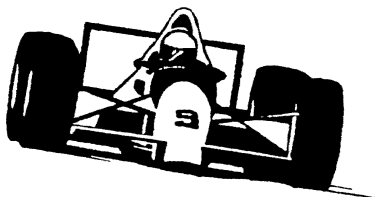




MAYDAY

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



April 1999 - Volume 24 Issue 4

CLUB EXECUTIVE

PRESIDENT:

Don Liebich
936-7838
liebich@infoserve.net

VICE PRESIDENT:

Ann Peters
581-7189

ann_peters@bc.sympatico.ca

SECRETARY:

Tom Sproule
596-5617
Fax: 596-7266
fvracer@axoin.net

TREASURER:

Charmaine Meakings
467-7510

PAST PRESIDENT:

Marc Rovner
986-3497
brovner@capcollege.bc.ca

NEWSLETTER STAFF

CO-EDITORS:

Nancy Bibby & Brian Meakings
942-6041 & 467-7510
fax:942-8711
bibbys@intergate.bc.ca

ADVERTISING:

vacant

MEMBERSHIP

Thomas Liesner
591-7729
tliesner@home.com

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 ore-mailed to the Editor. Printed in Canada.

TRIBUTE TO A CHAMPION

Respect, chivalry, and honor, these words are not often used to refer to modern, professional racecar drivers; but there are exceptions. Those of you who have followed Canadian or American Pro-Rallies will no doubt recognize the names of Carl Meril, and Frank and Dan Sprongle. Meril's Ford Escort and the Sprongle's Audi Quatro have been battling through the forests and back country of North America for many years. At most events, the overall leader would be one or the other of these great drivers. The competition was always close and usually intensely fierce. In October, 1998, while going down a gravel road during a stage rally in Arizona, Carl Meril suffered a heart attack. Carl Meril, who had lead the American Pro-Rally series at times during the 1998 season, past away in hospital the following day. The Sprongle brothers withdrew from the final event of the season, giving the 1998 American Pro-Rally championship to Carl Meril. This post-humous show of respect towards another competitor is, I believe, the best tribute that anyone could pay to Carl. He lived as a champion, he died as a champion, and he earned the respect of his fellow competitors. I am sure that I am not alone in feeling that through their selfless act, Dan and Frank Sprongle have earned our respect. It is reassuring to know that honor amongst racers does still exist.

Brian J. Meakings

Presidents Report April 1999

The much-anticipated 1999 race season is upon us. It promises to be an exciting year. We have Trans Am's coming to the streets of Vancouver, possible track expansion at Mission, an integrated training program and what I feel is focus on activities and participation for the benefit of our club members.

Thank you and a job well done to Roger and Thomas for moving and setting up the new Turn 2 turn station. I got a chance at driver training to put the new station through its paces. I found it to be an excellent place for blue flagging cars as they come out of Turn 1 and visibility is much improved.

On the topic of driver training. Thank you from META to the SCCBC for providing some meal tickets after Sunday's monsoon. That was an unexpected and much appreciated gesture.

As I mentioned in my first President's report, our club is a very diverse group. This is an advantage in that club members may run across opportunities that may benefit the club. These opportunities could present themselves in many different ways. If the club takes advantage of an opportunity, we have the ability to reward the person's generosity. We have:

charitable receipts

limited room for decals on the META truck

(new suggestion) a plaque detailing the sponsor's name displayed near the META trailer

Please present your idea to the MET A executive. The executive will determine the best course to take and present it to the membership. On that note I want to thank Mike Zosiak for bringing a jump bag (medical response kit) to the META meeting. The bag and contents have been donated to the E-Crew for their use during the racing season. On behalf of META I would like to thank Fred Shelly from Star Ambulance for his contribution towards safety in Motorsport.

Until next month, see you at the races.

Don Liebich



SINISTER GOINGS ON IN RACE CONTROL...

**I am a lefty. So is Joe proud.
Now we find out that
Perrin Hayes, the new race chair,
is also left handed. Is it any wonder
that race control is at the
left end of the building?
Yes, we are listing to port.**

Submitted by Vic Kennedy

BRIAN'S BLABBER

I would like to compile a list of all the years of on track experience our members have. By my rough calculations this would be about 1000 man years of experience. This will require the assistance and co-operation of all META members if this list is to be accurate. If you could mail, e-mail, or fax this information to myself or any executive member, I would be grateful. This is a great way to go into the next century!

