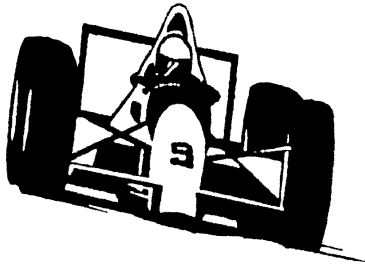




MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8
www.gfmurray.com/meta/index.htm



March 1998 - Volume 23 Issue 03

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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 each month. Publication deadline is the 15th of each month. Submissions may be faxed to the Editor. Printed in Canada.

SPEED READING

March 21-22	WCIRCBC	AGM and Banquet	Ladner, BC
March 28-29	SCCBC	Driver Training	Mission, BC
April 5	Sovren	Vintage	Bremerton, WA
April 5-6	Oregon - SCCA	Double Regional/Vintage	Portland, OR
April 11-12	SCCBC	CACC	Mission, BC
April 25-26	SCCBC	ICSCC	Mission, BC
May 2-3	SCCA/Sovren	Regional/Vintage	Portland, OR
May 9-10	Cascade	ICSCC	Portland, OR
May 16-17	CACC	Hill Climb	Kelowna, BC
May 16-17	Sovren	Vintage	Seattle, WA
May 23-24	SCCBC	CACC	Mission, BC
May 23-25	SCCA	Regional/National	Seattle, WA
May 23-24	NWMC	ICSCC	Spokane, WA

** All race dates are subject to change or cancellation without notice **

time is running out ...

If you haven't renewed your membership in META yet, you have until the end of March to do so. It only costs \$15 for one years membership in META. Membership dues are payable to META (not me). Send your fees to:

Membership
C/O Thomas Liesner
13425 87 B Avenue
Surrey, BC
V3W 6G7

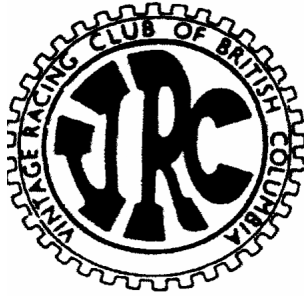
Name: _____

Address: _____

City: _____ Postal Code: _____

Phone Home: _____ Work: _____

e-mail: _____



... to restore, race, and exchange information concerning vintage sports and racing automobiles

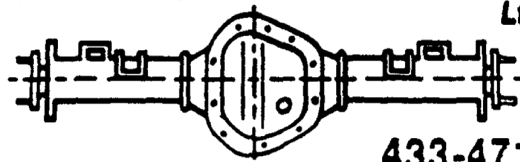
Meetings held on the second Tuesday of every month at the Officer's Mess at Jericho Barracks

Information contact Evan Williams (604) 531-4806

Well another race season is over, ice racing that is. It was a strange season, even for ice racing. We started the season with no ice, thanks to el Niño. The next weekend we raced and had -23° Celsius temperature at the lake, with the strong winds it was closer to -40° Celsius. Most of us survived this and following race weekends which were nice, with temperatures around -5 and sunny. We were lucky because the Kelowna boys had no ice to race on, where ours was the best in many years. The Vernon Winter Carnival race was moved to Cache Creek, because of no winter in Vernon. The final weekend was to be our Annual Ice Enduro, a one day event with the second day being for fun events and worker races. This time our luck ran out, warm temperatures meant muddy banks soft edges and lots of puddles. After every track session we changed the track. We moved this corner or that, added or took away corners. By lunch time turn two was an island with running water on three sides. We decided to shorten the day and just go to the two hour enduro after lunch. We managed twenty minutes before turn two sprung a leak again. After a confusing red flag, we moved the turn and started the race again. This time we got in twenty-three minutes before the red flag (this time the drivers did a perfect red flag stop). This time turn one and turn two had water. After looking at the two inch wide cracks in turn two and ten inch wide hole in turn one we called it a day. Now the fun was to begin. As the track had begun melting, so had the edge. We now had a three foot gap between ice and shore. With a makeshift bridge of plywood we started getting the cars off one at a time. This was made more interesting with a 90° right turn immediately after the bridge followed by a fifty foot mud bog. This went OK until one driver took a run at it with his suburban, with trailer and race car included. The bridge exploded, the ice caved in but the truck made it to shore with the race car bouncing several feet in the air. What a mess we had now. I think if we were not marooned on the lake some drivers would have lynched him (don't worry Murray, I won't tell them it was you). Now when we tried to cross we had to rebuild the bridge every time. The bridge went in the water, a car would go in the water even people fell in the water (right Karen). Watching some of the people do the mud bog was more fun than the races. When the timing trailer was blitzed through, it arrived at the other side with the back wall hanging off. Eventually all that was left was the biggest truck with the biggest trailer. Attempting to cross the new bridge (2x12's) all went wrong. The bridge went crashing through the ice leaving the trailer on the ice, the back of the truck in the water, and the front of the truck buried in the mud It took two four wheel drives chained together to pull him out. Finally all vehicles were off the ice, more than two hours after we first tried. Most people will not admit it, but they had fun, Everyone pulled together, and made what could have been a very disastrous situation a success. My hat goes off to everyone who helped out, that's what racing is all about - teamwork.

