



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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September 2017
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Next META meeting will be

September 27, 2017

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

Sep 10	Karting Race #9 - Greg Moore Raceway	WCKC	Chilliwack, BC
Sep 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 16&17	ICSCC Race #15&16 – TRMP	IRDC	Shelton, Wa
Sep 17	Grand Prix of Sonoma	Indycar	Sonoma, Ca
Sep 23&24	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 24	Monterey Grand Prix – Laguna Seca	IMSA	Monterey, Ca
Sep 27	META Meeting – Boston Pizza	7:30	New West, BC
Sep 28-30	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 1	Karting Race #10 - Greg Moore Raceway	WCKC	Chilliwack, BC
Oct 7	Petite LeMans	IMSA	Braselton, Ga
Oct 7&8	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 7&8	Chumpcar World Series – PIR	Chumpcar	Portland, Or
Oct 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 14	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 14&15	CACC Race #6 – MRP	SCCBC	Mission, BC
Oct 25	META Meeting – Boston Pizza	7:30	New West, BC

Thunder on the Ridge

IRDC's last ICSCC points race of the year is Thunder on the Ridge, Sept 16 and 17 at the Ridge Motorsport Park. This time it's for 2 days of points racing, that's right championship points on both days. Should make for some fun racing.

Morning meetings are 8:00 AM outside the classroom building, eastern edge of the paddock. Lunches are provided and there is a dinner on Saturday evening. Please be prepared for the Pacific Northwest weather, anything goes this time of year.

Looking forward to seeing you all at the Ridge.

Thomas Liesner

IRDC Flag Chief

Vice Presidents Report

First of all I would like to apologize for not attending the last meeting as a friend of 37 years from work has just retired and is moving back to the US. The send off get together was on Wednesday afternoon and evening in downtown Vancouver plus the Whitecaps had a home game that night so I thought I would kill 2 birds with one stone. I did inform Roger that I would not be at the meeting and what I was up to.

I would like to congratulate Stanton Guy and The Vintage Racing Club of BC for what I think was the best BC Historic races to date.

I would also like to thank Ann McColl and congratulate her for all the hard work on making the race track look so great, well done.

Last but not least I would like to thank Brent Martin for all of his PR work that he has done to help make the races a big success.

I don't think that I have seen the bleachers so full and the car corral was packed. Congratulations to everyone. It was very nice to see lots of corner workers out for this event. Thank you.

Lets see if we can keep the worker numbers up for all of the races.

Thanks for coming out to help when you can.

Dallis

Raemar Mitchell (nee Spratt)

Raemar Mitchell (nee Spratt), loving and devoted wife, mother, grandmother passed on Friday, July 28, 2017 at 79 years of age.

Sadly missed by her husband of 55 years Russell Harvey Mitchell, her son Aaron, daughter-in-law Sandra (nee Sol) of Kelowna, grandchildren Jeffrey of Vancouver and Christopher of Kelowna, her son Paul, his partner Mar (Jennings) of Westport, CT and so many friends.

Born July 3, 1938 in Belfast, Northern Ireland to Lydia Rebecca (Skelly) and William Fair Spratt. Raemar (Rae) was so named to honor both of her grandmothers Rachel and Mary and came to Canada in 1961 to visit her uncle James Skelly in Kamloops, BC, but she quickly decided to emigrate. She worked at Burriss Clinic until her marriage June 9, 1962 and became a Canadian citizen in 1974. She was a 52-year member of the PEO Sisterhood, Chapter AT, served on the Kamloops Symphony Board and Community Concerts. She and Russ moved to Coquitlam in 1983 and they became involved with motorsport and worked as turn workers at Westwood Race Track, Seattle and Portland and the Vancouver Indy Car Races. She was a 30 years volunteer at Eagle Ridge Hospital and loved her PEO Sisters (Chapter Z, New Westminster), playing bridge and watching tennis in Indiana Wells. She was known to all for her green eyes, softly lilting accent, kindness, manners, love of all things royal, wonderful baking skills and love of travel.

The family thanks all who knew her and whose lives touched hers.

No service by request. Cremation.

"I carry your heart with me. (I carry it in my heart.)" e.e. Cummings

Adapt and Have Fun

Karen and I went to Mosport this summer after many years of talking about "doing the double" IMSA at Mosport then the Toronto Indy a week later.

Fantastic!!!

Mosport was a "Bucket List" track for me and lived up to my expectations. If you ever get the chance to go I highly recommend it.....but be prepared to adapt, and you will have fun.

