



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 26, 2022

Our meeting location this month will be via Zoom Video Conferencing

SPEED READING

Jan 8&9	Ice Auto Cross – Barnes Lake	Speedy Goat	Ashcroft, BC
Jan 12	SCCBC Meeting – via Zoom	7:00	Your House
Jan 22&23	Ice Track Day (Time Trials) – Barnes Lake	Speedy Goat	Ashcroft, BC
Jan 26	META Meeting – via Zoom	7:00	Your House
Jan 29	META Banquet – Canceled		
Jan 29&30	24 hours of Daytona	IMSA	Daytona Beach, FL
Feb 5&6	Ice Auto Cross – Barnes Lake	Speedy Goat	Ashcroft, BC
Feb 9-AGM	SCCBC Meeting		
Feb 19&20	Ice Race 50 th Anniversary – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 23	META Meeting		
Feb 27	Grand Prix of St Petersburg	Indycar	St Petersburg, FL

*Note that schedule changes are happening regularly.
Please check with the event organizer to confirm event status*

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.

Presidents Report

January 2022

At the start of a new year, on behalf of all of the membership, I would like to thank the past Executive for their contributions made to META over the last few years. I look forward to working with Mike Bailey, Angus Glass and Karen Clouston as they continue in their roles.

Although the COVID restrictions are still with us, hopefully this will be the year that we can start to meet in person again. I know that many of us miss the social interactions we have and even with race events at Rivers Edge in Mission, because of the health restrictions, we never really get the opportunity to mingle as we would like to.

This will also be a year where Vancouver will host the Formula E event at the beginning of July, not quite the same as with the Indycar events of the past, but hopefully just as much fun. Something to look forward to.

The Executive will be discussing the opportunities that have come up with our website domain name, thanks to Facebook re-branding as META. More to come on this.

I hope that you are looking forward to the upcoming season as much as I am.

All the very best to you for 2022.

Ann

2022 CACC Competition and Officials License applications are now open. You can find the required [forms](#) and [license](#) applications on the [CACC website](#).

Before beginning the application process, please gather all digital copies of the documentation required for your discipline as indicated on the [Licenses page](#). Consolidating your documentation in a single folder before you begin the process will help you complete your application quickly and easily.

Note that you cannot apply for a 2022 CACC Competition or Officials license without proof of 2022 membership in a club affiliated with the CACC for the 2022 season. If your club does not appear in the "Affiliated Club" dropdown list in your application, then your club has not yet affiliated with the CACC. In that case, contact your club and request that they submit a CACC affiliation application.

Regards,

Doug Floer

CACC Secretary

Vice President's Report

Hi everyone,

I hope everyone had a good time over the holidays. I spent much of my time up in Fort St John with all 4 of my grandkids so all was good for me – I flew up and back with Chantelle, who some of you remember from her turnworking days, her husband, Davinder, and their kids, Nia and Zain – I think most of you have met Nia and Zain at the track (they love being at the track with grandpa).

Thank you to David Bell for serving as META president in 2020 and 2021 while also heading up CACC. Thankyou to Karen and Angus, who I believe is heading into his last term as Treasurer – keep that in mind, because in 2022 we will be looking for at least 2 new people to step up – I am also serving my last term. Thankyou to Ann Peters for stepping up as President for 2022 – although I see my role as continuing to take more of a leadership role as Ann also has her 'plate full' with other interests.

META/VRCBC Gala

I consider the joint gala a success and hope to have a video of the slideshow posted soon. There are two videos already posted on the new VRCBC YouTube channel, one of which was part of the Gala slideshow:

https://www.youtube.com/channel/UCVZF57wkoaxL3Q1vRX7Z_8Q.

META also has a YouTube channel, which you may want to subscribe to so you get notified on YouTube when I upload new content: <https://www.youtube.com/channel/UCqCMWNI4xfssrfIQZ9FgSw> – of course I'm always happy to get new content to post.

