



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

September 28, 2022

Our meeting location this month will be via Zoom Video Conferencing

SPEED READING

Aug 6&7	BC Historic Motor Races – MRP	VRBC	Mission, BC
Aug 6&7	Double Regional – PIR	SCCA/OR	Portland, Or
Aug 7	Road America	IMSA	Elkhart Lake, Wis
Aug 7	Streets of Nashville	Indycar	Nashville, Tn
Aug 10	SCCBC Meeting – Via Zoom	7:00	Your House
Aug 13&14	Driver Training – MRP	SCCBC	Mission, BC
Aug 13&14	ICSCC Race #12 & #13 – PIR	CSCC	Portland, Or
Aug 20	Gateway Grand Prix	Indycar	Madison, Ill
Aug 24	META Meeting Cancelled		
Aug 27&28	CACC Race #5 – MRP	SCCBC	Mission, BC
Aug 27&28	ICSCC Race #14 & #15 – TRMP	IRDC	Shelton, Wa
Aug 28	Virginia Grand Prix	IMSA	Alton, Va
Sep 4	Portland Grand Prix	Indycar	Portland, Or
Sep 10&11	Columbia River Classic – PIR	SOVREN	Portland, Or
Sep 10&11	Lucky Dog Racing-7+8hr – TRMP	LDR	Shelton, Wa
Sep 11	WeatherTech Grand Prix-Laguna	Indycar	Salinas, Ca
Sep 14	SCCBC Meeting		
Sep 17&18	ICSCC Race #16 & #17 – MRP	SCCBC	Mission, BC
Sep 17&18	Double Regional – PIR	SCCA/OR	Portland, Or
Sep 24&25	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 25	ICSCC Race #18 – ORP	TC	Grass Valley, Or
Sep 28	META Meeting – Via Zoom	7:00	Your House

Please check with the event organizer to confirm event status

**Please note that the August META
meeting has been cancelled**

Next meeting will be September 28

Presidents Report

As I write this, we are coming up on the BCHMR on the weekend of August 6 and 7. There seems to have been some problems with registration for this event and I hope that the email sent out recently helps to clarify for all so that we can get more volunteers for what is always a fun weekend for everyone.

There is the Westwood Reunion barbecue on Friday evening and then the volunteers will receive free entry to the dinner planned for the Saturday evening. Plus there may be an opportunity to take some laps on the track in your own vehicle along with some coaching from Gary Kwong of SpeedFanatics – an opportunity not to be missed.

It seems that some of our US friends will also be back racing - good to see as it has been a long time since most of us saw them. So come out and enjoy a spectacular weekend. The weather is supposed to cooperate too. This is not an event hosted by SCCBC as in the past, so there may be some differences, but let's all work together to make it a successful weekend for everyone.

As you may have heard, we will not be having a META meeting in August. Our next meeting will be on September 28th at 7pm on Zoom. With all of the events and happenings between now and then, it promises to be a lively meeting (although most of them are anyway!). Hope to see all of you there.

Yours in the sport

Ann Peters

President



Sports Car Club of British Columbia

Presents

CACC Race #5

August 27 & 28, 2022

Note: Friday August 26 practice day has been cancelled



Vice Presidents Report

Hi Everyone,

I hope you had a good July. I apologize for not being at the last META Zoom meeting, I ran into snags while traveling and was out of cell range, this was frustrating for me too.

I was up in the Fort St John area with all 4 of my grandchildren for 10 days plus essentially 2 days on the road with the two from Vancouver, most of you have probably met them since they frequently accompany me to the track.

Part of the time up north was spent at Moberly Lake camping and fishing. Sadly, the fish weren't biting, we figure there aren't many fish in the lake because my oldest granddaughter usually catches her limit on any outings in their boat, she caught nothing but weeds on this trip, but it was enjoyable to be out in the boat drifting along in my son-in-law's boat (we consider the 26' trailer we were camping in my oldest daughter's – she is clearly in charge there).

We also had many day trips out of Fort St John to do fun things, but it is nice to be home alone without my grandchildren jumping on me, they seem to suck all energy out of me, but in a good way.

At the time I'm writing this we are looking at two events in August. The BCHMR is this coming weekend, and the August 27 & 28 SCCBC race sanctioned by CACC. There is also a Drivers Training session the week after the BCHMR, be prepared to volunteer on the Sunday. Pam may want some volunteers for the Saturday afternoon as well.

