



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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META Website: <http://www.meta.bc.ca/>

September 2022
Volume 47 Issue # 9

Next META meeting will be

September 28, 2022

Our meeting location this month will be via Zoom Video Conferencing

SPEED READING

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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.

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 Seca	Indycar	Salinas, Ca
Sep 14	SCCBC Meeting	7:00	Your House
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	7:00	Your House
Oct 1	Petite LeMans	IMSA	Braselton, Ga
Oct 1&2	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Sep 30&Oct 1	Pacific Forest Stage Rally	WCRA/CRC	Merritt, BC
Oct 8&9	CACC Race #6 – MRP	SCCBC	Mission, BC
Oct 8&9	Pacific Raceways Invitational-PR		Seattle, Wa
Oct 12	SCCBC Meeting		
Oct 15	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 15&16	24Hrs of LeMons – TRMP		Shelton, Wa
Oct 26	META Meeting		
Oct 29&30	Lucky Dog Racing-7+8hr – PIR	LDR	Portland, Or

Please check with the event organizer to confirm event status



*Sports Car Club of
British Columbia*

Presents

*ICSCC Race #16 & 17
September 17 & 18, 2022*

Presidents Report

I will keep this report short as there is a lot of material for you to read in this Mayday. Thanks to Andrew Clouston for keeping us all informed and for his timely reminders about reports needed!

Although we will not be having a META meeting in August, there is still plenty of racing going on. There is a report on the BCHMR from our Vice President and it seems as though a good time was had by all and they even made a little money this year! Thanks to everyone who made it such a success.

Up next is the CACC weekend on August 27 and 28, followed in September by the only ICSCC race of the year. Some different flagging rules to remember for that one. Unfortunately Roger and I will miss that weekend and miss seeing friends from the US again, as we will be on vacation at that time but hopefully we will get a good turn out of volunteers for that weekend. And in October the season will be over – where did 2022 go?

Our next meeting will be on September 28th at 7pm on Zoom. Hope to see all of you there.

Yours in the sport

Ann Peters

President

Formula E-Vancouver

On behalf of myself and Andy de Boon, I wish to thank everyone at META for their warm welcome and their enthusiasm in regards to participating in the proposed Vancouver E-Prix.

There is no doubt in my mind that the sporting aspects of the Vancouver E-Prix would have come together really well. I had also hoped that the E-Prix would also serve as a means to grow the number of persons involved in all of the disciplines that come together to support motorsports in British Columbia.

I was really looking forward to working with Darren Phillips and his colleagues.

Whilst I am not a party to all of the details, I suspect that the article by Sam Smith that you included in your August newsletter does cover many of the key factors that led to the demise of the event.

I should also mention that the people at BC Emergency Health Services and Vancouver Coastal Health were easy to work with, enthusiastic and supportive.

With both regrets and my best wishes,

Rob

Rob Seal MD FRCPC
Clinical Professor
Director Pediatric Cardiac Anesthesia
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Vice Presidents Report

Hi everyone,

I hope you had a good August. Because there was no August META meeting, I'll include my meeting reports in here as well. Don't forget there are two more SCCBC races this year, the Conference (International Conference of Sports Car Clubs or ICSCC) in September, and the CACC (the Confederation of Autosport Car Clubs) race in October (not to mention many more at other tracks).

CACC Officials Report

I missed the last Officials Committee meeting so there is nothing to report, other than the fact that Bruce Yeo and I need to set up the next meeting. At the CACC board meeting I suggested an update to regulation 6.2.b in the GCRs (General Competition Regulations), but I'll cover why in the BCHMR report.

Mike's Musings

Speaking of regulations, when was the last time you looked at them, or at least the regulations you should be aware of as a turn worker?

Too often our knowledge is absorbed through osmosis rather than reading the actual **current** regulations, this may lead to inaccurate understanding, misinformation, and possibly wrong calls.

I know with bodies being thin on the ground making the right call isn't always easy, and undoubtedly we miss some, including the pass under the yellow when the flag initially goes up, but somehow often catch the position being given back.