VRCBC

The Vintage Racing Club of British Columbia is still negotiating so the BCHMR weekend is still tentative. Just mark August 6 & 7 on your calendar as the tentative date. There will likely also be a Westwood Barbeque on Friday August 5, details on all to follow – hopefully before February.

VRCBC also has their elections & AGM coming up on January.

Thursday, January 20, 2022, at 7:00 pm Pacific Time on Zoom and in-person at The Burnaby Lake Rugby Club, visitors are always welcome – contact me if you want the Zoom link (which is the same as the link used for the gala). I don't expect to see a lineup of people ready to join their executive either and I know both Mike Zbarsky and Peter Valkenburg want to step down... I'll probably be dodging a noose ready to drag me up the line from Vice President, unless there is someone out in the wings I don't know about.

Ice Racing

Just a reminder that this year is the 50th anniversary of Ice Racing in BC, if there is ice. Check

<https://www.facebook.com/carsonice.ca> for the up-to-date information, but the big weekend is planned for February 19 & 20, 2022 – I hope to get better and more information from the organizers soon, but I plan to go up there for the big weekend.

SCCBC

SCCBC still hasn't posted their schedule yet, but I've seen what I believe are the most recent tentative dates, some of which have conflicts – so it could be an interesting season in 2022. The last set of tentative dates I saw were different from the first ones I saw, so I won't say anything more until SCCBC is ready to post them at [Schedule | SCCBC.net](https://www.sccbc.net) – the 2021 dates are still the latest posted race dates. What I will leak is that SCCBC has plans for a big weekend in late August, again details are a bit hazy as of yet.

Have fun and play safe!

Mike Bailey

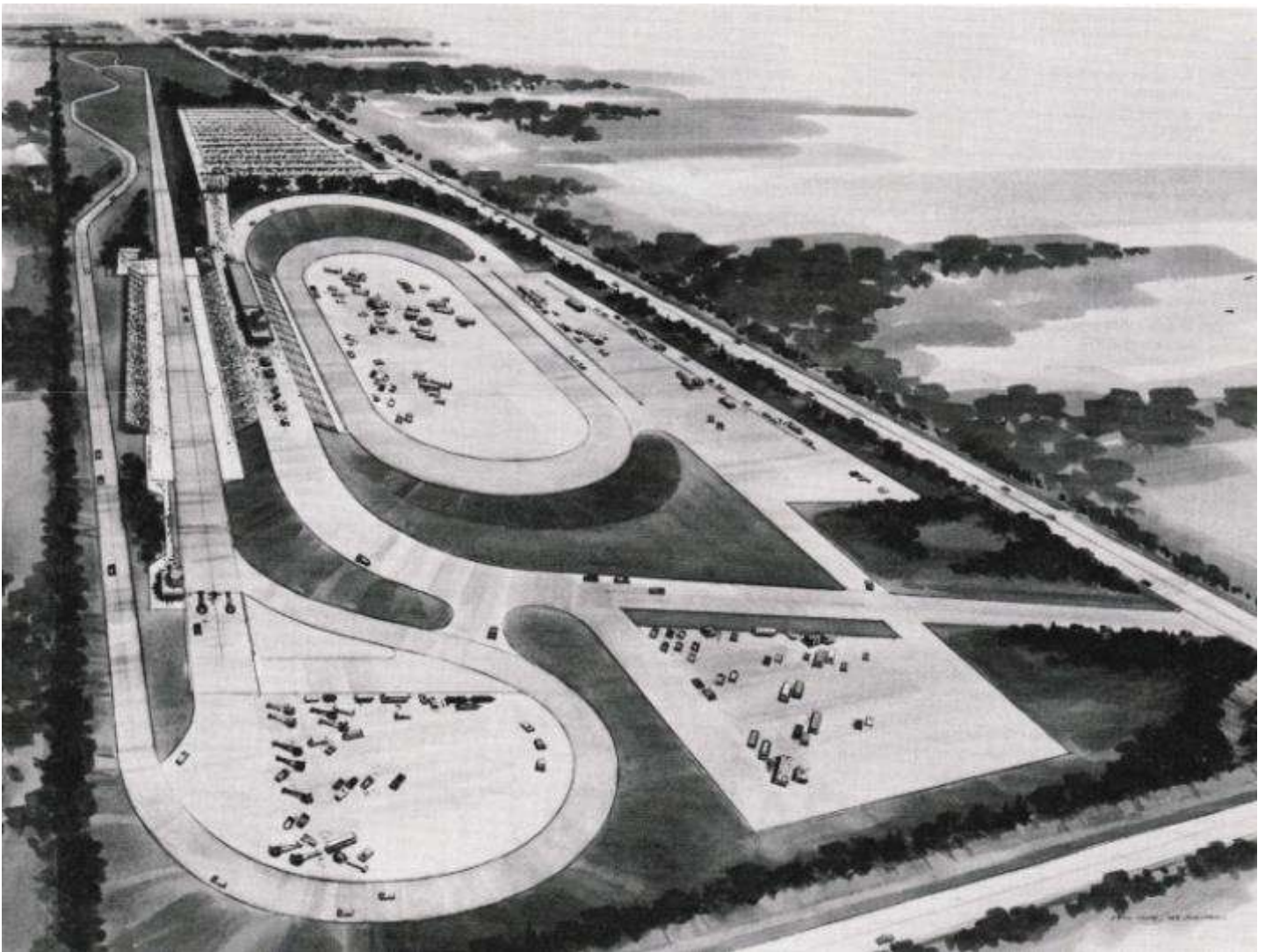
Where and When????????