Westwood Reunion BBQ Friday, August 5

The Westwood reunion BBQ is back on! Although it will be as much a meet and greet for the entrants to the BCHMR as it is a reunion BBQ. As always it is by donation (\$12.00 minimum please) to cover expenses. As always Ed Clements and Gio Coletta will host the event and serve the traditional burgers.

The BCHMR on August 6 & 7

As I'm writing this there are 85 entries and probably 81 cars. It is hard to calculate because some drivers entered 2 cars and some drivers are sharing cars. Some drivers have entered multiple groups. Yes, 'Gramma' Gayle Baird will be running both her Honda and her Formula Vee. Karlo Flores will be running both his Porsche and his Spec Miata. We expect many US entries, as this is also a SOVREN points event.

Please sign up by Wednesday so we have a lunch count and Tasma can figure out turn assignments ahead of time – if something happens at the last minute, please notify Tasma that you won't make it.

I apologize for the busy schedule, but I wanted to fit in the long lunch breaks that are in keeping with past BCHMRs, you can find the schedule at <https://www.bchmr.ca/schedule/> (which is subject to change at the last minute), you can also find the supplementary regulations at <https://www.bchmr.ca/information/entrant-info/>.

I don't think there is anything in the supplementary regulations that you shouldn't already know, but it is worth giving them at least a quick once over anyway.

It is important to note that drivers in the vintage groups should report to the Black Flag pit if they even so much as swap paint or brush the wall.

The Pacific Challenge Group will be running for point in their series, so expect more serious close racing when they are out.

The Spec Miata group is supposed to be racing in 'the vintage spirit' so aren't supposed to play bumper tag (no CACC points will be awarded).

(VP Report Cont'd)

SCCBC'S CACC Race 5 on August 27 & 28

Please sign up early if you plan to volunteer at this event. As an event organizer I can tell you last minute registrations make planning for lunches etcetera hell. I'm sure Tas would find organizing turn assignment easier too if she knows ahead of time if we will be short of volunteers etcetera.

Event registration is open at <https://sccbc.motorsportreg.com/events/sccbc-cacc-race-5-volunteer-crew-registration-mission-raceway-park-sports-867324>.

Familiarise yourself with the supplementary regulations in the drivers package as well (the schedule is also there): https://www.sccbc.net/data/2022/Event_Package_CACC_5_Aug_27-28_2022.pdf.

Remember, these documents are subject to change at the last minute.

Have fun and play safe!

Mike Bailey

Vice President

British Columbia
HISTORIC
MOTOR
RACES

August 6 & 7, 2022

VRC
VINTAGE RACING CLUB OF BRITISH COLUMBIA
REVS
PRESENTED BY
IWE
Rear Ends Only

Road Course at Mission Raceway Park

CACC

BCHMR August 6 & 7 at Mission

Hello All

Our Vintage weekend is coming up fast. Please come and see some great racing of some old cars. Come hang out with a great group of people and have some fun.

Morning meetings will be at the META Club house at 8am, Cars will be on course at 9 am.

Lunches will be provided (vegetarian included) as well as water. If you want snacks or specialty drinks please bring them yourself.

Remember to dress for the weather and plan to have some fun and hang out with a great group of people.

If you haven't already signed the annual waiver you can find Speed Waiver here <https://cacc.speedwaiver.com/pnhlb>

Please register at motorsportsreg.com

[2022 British Columbia Historic Motor Races \(BCHMR\)](#)

Saturday, Aug 6 — Sunday, Aug 7, 2022

Speed-Fanatics Motorsports Circuit , Mission, BC

Looking forward to seeing everyone again and meeting new people as well.

Tasma

Hi Volunteers,

To register for the BCHMR go to: msreg.com/VRCBC-2022-BCHMR.

Choose the Volunteer option from the dropdown, then choose your preferred specialty.

You will need a copy of your 2022 CACC waiver or a photo (or a scan) of your CACC license with a green 'Yes' indicating you signed the 2022 annual waiver (there is no other way for me to confirm a completed waiver).

If you haven't signed a 2022 CACC annual waiver please go to: <https://cacc.speedwaiver.com/pnhlb>.

There is a video that will walk you through the process at: www.caccautosport.org/wp-content/uploads/2022/03/How-to-Sign-CACC-Annual-General-Waiver.mp4.

