



# MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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**July 2018**  
Volume 43 Issue #7

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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

*July 25, 2018*

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

## *Speed Reading*

Jul 13-15	Rose Cup – PIR	FoPIR	Portland, Or
Jul 14&15	CACC Race #4 – MRP	SCCBC	Mission, BC
Jul 15	Toronto Indy	Indycar	Toronto, Ont
Jul 21	Lime Rock Park	IMSA	Lakeville, Ct
Jul 21&22	ICSCC Race #8 – PR	IRDC	Seattle, Wa
Jul 21&22	Karting #8 - Greg Moore Raceway	WCKC	Chilliwack, BC
Jul 25	META Meeting – Boston Pizza	7:30	New West, BC
Jul 27-29	Portland Vintage Racing Festival – PIR	SVRA	Portland, Or
Jul 28&29	ICSCC Race #9&10 – MRP	SCCBC	Mission, BC
Jul 28&29	24 Hours of LeMons – TRMP		Shelton, Wa
Jul 29	Indy 200 at Mid-Ohio	Indycar	Lexington, Ohio
Aug 5	Road America	IMSA	Elkhart Lake, Wis
Aug 10-12	Triple Regional – PIR	SCCA/OR	Portland, Or
Aug 18&19	BC Historic Motor Races – MRP	VRBCB	Mission, BC
Aug 18&19	ICSCC Race #11 – PIR	CSCC	Portland, Or
Aug 19	Pocono Indycar 400	Indycar	Long Pond, Pa
Aug 19	Virginia Grand Prix	IMSA	Alton, Va
Aug 22	META Meeting – Boston Pizza	7:30	New West, BC
Aug 25&26	Karting #9 / Western Championship - Greg Moore Raceway	WCKC	Chilliwack, BC

## *Call for help:*

With the Rose Cup Races in Portland and the Indycar Race in Toronto scheduled for the same weekend as the SCCBC Charity Races at Mission, it is anticipated there will be a critical shortage of volunteers for the Mission event, July 14 &15.

If you can spare a day or two to help it would be greatly appreciated.

**SPORTS CAR CLUB  
OF BRITISH COLUMBIA**

*Presents*

# **Racing for Mission Hospice** **July 14 & 15, 2018**



**At Mission Raceway Park**



*Mission Hospice Society*  
... when time matters most

**Get a ride around the track**  
**with a minimum donation to Mission Hospice**



## *President's Report*

We have a conflict this month between the Rose Cup and the Charity race at Mission on the July 14 & 15 weekend, if you are not at Rose Cup please come out to Mission and help — we already know we will be short some key people.

Don't forget there will be a longer than usual lunch break to allow for charity rides for Mission Hospice. Sign up to volunteer now for the July 14 & 15 Mission Hospice Charity Race at MSR:

<https://www.motorsportreg.com/events/sccbc-volunteer-registration-cacc-race-4-mission-raceway-road-course-161080>.

July 14 & 15 is also CACC race #4 with VRC's REVS races (vintage races) running on both days. This will be a fun weekend.

SCCBC is discussing giving gas cards to volunteers on a per car basis to cover expenses getting to the track, however those cards may not be ready for the July 14 & 15 race weekend. They decided to do it on a per car rather than a per person basis since several volunteers car pool — this should make it fair to everybody.

SCCBC is also planning on purchasing new radios and headsets, see the minutes from the June meeting elsewhere in this newsletter for more details. With luck we will have the radios for the mid July race weekend.

The Conference weekend is at the end of July (July 28 & 29) and includes a practice day on Friday July 27. Don't wait until the last minute, sign up to volunteer now at: <https://www.motorsportreg.com>.

Don't forget that the BCHMR is August 17, 18, & 19 — Friday August 17 being an open practice day. Registration is now open on MSR at <http://msreg.com/2018-BCHMR-PracticeDay> for the August 17 practice day and <http://msreg.com/2018-BCHMR> for the BCHMR. There is not a separate registration page for volunteers. Go into the Entrants site, then choose driver or volunteer. See you all there.

Some of you may have heard various rumours about Area 27. It has not yet been sanctioned by CACC for Racing; there are a few improvements to complete before a sanctioned event can be held — however Area 27 have been approved to run CACC sanctioned Slalom, Time Attack and Lapping events.

You may have also heard rumours of a vintage race at Area 27 in October; this has nothing to do with VRCBC and at this time is **not** sanctioned by CACC. It is being hosted and organized by Area 27. For up to date information about the Area 27 Historic GP Race Weekend you can check out: <https://www.area27.ca/calendar>.

## *Mike*

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### **Volunteer Registration for Race Events**

This is a call out to all our fabulous race event volunteers!