Can you figure out the photo below, submitted by Roger?????

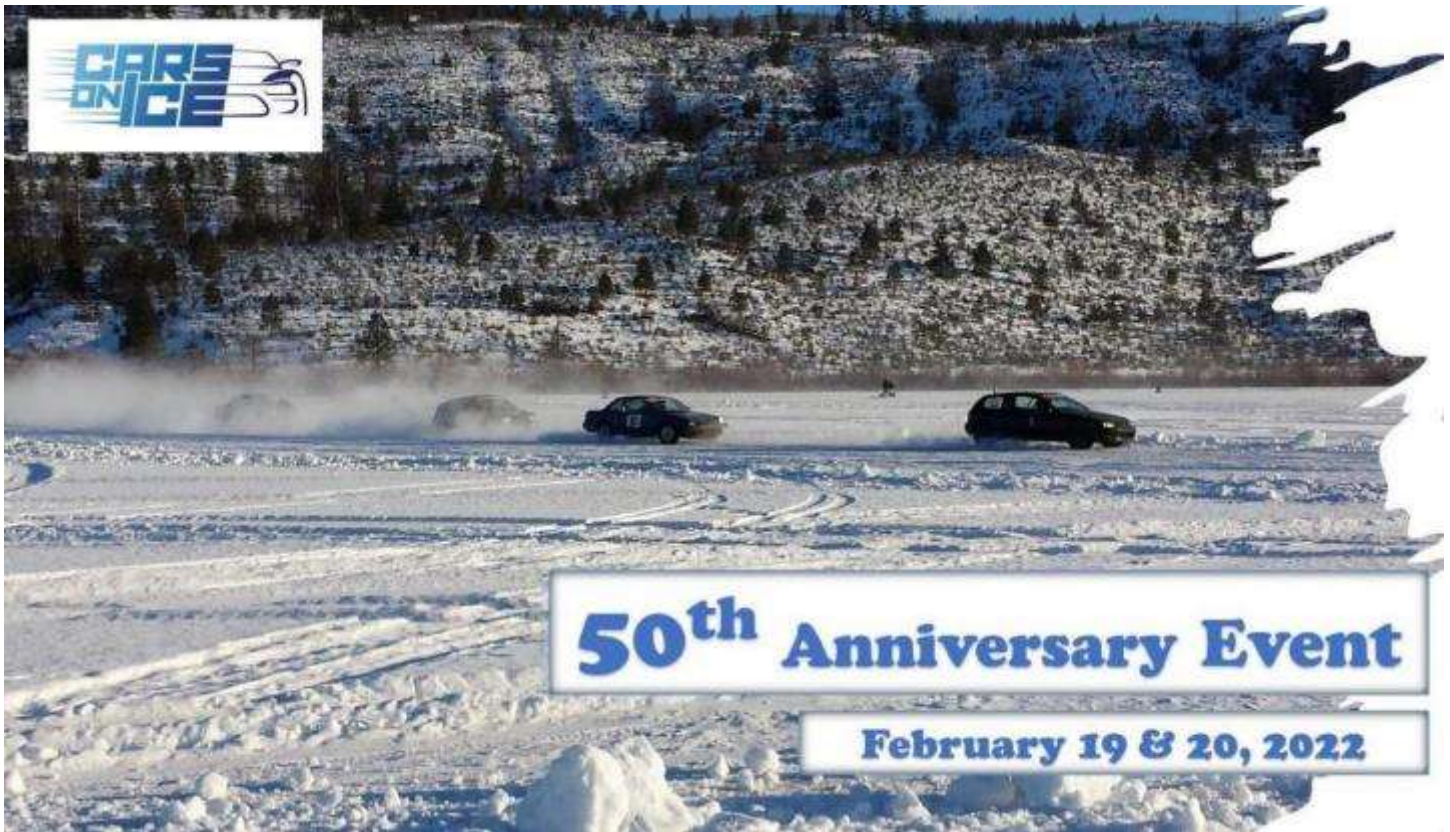
Guesses can be sent to the Editor, maydayeditor@hotmail.com