Those registering from this point on may see a \$45 Saturday Dinner ticket DO NOT PANIC, you won't get charged for the ticket, your dinner is free!! Removing this will screw up our count. However, you can order an extra ticket for a friend (that will be \$45 while supply lasts).

If you run into problems, contact me at vicepresident@vrcbc.ca or call 604-716-2660 and I will try to help you.

Mike Bailey

[VRCBC Vice President](#)

BCHMR Registrar

From: The Race

<https://the-race.com/formula-e/how-formula-es-vancouver-e-prix-project-collapsed/>

HOW FORMULA E'S VANCOUVER E-PRIX PROJECT COLLAPSED

Jun 24 2022

By Sam Smith

Formula E's Canadian nightmare reached a peak in May with news that the much-vaunted Vancouver E-Prix was postponed until 2023, and last week any hope of a race there next July was finally snuffed out.

That the postponement had come within weeks of the scheduled event taking place was bad enough. But after the politically influenced misery and subsequent legal success of Formula E's claim against Montreal in recent times, Vancouver also fell into a similar malaise, except this time before a race had even been run.

On the face of it, it looks as if many people of power in the city of Vancouver actually didn't want to host the event in the first place and ultimately this may have been the reason it all collapsed so spectacularly in late April.

The Race has uncovered some details of the chain of events that were ultimately the downfall of the event.

The deal with the city of Vancouver, which was handled by local promoters – the OSS Group – required that deals were signed with all the landowners of where the E-Prix and the infrastructure was raced and built upon. This meant that the BC Place stadium area, Science World attraction and Concord Community Park Sport area had deals agreed for their land to be used. Or did they?

It is believed that the Science World and BC Place entities were reluctant to sign until Concord did. That's where the trouble started.

Around January 2022 time, it is believed that one of the above landowners queried an agreement on the amount of money that was to be paid to it and stipulated an enhanced amount.

This is when the OSS Group scrambled to try and resolve the issue but what isn't known is exactly how much Formula E was in the loop as a non-promoter in this instance.

Formula E promotes some of its events, while others are under the auspices of local or national promoters. In this instance, OSS Group, a Montreal-based company that included experienced racing industry figures such as Matthew Carter, ex-Lotus F1, and Anne Roy, a former IndyCar communication and marketing specialist, who was also involved in the Montreal E-Prix, were completely spearheading the event.

The precise to-ing and fro-ing between OSS and the landowners is unclear but it is thought that an agreement on an increased figure for the use of the land for the event to take place on was a significant sticking point.

At some stage, it is understood that the investor of the event, a person or company shrouded in confidentiality, balked at another demand for an extra guarantee by one of the landowners. This is thought to be when the problems were irreversibly compounded.

Why this state of affairs was so crucial is relatively simple. Without the agreements between landowners and the promoters, the City of Vancouver would not grant a permit for the event to take place.

The vital question at this stage is how much of this situation was relayed to Formula E.

What is known is that one of Formula E's event directors, Nacho Calcedo, flew to Vancouver to try and sort the mess out.

This was in April, less than 12 weeks before the event was due to take place. And what Calcedo then relayed back to his boss, Formula E chief championship officer and co-founder Alberto Longo was met with astonished concern.

"The main reason was actually one of the stakeholders, basically where we were going to do all the garages, and we were told that the contract was signed a while ago, and it wasn't," Longo told The Race in Berlin last month.

"So when the city was going to provide the permit to the race, obviously, they asked for every single contract and there was one or two missing, so that was it.

"Even when we tried to step in and tried to help and try to meet with different stakeholders, not only landowners but also suppliers and obviously the city as well, it was too late."

The Race understands that Formula E did everything to intervene and try and save the event, but essentially it was left too late.

A breakthrough seemed to be close in late April but the deadlines for the deals to be in place loomed large and a PR disaster started to unveil itself, seemingly fueled by some antipathy at some city political levels for the race to ever run in the first place.

It is an election year in Vancouver, and so we return to what seems to be a running complexity in Formula E host cities – politics.

The fact that the current Vancouver mayor Kennedy Stewart is not on record at all backing the E-Prix, which was voted for by the city council in a 9-1 vote in April of 2021, is telling. In fact, Kennedy was 'absent' when the vote was cast.

A cycling event has replaced the E-Prix plans for the weekend in which Formula E was supposed to hit town. Kennedy has been effusive in his backing for this event and is quoted as such in local media.