Flagging at Mosport is very different than what we were used too.

Some stations don't do blue!

Most stations have the flaggers far away from the Comm.

Blue flaggers are often by themselves.

Yellow flaggers at several stations are at the entrance and can't see around the corner so rely on the comm station relaying signals.

Not exactly our way of doing things, but that's the way they do it, so we adapt and have fun.

And believe me, we did have fun!!!

I started thinking about all the other sanctions and regions throughout North America we have needed to adapt to throughout the years.

NASCAR road and street courses use a waving blue for a local incident and a waving yellow for a full course. Car spins, waving blue. Debris on track, waving blue. Upside down on fire, waving blue!!!

Adapt and have fun, because that's the way they want it done.

Indycar sometimes uses a waving yellow ahead of a waving yellow as extra forewarning, or trailing yellows after an incident if they want them under control a little longer.

Cars off course but still making forward progress are no flags at all!!!

It's the way they want it so we adapt and have fun.

Conference License Director last weekend asked for a waving yellow as a "training" exercise for the novices. The way he wanted it done got me a little riled up, as some of you know, but in hindsight made me think about this article.

You may not always agree, but if that's the way they want it, adapt and have fun.

Marshalling 101, enjoy yourself!!!

Andrew

From: <http://www.formulafordbc.com/keith-robinson-my-formula-ford-50th-anniversary/>

Keith Robinson – My Formula Ford 50th Anniversary!

By Felim Power on August 25, 2017



In 1967 I attended a Jim Russell Racing School class at Snetterton race track in Norfolk England.

I had been a Formula One and general road racing fan since I was about 12 years old. I don't recall the model of car I drove but for 8 British Pounds (about \$20!), a week's wages, I got to drive up and down a short straight between some cones in one gear!

In 1970, now living in Toronto, I wrenched on a Winkleman/Palliser for one of the Bulova Formula Ford Championship competitors and my reward was the use of his car for my Novice race at Harewood Acres (Niagara peninsula) at the end of the year. I won that race and it took another 25 years to win my second!

In 2001 I bought a 1980 RF80 Van Diemen from Randy Mainland and started racing Formula Ford at Mission Raceway Park. There were few FF's to race against in the early part of the 2000's so I went back to sedan racing. I had been running the RF80 in Formula Libre when, in about 2012 I was offered a 1979 RF79 Van Diemen for 'a price I couldn't refuse' (the transmission was in pieces in a box!). I had lots of fun in that car for 3 years, it was easy to drive and I actually finished 2nd in the FF Championship in 2013. In 2016 I had acquired two more race cars, a sedan and a sports racer (too many racecars) so I sold the RF79 to local racing legend Rick Payne (SCCA National Champion in FF). A matter of weeks after that the 50th Anniversary Race for Formula Fords was announced by the Sportscar Vintage Racing Association to be run at Indianapolis Motor Speedway!

Having been involved, albeit on and off for the last 50 years with FF, it was immediately clear to me I had to go to that race! I mean Indianapolis, Formula Ford, how can you not go to that race? But now I didn't have a FF!! So finding Frank Winterlink's car on VRCBC website was another clear sign I had to go to IMS for the 50th.

I built a wooden box on my two wheel trailer, put gas in the 2001 Ford Escape and Susan and I headed east. Six days later at 7am we were ready to enter the epic facility when the police stopped us to say there had been a fatal accident at the track entrance (nothing to do with racing) and it would be 2 or 3 hours before we could get in.

That was Wednesday, practice day, but by the time we got organized, through tech and had new Hoosier spec vintage tires installed, we never made it onto the track!

Thursday morning, a driver's meeting in the media center with 300 drivers from all over the states and some from Australia and England. The Open Wheel World Championship included Formula Fords, old Formula One cars, Formula Juniors, Atlantics, Formula Firsts and over 30 Formula Vees.

The next four days were a blur, in practice we had a 'square' tire that limited fast track time but allowed at least some learning of the corners. Qualifying sessions, a qualifying race and news that we had made the final on Sunday!! 65 FF's entered, in three different groups, only 45 qualified for the final, we were 40th. I chose not to run the last track sessions as I wanted to start the 'big one' (some cars never made it through to the final).

The OWWC was a closed event, no spectators just all racers and crew, the huge stands were all empty, it was a special calm but exciting atmosphere.