Also remember, the driver not being able to see the yellow the instant it goes up because he was looking at the apex he is aiming for and is already committed to that turn in point.

This is why I try to encourage workers to take SCCBC's Drivers Training. Getting a perspective on when the driver will be looking at the turn station and knowing when they will be concentrating on brake markers.

Some may think a driver will see all fancy blue flagging techniques. For turn 1, 3, and 7 this might be true but most will miss the quick flash of blue or a partial blue at other turn stations – don't get me wrong, some drivers will catch these cues but most I talk to don't.

Be bold and long, if possible with blue flags unless you know the driver is looking right at it.

That said, the blue is an information flag where the driver in front needs to know 'don't do anything stupid'.

The BCHMR And Being Overwhelmed

My apologies on not talking to many of you on the BCHMR weekend, it was a busy one for me, trying often to be in multiple places at the same time. With the unexpected influx of entries at the last minute, and then some last-minute cancelations, registration became a nightmare.

Unfortunately, there were more than the usual balls dropped by VRCBC. I knew some would be dropped because we only put on one event a year, and it has been 3 years since our last event. We also had new people on board doing jobs they hadn't done before, on top of missing key people from previous years due to operations and other family matters.

What I wasn't at all prepared for was the number of balls that got dropped, and some of the last-minute changes, some of which were changed multiple times.

That said, the first debriefing meeting has happened, and a list has been made, and another debriefing meeting will be held in order to improve things for next year.

The VRC expected to lose money this year as we 'primed' things for next years event. Knowing that some Americans would have difficulty crossing the border into Canada and the Grand Opening of the new track in Alberta (that was supposed to happen on the same weekend) also drew away some of our regulars from Alberta and Saskatchewan.

However, we were blown away when we got 88 entries, from I think 83 drivers driving 84 different cars.

Now for the explanation that involves the current wording of GCR regulation 6.2.b

As some of you may be aware CACC had 2 different waiver systems this year, one that is supposed to communicate with MSR (MotorsportReg.Com), and the one that does not.

I wasn't given access to either waiver system, **this crippled my ability to 'vet' everyone ahead of time.**

Because I didn't have access to the waivers and wanted to also comply with GCR regulation 6.2.b, I asked for copies of your signed waiver when you registered.

"Why not just check for waivers at the gate", the answer is simple, when the gates open at 7:00 am there is usually a line up that doesn't subside until about 8:30 or 9:00 am, can you imagine what it would be like if I tried to get waivers processed at that time? It is simply not doable.

"But my waiver status is indicated on my CACC license", great for those that have a CACC license, not everyone is licensed, and the drivers sometimes run under a license other than CACC if they are not a BC resident. There were quite a few people that I was not able to vet ahead of time, thus the complexity of processing drivers at the second gate.

I will endeavor the get a lot of these things rectified for next year (for my sanity and yours).

Remember, SCCBC and VRCBC are two different clubs.

VRCBC had a rental agreement with SCCBC for a list of equipment, if we missed something on that list, it should be cleared by both executives, so we know what is 'extra' above our contract.

This is especially important now that BCCCA (the British Columbia Custom Car Association) supplies some stuff for our event that can not be mixed with SCCBC equipment.

Pam did manage to catch up to me on a couple of occasions about things that were not approved by either executive.

On the Positive side, financially the BCHMR left the VRC in the black this year, and well able to put on a bigger and better show next year.

SCCBC'S ICSCC Race on September 17 & 18

Please remember your annual CACC waiver is **NOT valid** for ICSCC, and Conference does not have annual waivers (yet), so you will need to sign a paper waiver at the gate.

Allow yourself extra time at the gate for this time added delay.

You can register as a volunteer (or crew) for this race at <https://sccbc.motorsportreg.com/>.

Please read the supplementary regulations for this event (in [the driver's package](#)), they are probably different from the ones on CACC weekends – and also I think the red flag regulations are different. It probably wouldn't be a bad idea to give the Conference regulations at least a quick once over to refresh yourself with possible differences.