Brian Meakings

i.w.e. **Rear Ends Only**
Ltd.



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Open 9 a.m. - 6 p.m. Mon.-Fri.

IAN WOOD, Grad. I.M.I.

Correct information over the comm seems to be a common theme everywhere!
Kedre

DRIVER'S LEFT OR DRIVER'S RIGHT?

translated from an old medieval ballad
by Anne Gilson, F&C Watkin's Glen

The little race car chugged along
It chugged quite merrily
It laughed and kicked its wheels a bit
It was a sight to see.

It started down the pit lane
Then chugged up through the Esses.
It made it through the Inner Loop
Despite the flagger's guesses.

It started down the chute at speed
It thought it quite the hoot
But it never knew what hit it
When it got into the Boot.

It might have been the line it took
It might have been the angle
It was not unlike a ride inside
The well-known Bermuda Triangle.

It first bounced left and then bounced right
And then it did a flip
It landed on its wheels okay
But not without a slip.

Oh what a scenic, scenic trip it had
Oh what a spectacular ride
Past ripple strips and tire walls
The car could not decide.

The station called it in, they did
They called it right away.
And when Control did answer
The station began to say.....

"Oh, Control, t'is a car we have
It's quite a sight to see
It's bounced and flipped and what-all else
And it's here in front of me ... "

There was a moment's silence
(Perhaps repeater delay?)
"On Driver's left or driver's right?"
Was all Control would say.

"Why Control," said the station
"It's very plain to see
For all the muss and all the fuss
It's Here ... IN FRONT OF ME..."

" There was another moment's silence
(Perhaps repeater delay?)
"On Driver's left or driver's right?"
Was all Control did say.

"It's not upstream nor is it down
It's where it is, you see
It came to rest with a resounding thump
Right HERE... in front of me... "

There was additional silence
(perhaps repeater delay?)
"On Driver's left or driver's right?"
Was all Control would say.

"Why, over past the Armco,
Or by the tire wall
I cannot say, exactly
The car's not very tall."

"We'll need a wrecker" came the call
"We'll be needing it right now!"
"We can do that," said the Stewards
And the E-Crew thought, "But how?"

There was additional silence
(Perhaps repeater delay?)
"On Driver's left or driver's right?"
Was all Control would say.

The E-Crew thought about the scene
Where the car was out of joint
And about crossing traffic carefully
Hopefully with a station's point.

The Pace Car waited patiently
Its mission soon to be known
To join the race and lead the pack
So they'd leave the car alone.

"Oh dear, oh me" said Pace Car
"I'm going much too slow -
But I really, really have to
Because I don't know where to go".

The crew convened all at Pit in
To get their car's location
And all Pit In could tell them
Was the number of the station.

"I'm sorry," said Pit In to them
"I'm new here, or on vacation (you fill in the blank)
I'd like to help you find your car
But I've never worked that station."

The Stewards wanted more details
(Some more repeater delay?)
"Driver's left or driver's right?"
Was all Control could say.