Pre-grid in Gasoline Alley, driving through the tunnel onto a track where so many racers that I have been in awe of for so many years, a thrill unlikely to be surpassed in my lifetime, truly awesome! I probably could have finished in the top 15 but daydreaming, running up near the wall on the banking, avoiding trouble and missing a restart after a full course yellow all led to a 21st place finish with no damage. Good enough for me and the bonus was my Polaroid video camera captured it all. I'm planning on putting my videos on a loop and watching my 'glory days' in the old folks home.

Footnote; There is a 'US FF 50th Anniversary SVRA event in 2019, I'm thinking that might be tough to miss, it would be nice to have company!



Keith is 2nd from the right in the first row.

Some of you may remember former META members, Rick and Jan Smale who now live in 100 Mile House. This is their experience with the recent/current BC wildfires.

OK, here we go:

First message sent July 9:

Under evacuation alert since Friday. Readied as much as we could think of to take if we have to bug out. Cars with full tanks. Surrounded by fires except to the southeast. Can stay at friends about 50 km to the east in somewhat primitive accommodations. Not much point in trying for Kamloops as evacuees from here, Ashcroft/Cache Creek fires and others around have stretched already skimpy space down there to the limit. Usually the town is booked up solid through the summer anyway for tournaments and summer events. And, of course, there's the animals. We have folks staying with us from 103 Mile who were evacuated along with their dog and cat and one friend from the 108 Mile which also has been evacuated along with the 105 area and west side of Lac La Hache. Highway 97 north closed at Lac La Hache to Williams Lake and south from Clinton to Spence's Bridge. Our route out will have to be Hwy 24 to Hwy 5 then south/north if we choose not to stay in the area.

The local evacuees here out-number our town population almost 3:1. Both mills closed and lots of businesses shutting down. Won't be much service left here anyway.

Our local fire, the Gustafson Lake fire, which started all of this on Thursday morning is about 3 (I hope) km to the west and stretches up to Lac La Hache - about 5000 hectares and 0% contained even after 4 days. Heat and wind the biggest problems. We've been lucky so far that the winds have been relatively light and have tended to blow towards the fire rather than it to us. No sign of any precipitation on my weather page for at least 10 days. Temperatures to moderate a bit. Firefighting concentrating on areas back of the mills which is way too close. About 7000 evacuated in BC so far and 3000 plus are from our area. Fire department just came by to do a head count to find out how many people are still in town. Public meeting with officials just concluded. No news yet. Jan will probably check it out on Facebook. Our 108 buddy just set sail for Kamloops where he has secured a place to stay with friends. One less worry here.

I'll also have to load about 5,000 rounds of ammunition, some powder and primers for my reloading hobby. Can't leave it behind in case firefighters actually do get to try to save the house if we're gone. Then I noticed a large bin of fireworks left over from New Year's Eve.

Now 1523h Sunday, July 10. Meeting said we're not going yet. Supposed to be more firefighting help on the way. Fire keeps growing. Efforts concentrating on protecting property and people rather than actual fire containment. The fire is threatening to jump to our side of the highway at 103 Mile. All personnel guarding evacuated areas north of the 103 being withdrawn so as not to get trapped. Highway being shut down as they come down. Probably be closed for keeps at the 101 just north of town. Don't mind sayin' we're getting even more twitchy than we have been. If we bug out may be out of internet touch as the place we're going is somewhat off the grid. Will try and keep in touch otherwise.

Wish us luck.

Update 1600h: Fire jumped Hwy 97 at 103 Mile. Already evacuated. Gateway now on evacuation order. Been worried about it coming at us from the west. Now looks it might get us from the north. Winds light, still mostly in our favour.

Woo Hoo! (Getting punchy).

Jan and Rick

Second message: July 13

I thought that we had sent a general broadcast regarding our situation but can't seem to find it in my sent box when I went to check so here goes. I hope this is not redundant.

We were put on evacuation order at 2130h Sunday night. We were gone from our house at 2230h with 2 cars packed full of all the crap we didn't really need and the dog and the cat. Took out about 5,000 rounds of ammo, powder and other flammable and explosive objects for the safety of any first responders that might come and try to save the house. Drove 40 km east in the smoke and the dark with a wife behind, terrified and spooked by unfamiliar terrain, a terrifying situation and driving at night. We did manage to make it our friend's place safe and sound with only a few miscues. Vehicles arriving until 0330h Monday. Fortunately, most of them left in the morning for other places.

