



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

January 22, 2020

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

Speed Reading

Jan 4&5	Ice Race # 1 – Barnes Lake	WCIRABC	Ashcroft, BC
Jan 8	SCCBC Meeting – Burnaby Lake	7:30	Burnaby, BC
	Rugby Clubhouse		
Jan 18&19	Ice Race # 2 – Barnes Lake	WCIRABC	Ashcroft, BC
Jan 22	META Meeting – Boston Pizza	7:30	New West, BC
Jan 25	META Banquet – Guildford Golf and Country Club		Surrey, BC
Jan 25&26	24 hours of Daytona	IMSA	Daytona Beach, FL
Feb 1&2	Ice Race # 3 – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 8&9	Thunderbird Rally TSD Rally	WCRA	Merritt, BC
Feb 15&16	Ice Race # 4 – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 26	META Meeting – Location to be confirmed	7:30	

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

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

WCIRABC 2020 Ice Race Dates



January 4/5

January 18/19

February 1/2

February 15/16

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Presidents Report

Happy New Year!

To begin with I'd like to thank Mike and the rest of the 2019 executive for their service to the club. It is my intention to continue the work that the previous executives have done, and make a few minor changes along the way. I've already had some good conversations with club members about their concerns for the future of the club, and the direction that they would like to see the club go in the future, and welcome input from all club members about our future and the future of racing.

In 2020 racing in Canada will see some changes, if you haven't heard by now ASN Canada FIA has been deleted by the FIA as the national body for Canada, and a replacement has been hinted at. CACC will continue to provide licenses and sanctioning until the new national body is set up.

I have heard nothing about the new body, but there have been assurances that all races in Canada on the international calendar will go ahead as scheduled. I hope to hear more information about this early in the new year.

The SCCBC clubhouse will soon be replaced with a brand new, larger structure, with classroom space for driver training.

If you have any questions, concerns, or general comments please feel free to contact me.

David Bell

META Meeting Location

There has been some discussion on changing the location of the monthly META meeting.

A survey has been drafted by the executive and will be going out to the membership soon.

January meeting will be at the current location, Boston Pizza-1045 Columbia, New Westminster, BC

Future locations will be discussed at the January meeting after results of the survey have been looked at.

It's that time of year again!!!

TIME TO RENEW YOUR MEMBERSHIP IN META

-Membership is from January 1 to December 31

-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 25, 2020

Guildford Golf and Country Club

7929 - 152nd st

Surrey, BC

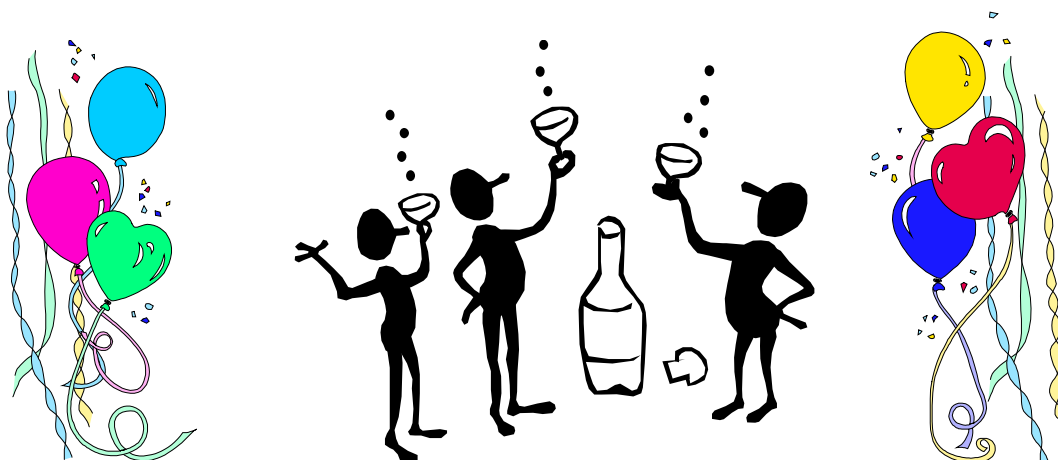
Tickets \$50.00

Happy Hour 5:30

Dinner 6:30

Contact Doris Gildemeister for tickets

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



Note that ASN Canada FIA has resigned from being the Canadian representative to the FIA as of Dec 31, 2019. However, CACC Licenses do not need to be done before Dec 31st! ONLY National or International licences issued by ASN Canada have a deadline. Business as usual for CACC events, licenses and insurance at this time.

