



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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July 2021

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Next META meeting will be

July 28, 2021

Our meeting location this month will be via Zoom Video Conferencing

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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

Jul 9&10&11	Rose Cup – PIR	FOPIR	Portland, Or
Jul 11	Toronto Indy	Indycar	Toronto, Ont
Jul 14	SCCBC Meeting via Zoom	7:00	Your House
Jul 17	Lime Rock Park	IMSA	Lakeville, Ct
Jul 17&18	ICSCC Race #10 & #11 – PR	IRDC	Seattle, Wa
Jul 24&25	24Hrs of LeMons – ORP		Grass Valley, Wa
Jul 24&25	CACC Race #2 – MRP	SCCBC	Mission, BC
July 24&25	Vintage Racing Festival – PIR	SVRA	Portland, Or
Jul 28	META Meeting via Zoom	7:00	Your House
Jul 31&Aug 1	Lucky Dog Racing-9+6hr – ORP	LDR	Grass Valley, Or
Aug 7&8	Double Regional & GASS – PIR	SCCA/OR	Portland, Or
Aug 8	Road America	IMSA	Elkhart Lake, Wis
Aug 8	Streets of Nashville	Indycar	Nashville, Tn
Aug 11-TBC	SCCBC Meeting		
Aug 14&15	ICSCC Race #12 & #13 – PIR	CSCC	Portland, Or
Aug 14	Indianapolis Grand Prix – Roadcourse – Race 2	Indycar	Indianapolis, Ind
Aug 14&15	BC Historic Motor Races – MRP	VRCBC	Mission, BC
Aug 21	Gateway Grand Prix	Indycar	Madison, Ill
Aug 25-TBC	META Meeting		
Aug 28&29	ICSCC Race #14 & #15 – TRMP	IRDC	Shelton, Wa

Note that schedule changes are happening regularly.

Please check with the event organizer to confirm event status



Sports Car Club of British Columbia

Presents

CACC Race #2

July 24 & 25, 2021

Presidents Report

Hello Everyone,

Welcome to phase 3 of the restart! Phase 3 puts limits on number of people who can dine together at restaurants. At our June meeting we decided that the July meeting would again be held online using Zoom, and we would revisit the issue of in person meetings again at that time. I look forward to hearing everyone's opinion about having in person meetings again, it has been suggested that we continue to offer an online attendance option for our out of town members. I have enjoyed seeing and hearing from people who normally aren't able to attend our meetings.

Now that we've turned the corner (hopefully) on the COVID restrictions, it's time to start thinking about how we can bring new people out to the track and grow our volunteer base and hopefully our membership base as well. We're barely able to cover all of the turnstations at Mission, let alone the number required to staff an event like a Formula E race, if it were to come to Vancouver. If you have any ideas about how to grow our base, please bring them up to the Executive.

As always, stay safe, keep cool, and take care of each other.

David



Vice President's Report

Hi Everyone,

Our first CACC event of the year is in the books, and despite the rain things appeared to have gone relatively well. I did notice that Ryan O'Connor picked up a rub mark on his Integra on Sunday (so much for the fresh paint job). I also understand that 'Gramma' Gayle Baird had a minor mishap. The racing I did have a chance to watch was exciting... and who would have thought that a little old lady in a green Honda would lap almost everyone in the Vintage grid on Sunday.

I hope someone else in our organization finds time to document some of the racing and other happenings related to the club this year.

There are now two race weekends that have registration open, the first is the SCCBC weekend on July 24 & 25 (CACC Race #2). The big race weekend coming up is the Vintage Racing Club of British Columbia's BCHMR (British Columbia Historic Motor Races), which is on August 14 & 15. In both cases you must register on MotorsportReg.com by the Wednesday before the event to give our Chief of Flags/Course Marshal time to assign corners. Assume some form of COVID protocols will be in effect.