Answer will be in the next Mayday

Good Luck



Save The Date



Sat, Jan 8 - Sun, Jan 9

Speedy Goat Auto-X on ICE #1

Speedy Goat

Barnes Lake, Ashcroft, BC

Autocross/Slalom



Sat, Jan 22 - Sun, Jan 23

Speedy Goat Time Trials on ICE (Ice Attack)

Speedy Goat

Barnes Lake, Ashcroft, BC

Time Trial



Sat, Feb 5 - Sun, Feb 6

Speedy Goat Auto-X on ICE #2

Speedy Goat

Barnes Lake, Ashcroft, BC



Sat, Feb 19 - Sun, Feb 20

Cars on Ice Wheel to Wheel RACE

Cars On Ice (WCIRABC)

Barnes Lake, Ashcroft, BC

Ice Racing



Come celebrate with **Cars on Ice** on our **50th anniversary** of racing on ice!

Join us for a great winter of racing.

Please click below to register for your winter adventure !

<https://www.motorsportreg.com/events/cars-on-ice-wheel-to-race-barnes-lake-wcirabc-711588>

Event requirements

Before registering ensure you have read and familiarized yourself with the [Rules](#).

******* This event will be a ZERO contact event. Any driver involved in any type of car to car contact will be immediately disqualified from the event with no refund *******