As we did last year, we have created a registration event for the race weekends on MotorsportReg at [sccbc.motorsportreg.com](https://www.motorsportreg.com)

If you are coming out to the volunteer on a race weekend, please complete the registration process so we know you're coming.

Thank you all and have a great racing season!

### **CACC Logbooks**

Logbooks can be dropped in a box to be available at Tech (same as for the drivers logbooks) and the Steward or Course Marshal will sign for the event.

Drop them off in the morning and pick them up at the end of day!!



The **INTERNATIONAL RACE DRIVERS CLUB**

Presents, the

# ***IRDC Summer Classic***

Plus, Round 5 of the

**Northwest Mini Enduro Championship Series**

**Pacific Raceways, July 21<sup>st</sup> & 22<sup>th</sup> 2018**

These events are hosted by the International Race Drivers Club at Pacific Raceways under sanction of the International Conference of Sports Car Clubs, governed by 2018 ICSCC Competition Regulations.



**Sports Car Club of British Columbia**

Presents

**ICSCC #9 & #10**

**Featuring the Northwest Formula Continental Race**

**July 28-29, 2018**

This event is sanctioned by ICSCC as championship points races conducted under the 2018 ICSCC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.  
This is a double championship race weekend with points awarded on Saturday and Sunday.

All Race Entries **MUST** be completed in [MotorSportReg.com](http://MotorSportReg.com). NO paper entries will be accepted.

There is a Friday Practice. See [sccbc.motorsportreg.com](http://sccbc.motorsportreg.com) to register.

**B.C. HISTORIC MOTOR RACES**  
**AUGUST 18-19, 2018**

Grand Historic Photos

**MISSION RACEWAY PARK ROAD COURSE**  
MORE INFO: [WWW.VRBCBC.CA](http://WWW.VRBCBC.CA) & [WWW.BCHMAR.CA](http://WWW.BCHMAR.CA)

**RIDE IN A REAL RACING CAR**  
PROCEEDS TO MISSION HOSPICE

**British Columbia HISTORIC MOTOR RACES**

## New volunteer program!



We're almost half-way through the 2018 ICSCC racing season and getting ready for the second IRDC race, the 2018 Summer Classic at Pacific Raceways!

With that, we want to announce a new program aimed at better appreciating the time and effort given by our event volunteers and encourage others to join. The following program goes live effective immediately and in-place for the remaining IRDC races in 2018 and for 2019.

### Overview

Each full 8-hour day a person volunteers, they will receive one (not both) of the following:

#### **\$75 Credits toward IRDC Driving Events:**

These credits will be issued via discount codes to be used on Motorsportreg.com.

Credits will be valid for 12 months after issuance.

Credits can be gifted to someone else - for example, a family member of a driver can volunteer and give them their discount code.

Credits must be earned first and then used in a subsequent event (one exception is described below).

Credits will be given, via email up to 7 days after the event.

Credits will be valid for any IRDC driving event (Driving School, HPDE, TnT or Race).

#### **\$75 Amazon Gift Cards**

Gift cards can be used like a regular Amazon Gift Card (because that is what it is).

Gift cards will be valid as long as the normal terms of Amazon gift cards.

Gift cards will be issued in person after the volunteer day is completed or via email up to 7 days after the event.

#### **Details:**

The historical gas credit given to volunteers who travel greater than 100 miles to attend the event, remains in place.

There will be a maximum of \$500 in combined incentives given to an individual volunteer.

If you want to drive on a Friday HPDE/TnT and are going to volunteer the same Saturday and/or Sunday, we can accommodate by first having you register and pay for Friday driving event and then we will refund the corresponding amount after volunteer work is completed.

Board and Director positions are not eligible for this program for the duties that correspond with their positions. i.e. The Race Chair does not receive any of the above credits for their work as Race Chair. However, if they also volunteer to man a corner station, they are eligible for the credits.

Novices completing work requirements for senior license are not eligible.

#### **How to get signed up?**

For every driving event, we have a volunteer registration on motorsportreg.com. We will use the names on the registrations to keep track and issue credits.

This is just one of the ways in which we are making IRDC the best place to be and connect with people if you're passionate about motorsports, driving or not!

Let us know if you have any questions, tell your friends and family and looking forward to seeing you all at the track!

Registration is now open for volunteers at the upcoming Portland Grand Prix Indycar race.

<https://www.motorsportreg.com/events/grand-prix-of-portland-volunteers-intl-raceway-friends-pir-112499>

Although unofficial at this time, the following should be the criteria for marshal's to be able to volunteer at this event.

Please contact the Committee Chief of your specialty for more information.

