



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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Next META meeting will be
September 22, 2021

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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 8	SCCBC Meeting via Zoom	7:00	Your house
Sep 11&12	Lucky Dog Racing-Tournament Style Enduros + Night Racing – TRMP	LDR	Shelton, Wa
Sep 12	Laguna Seca Grand Prix	IMSA	Monterrey, CA
Sep 12	Portland Grand Prix	Indycar	Portland, Or
Sep 18&19	Double Regional – PIR	SCCA/OR	Portland, Or
Sep 18&19	CACC Race #4 – MRP	SCCBC	Mission, BC
Sep 19	Weathertech Grand Prix – Laguna Seca	Indycar	Salinas, Ca
Sep 22	META Meeting		TBD
Sep 25	Long Beach Grand Prix	IMSA	Long Beach, Ca
Sep 25&26	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 26	Long Beach Grand Prix	Indycar	Long Beach, Ca
Oct TBD	Lucky Dog Racing-Area 27	LDR	Oliver, BC
Oct 1&2	Pacific Forest Stage Rally	WCRA/CRC	Merritt, BC
Oct 2&3	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 9&10	CACC Race #5 – MRP	SCCBC	Mission, BC
Oct 9&10	PR Invitational – PR		Seattle, Wa
Oct 10	Virginia Grand Prix	IMSA	Alton, Va
Oct 13-TBC	SCCBC Meeting		
Oct 16	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 27	META Meeting		TDB
Oct 30&31	Lucky Dog Racing-8+7hr – PIR	LDR	Portland, Or

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



The next META meeting will be

September 22

Time and location is yet to be determined.

In-person at a restaurant?

OR

Via Zoom Video Conferencing?

Notice will be sent by email once a decision has been made.

Presidents Report

Hello everyone,

It's hard to believe it's September already, our 2021 season is entering the home stretch. We didn't have a meeting in August and with the cancellation of the Vintage event, and the border being closed there hasn't been much going on. SCCBC put on another driver training event and we can look forward to welcoming more novice drivers to our racing community soon.

Things are progressing behind the scenes for the Formula E event next summer, and I hope to have some more information from the organizers in time for our next meeting.

At our July meeting we discussed the possibility of having an in person meeting in September depending on the public health conditions, with a Zoom meeting option available to those who can't attend in person. Since our July meeting the Covid situation has changed, before the executive makes a decision on whether to hold an in person meeting we would like to hear what the members think, please feel free to share your thoughts with any member of the executive.

The CACC Fall meeting will be held in November, if you have any rule change proposals or budget items for the officials discipline please send them to the CACC Officials discipline director Mike Bailey.

Take care of yourselves and each other.

David

Vice President's Report

Hi everyone,

By the time You read this the third CACC race weekend will be in the bag. Hopefully someone else will report on it. On Sunday Ryan hopes to run our Camaro, and I'll have my youngest daughter's kids (Nia and her little brother Zain) with me to infect them with the car hobby (which they sort of are already) and racing. Nia and Zain like to come out to the car barn where the Camaro is stored and 'work on it' with me (not much gets done when they are with me, but they have fun).

On August 15, 2021, I was stewarding an Auto Slalom event at Western Speedway in Victoria. I ran into an old formula Vee driver, Paul Whitworth, who was competing in a 2003 Mazda Miata. For those that don't know, Paul Whitworth ordered his Caldwell D13 Formula Vee at about the same time Al Ores ordered his so the serial numbers were 1 digit apart (I can't remember for sure which one was ordered first, but I think it was Paul's) — apparently the two were built side by side. Paul's Vee was white with a green number (54) and other green graphics. The event itself was almost boring, nothing but a few spins and rundown pylons, which was good from a paperwork standpoint — that meant my Stewards report was short.

I was also a steward at an Autocross event in Taylor (about 20 minutes away from my daughter's place in Fort St. John) on August 28 - 29. Saturday was the Slalom, which was part of the Car Culture – FSJCC Weekend. This was a bit more of an interesting event, with a bit to writeup. There was a sprinkling of rain at one point, a high horsepower car blew its clutch as it came out of the stop box and damaged another competitor's car (no injuries), then a bit later a car as it hit the brakes hard coming into the stop box had the bolts holding the lower ball joint to the lower control arm sheer causing the right front wheel to turn out (no injuries). Spectators enjoyed these mishaps, so I considered it a good event, and most of the competitors had fun, including the lady who's car was damaged by the clutch shrapnel (I've had clutch shrapnel fly by my head at Mission so am familiar with the speed at which these chunks of metal can fly).