CACC Officials License Application can be found here:

<https://www.motorsportreg.com/events/2020-cacc-officials-licence-application-768877>

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

Licenses

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.

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:

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 for your discipline as indicated below.

Document	Autoslamom	Ice Race	Karting	Officials	Race	Time Attack	Vintage
Proof of Club Membership	X	X	X	X	X	X	X
Recent Passport-style Photo	X	X	X	X	X	X	X
Previous Year's CACC License		X	X	X	X		X
Copy of Driver's License	X	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	Optional
ASN Annual Parental Consent Waiver	Optional	Optional	Optional	Optional	Optional	Optional	Optional
ASN Medical Self-declaration		X	X		X		X
ASN Medical Examination Form			50 years and older		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/Kart Numbers	X	X	X		X	X	X
Marshal Logbook				Senior Marshals Only			

KartFest 2020 Fundraiser MARCH 24, 2020



The VRCBC One Hour Enduro returns for 2020!

**Vancouver's Fastest Go Kart Track,
TBC Richmond www.tbcir.ca**

12 teams of 3 racers for 20 minutes on-track time each.

Have a blast and support the BCHMR with a \$50 (min) donation per racer entry. Includes pizza, soft drink plus individual and team awards.

- | | |
|-------------|-----------------------------|
| WIN! | ■ Fastest racer overall |
| WIN! | ■ Fastest team overall |
| WIN! | ■ Not so fast team overall. |

- RULES:**
- 1 Open to all VRCBC, META and SCCBC members and their guests.
(The member must be present but does not have to be a racer)
 - 2 The Race Director's decisions are final.
 - 3 Important: Registration is at 6 pm sharp!
 - 4 Awards presentation and pizza at 8 pm.
 - 5 Must register by the February 15th deadline for us to confirm the group booking.

Please enter now. Team members randomly selected and assigned in advance.



CONTACT **GAYLE BAIRD**
TO CONFIRM YOUR REGISTRATION:
GAYLEBAIRD@GMAIL.COM

From: <https://racer.com/2019/12/16/racer-and-safety-pioneer-bill-simpson-dies-at-79/>

Racer and safety pioneer Bill Simpson dies at 79

By: Robin Miller | December 16, 2019 11:59 AM

He made safety part of the racing vernacular, but lived his life on the edge. He started in drag racing and spread his knowledge to IndyCar, NASCAR and Formula 1. He pissed people off hourly, yet shared a drink with them before the sun went down.

He set himself on fire to prove a point, and saved countless lives with his innovations. He took a sucker punch from NASCAR, and retaliated with a haymaker in court. He drove in the Indianapolis 500, yet was much more successful out of the car. He was an orphan that embraced fatherhood, although he wasn't that great of a husband.

E.J. "Bill" Simpson was a pioneer in motorsports safety, a self-made millionaire and a stubborn character that answered to no-one.

Simpson, who died Monday after suffering a massive stroke last Friday, did a little bit of everything during his 79 years. He drove dragsters and Indy cars, started a safety business in his garage that grew into an empire, and helped reduce the death rate in all forms of racing.

"Not a lot of people know this but Bill was an orphan that had nothing, and turned his life into something special," said Don "The Snake" Prudhomme, the drag racing legend who was one of Simpson's best and oldest friends. "He did so much, and saved so many lives with his innovations.

"He was the original rags-to-riches story, but he had a big heart and cared about people. Of course he wasn't real tactful, and we had our differences over the years, but I loved the guy."