Vancouver radio station, CFMI, had its very own Cori Miler on track at the recent SCCBC driver training. Cori, who usually reports on the traffic from high above, was having fun in one of the old Proformance Toyotas. In a post race interview, I asked Cori what her plans were. It turns out that Brother Jake, CFMI's afternoon DJ, has taken the Proformance racing program and will be doing some racing in 1999. Cori says that she may challenge Jake, on the air, to his first race in a Proformance car. Maybe then we can find out, who really is, "The Champ".

Speaking of Proformance, their fleet of race cars has grown to twelve, with still more to come. With the increase in cars comes an increase in racing venues, Proformance will now be running at Las Vegas, Sears Point, Buttonwillow, Thunder Hill, and a street race in San Francisco. All this on top of their regular events at Mission, Calgary, Seattle, and Portland means a schedule the stretches from April to December.

The track extension at Mission is still "on track" for 1999. The SCCBC executive has received input from its members on suggested routes and ideas. They are currently reviewing all the material; once this process has been done they will submit their proposal to the landlords, the BC Custom Car Club. With any hope work can begin by the summer.

As the person who created and preformed the worker draws at Mission I would like to see them continue, but I will need the help of others. Most of what we had for last year's draws I solicited myself, no merchandise, no draw. Secondly, the tickets will be available at the morning meeting and at lunch at the META trailer. You will receive one ticket for each day worked, with the draw being at lunch on Sunday. Thirdly, I will not go looking for you, if you want a ticket, you pick it up in person. I feel this is fair and reasonable, if anyone has another idea, or would like to take over this task, they can do so with my blessing.

Remember, we are all volunteers, we all have real jobs, we all have lives away from the race track. Let's all try to work together out there, your job at the race track is no more, or no less important than anyone else's. Let's leave the animosity at home! The race track is no place for egos and power trips. Do yourself, and everyone else, a favour, go to the track to have fun!!!!

YOU MAY BE A REDNECK
IF YOU FIGURE A HANGNAIL IS A PLACE TO PUT YOUR HAT!!!

Monroe March 27 - Can you say Yea hah? This is ray-ed nekk heaven. Smash em up, crash em up, knock'em down, spin'em round, bang'n, bash'n, flipp'n, wreck'n, carnage. Everbawdy now... YEEEEEEE HAM

The first heats were Figure 8 Trophy Dashes, 4 cars, 4 laps, not what we came to see. Next up was the demo derby cars on the 1/5 oval. 4 cars, 4 laps, more bangin but still not good enough. Then the action really started, back to the Figure 8 for 8 - 10 car heat races 10 laps long. There were 2 groups for Figure 8, slower cars & faster cars. The slower group got out 1st and the 1st few laps are a bit of a parade, until the leaders start meeting the back markers in the middle. You can tell who the rookies are because they almost stop to let the parade go through, WRONG, don't be a wimp, this is full contact racing boy, get yer boot in it. The faster group was much faster. They looked and sounded more like real race cars, Not as much hitting, but man do they go thru the middle close. Lots of hitting & spinning in Figure 8, but surprisingly well behaved. Nothing like the Derby Cars on the 1/5 oval for their heat races.

The 1st group of derby cars grid on the front straight and the guy in outside row 2 position decides to warm up his tires with a bum out. Big mistake. The guy in front backs into him, the guy behind drives into him. There may not be rules, but there is an unwritten code. They go around for 1 formation lap, then green flag. Coming out of turn 4, the big black station wagon (bbsw) behind "burn out boy", pushes him straight into the wall. That was only the 1st for bbsw. He comes into turn 3, bang, someone else thru the tires. Around turn 1, bang, spinner boy see you later. Into turn 3, bang, another one into the tires. The bbsw is not making fiends, but he does win the 1st heat The second group played a little more fair. but still no holds barred. The third heat was combined and the big bad station wagon (bbsw) is back. 1st lap, 1st comer bbsw hits another big black wagon and spins him out, and the war is on. Next bbsw gets spun out by the other wagon, everybody behind sees him and its payback time. This was going to be a rough one. YEEE HAH! Beatin, bashin, Sangin, no one has friends. Around A way a car is going slow on the back straight with a mechanical problem, bbsw decides to hit him, but they both spin. Bbsw continues but mechanical goes through the infield and onto the front straight, and bbsw is blocked, oops, ya right. Sorry my car won't start, ya right. A lap later and a few hits later, mechanical leaves. but bbsw is stalled and stays there for the rest of the heat. He was fun to watch but no one felt sorry for him.