It must have been the elves, they said
That moved Armco at night
For suddenly it was 4-high
To obscure the station's sight.

And so you see, a mystery
That caused a bit of dread
And all because of one small thing -
A message left unsaid.

MORAL: Medieval ballads did not always rhyme. Sometimes, too they were long tales of great quests and adventures, but some of the listeners fell asleep anyway.

Record ride



.. Rob Nowell
Jonathon Knox (right) of the 2nd Aldergrove Scouts is the 500th person in the past four years to take part in a 'Young Eagles' program sponsored by the Langley Aviation Council. The international program provides free airplane rides for young people. Jonathon went aloft Saturday with Jim McRae in his Aeronca Champion airplane.

One of our members as seen recently in print

Such a huggable bunch

“We need four hugs a day for survival. We need eight hugs a day for maintenance. We need twelve hugs a day for growth.”
Virginia Satir, M.S.W.

In his book Let's Hug, Charles Faraone writes:

“Hugging is healthy: It helps the body's immune system, it cures depression, it reduces stress, it induces sleep, it's invigorating, it has no unpleasant side effects, and hugging is nothing less than a miracle drug.

Hugging is all natural: It is organic, naturally sweet, it has no pesticides, no preservatives, no artificial ingredients and is one hundred percent wholesome.

Hugging is practically perfect. There are no movable parts, no batteries to wear out, no periodic checkups, no monthly payments, no insurance requirements, it's inflation proof, non-fattening, theft proof, non-taxable, non-polluting and of course fully returnable.”



Hi Thomas. Could you please include this in the next Mayday. Thanks.

I suppose, before I start rambling, I should introduce myself and tell you my story. My name is Rob McLean and 1997 was my first season with M.E.T.A. Although scheduling conflicts caused me to cut my first season short, I thoroughly enjoyed every event that I took part in. My favorite event is a toss up between the Portland Indy and Pacific Northwest Histories.

I read Marc Rovner's letter in last month's Mayday and thought I would put my two cents in.

On Track: As somewhat of an outsider looking in, I thought the on track activities were very well run and for the most part quite organized. The vast majority of the long time members that I worked with seemed knowledgeable and professional - not to mention very friendly. In this regard all I have to say is keep up the good work! As far as increasing worker turn out, I have a couple of suggestions. Over time I'm sure workers have come and gone. Have the people who have stopped coming to events been contacted lately? If so, great. If not, they should be. It seems to me that these experienced workers would be quite valuable to the club. Even if they are not able to attend every event, we should let them know that they are welcome. I also have a couple of thoughts on attracting new members. Firstly, if each of us just thinks of one person that may be interested and brings that person to the track, the membership could effectively double. Secondly, if you guys really want to increase awareness of M.E.T.A. the club needs to advertise more. Get the name and phone number out there! It was sheer luck that I happened upon it. I for one go to a couple of Volkswagen aftermarket shops that are full of "Car guys", maybe a poster in these shops will attract some new blood. Do you know of a similar place? What about all of the other car clubs in the area. Are they aware of M.E.T.A.?

When I started writing this, I intended to address, as did Marc, on track, training, social and then some, but this is already getting fairly long so I'll quit for now. One last word however. I don't know about anyone else, but I joined M.E.T.A. because I love auto racing and I enjoy being involved in any way that I can. I didn't join for free hamburgers, or to be respected or appreciated by the S.C.C.B.C. Although these things would be nice, with or without them, there will still be racing and I will therefore be happy.

Rob McLean

Westwood Karting 1998

Westwood Karting Association is gearing up for their 1998 race season. They are once again asking for our support at their race events. If you are interested in working one or more of the Karting events you can contact Bonnie@ 5999-5457 for more information.

March 21-22 School and Practice	July 18-19 Race# 5
March 28-29 Race# 1	Aug 15-16 Race# 6
April 25-26 Race # 2	Aug 29-30 Race # 7
May 9-10 Race# 3	Sep 12-D Race# 8
June 20-21 Race # 4	Oct 10-11 Race # 9

SPRING CLEANING

The Training Committee recently held a meeting to discuss the training of all the new workers we are anticipating on getting this year. We thought it would be a good idea to give these new people some freebies on their first day at the track (ie. hats etc.). So when your going through your bucket this spring getting ready for the start of the season dig in to that stockpile of hats that you don't know what to do with and bring a couple out to the track. There will be something set up at the META trailer to stock-pile them there.