It's a nice 10 acres here and Ron and Rita are their usual warm, accommodating selves even with what must have seemed to be the whole town coming to camp on their land. We are down to 8 visiting adults, 1 child (with another coming in by bus, hopefully) 2 dogs and 4 cats. The animals are loving the spot, too. We are out of most of the smoke and there is no fire, at the moment, east of 100 Mile. Our fire, the Gustafson Lake fire reached over 5000 hectares, 0% contained, until today when we heard that the south, east and west boundaries had stabilized and, for the first time, it's reported as 10 % contained. Not much but a positive step in the right direction.

We have no internet service where we are but when I went back to town to retrieve my meds on Tuesday (the police graciously let me back in briefly) I found a Wi-Fi port at a relatively local restaurant so I occasionally prey upon them but it's not a reliable way to communicate with us. Jan is on face book. If success on the fire lines continues to improve the situation we might be home in another 6-7 days, at least that's the current scuttlebutt but who the hell knows. Not much left to burn on the west side of town at any rate.

Thank you all for your concern and hopes for our safety. It means a lot to us. Take care of yourselves everyone and we'll try and stay in touch.

Love to all,
Jan, Rick, Lucie and SAGE (the dog)

Third message July 19:
Wednesday:

Sorry for not updating you all sooner but nothing had really changed and we were waiting for there to be some substantial improvement in the control of the various fires hereabouts. Also, we're somewhat internet deprived and don't get out to a Wi-Fi hotspot too often.

The good news, today, is that the Gustafson Lake fire, which has been of the most immediate concern to us 'Milers, is now 45% contained and has not grown past 5,700 hectares in a few days. Any increase these days is as a result of controlled back-burns. The fire circumference is 100% guarded and our beloved firefighters are concentrating on pushing the guards further in as much as possible and extinguishing hotpot as they go. Things look good enough there that BC Fire Service is pulling crews and equipment out to get at the more serious situations. We hope this helps get better control of more serious fires. If it was just this fire we could probably go home in a couple of days once they got the hospital up and running, gas and electric infrastructure checked out and the town resupplied with foodstuffs, fuel and other essentials. We have never lost power so we hope this will continue (knock wood). There's a whole bunch of fridges and freezers in 108 Mile Ranch, the 105 and 103 Mile communities that did not fare as well – 5 days, plus, without power. Yikes!

Williams Lake evacuated last Saturday night and it is surrounded by some pretty big fires, none of which are contained at all. That town is 90 km north of us with some of the fires closer so any route north is cut off. There's 11,000 souls out of their homes with very uncertain future ahead of them. About 48,000 of us out of our homes now.

The main concern to us now is the Elephant Hill fire, formerly the Ashcroft/Cache Creek fire now grown to 48,000 hectares and headed our way. Probably about 30 km south of us. It has wiped out the vicinity of Loon Lake as well as the damage done where it started at the junction of HWY 1 and Hwy 97. Many, many thousand hectares, homes and businesses destroyed. We were put on evacuation alert on Saturday because of this fire. Fortunately, we had a couple of days of cool, damp weather that slowed it down a little and helped the crews quite a bit. Supposed to, possibly, get showers this evening and tomorrow but even if it doesn't actually rain the cooler, damper air will help. Any little bit is so welcome. Officials are concerned that our only escape route south, currently, via Hwy 24 to Hwy 5, south to Kamloops or north to Prince George or Alberta might be compromised by the Elephant Hill fire so no point in getting us home if we just have to bug out again because our escape route is threatened. Fire crews are concentrating on the west side of that fire to try and ensure another escape route down Hwy 97. They actually let the Cache Creek people back today as there's nothing left to burn there and nothing threatening Hwy 97 or Hwy 1 south and east of there.

Thursday:

Re-supply trip to Kamloops. Thunderstorms rolled through today bringing some rain but also quite a bit of lightening. Hope it didn't start too many new fires. Was sure nice to get a bit of moisture though. Through friends we found out that the cleaning staff has re-entered the hospital to start prep for return of health services – the first step. With any luck and the situation doesn't worsen we could be home Monday. Fingers crossed.

Hoping this finds you all well and thanks for keeping us in your thoughts,

Love,

Jan, Rick, Lucie and SAGE (the dog).

Sent July 22:

Dear Everyone:

Sorry for the delay in getting the previous message out. Internet quite strange in the odd place we could get it.