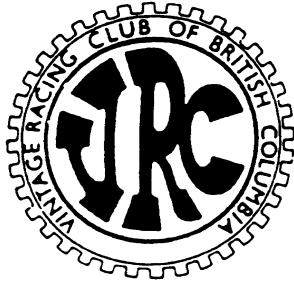
The B Main for Figure 8 was good, 15 cars for 20 laps. Lots of hittin & spinnin, & beatin & bashin, but too many red flags. I didn't know there was such a thing with these guys-

The 1B Main was good, the A Main was great. Only 11 cars, but way faster- You have to think that to be good at this sport, you have to have a tremendous sense of timing and also be basically nuts. The leader of the A Main took it to another level. He simply did not slow down thru the middle ever. Crossing thru between back markers wasn't too bad, there were gaps, but when he started crossing thru between 5th, 4th, 3rd, etc, it was incredible. They weren't slowing, neither was he, and the gaps were really small. Amazing, but you just know it couldn't last. The leader was crossing between 3rd & 4th place, while they were lapping a slower car. He made it passed 3rd but nailed the? lap car. The lap car had his rear wheel ripped off and the leader suffered suspension damage and dropped out. Too bad, as it just wasn't the same after the restart.

The final event was the Demo Derby. 20 - 25 cars on the infield going at it until only 1 is left running. Talk about a hoot & a half. You have to see it to understand. Once all the bashin was finished there was still some more banging. All the lights go out & there was a 15 minute fireworks show. Remember, this is America, anything with gun powder and they like it. Nice Show. Lots of fun. A little cold but hey, what do you want in March.

The next event that was talked about was a Saturday night at Skagit Not sure when but if you're interested, talk to Andrew Clouston or Nancy Bibby.

"Tex" Vander Wheeze
reporting for META News



... 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

WESTWOOD KARTING

April	3	4		
April	17	18		
June	4	5		ASN regional
June	19	20		
June	25	26	27	IKF goldcup
July	17	18		
August	14	15		
Augus	28	29		
Sept	18	19		
Oct	9	10		

KENT RACEWAYS

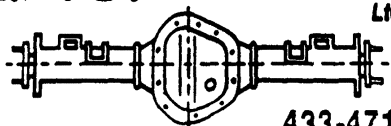
STOCK CAR RACING IN AGASSIZ FOR 1999
TIME TRIAL 12:00 P.M RACING 1:00 P.M

May	13	27	
June	11	18	31
July	1	15	29
August	12	26	
Sept	2	23	30

Sovren 1999 Season

May 15&16	SOVREN Spring Sprints	SIR
May 29&30	VRC of BC Vintage Race	MissionBC
July 2&4	SOVREN Pacific NW Historics	SIR
July 31&Aug 1	SpeedFair	Bremerton
Sept 18&19	SOVREN Fall Finale	SIR
Oct 2&3	SOVREN Hill Climb	Maryhill

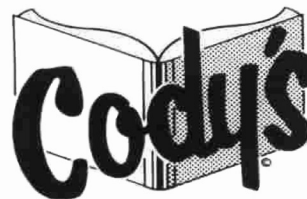
i.w.e. Rear Ends Only Ltd.



433-4717

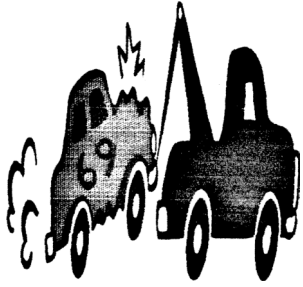
7140 RUSSELL AVENUE
BURNABY, B.C.
V5J 4R9

Open 9 a.m. - 6 p.m. Mon.-Fri.
IAN WOOD, Grad. I.M.I.