General Meeting Feb.25/98

Called to order at 19:40h minutes were read and adopted. Motion by Vic/sec. By_____

Guests-Roger Montainato /Angus. A. Glass

Treas. Gen.-1789.92 Equipment--\$5541.97 Gaming--8313.14

Banquet- not counting complimentary ties; cost to META was -\$320.70

Discussion on casino

MAYDAY-would be nice to have lots to put in!

Social-Beer , odds/sodds/ 50\50

MEMBERSHIP-57 PAID + 9 HONORARY

HISTORIAN- PHOTOS ETC. Vintage photos from Roger (60's era) on loan to "CRUISERS" for display in restaurant in Mission.

TRAINING- TO MEET Mart. 4/98 will generate newspaper adds etc. for recruitment— committee members are Barb Meows, George Chambers, Don Liebich, Thomas Liesner, Rick Neyedli Roger Salomon--Chair 1st event --Mar.28\98

RACE CHAIR--NOT YET APPOINTED

COURSE MARSHALL-VACANT

OLD BUSINESS--Vic-Carrally April 19---9am to 5pm ph. 657-1342/438-3425

Andrew (REVV)

Rick-Question-Will the Casino Committee be reactivated?--Ans. YES!

Steve-has copy of original list from comm.

Brian-willing to start new social committee—Brian M./ Charmaine M./ Brian N./ new members welcome---!!!!!!!

CACC-pres reports on CACC approaching us to join --discussion--

SCCBC exec and META exec to meet to discuss concerns of META---MAR. 18

Brian-bars on META trailer at mission half done--had to wait for paint on walls to dry (work was done at work party)

BEARS-Irene not here—will call (pres.)

Flags --to be embroidered

Poles for flags-to spend not more than \$200.00 on suitable wood.

Break---20:40

NE\ BUSINESS--Brian Motion to purchase computer software from equipment fund--“MS ACCESS” for Thomas to maintain database. Sec.-Graham discussion--DEFEATED---money to come from general fund--no motion required --to be done ASAP-UNANIMOUS

Ann-fax from Karting club-offers lunch for workers to attend their races-also \$100 to META for races our members assist at. See Bonny for co-ordinating attendance

Graham--'98 Conference rule books out! Highlights of some rule changes.

Brian TRACK EXPANSION--it is hoped to be finished by driver training!

VP REPORT— no report.

PRESIDENT--ALREADY SAID IT ALL— need to get some E-CREW to attend gen. Meeting Custom Car Show— Mar6/7/8 at Coliseum

GOOD & WELFARE— Ice Race Banquet--Sundance Hotel; Ladner; meeting --11:00 Banquet--drinks --6:00

Child friendly area-discussion (write Letter)

SWAP & SHOP-Brian M.-'72-Datsun 510-\$2300/ Chevy. Pickup-1970--\$1200 OBO.

PH.467-7510

SWAP& SHOP--Brian Nuttall-'47-'50 GMC(?) Pickup--cab and front clip--small asst. parts \$400

OBO

'50 Ford pickup 2 cabs & front clip & asstd. parts \$550 OBO

Volunteers for TRUCK RODEO--BC TRUCKING ASSN---Judges needed several events--come watch the best "big rig" drivers compete---MAY 30/98

mayday quiz--answers--Bob Mclean got "Dueck on Broadway" to sponsor Westwood Ambulance (Metropolitan) and set up for donations.

2) YES!--ROLLS ROYCE did a lap at WESTWOOD--CHIEF STARTER--Jim McRae(still a current META member)

3)First track Physician--OR. Wilson

DRAW-Barb-t-shirt/ Angus-small cooler seat/beer was taken/ 50\50--David

ADJOURNED AT 21:45 exit by the back door Please!..

Next meeting March 25, 7:30 PM