Our evacuation order was lifted at 1400h Saturday, July 22 and we were back at our house by 1712h. Then, of course, there was the whole unpacking thing. Animals extremely happy to be home. We're still on evacuation alert so we have not put our stuff too far away. Air quality good at the moment. Hoping for the right combination of rain without lightning, little wind and cool temperatures. Fingers still crossed.

Man, it's great to be back home having a drink in our own chairs.

Much Love,

Jan, Rick, Lucie and SAGE (the dog).

Just thought we'd annoy you all with an update on the BC Wildfire State of Emergency, at least as it applies to us.

We have been blessed by the passage of a couple of low pressure systems through the Central Interior that finally dislodged the massive high that dominated the west coast for close to three months. We had two days of fairly decent rain although they were a week apart so it was like starting over again. The temperatures have been lower, too, which has helped on a number of fronts. Unfortunately, we are now starting another lengthy spell of hot, dry weather although the temperatures are due to drop slightly toward the middle/end of next week.

The only problem with the change in weather patterns has been the increase in strong, swirling winds which, of course, are the worst possible conditions for the firefighters. Also, thunder storms have accompanied the rain and lightning has started many new fires. Fortunately, none of them seem to be near us. The fire crews, both wildfire and structural, are getting really good at jumping on the small fires early. Our fire, while virtually dead, continues to sprout hot spots which is concerning to folks just to the west and north of 100 Mile proper.

The fire of greatest concern to us has been the Elephant Hill which started July 6 in Ashcroft and has now grown to 175,000 hectares. It was relatively stable for about 4 days with no significant growth in the fire boundaries until the wind blew up again the last few days. It is probably nothing for us to worry about anymore with cooler weather maybe coming (they had hail, freezing rain and even snow on various parts of the fire yesterday). They say it is 35% contained and good progress has been made with guarding and water-bombing during the cooler, wetter spell. We are really hoping they get a permanent handle on it before it gets to Green Lake which we consider the southern boundary of "home". We know lots of folks who live down there. South Green is still on evacuation order but North Green residents were allowed to return home early this week but will now probably be on high alert once again.

The huge Plateau fire (estimated now at over 480,000 hectares) is up near Quesnel and not a threat to us. Even the fires around William's Lake, which still look way to spooky and close on the fire maps, seem to be under control and not a serious threat to the locals or us either.

So, all in all, things are looking not too bad here and we've even had almost six days in a row now where we've actually been able to breathe clean air. A little smoke coming back in today with no significant winds to blow it away.

So, there you have it everyone. Hopefully this will be the last blather on this subject you'll have to put up with.

All our love and thanks for all your notes and thoughts,

Jan, Rick, Lucie and SAGE (the dog).

<http://www2.gov.bc.ca/gov/content/safety/wildfire-status/wildfire-statistics>

BC Wildfire: Current Statistics

Sep 3, 2017	TOTAL	Coastal	Northwest	Prince George	Kamloops	Southeast	Cariboo
New Lightning-Caused Fires	1	0	0	0	1	0	0
New Human-Caused Fires	2	1	0	0	0	1	0
Total Fires to Date	1,205	91	39	234	232	338	271
Total Area Burned (Ha.)	1,110,577	7,873	268	27,883	198,404	40,037	836,112

<http://www2.gov.bc.ca/gov/content/safety/wildfire-status/donate-to-the-british-columbia-fires-appeal>

Donate to the British Columbia Fires Appeal

The Canadian Red Cross is supporting the Government of B.C. in providing relief in areas affected by wildfire. A [British Columbia Fires Appeal](#) has been opened for Canadians who wish to help those in need.

Your donation will help provide immediate relief such as cots, blankets, family reunification and financial assistance for food, clothing and personal needs. Beyond meeting immediate needs, your donation may also help re-entry and go towards more long-term recovery, resiliency and preparedness. [[Learn More & Donate](#)]

Bernie Hamm
Auto Technician 'The Doctor'

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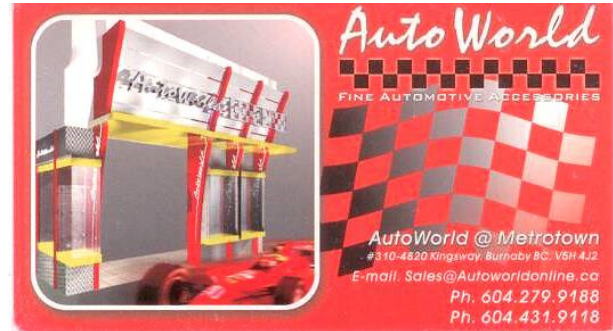
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