CARS ON ICE EVENT SCHEDULE

SATURDAY			Duration		SUNDAY			Duration
7:30	8:00	Tech Inspection	30 Min		8:00	8:15	Driver's & Workers Meetings	15 Min
8:00	8:15	Driver's & Workers Meetings	15 Min		8:30	8:45	Racing Studs Warmup (ALL)	15 Min
8:30	9:00	Novice Training- Racing Studs	30 Min		8:55	9:10	Racing Studs R3	15 Min
9:00	9:15	Novice Practice - Racing Studs	15 Min		9:20	9:35	Racing Studs R4	15 Min
9:15	9:30	Racing Studs Warmup (ALL)	15 Min		9:45	10:00	Racing Studs R5	15 Min
9:40	9:55	Racing Studs R1	15 Min		10:00	10:20	TIRE CHANGE	20 Min
10:05	10:30	Racing Studs R2	15 Min		10:30	10:45	Rubber to Ice Warmup (ALL)	15 Min
10:30	10:50	TIRE CHANGE	20 Min		10:55	11:10	Rubber to Ice R3	15 Min
11:00	11:30	Novice Training - Rubber-to-Ice	30 Min		11:20	11:35	Rubber to Ice R4	15 Min
11:30	11:45	Novice Practice - Rubber-to-Ice	15 Min		11:45	12:00	Rubber to Ice R5	15 Min
11:45	12:00	Rubber to Ice Warmup (ALL)	15 Min		12:10	1:00	TIRE CHANGE & LUNCH	50 Min
12:10	12:25	Rubber to Ice R1	15 Min		1:10	1:25	Street Studs Warmup (ALL)	15 Min
12:35	12:50	Rubber to Ice R2	15 Min		1:35	1:50	Street Studs R3	15 Min
12:50	1:35	LUNCH / TIRE CHANGE	45 Min		2:05	2:20	Street Studs R4	15 Min
1:45	2:00	Novice Training- Street Studs	15 Min		2:30	2:45	Street Studs R5	15 Min
2:00	2:15	Novice Practice - Street Studs	15 Min		3:00	3:30	TRACK CLEAN-UP	30 Min
2:15	2:30	Street Studs Warmup (ALL)	15 Min		3:30		TROPHY PRESENTATION	
2:40	2:55	Street Studs R1	15 Min					
3:05	3:20	Street Studs R2	15 Min					

*Schedule may change at the discretion of the organizers.

IndyCar introducing electronic marshalling system for 2022

By [Marshall Pruett](#) | December 20, 2021 3:55 PM ET

LED panels will be making a return to the NTT IndyCar Series in 2022, but the colorful light displays won't be attached to the cars like they were from 2015-2020.

In a significant investment to give its race control team an enhanced set of session management tools, IndyCar is bringing the EM Motorsports Marshalling System to the series with large 20×20 inch light panels that will be affixed at every corner and can replace the need for corner workers to wave signaling flags by hand.

With the system connected to a local network that feeds directly to race control, the activation of a light panel will reach race director Kyle Novak and his team in an instant, displayed on a monitor showing the location of the activation and the type of flagging display that was used.

“EM already provides us with our ADR — the accident data recorder — technology and also the earpiece accelerometers the drivers use, so we're expanding our relationship one more step in a big way,” Novak told RACER. “That includes their light fixtures that are fundamentally the same as what you see at Formula 1 races. These light panels are designed to supplement the cloth flags, and sometimes replace them, depending on the circumstance at the marshal post.

“So those panels will be operated by the local volunteer marshals, and they'll display the exact same IndyCar flagging codes as before. So waving yellow, full-course yellow, surface conditions, blue flag, etc. They'll be operated by the marshals via consoles at each corner. We think that this will enhance visibility and it'll enhance our tools in race control.”

Under the traditional flagging process, one corner marshal would wave a flag while another used a radio headset to call in an incident to race control. With the new light panels, triggering the system serves both needs.

“Let's use Turn 4 at St. Petersburg for example, because it's always one of our busiest in the runoff area with local yellows,” Novak explained. “A marshal presses local yellow as a car goes into the runoff and tries to get turned around.

“As soon as the marshal hits that button, we have a live visualization map in race control that illuminates that sector, kind of like what you see on the Formula 1 broadcast, but obviously with a lot more detail. Anytime we get a sector that has a flag code, we'll get an automatic visualization of that, and that's something we've never had before.”

Novak is confident the new LED flagging system will be easy for drivers to see while offering the series a number of other benefits in race administration. And just as marshals at each corner can activate the panels as desired for local needs, race control will trigger the panels when any course-wide yellow or red needs arise.

“I think it's no secret that since we've had the upgraded aero kits since 2018, one of the things we've been trying to do is emphasize green-flag racing and have more emphasis on local yellow conditions that might lead us to be able to do a local recovery, try to keep the race green, right,” he continued.

“And that starts first and foremost with having a system in place with marshaling that allows the drivers to see exactly what they're up against. We feel like with the speed of the cars, the technology that's available, and the drivers getting the information they need, that comes with making these flags more visible. You can see these panels from outer space.

