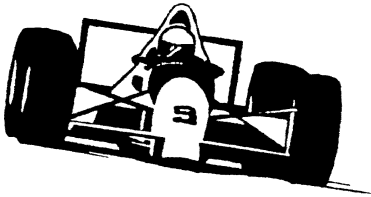




MAYDAY

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



October 1999; Volume 24 Issue 10

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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 ore-mailed to the Editor. Printed in Canada.

Oct 2-3	ICSCC Race	IRDC	Seattle, WA
Oct 9	6 hr Enduro	CSCC	Portland, OR
Oct 13	SCCBC Meeting 7:30-Best Western		Coquitlam, BC
Oct 17	Honda Indy	CART	Queensland, Australia
Oct 22	Deadline for ICSCC Banquet Tickets		
Oct 23-24	CACC Race	SCCBC	Mission, BC
Oct 27	META Meeting 7:30	Century House	New West, BC
Oct 31	Marlboro 500	CART	Fontana, California
Nov 13	ICSCC Banquet		Seattle, WA
Nov 20	SCCBC Banquet		
Nov 21	34 Shopping days till Christmas		Ho, Ho, Ho



Worker Awards

It's time to start thinking about nominations for META's annual awards. Categories for nomination are: 1. META Member of the Year 2. META Rookie Member of the year 3. Non-META Worker of the year. Enclosed in this issue of the Mayday is annual worker awards nomination forms.

Annual General Meeting

Meta's Annual General Meeting will be held on
Wednesday November 25th.

Please plan on attending this meeting as our annual elections will be held at this time. The positions available are: President, Vice President, Treasurer, and Secretary.

President's Report October 1999

Another Indy has come and gone. All in all it went fairly well from my perspective. Karen took the concept of multi-tasking to an all new high by taking on the roles of turn marshal, communicator, flagger and observer. We all saw a little more of Roger than we perhaps wanted to. A note to Thomas, next time someone yells duck, don't look up at the sky. A big thank you to Christine Henderson for supplying some door prizes for the draw on Saturday and the T-shirts we gave away on Sunday. META had a presence at the SCCBC booth inside the Enterprise Centre. We should all thank Roger, Ann and Mark R. for their combined effort in getting the truck down to the track, helping set up the booth and getting new brochures printed and ready for the public.

In other news:

By the time this goes to print the club will have purchased a computer, printer and scanner using the casino funds. The equipment will be made available to the Mayday editor for publishing the newsletter. Other club related things like membership master lists, financial statements etc. could be thrown on the computer in the future.

Strobe lights are being added to the truck and should be ready for the October enduro race.

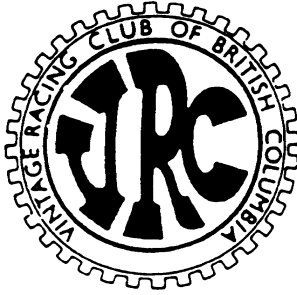
Joe, Vic and Lise got together recently and started sorting out the photos in preparation for reformatting the photo albums.

Mark R. showed us a preview of the META promo video at the recent META meeting. There is still a bit of tweaking to do on it but I have to say, it looks good.

Andrew Clouston has signed on as co-editor of the Mayday. Welcome aboard Andrew and thank you from the club for coming forward.

Thanks also go out to Dave Bell, Christine Mitchell, and Steve Bibby for volunteering for the nomination committee for the upcoming general elections in November. If you want to throw your hat into the ring and run for one of the executive position please contact one of our volunteers.

That's all for now, see you at the track.



... 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

Hello everyone, just a quick note to introduce myself as the new co-editor of the MAYDAY. Nancy & I are going to try to explore new places, to find new directions, to boldly go where no one has gone before wait a minute, I've heard that somewhere before? OK, OK, I'm starting to get silly already. Actually what we want to do is have the MAYDAY be what we think a club newsletter should be, a source of information. Along with the articles that everyone has been writing (and hopefully will continue to write), we will be pulling info from other newsletters around the region, and from any other source we can get our hands on, to try and get more info to more people. I'm not sure if it will work or not but we're gonna try. I also realize some of the stuff from other newsletters might be considered old news by the time we publish it, but hey something is better than nothing.