SCCBC'S CACC Race 5 on October 8 & 9

The last race of the year at Mission, Check the [SCCBC website](#) for details.

Have fun and play safe!

Mike Bailey

Vice President

Excerpt from:

State of the Sport Reveals New Dates, New Venues and More for IMSA in 2023

AUGUST 5, 2022

2023 IMSA WeatherTech SportsCar Championship Reveals 11-Race Schedule

The 2023 IMSA WeatherTech SportsCar Championship will feature a total of 11 races, with six events to feature all five WeatherTech Championship classes: GTP, LMP2, LMP3, GTD PRO and GTD.

The IMSA Michelin Endurance Cup will include all classes for the four traditional endurance events: the Rolex 24 At Daytona (Jan. 26-29), Mobil 1 Twelve Hours of Sebring Presented by Advance Auto Parts (March 15-18), Sahlen's Six Hours of The Glen (June 22-25) and the 10-hour Motul Petit Le Mans at Michelin Raceway Road Atlanta (Oct. 11-14). Five-class races also will be held at Road America (Aug. 4-6) and Indianapolis Motor Speedway (Sept. 15-17).

The new GTP class will have a total of nine events in 2023, adding Long Beach (April 14-15), WeatherTech Raceway Laguna Seca (May 12-14) and Canadian Tire Motorsport Park (July 7-9). The GTD PRO and GTD classes will compete in all 11 WeatherTech Championship races, including GT-only events at Lime Rock Park (July 21-22) and VIRginia International Raceway (Aug. 25-27). The WeatherTech Sprint Cup for GTD has been discontinued.

The LMP2 class also will compete at WeatherTech Raceway Laguna Seca and LMP3 will return to Canadian Tire Motorsport Park. The Rolex 24 At Daytona will not count toward full-season WeatherTech Championship points for the LMP2 or LMP3 classes.

In addition to the race events, the annual Roar Before the Rolex 24 At Daytona returns on the weekend of Jan. 20-22. In preparation for the 2023 season, IMSA-sanctioned testing for GTP cars will be held at Michelin Raceway Road Atlanta on Oct. 3-5 and at Daytona International Speedway on Dec. 6-7.

January 20-22 Roar Before the 24 at Daytona

Jan. 26-29	Daytona International Speedway	(GTP, LMP2, LMP3, GTD Pro, GTD)
March 15-18	Sebring	(GTP, LMP2, LMP3, GTD Pro, GTD)
April 14-15	Long Beach	(GTP, GTD Pro, GTD)
May 12-14	WeatherTech Raceway Laguna Seca	(GTP, LMP2, GTD Pro, GTD)
June 22-25	Watkins Glen	(GTP, LMP2, LMP3, GTD Pro, GTD)
July 7-9	Canadian Tire Motorsports Park	(GTP, LMP3, GTD Pro, GTD)
July 21-22	Lime Rock	(GTD Pro, GTD)
Aug. 4-6	Road America	(GTP, LMP2, LMP3, GTD Pro, GTD)
Aug. 25-27	Virginia International Raceway	(GTD Pro, GTD)
Sept. 15-17	Indianapolis Motor Speedway	(GTP, LMP2, LMP3, GTD Pro, GTD)
Oct. 11-14	Road Atlanta	(GTP, LMP2, LMP3, GTD Pro, GTD)

Bernie Hamm
Auto Technician 'The Doctor'

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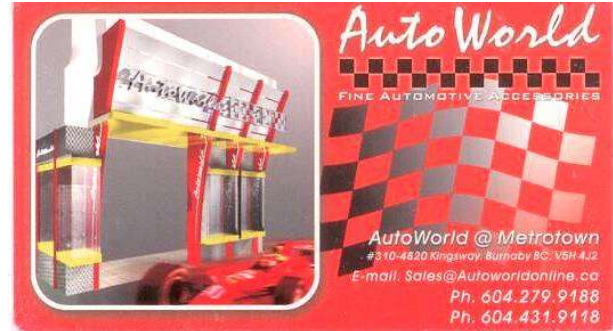
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Membership cost is \$25 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail

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