*Editor*

### *Qualifying for the Grand Prix of Portland:*

Pacific NW road race marshal qualification will be through days worked within Oregon, Washington, Idaho & British Columbia. Individuals from these areas may earn points from working the following sanctioned events ICSCC, SCCA & CACC.

#### **How to earn points:**

1. Points are earned by days worked
  - a. One event race day or driver training day = One point
2. Road race marshal training
  - a. One training day = One point

#### **Requirements:**

1. Worker training
  - a. One training session at Portland Int'l Raceway (or home region equivalent)  
\*Exception may be based on abilities & verification of abilities from applicable race club, and/or license level (if a SCCA Divisional licensed road race marshal)
2. Minimum number of days worked
  - a. Four event weekends (minimum eight (8) days) with one of those being outside of home club (i.e., ICSCC or SCCA, etc.)
3. Workers are encouraged to volunteer with other clubs and out of region track participation (i.e., Pacific Raceways, Mission Raceway Park, etc.)
4. Individuals from within Oregon, Washington, Idaho & British Columbia can be accepted based on abilities, verification of abilities from applicable race club, and/or license level (if a SCCA Divisional licensed road race marshal)

#### **How to Track Participation:**

1. Log book
  - a. Log book sign off required from your Chief of Specialty
  - b. Be prepared to verify events worked by submitting your log book by Sunday, August 19 in order to participate in 2018 Grand Prix of Portland

Points are only accumulated through the above stated parameters. If you have reservations about your ability to meet these commitments, please contact the chief of specialty before registering.



*July 28 & 29*

*Mission Raceway Park in conjunction with ICSCC Races # 9&10*

<https://www.facebook.com/NorthwestFormulaContinental/>

*The following was originally published in the May 2001 Mayday*

Editor's Note: Submitted by Gerry Lomas who received it at a SOVREN event in Seattle.  
Rich Weixler is Assistant Chief of Flags for SOVREN and long time SCCA member.

### *Notes on a Blue Flag*

By Rich Weixler

**Origin:** in the beginning there was the flag, and it was yellow. And the Chief Steward saw that it was good, but not great. For, while the holder of the flag looked downstream for bad stuff to happen, he perceived that racing cars were coming up behind him at great velocity, and that was not good. So the flagger petitioned the Chief Steward for help, and thus was invented Flag Backup, who stood facing up-track looking for wayward racers and protecting Flagger's sorry butt. But most of the time there was not much for FB to do, and he grew bored, except when he saw really dangerous passes when the guy being passed didn't check his mirrors. And FB said to CS, "if you give me a flag I can show them, I can tell them to look in the mirror". And CS thought that a heck of an idea, so they reviewed the flags, looking for an unused color; red was for stop, green for go, yellow for caution, black for 'you be bad', and blue for... AHA! We'll use a blue flag to mean "check your mirrors". The first race it was tried, they tried to figure out why none of the drivers seemed to be paying attention, but then they tumbled to the fact that blue is not the most visible of colors, so they stapled a strip of yellow tape across the flag in order to give it a little better contrast, and that seemed to work much better.

The above is sheer fiction, but possibly close to how things evolved.

The SCCA General Competition Rules (2001 edition) tell us the following: "9.4.2.C Blue Flag (Blue with Diagonal Yellow Stripe) Another competitor is following you very closely or is trying to overtake you. This flag may be displayed standing or waving, depending upon the speed with which you are being overtaken."

The common interpretation of the blue flag is, 'check your mirrors, you may be overtaken by a faster car'. In a race, it normally means 'you're about to be lapped', and in a practice or qualifying session, 'there are cars close behind you which may want to pass'. Ideally, the flag should only be shown to a slower car which will be passed by a faster car prior to the next flag station, but, as we know, this is not an ideal world, we're not perfect flaggers, and we haven't got perfect knowledge of who's faster than who else.

So...lacking perfect knowledge and photographic memory, what can be done to improve blue flag technique and make it less of a random event precipitated by proximity of two or more cars on a given stretch of track? Let's look.

### **Rules of Thumb (ROTs)**

It's valid in most cases to make some generalizations about race cars, especially in light of the fact that cars nearly always appear in groups containing multiple classes. So here we go; all other things being more or less equal,

Big is faster than small (big cars have more room for engines)

Fat tires are faster than skinny (more grip)

Loud cars are faster than quiet (or seem so)

Wings are faster than no wings (downforce adds to grip)

Red cars are faster than blue (I made that up, but there aren't very many really fast cars in gray primer). You should also note significant exceptions to ROTs, such as, "it's a really slow Atlantic" or "first time driving this car". The vast majority of exceptions to ROTs will be cars that are slower than ROTs would indicate.