Anybody, anywhere with any information about almost anything is encouraged to let us know. Phone, Fax, Email, pony express, private courier, dog sled, Kings messenger, train, plane, or automobile, bus, boat, or tippy canoe, club meetings, or at the races, just let us know!!!

ANDREW CLOUSTON
PHONE: 942-4974 or 951-1810 or
Work 882-9787
FAX: Work (attn Andrew) 882-9783

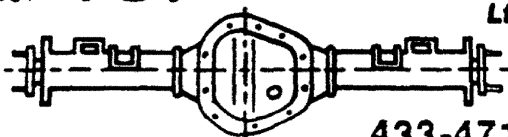
P.S. Later in this issue you will find a copy of the Stewards Report taken from the ICSCC Newsletter. We hope you find it interesting and somewhat amusing reading. Although it has to do with races earlier in the season, we still hope you like it. Next month's MAYDAY will have reports on more recent races.

ATTENTION~~~~ATTENTION~~~~ATTENTION~~~~ATTENTION
IMPORTANT NOTICE~~IMPORTANT NOTICE~~IMPORTANT NOTICE

To all R.O.D. members (if you gave Roger \$7 & he gave you a yellow piece of paper, that's you) To receive your plaque from ICSCC, you must hand in your Logbook (the yellow piece of paper) to Roger by the next META meeting Oct 27/99
He will not look for you!!!!

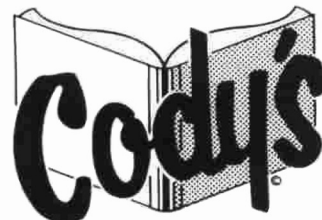
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September 13, 1999

The sad truth lies beyond the excitement

As I stand there waiting for the cars to round the corner at Michigan International Speedway my hair stands on end on the back of my neck. We have gone all two days with barely any hitches and about eighty laps without a peep. I knew that I was standing in one of the most intense areas around the race track, the dreaded station seven. It was my first oval race and my stomach was starting to feel like a rubber band that was being wound tighter and tighter. That is when it all happened and my view towards racing and its dangers were to change forever.

That is the year that Adrian Fernandez's car hit the wall in station seven and his tire came off and hit spectators in the grandstands. Three people were killed that day. I know that I used the word that most people do not like to hear associated with racing but it is a cold hard fact that at some point along the lines, that it is going to happen. Either to a driver, a spectator or a fellow corner worker.

I learned that day that this is not all just fun and games, that there is a very serious risk that you take standing out there to try and make it safer for not only you and your fellow corner workers, but for the drivers also. I want to remind people of the reality of this sport on the eve of the passing away of Gonzalo Rodriguez, a rookie about to start his lifelong dream, a career in a Champ Car. He knew the risks that he was taking when he decided to climb into the seat of that car, just like we should know the risks that we take standing out on the corners. I had a dream that night about working at a race track; it was the most wonderful dream. I dreamed that everyone was working well together; no egos, no worries, we were all there for each other and it made it fun and safe. That is what I want to tell you is that you can have fun while still remembering in the back of your mind what it is that we are really there to do and why we are there, for the love of the sport. So for everyone out there that is reading this letter, I would like you to take a few moments out of your day to think about the reality of this sport. Take a moment of silence to remember those throughout the years that have died doing what they loved the most, racing. This is a brotherhood, a family if you will, of people all over the world who do this for the love and the safety.

I believe that at least once a year, we as a family all over the world should take a few moments on a special day and remember our "fellow family members" as we do on Remembrance Day for the people who gave their lives for us and what they believe in. They do not deserve to be forgotten or not acknowledged because of our fear for the "maybe," but we should lovingly and silently remember because of the "reality."

