenses/>

Western Canadian Ice Racing Association of BC



2016/17 Schedule

December 31, January 1

January 14 / 15

January 28 / 29

February 11 / 12

February 25 / 26

*****ATTENTION NEW EVENT STRUCTURE: Ice-X / Time Attack, no passing !*****

You asked! We listened!

Cars On Ice execs have been speaking with past and future attendees to come up with a format that we hope will better meet everybody's needs. So with a few more late nights, here is the new weekend plan. We hope this is more satisfactory for all those who had concerns about the last format.

The Layout

Instead of the planned one large track, we will be reverting back to the original format of dual tracks that many of you are already used to. Both tracks will be roughly the same size. This means there will still be plenty of room to open up the throttle and get a little tail happy. (This differs from past years where ICE-X had a smaller course then door to door).

AM

ICE-X will be held on both tracks simultaneously with a total of 4 run groups (two per track). This will allow small groups and lots of runs back to back. Drivers will be afforded the opportunity to run both tracks, time allowing. With this setup your timely driver changes are crucial to ensure fair runs for all.

We will be running a 2 car on track setup as we have in the past.

PM

ICE-X drivers will shift over to track A and Time Attack – No Passing will begin on track B

Time attack will begin with two cars on track and move up as drivers become more comfortable with the setup and safety allows.

Please remember Time Attack drivers are required to hold a valid novice or senior Time Attack or Ice Race license! This is not a requirement of the club, but a requirement of our sanctioning body and must be adhered to. Here is the link to the Time Attack Rule Book. Please note the Time Attack No Passing sections of the rule book.

<http://carsonice.ca/>

SCCBC Tentative 2017 Schedule

MARCH	25-26	Driver Training
APRIL	1-2	CACC #1
APRIL	29-30	CACC #2
JUNE	10-11	CACC #3
JUNE	24-25	Driver Training
JULY	15-16	CACC #4
AUGUST	12-13	CACC #5
AUGUST	19-20	BC Historic Motor Races (VRCBC)
SEPTEMBER	1-4	ICSCC – Triple race weekend
OCTOBER	14-15	CACC #6

<http://www.motorsport.com/indycar/news/indycar-weekend-formats-set-to-change-in-2017-856335/?s=1>

IndyCar weekend formats set to change in 2017

By: [David Malsher](#), US Editor
2016-12-03

The Verizon IndyCar Series is aiming to introduce a more consistent timetable across all formats of track, to increase track action for the fans and improve each session's productiveness for the teams and drivers.

Heading toward this off-season there were rumors of a future adjustment to tire allocations in 2017, with rookies – or possibly all drivers – getting one set of Firestone's softer-compound (red-walled) tires to try in a practice session prior to qualifying.

Even teams employing veteran drivers have also indicated, via a broader-reaching questionnaire from IndyCar, that they would prefer to have a set of reds before qualifying to help learn how the alternate tires might alter the balance of the car.

However, Jay Frye, IndyCar's president of competition and operations, told Motorsport.com that the tire allocation issue is just one of a number of changes he wishes to introduce for the 2017 season, including a revised and consistent session format.

"Yes, we've heard from numerous teams who suggest we shouldn't go into qualifying on red tires completely cold turkey," Frye said, "but actually that's just one of a raft of ideas for making the race weekends more efficient. We're looking at the overall weekend schedules, too."

“So there’s more than one piece to these proposed changes, which is why this process has taken longer than people think it should. But we’re getting close to finalizing it – should be completed within the next two weeks, I’d say.”

Although Frye did not wish to disclose details of the revised race weekend timetable yet, Motorsport.com has learned that the morning practice sessions – particularly Fridays – may be shortened, on account of the fact that the track is ‘green’ or dirty at that time. Several teams traditionally elect to save tires and spend much of the session in the pits, to allow the backmarkers – who need track time – to ‘clean’ the course for them.

In addition, Friday afternoon practice sessions may be extended, and could see the teams gain access to one set of red tires per car, to allow engineers and drivers to learn the behavior of the softer rubber in temperatures and conditions that are more representative of what they’ll encounter in qualifying.

Said Frye: “We’re looking at how to make the weekend’s sessions more interesting and meaningful for the fans, and more productive for the teams. I’d say we’re working to create efficiency within the weekend schedule. Because it’s not just a case of how much time you have as a team, but how much *productive* time you have – and that goes back to the tire aspect.