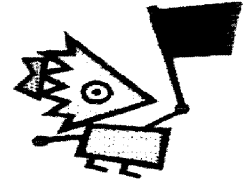


CODY BOOKS LTD.

WESTWOOD MALL, PORT COQUITLAM NEW WESTMINSTER QUAY
464-5515 525-9850



May



1999

Sun

Mon

Tue

Wed

Thu

Fri

Sat

						1 SCCA Race Portland
2 SCCA Race Portland	3	4	5	6	7	8
9 Mother's Day	10	11	12 SCCBC Meeting 7:30 PM Coq.	13	14	15 CACC Race Mission
16 CACC Race Mission	17	18	19 META Exec. Meeting	20	21	22 Knox Mtn. Hillclimb Kelowna
23 Knox Mtn. Hillclimb Kelowna	24 Victoria Day	25	26 META Meeting 7:30 PM New West.	27	28	29 Vintage Mission Race Spokane
30 Vintage Mission Race Spokane	31					

MINUTES OF THE MARCH 24, 1999 MEETING OF META.

MEETING CALLED TO ORDER AT 7:40 PM. ONE GUEST- STUART BUCHANAN.
MINUTES OF THE FEB. 24, 1999 MEETING WERE ADOPTED AS READ BY BRIAN M. SECOND BY VIC.

TREASURERS REPORT- CHARMAINE- REPORTED GENERAL A/C \$1,133.33, GAMING AIC \$3,017.83, EQUIPMENT \$3,282.31, A CHEQUE FOR \$72.80 WAS RECEIVED FROM THE UNITED WAY.

CORRESPONDENCE- WESTERN DRIVER ON TABLE. ANN HAD A NEWSPAPER ARTICLE SHOWING A PICTURE OF TONY MORRIS CAPTIONED AS TONY WOOD SHOWING THE AREAS OF THE OLD WESTWOOD TRACK THAT HAVE BEEN BUILT ON. SEEMS THE REPORTER MUST HAVE TALK TO BOTH JAN WOOD AND TONY MORRIS?

SOCIAL- MANNY- THANKED IRENE FOR THE DONATION OF A HAT.

MAYDAY-BRIAN- ANY-ONE WISHING TO GO TO MONROE BE AT ROGER AND ANN'S AT 2:30 ALSO. WILL BE INCLUDING A MONTHLY CALENDAR WITH MEMBER BIRTHDAYS AND UPCOMING EVENTS.

MEMBERSHIP-THOMAS- REPORTED NEW MEMBER ROBERT MANATON WAS NOT PRESENT BUT WAS VOTED ON AND ACCEPTED. 70 PAYED AND 9 HONOURARY TOTAL 79 MEMBERS.

HISTORIAN-JOE- ALBUMS AND MAYDAY ON FRONT TABLE. DON L'S WIFE LISE WILL START THE RESTORATION AFTER TAX TIME IS OVER

TRAINING-ROGER-FIRST DRIVER TRAINING HAD SEVEN NEW WORKERS ATTEND THEY TOURED THE TRACK AND MET THE TEDDY- BEAR AT TIMING AND SCORING. SUNDAY HAD TWO MORE FROM SQUAMISH ARRIVED PLUS SANDY'S FOUR. TRAINING LETTER MAILED TO NEW MEMBERS. MARK R'S ADD IN THE NORTH SHORE PAPER HAD GOOD RESULTS. WILL PUT IN THE BUY AND SELL. WE SHOULD GIVE INFORMATION TO MEMBERS TO PUT IN THEIR LOCAL PAPERS. QUICK RESPONSE TRAINING TO BE ANNOUNCED LATER THIS YEAR .. BRIAN SUGGESTED THAT WE GET COPIES FOR USE IN OTHER PAPERS FROM MARC. AND INCLUDE IN FUTURE ISSUE OF MAYDAY, ALSO DANIELLE BRANFORS WILL INCLUDE ON ICSCC WEB-SITE FOR META

RACE CHAIRMAN-NO REPORT.