Born in Hermosa Beach, Ca., Simpson started drag racing in the late 1950s and broke both arms when he was 18 years old. That led to his initial safety idea of mounting a parachute behind the car to slow it down, and soon enough it was adopted by the NHRA. But his big breakthrough came in the 1960s, when astronaut Pete Conrad introduced him to a fire-retardant material called Nomex. Those were the days when IndyCar, NASCAR and F1 drivers lost their lives to fire at an alarming rate because they either drove in a T-shirt or a uniform that was dipped in a chemical to give minimal protection. Simpson began cranking out Nomex suits, and by 1967, 30 of the 33 starters at Indy were wearing them.

"We never, ever thought about safety, and I didn't chase Bill Simpson, but thankfully he chased us and made us think," said Bobby Unser, whose career began in the lethal '60s. "Nobody paid any attention to him at first, but then we had to take a serious look at him because he was so smart.

"The things he was doing changed racing, and he was the best in the world. He did more for racing safety than anyone. He was the man."

Adds Prudhomme: "We were wearing Levis and leather jackets, and he saved my ass a time or two with his Nomex suit.

He showed up at Indianapolis in 1970 with long hair, a fu manchu moustache and an old car, but finally made the show in 1974. He was public enemy No.1 with USAC because of his combative attitude, and drew its ire when he set himself on fire in Turn 1 once to prove the effectiveness of his latest suit. He also kept the USAC charter plane waiting for over an hour in Argentina because he was trying to sweet talk a young lady into flying home with him. They eventually got married.

Still, as much as he enjoyed driving, the safety side of racing was his passion. From suits, Simpson branched out into gloves, shoes, seat belts and helmets. Simpson Safety Products were used worldwide, and his reputation grew alongside his bank account. His equipment was on display all over the world, and he was constantly upgrading it. But in 2001, his pal Dale Earnhardt was killed in a crash at Daytona that changed the course of Simpson's life.

Despite the fact Earnhardt used a seat that was anything but safe and was notorious for loosening his seat belts during a race, NASCAR blamed Simpson seat belts for the death of NASCAR's biggest star. His life was threatened by fans, and he resigned from his company. "The Earnhardt thing broke his heart, took him down to his knees," recalled Prudhomme.

But it didn't deter his will to prove NASCAR was merely looking for a scapegoat, so he sued the sanctioning body for defamation of character in 2003. "Those people declared war on me but they didn't know what kind of a fight they were in for," he said in a 2004 interview. "Everyone who has ever dealt with NASCAR has acquiesced to them because they think they're bulletproof and nobody will stand up to them. They brought me my knees like nobody else has ever done. But I'm a pretty mean son of a bitch, and they f%^&\$% with the wrong guy."

The \$9 million suit was settled out of court, and while terms were never divulged, Simpson always smiled when asked how he did.

Another thing that always made him smile was the mere mention of Rick Mears. Simpson took him out of desert racing and into an Indy car in 1976, and then watched the kid from Bakersfield, Ca. blossom into one of Indy's greatest champions. He kindly sold Rick's contract to Roger Penske.

"I didn't know anything about Indy back then and I didn't realize what a leader Bill was in the safety industry," said the four-time Indy winner. "I didn't know his history, but as time went on I could see what he did to forward its progress. Obviously, I'll always be thankful for what he did for my career, but I grew to appreciate what he'd done for the sport as time went on. He was the leader in safety, and the guy everyone looked up to in safety. He was big on safety, but didn't mind taking risks on how to improve things."

Simpson was married three times and loved picking fights in bars, but fathered two sons, Jeff and David, and enjoyed sailing on his boat in Mexico almost as much as whiskey.

Unser recalls almost getting into a fight in Gasoline Alley with Simpson while The Snake spent many nights with the "wild man" trying to keep him out of bar fights.

"Bill was a hippie when I met him and a cranky old guy most of his life, but he went from a nobody to the top of the heap," said the three-time Indy winner. "He worked hard and had a good mind – it didn't go where the normal mind went. Now, he was a hard-head and I'd get mad at him, but then he would do something really good, which was often, and we'd like him again. He'd piss people off one day and save a bunch of lives the next. That was Bill Simpson."

Bernie Hamm
Auto Technician 'The Doctor'

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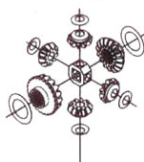


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