The Sunday of the weekend included a car show that I was able to take my oldest daughter's family to, my grandson thoroughly enjoyed grandpa showing him the parts of cars and explain the difference between a flathead V8, a straight 6, a pushrod V8, etcetera.

Don't forget that the September 22 META meeting may be in-person at a location to be determined (subject to COVID restrictions and other hindrances), although it will also be on Zoom for out-of-town members and guests. Look for email updates, I'll also try update the information on the website as necessary.

Mike Bailey

Vice President

From: <https://tourismmission.ca/grandma-gayle-mission-raceways-toughest-competitor/>

GRANDMA GAYLE: MISSION RACEWAYS TOUGHEST COMPETITOR

Known at the Mission Raceway Park as both “the intimidator” and “Grandma Gayle” is competitor Gayle Baird, 74, who brings her game, and her cookies, with her to race days.



In 2008 when Gayle was planning for retirement, she knew she needed a new hobby and that knitting wasn't going to cut it. It was her daughter who first brought up the idea of racing to her, as she herself was involved in Formula Vee racing at the time. In fact, it was less of “bringing up an idea” and more of a challenge—and Gayle rose to that challenge and above.

With this competitive spirit, Gayle has gone on to win numerous awards racing her 1964 AutoDynamics Formula Vee and 1990 Honda Civic—two vintage cars she is very proud of.

When we at Tourism Mission spoke with Gayle over the weekend, she shared with us a few of her strategies for this success. One of them is that she lets her competitors know that her age doesn't slow her down, it actually emboldens her as at 74 she feels she's lived a full life—so she's not going to hold back (hence “the intimidator”). Second, true to her other nickname “Grandma Gayle” is that her cookies serve a dual purpose—be delicious, and fill her competitors up to slow them down. The most recent cookie to do this job? A hearty mix of coconut, cornflakes, pecans and oatmeal.

Gayle and her mostly-female pit crew are trailblazers of the Mission Raceway, and larger motorsport community, as they break barriers of age and gender in what is perceived as a male-dominated sport. As we spoke, they were very encouraging of those unfamiliar with the sport to get involved, emphasizing that age and gender shouldn't stop anyone. According to Gayle, the race track is an equalizer where she, and everyone else, are competitors before anything.





Sports Car Club of British Columbia

Presents

CACC Race #4 - Paul Lautard 99

Featuring Vintage Racing on Sunday and an MG Parade at lunch

September 18 & 19, 2021



From: <https://pacificracewaysinvitational.com/>

PACIFIC RACEWAYS INVITATIONAL



Road racing drivers throughout the west coast have a new race on their schedule in 2021 with the announcement of the 1st Annual Pacific Raceways Invitational Presented by Michael's Automotive Group benefiting the Heart Center at Seattle Children's. The event, Oct. 8-10, will include sprint races on Saturday and Sunday with a test and tune for drivers on Friday. This invitational race is unique in that all credentialed drivers are welcome regardless of which race series they compete in.

The Pacific Raceways Invitational Road Race was created to give racers from all sanctioning groups such as SCCA, Conference, SOVREN, Lucky Dog Racing League and other out-of-area associations a chance to compete together at one classic event. The Invitational gives a nod to the golden age of road racing in the 1960-70s and is likely to become a featured event on Pacific Raceways – The Place to Race – annual schedule.



Pacific Raceways has a 60-year history as a venue of exciting road racing on the 2.25-mile road course and we wanted to add an event to the calendar for all road racers throughout the region and beyond," said John Ramsey, track general manager. The raceway traditionally rents the track to individual race groups.

"We built the event with a nod to some of the big sports car races at Pacific Raceways in the past like the Northwest Grand Prix, United States Road Racing Championship races and Trans Am while soliciting input from SCCA Northwest Region, SOVREN, International Conference of Sports Car Clubs, and the Lucky Dog Racing League," said Ramsey. "We expect to give fans an

exciting event with cars from vintage to full production race cars as well as open wheeled formula cars."