COURSE MARSHALL THOMAS-REPORTED ON CHANGES TO TRACK, TURN TWO STATION MOVED CLOSER TO TURN ONE STATION NEW FENCING AROUND TECH. AND CHANGES TO NEW RADIOS NEEDED SOME HEAD SETS NOT WORKING. T.M. MEETING WELL ATTENDED AND NEW PLACING OF TOW TRUCK AT END OF HOT PITS SEEMED TO WORK WELL. FIRST RACE APRIL 3/4/99 WORKERS NEEDED AND DRIVER TRAINING WENT WELL.

OLD BUSINESS-DON L. PRESENTED GIFT CERTIFICATES TO PAT MOFFAT FOR HER PREPERATION OF THE CLUBS FISCAL YEAR-END BOOKS AND CHARMAINE FOR HER EXCELLENT AWARDS BANQUET. VIC ANNOUNCED THAT THE CACC AGM DATED HAS BEEN CHANGED FROM MAR. 6 TO MAR. 27/99. AND PERRIN MANAGED TO EXTRACT FIVE MINUTES BETWEEN SESSIONS AT DRIVER TRAINING. BRIAN INFORMED ALL THAT THE TRUCK WINDSHIELD NEEDS REPLACING AND THE DRIVERS DOOR LEAKS, PLUS, IT IS TIME TO CHANGE THE OIL. DEALER CAN DO? MIKE ALSO MENTIONED THAT TIRE PRESSURES NEED LOOKING AT, THE TRUCK IS HARD TO START AND HAS A HIGH IDLE, ALSO, WHITE LIGHTS ARE HARD TO SEE IN SUNLIGHT ALL TRUCK MAINTENANCE AND REPAIRS REFERED TO THE TRUCK COMITTEE. BRIAN ALSO ASK THAT MORE SETS OF KEYS ARE NEEDED TO EASE THE PICK UP OF THE UNIT AT THE DEALERS YARD, A GATE KEY ALSO NEEDED. THESE COULD BE ISSUED AT SIGN OUT. A LENGTHY DISCUSSION OF THE SIGN OUT INSURANCE FORM ENSUED AFTER IRENE EXPLAINED THE REASONS FOR THE CHANGES FROM THE ORIGINAL. K & K INSURANCE POLICY ISSUED TO SCCBC COVERS THE TRUCK WHILE ON TRACK AND THE OCCUPANTS, THERE IS A \$250.00 DEDUCTABLE, AND

WHO PAYS THE DEDUCTABLE TO BE DISCUSSED. AN APPROVAL POLICY OF ADVERTIZING DECALS PUT ON THE TRUCK WILL BE DISCUSSED BY THE TRUCK COMM. AND THE EXECUTIVE. MIKE EXPLAINED THAT FRED SHELLY OF S.T.A.R. DONATED THE JUMP PACK AND WAS THE REASON THE DECALS WERE INSTALLED. BRIAN QUESTIONED THE SYMBOL ON THE DECAL WAS THAT OF THE PARAMEDICS AND NOT APPROPRIATE, AS WE ARE NOT PARAMEDICS, IT WAS EXPLAINED THAT THE SYMBOL WAS ONLY PART OF THE PARAMEDIC DECAL AND ONLY JUST PART OF THE S.T.A.R. DECAL.

VICE PRESIDENTS REPORT-NOTHING AT THIS TIME.

NEW BUSINESS-NOTHING AT THIS TIME.

PRESIDENTS REPORT-DON'S MEETING WITH SCCBC, TERRY WARD WILL RESPOND SOON

GOOD AND WELFARE: BRIAN-DAVE BELL SAYS HE WATCHES MISSION THRU THE MIST FROM RIVER. GOERGE -NEW STARTER STAND WILL BE READY FOR APRIL 3&4. SHOULD WE HAVE A BON FIRE WITH THE OLD STARTER STAND?

SHOP AND SWAP: N/A

DRAW: BRIAN N- BEER GOERGE -CUP CURTIS S- BAT GOERGE-50\50

MOVED BY BARB M. THAT THE MEETING BE AJOURNED AT 9:20

INTERESTING RACING LINKS

www.inmind.com/people/overst
<http://hines.racingteam.com/race.htm>
<http://www.chasinracin.com/track-locator/>