The BCHMR has been planned with the assumption that the borders will remain closed, therefore it will be a somewhat scaled back event, with a BBQ on Saturday rather than the full scale 'gala' as in the past — the Friday night Westwood Reunion BBQ has basically been moved to the Saturday evening. The planning is ongoing, so I'll have more next month.

As I write this the BCHMR is 10 Canadian entries short of what it needs to be doable, but we have 3 US entries from competitors that are hoping for the borders to open. We also have several novice entries.

Ryan has entered our Camaro in the BCHMR, but it will be making a 'debut' at CACC race weekend 2. However we have not had an opportunity to have a test day so don't expect much since the car was almost totally stripped down and everything was set back to 'bench settings', plus many new parts are on the car.

It will be plain white for this year and run the number 9 (the number it had run in its Trans Am days when it was bodied as a Pontiac Firebird, driven by Peter Dzus in 1985 – it was red at that time). In its IMSA days the Camaro was number 67 (rebodied to a Camaro from the Firebird because it was sponsored by a Chevrolet dealer) and was driven by Doug Mills in 1987 and 1988, then by Kent Painter in 1990. It was painted white with red at that time similar to how it looked back in 2013 as many of you will remember it.

I hope everyone managed to keep somewhat cool during our recent heat wave. I was up in Fort St John where it maxed out with a record breaking high of 40°C on Tuesday, then dropped to a high of 37°C on Wednesday before a wind and thunderstorm Wednesday night. The wind was so strong that that it ripped the gazebo off my daughter's back deck. I've spent much of my time up here either in my daughter's hot tub (which has the heat turned off, so it was only a balmy 92°F) with my two northern grandchildren... or hiding in the basement where it was only 27°C. I'll be heading back to Vancouver in a few days.

Mike Bailey

Vice President



Hey there fellow racers!

A quick reminder that the BCHMP is on for August 14 & 15 and we want you to register today!

The link for registration on MotorsportReg

is: <https://vrcbc.motorsportreg.com/events/2021-british-columbia-historic-motor-races-bchmr-mission-raceway-park-329034>

There will be 2 novice races on Saturday and upgrades can race for free on Sunday.

You don't want to miss the BCHMR/Westwood BBQ Saturday night.

There is also a SCCBC members only practice day on August 13th, and you can check out the details and register here: <https://sccbc.motorsportreg.com/events/sccbc-members-only-test-tune-mission-raceway-road-course-sports-car-club-of-bc-995517>

We hope to see you all there!

Mayday Article from May 1980

CONFERENCE RACE - VICTORIA - May 10, 11

There must be some good reasons why I never went to Victoria before this weekend but I can't remember what they are! I know that it will take something short of a volcanic eruption to keep me away from the next race. Western Speedway is what can be called "interesting", both in terms of racing and working. They don't have their workers very well organized and the track is only .8 of a mile long. Even a 3 car race isn't too boring because the cars are around so quickly. I'm sure all who went will agree it was a good (if not great) weekend. The race entries weren't huge but the weather and hospitality provided by the Victoria Motor Sport Club more than made up for that one minor detail. There were also a few highlights that we will all remember for some time to come.

For Instance:

1) Can-Am Frisbee Championships. They started at the track on Saturday morning and finished at the campgrounds that night. Doug Blackburn from Portland will never be the same again. Neither will Brian as he had a run in with some broken glass and had to be rushed to emergency by Roger's Ambulance Service to have his elbow stitched. Fortunately, there were no fatalities, just a lot of tired, thirsty people. (By the way- we have been challenged to a Can-Am baseball game in Spokane so if you are planning on going, remember to take your baseball glove, etc.)

2) Odd happenings on Communication included Grace referring to the "roundy-rounders" who also race at Western Speedway on Saturday nights. Very disrespectful Grace! I would like to overlook it but unfortunately yours truly somehow turned the radio set off and caused a minor flap in Turn 1 and a lot of running around and shouting by Dave. (Sorry 'bout that chief) For those that have never worked Victoria before, their Scramble situation is called in over the radio as "delta, delta, delta". It is a good thing the situation never arose because I know I kept forgetting the words. The day was over by 4:30 which was a real treat as it gave us time to relax and unwind before winding up again for the party!