“I can't tell you how many times when there's been situations where a flag came out late, the driver said they didn't see it, or it was halfway out, or it was still furled up as it was falling, and that 50 to 100 feet makes a

difference. What we're talking about an electric panel that's incredibly bright versus a cloth flag that could get lost in the background."

Officiating should become easier for IndyCar's race control team with the new influx of LED flagging and onboard GPS data streaming to the tower.

"On the race control side, fundamentally, we'll still get the landline communication from the marshal (to explain what happened), but if you think about what we do, one of the hardest things we have to deal with in our local yellow situations is compliance and enforcement," Novak said.

"Just because of all the steps are involved identifying the car that caused it, getting the vocalization of that call from the marshal. Now, if the landline is busy and there's multiple incidents going on, all that can be illuminated on the map. And as it relates to the GPS, this system also comes with an upgraded GPS system on the car, and we can essentially create virtual marshaling zones.

"So via GPS technology, every light has a GPS fixed position, so that when a car arrives at that light, we know — down to a few feet — whether that car was in the zone when the yellow came out, or when that car was approaching the zone. And then we get automated reports to the performance to that zone. Was there a pass? Who went through it? This is all versus having to go back and reconstruct that with video and handwritten things that we've been doing in the past."

Beyond using the LED flagging system to manage local and full-course yellows, Novak anticipates having the volunteer corner workers work the control panels to manage blue passing flags and all the other signaling needs that were previously done with cloth flags. The new system also gives IndyCar the ability to have those local electronic signals sent to the cockpit of each car and displayed directly to the drivers.

"They will be able to show either a flashing blue, which is your 'Imminently about to be passed' alert, or the 'There's a car approaching,' which would be just the standard blue; the marshals can do either one, depending on the button press that they give the console," Novak said.

"This does give us more ability to advise. So right now, we go red or full course yellow, we flip the switch, the attenuator light flashes and they get a flashing light inside the cockpit, depending on how they want to place their lights on the wheel or behind on the dash. This also gives us more flexibility to give them more notifications. 'Hey, there's a local yellow somewhere on course,' or 'You've been given a blue flag.' Those types of developments are to be determined, but it gives us more depth on the in-car notification system as well."

With its migration to LED flagging, using the new system to create virtual safety car zones is not among IndyCar's current plans.

"As far as virtual safety cars and things like that, we've done a normal number of internal reports of what a system like that would look like, and the bottom line is we're not there yet," Novak said. "There's no imminent plans for it. But I would say that this kind of technology gives us flexibility to explore those things in the coming years where realistically, we never could have properly executed anything like that without this. So it gives us options to grow if that's where the series stakeholders, drivers, owners, everyone wants to go with it. "What it does give us the ability to do though, is automate the standard functions. For example, when we go full-course yellow, they will no longer have to do a full course yellow flag condition physically, because we can flip the lights on or eliminate them to end a FCY. Same with the red flag condition. Or a trailing green after a local yellow.

"We've spent so much time between the aeroscreen, sidepod reinforcements, tethers, and everything else over the past decades of trying to make these cars safer through technology, and we're making them in substantial, big investments in race control technology. And now that we're at that point, we're all really excited about it."

Bernie Hamm
Auto Technician "The Doctor"

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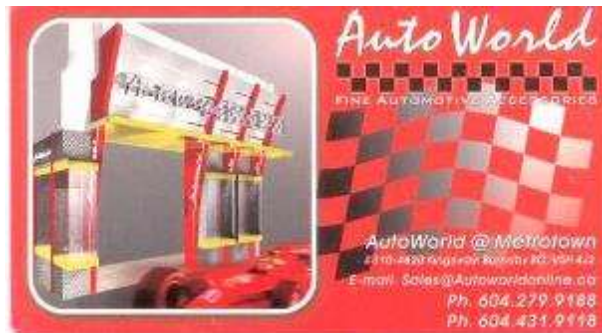
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