IMSA Releases Schedule, Sets Groundwork for 2022 Season

IMSA to say good-bye to GT Le Mans class in the WeatherTech SportsCar series.

BY STEVEN COLE SMITH

AUG 13, 2021

IMSA has gotten all the mileage it can out of the GT Daytona and GT Le Mans classes in 2021, so at the annual State of the Sport presentation at Road America last weekend, IMSA president John Doonan announced the final rules for the new-of-2022 GTD and GTD Pro classes that make up two of the five IMSA WeatherTech SportsCar Championship classes for next year.

GTD is basically the same—GT3-spec cars driven by Pro-Am driver combinations, and the factory-backed, also GT3-based GTD Pro class made up of professional drivers. Qualifying will be a Bronze or Silver-rated driver in GTD, and any rated driver in GTD Pro. The class structure will be quite similar to WEC, including the 24 Hours of Le Mans.

The two classes will be separate, but since the cars are the same, there will likely be crossovers in the overall podium finishes, but not the podium ceremonies themselves.

The 2022 Schedule

Expect a dozen races beginning with the Rolex 24 at Daytona on January 27-30, and ending with the Petit Le Mans at Road Atlanta on September 28-October 1. In between are the 12 Hours of Sebring, Long Beach, WeatherTech Raceway Laguna Seca—consisting of one trip to the West Coast—then Mid-Ohio, Belle Isle, Watkins Glen, Canadian Tire Motorsport Park (off the schedule this year due to COVID), Lime Rock, Road America, Virginia International Raceway and Michelin Raceway Road Atlanta.

Daytona, Sebring, Watkins Glen and Road Atlanta will make up the Endurance Cup, while the rest of the races constitute the Sprint Cup. As now, Lime Rock and VIR will be GT-only.

Of note, the race weekend on Belle Isle in Detroit sets the stage for an IMSA/IndyCar doubleheader the weekend after the 500. In 2021, the Belle Isle event was two weeks after the 500.

2022 RACE WEEKENDS

Jan. 21-23	Roar Before the 24 at Daytona
Jan. 27-30	Rolex 24 at Daytona
March 16-19	Sebring
April 8-9	Long Beach
April 29-May 1	Laguna Seca
May 13-15	Mid-Ohio
June 3-4	Belle Isle
June 23-26	Watkins Glen
July 1-3	Canadian Tire Motorsports Park
July 15-16	Lime Rock
Aug. 5-7	Road America
Aug. 26-28	Virginia International Raceway
Sept. 28-Oct. 1	Road Atlanta

The Michelin Pilot Challenge will have a 10-race season, starting with Daytona and ending with Petit Le Mans, with Sebring, Laguna Seca, Mid-Ohio, Watkins Glen, Canadian Tire Motorsport Park, Lime Rock, Road America and VIR in-between. The Daytona and Road America races will be four hours long. The IMSA Prototype Challenge will have five races, starting with Daytona and ending at Petit Le Mans, with Mid-Ohio, Canadian Tire and VIR making up the rest of the season.

LMDh Update

The new Prototype cars that will debut at Daytona in 2023 presently consists of Acura, Audi, Porsche and BMW, which have announced formally. Expect Cadillac to make an announcement, as well as Lamborghini and as many as three others.

The new-for-2021 LMH cars that will race at the 24 Hours of Le Mans will be allowed to race with the LMDh cars after a Balance of Performance adjustment.

IMSA on TV

With the demise of the NBC Sports Network, or NBCSN next season, the IMSA WeatherTech races will air on NBC, the USA Network and the NBC Peacock streaming service.

The season will kick off with NBC airing the Rolex 24 at Daytona in January.

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From: https://www.kentreporter.com/news/pacific-raceways-breaks-ground-on-200-million-expansion-project/?fbclid=IwAR1u1UfGEHfPLziOR5ufYFKfnbco03q_n3VrqUPazpcE7cEKcdCLeIDYrWE

Pacific Raceways breaks ground on \$200 million expansion project

The new buildings will be a hub for innovating racing technology.