3) Camping and the Dance

Getting to the campgrounds is interesting. I wouldn't recommend trying to find it on your own without maps, a compass, survival gear and extra gas. If all that is not available then just follow Fred or Roger. They seem to have the route memorized. The dance was a good one (I think). There are a few blank spots in my memory that must have been caused by too much sun. I should also mention that all drinks were only 75¢ each. (That should explain for the rest of the antics throughout the evening).

Vicky and Uwe gave us a great impression of the "Rock Lobster" complete with rolling around on the floor. (That much I remember!) Vic ran around with his huge jug of "refreshments" and wearing sun glasses that had little red blinking lights in them. (Strange!) Fred happened to drop Vicky on the floor during one of their obviously well-rehearsed disco moves.

Jim Sheldon spent a fair amount of time drooling over a lady in a silver jump suit. Did you ever find out who she was Jim? Tony was unusually quiet but then he did have at least 4 drinks lined up in front of him every time I looked. Maybe he was passed out--who can tell the difference? Don was his typical zany self, trying to stay one step and one drink ahead of himself. Eventually Roger, Grace and Brian returned from the hospital however we were all too far gone to take much notice.

4) Sunday - Race day

I was rudely woken up by a lady bug stomping around near my pillow and things just got worse from there. The only accurate description of my condition is "hangover". There seemed to be a few slow starters around so I can assume a few people felt as crummy as I did. Eventually we all convened for breakfast at a restaurant somewhere in the vicinity and several of our workers took on spare time jobs as waitresses and/or waiters.

Grace, Vicky, Brian, Fred and Don should all be commended for their excellent service. It was a breakfast that I discovered that Rick has an obsession with Peanut Butter (of all things). It makes me wonder if it is actually oil he always seems to be sweeping at the track. I have heard of "grease sweep" but "peanut butter sweep" seems to be carrying things a bit too far. Anyways, we eventually made it to the track and actually spent some time doing our designated jobs as corner workers. Dave had a few hectic minutes on Turn 1 when he had to cross the track and his hat blew off in the midst of at least 378 Sports Racers. That was just about the end of his "Cowboy" career however both cars and hat came, out unscathed.

5) B.C. Ferries

We all headed for the Ferry at the same time in a sort of convoy but for some reason Roger, Grace and their passengers ended up on the truck ferry with all the racers and race cars. I understand that they had an excellent dinner consisting of fabulous meat pies while the rest of us on the regular car ferry had to make do with the, smorgasbord consisting of such mundane things as prime rib, potatoes, shrimp salad, soup, rice, cold meats, carrot cake, etc, etc. Too bad Roger!!! We had one casualty on the ferry in that Steve never found us all until about 15 minutes before the ferry landed. Hopefully he wasn't hungry.

Landing at Tsawwassen was anticlimactic as we all had to go our own way with good memories, sun burns, hangovers and of course--dirty whites.

Remember - July 19th & 20th -- here we go again!!

See you all at the Formula Atlantic and "Roundy-Rounder" race on May 30, 31 and June 1.

Arlene

Bernie Hamm
Auto Technician 'The Doctor'

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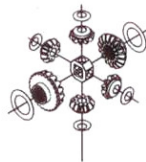
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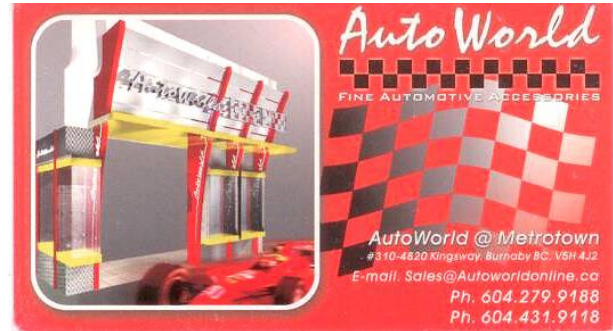
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