### **Techniques**

In races, blue flagging is made easier by starting the faster cars in front, so that most passes observed will be two cars of nearly equal speed racing for position or one car lapping a slower car. In the first situation, we can assume that this pass is not a sudden thing, that both cars are aware of the other's presence, and that no blue flag is appropriate.

We do need to pay particular attention to the lapping situation, since the car being passed may not be aware of the faster car. One way to do this is to track the fastest and slowest three or four cars in the race, starting on the pace lap (a chance to see them at slow speed) and continuing for the first few race laps, trying to anticipate when lapping will start. In a relatively short race, nearly all the lapping will involve one or more of these fast or slow cars. Sprint races are really fairly easy to blue-flag.

Practice or qualifying sessions are more difficult: cars are released onto the track in the order they appear on the false grid. While being first to the false grid may imply some greater degree of preparedness, it should not be relied upon as an indicator of speed.

One technique which may be useful is to concentrate on 'the gap'. After all cars have been released, there will be a gap before cars start to come around again. Notice which cars come by just before the gap and which just after it. The cars that migrate to just before the gap will be the slow ones, and those just after the gap the fast ones. Eventually the gap will vanish, but before that you should be able to identify fast (after gap) and slow (before gap) cars. When the gap has vanished, lapping has begun.

Of course, you would like to be able to show some good blue flags before lapping starts. For this, you will have to rely on ROTs, prior knowledge (the white Porsche was fast in the morning session), or observation of part of the track prior to your station (this kind of 'cheating' is actually encouraged, and Thunderhill and Bremerton are good places to practice).

### **Visual Clues**

In many cases, number reading may not be possible except as a confirmation, and car identification will need to be done by a combination of visual clues, such as make and model, color, color patches or stripes, helmet color/design, wing/spoiler color, and so forth. When you note these clues, be sure not to associate them with car numbers, but with a speed characteristic such as really fast, mid-pack runner, dead slow, etc.

When and where to show the flag

The blue flag should be shown if a fast car is close behind a slower car. How close is 'close'? One possible answer is to ask oneself, 'Will the pass probably be completed before the next flag station?' If the answer is 'yes', show the flag.

Ideally, the blue flag should be presented as the slower car's driver's eyes sweep the flag station. If this doesn't happen because of flag station location, it will be much more difficult to get the drivers' attention. The flag should be displayed as soon as you are certain you have a slower car in front of a faster one.. .of course, that means you must see both cars, identify and decide whether to show the flag within a very short span of time. And this decision-making process needs to be repeated several times a lap for the entire session/race. This is why most experienced flaggers view blue-flagging as the most challenging facet of the job we do at the race track.

To be done well, the process requires car knowledge, good judgment, and quick reactions.

And it is not a penalty-free environment; failing to show the blue when it's needed can result in a car making a less safe pass than necessary, because the passee might be unaware he was about to be passed. Showing the blue flag when inappropriate (to the leader, for example) may insure that one or more cars will disregard all blue flags from that station in the future, as they are not reliable.

If **ALL** else fails, remember that the normal state of affairs in a car race is for the faster car to be in front.

### **Special Cases**

Now and then, you'll encounter a situation where there is a known faster car at the back of the pack, either because he didn't get a qualifying time or spun and has continued. He needs your blue flag just like any other potential passer.

Another special case happens during races containing cars with diverse speed potentials (formula cars, for example): a slow car is being lapped by a mid-pack runner, who is in turn about to be lapped by the leader. Here we have two passes about to happen, and only one flag to show.

Can we communicate adequately?

I think so, with some creativity. Show the slow car a blue flag at normal height, held still, for the slow car (who should be used to seeing blue flags), then raise the flag overhead and shake or move it to send an additional message to the mid-pack guy who is in some danger of assuming he is the only passer present, and popping out to pass right into the path of a **REALLY FAST CAR**.

### **Reality Check**

Now that we've gone on for some time about the blue flag, we need to emphasize that the job title of the person facing the yellow flagger is **Flag Backup**, and his **primary responsibility is the safety of the flagger who has his back to traffic**.

Secondly, this person is normally the designated first responder in case of an incident.

So why have we blathered on about this blue flag, when it's one person's third responsibility?

Because it happens in every session and race, and is not always done well, and can always be improved.

What's the one thing that will improve the quality of our blue flags?

Concentration. It's essential, and easy to lose when a car spins at your station and you have to drop the blue flag and respond to the car with your 50-lb fire bottle and where was I before that turkey spun?

**Bernie Hamm**  
Auto Technician 'The Doctor'

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