“How many sets of tires are available, and what time of day is it? There are times when the teams are practicing on a Saturday morning in the cold but qualifying is at 2pm, the sun’s beating down and it’s 100 degrees ambient. How does the practice help?

“It’s the same deal with the ovals; the guys can often be qualifying in 100 degree heat, but it bears no relation to track conditions if it’s going to be a night race.

“If you give the teams the correct amount of tires to run in a practice window, they’re going to be more active and use the time they have, and that gives more track action for the fans.”

Frye also implied there would be no extra concessions for rookies, whose inexperience is often exaggerated in qualifying at road/street courses by the fact that the reds aren’t available in testing or practice.

“Rookies get additional testing already,” he observed, “so they are already being given opportunities that veterans don’t get.”

He went on to explain that part of the delay in verifying a new and consistent timetable for events on road and street courses was due to trying to align IndyCar’s schedules with that of a traditionally busy support-race roster, as well as with TV slots.

“We have our broadcast partners’ airtime windows to consider, and then also our weekend partners, be it Mazda Road To Indy, Pirelli World Challenge, or IMSA. They’re all good partners and so we try not to dictate; we try and come to an amicable arrangement. And of course there’s at-track promoter activities to consider, too.

“So we want all our partners to know what our schedule is going to be on any given weekend, and that’s where we come back to the consistency. We’re trying to get it to where all the road and street courses have the same schedule and all the ovals, too, to the best extent we can.”

INDYCAR: Hinchcliffe's dad gave him special gift

Date: Thursday, 05 January 2017

RACER Staff / Images by LAT

James Hinchcliffe never hesitates to talk about his hero, former CART driver Greg Moore, who died in the 1999 season finale at Fontana. Look closely and you'll see Hinchcliffe wearing red gloves in Moore's honor, even carrying a pair of Moore's inside his firesuit during qualifying for the Indy 500 in 2012 (pictured below). It turns out Hinchcliffe has several items that once belonged to Moore – including one of his cars.



Unbeknownst to James, in 1998 Hinchcliffe's father, Jeremy, bought the ex-Moore Van Diemen Formula Ford car Moore drove to rookie of the year honors in the 1991 Esso Protec F1600 championship, planning ahead for James's eventual graduation from karting to the Esso Protec pro series, the younger Hinchcliffe **told The Globe and Mail**.

"My dad was renting the car out to someone in vintage racing, so I'd never seen it at the time. But

he was able to give me the steering wheel Greg had used because the gentleman who had owned the car had updated to a newer wheel."

The Esso Protec series folded, so instead Hinchcliffe's next step up the ladder would be the 2004 Formula BMW USA, followed by the Mazda Star series that saw him win at Laguna Seca and Road America. He finally got to drive Moore's car in September 2005 at Mosport, when he came home for two races at the British Empire Motor Club Indian Summer race meet. He battled with vintage racing veteran David Clubine from start to finish but was ultimately edged out by Clubine in both races.

"Even if James hadn't gone on to the success he's had, I'd always remember that race as special," Clubine told The Globe and Mail. "He was much better than me under braking and in the higher speed corners. The rest of the course, we were fairly even."

Having reached age 30, Hinchcliffe doesn't plan to race Moore's car again. Nor does he think he will keep it – but for a good reason.

"I just don't think I'll ever race Greg's Formula Ford again," Hinchcliffe said. "There's too much sentimental value in it at this point."

"This car should go to the Canadian Motorsports Hall of Fame," he said, although the CMHF does not have a permanent home. "If not that, then Greg's museum in British Columbia [a permanent exhibit housed in the BC Sports Hall of Fame]."

Bernie Hamm
Auto Technician 'The Doctor'

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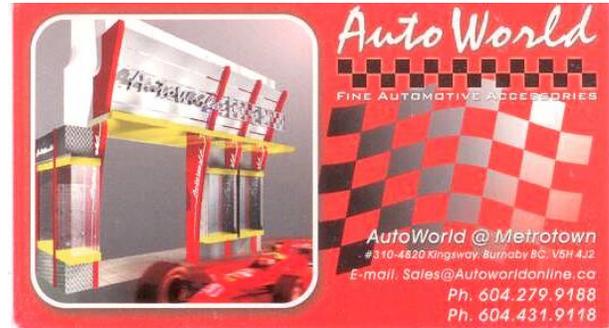
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