By Henry Stewart-Wood

Tuesday, August 24, 2021 9:10am

After 17 years of planning, Pacific Raceways broke ground on its \$200 million expansion project on Aug. 18. Construction is underway on the first two buildings of the Pacific Innovation Center and Motorsports Park. The two buildings will be part of the larger project of developing over 1 million square feet of commercial space including garages, labs, office spaces and a restaurant.

The goal of the expansion is to make the Pacific Innovation Center the hub for innovating new technologies surrounding the auto industry, according to the center's website.

Several local public officials including Auburn Mayor Nancy Backus and King County Councilmember Pete von Reichbauer were in attendance along with several Auburn City Councilmembers.

The expansion is expected to have a large economic impact on the Auburn area.

“It’s important for Auburn because of the opportunities it gives fans in the area, but also because of the revenue it generates each time there is an event out here,” Backus said.

Pacific Raceways was founded in 1960 by Don Fiorito Sr., the owner of a construction company. Since then, legendary drivers such as Dale Earnhardt Sr. have raced on the track. It is still owned and operated by the Fiorito family.

Jason Fiorito, the current president of Pacific Raceways and Pacific Innovation Center, gave a speech at a podium set up next to the construction site to talk about the project. He thanked everyone who collaborated with Pacific Raceways to make it happen.

“The city of Auburn has pulled us under their wing. We’re part of the city’s Innovation Partnership Zone, the IPZ, and our innovation center dovetails very well,” Fiorito said. “We feel like we’re partners with Auburn. We feel like we’re included with Auburn. Mayor Nancy has never given up on us.”

Pacific Raceways is one of the area’s economic powerhouses. Events held at the raceway generate tens of millions of dollars in revenue, Fiorito said. Supporters expect the new expansions to generate even more revenue. The groundbreaking marked the beginning of a new era for the raceways, Fiorito said.

“We are going to continue to be a racetrack, and now this transition redefines the infrastructure to include a test bed for transportation industry innovation, and that solidifies the sustainability of racing in our region,” Fiorito said.

Companies will be able to test their technology on the various tracks at the raceway and have prototype manufacturing, laboratory and office space in the innovation center, Fiorito said.

Of every dollar spent on labor costs for the project, 90 cents will be to companies that employ union laborers, Fiorito said. The partnership with union labor came from Auburn Councilmember Larry Brown, who is also president of the Washington State Labor Council which represents nearly 500,000 workers across the state. Fiorito thanked Brown for working with Pacific Raceways.

Fiorito also thanked King County Councilmember Rod Dembowski for his work to ensure the protection of the environment around the raceways.

“Rod is a supporter of the industry, the jobs, the economic impact,” Jason Fiorito president of Pacific Raceways said. “He also steadfastly guards the environmental protection in this region and on the property. He’s held our feet to the fire to make sure everything we do out here meets the highest environmental standards.”

Councilmember von Reichbauer also spoke about the project and the jobs it will create.

“Some people see the heavy machinery, some people envision the future buildings, I see jobs,” von Reichbauer said. “My job is to create jobs. Rod Dembowski joins Larry Brown and I in recognizing that this is all about jobs. Jobs in building the project, jobs in sustaining the industry and jobs for the future.”

The Pacific Innovation Center is considered one of the state’s four “projects of statewide significance” by the Department of Commerce.



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Sports Car Club of British Columbia

Presents

CACC Race #5

October 9 & 10, 2021



Bernie Hamm
Auto Technician 'The Doctor'

604-287-3332
Mission, BC



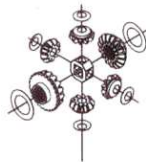
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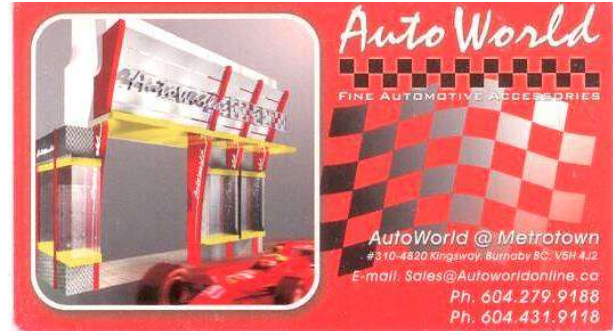
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There are no minutes this month due to the August META meeting being cancelled.