As of late April, the relationship between OSS Group and Formula E had essentially broken down. In the Formula E paddock at Monaco people were openly stating that any chance of the race happening in 2023 was slight.

OSS' plan was to try and get everything in place by this September, to launch the delayed event finally for the summer of 2023.

This will not happen. It will not be on the provisional calendar for 2023 that will be submitted to the FIA World Motorsport Council next week and henceforth any hope of the race happening next year is gone, as Formula E's recent statement clarifies.

"Following the cancellation of the 2022 Vancouver E-Prix by OSS Group and after careful consideration, Formula E has terminated all contractual agreements with OSS Group, the promoter and operator of the Vancouver E-Prix," read the provided statement.

"We, therefore, confirm that Vancouver will not be included in the provisional race calendar for 2023 when it is published in the coming days. We retain an active interest in delivering an E-Prix in Vancouver in the future.

“Formula E is mindful that many fans have purchased tickets to the Canadian E-Fest, which included the Vancouver E-Prix, from OSS Group.

“We expect OSS Group to ensure that it proceeds to a full refund of these tickets and to provide details on this process in the short term.”

The Race contacted the OSS Group for comment but didn’t receive a response.

Ultimately, even though Formula E itself was only on the very periphery of this disastrous episode, it has been forced to take a significant PR hit again in Canada, so questions over the stability and viability of racing in some major cities come to the fore a second time.

Will it mean it needs some more big wins, such as Tokyo or Adelaide for future calendars in the coming months? Or perhaps does there need to be more of an emphasis on races such as New York, Seoul and London – where stadiums or areas slightly out of city centres are utilized more?

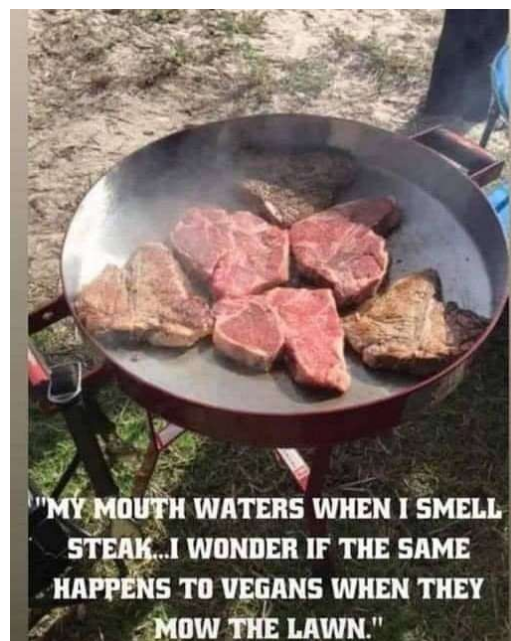
These are the questions it may be asking itself right now, because the fall-out from episodes such as Vancouver is damaging in the sense that, if a self-styled ‘green’ city such as Vancouver essentially doesn’t want a race, then how many cities actually really do?

Formula E will counter that by suggesting that Jakarta and Seoul certainly want them, but these races are unique in the sense that the former is a purpose-built facility out of the city centre, and the latter utilizes a stadium and its perimeter roads.

A case could be built to state that actually over the duration of 16 races this season, only two venues – Rome and Monaco – cover the essence of true city/principality street racing.

Perhaps, in an (almost) post-pandemic world, this is actually beside the point, and any racing in or close to any major built-up area is something of an achievement.

But Formula E promotes itself as the city centre racers, henceforth it has to deliver for its stakeholders – because unique selling points ultimately have to be sold.



Bernie Hamm
Auto Technician 'The Doctor'

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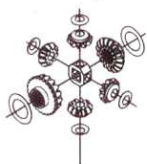


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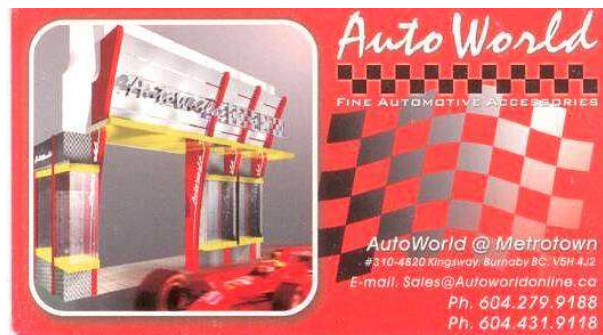
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