Written by,
Krystyna Mitchell

Steward's Report Taken from ICSCC Newsletter August 1999

This will be a compilation of various reports from various Stewards for various races. Is that clear? No. Heavens, where have you been?

Mission July 17-18

This race weekend was full of surprises. The largest entry ever at the Mission track, over 190. This led to a shortage of premium paddock spots. This in turn led to, unfortunately some short tempers. Just to see if the drivers were paying attention, we played musical Race Stewards. Mark (bold text below---Ahh the soothing powers of the final edit) was away on business for the weekend. I was not able to attend until Sunday, so the services of Roger Bergman, A recently retired (do we allow the use of retreads in the Comp Regs.) were made use of. Roger was acting Steward on Saturday; his wife was asst. "Stewardess". I (the distinguished Chris Bowl if you are keeping scorecard) took over as Steward on Sunday with Roger as my asst. It was enjoyable working with Roger again, (Hmm, does this imply that it is not enjoyable working with me, the non-Steward of the weekend), it certainly made my job easier, and was greatly appreciated. Despite the overflowing grids, the drivers did their best in dealing with all the extra traffic. It certainly made for a lot of exciting race activity. On and off the track, as a considerable amount of extra effort was put forth by both SCCBC and the workers to handle such a large car count. Of course, all of us combined were far out numbered by those pesky mosquitoes, and along with the heat was, I am told, to blame for some strange activity on behalf of the drivers (so what accounts for this same behavior on a 75 degree day bugless in Portland). Some of the resulting penalties included a disqualification for unsportsmanlike conduct (after the race), a race suspension, probation, and financial fines for avoidable contact and yellow flag passing. As we reach our halfway point in the Conference season, point's races start to heat up, which in turn tends to heat up the drivers (most of whom are lukewarm on their best days). Our jobs as Race Stewards are to remain cool, calm, and collected. It would certainly make our job easier, and would be easier on you drivers, if we all kept that frame of reference. See you at the track.-- Chris Bowl, ICSCC Asst. (would he object if I left off the "t") Race Steward

As Chris noted Roger Bergman graciously responded to my request and filled in as the Steward for you on Saturday as Chris was committed to helping his daughter at a drivers School. That is the kind of help, support, and commitment we enjoy and benefit so much from in Conference racing. Thanks to the two of you for filling in for me. I was particularly pleased to have not been present that fateful Sunday when some of the Group 3 trained monkeys did an inept Brothers Karamotsov and sprayed the best parts of two cars all over the wall between turn 1 and turn 2. Fortunately for everyone the only things damaged were metallic, and of course bank accounts, not hominoid. Chris has detailed the official consequences above.

Mission July 31-August 1

The next Mission race did give me the pleasure of returning to the field of honor. I was privileged to witness the boys of Group 2 Do their best to emulate British Touring Cars. For those of you without Speedvision this is a quaint British version of high-tech, high speed demo derby. We were treated to four contact incidents (the Politically Correct way of saying crashes) between the same two cars in the course of 30 minutes. When the Race Chairman calls the Steward on the radio suggesting a pair of Black flags you have a situation which makes for interesting reading. Of course, the reading was in incident reports from the turnworkers. Consideration is being given to borrowing some of the Kosavar peacekeeping personnel from the UN to work corners for future Group 2 races. Our turnworkers, while made of stern stuff were chattering like parrots after that race. A word to the intellectually astute racers in our crowd (all 14 of you--- I would say us, but my prior and future affiliation with Group 3 precludes such an obvious falsehood being publicly uttered)---Don't hit your fellow competitor in front of the Steward. Don't go door to door on both sides of both cars and don't change lines in the middle of a turn and then try to suggest that you weren't aware. Or in the alternative, don't try to suggest that it was just aggressive racing when I pay you an official visit. Before the third contact I commented to Chris that they were going to do it again before the end-I was right and wrong, they did it twice more. Trust me boys and girls we are not going to condone that behavior. The behavior modification plan for our two Group 2 drivers is \$250 each (I am told that is a whole lot Canadian) and probation for the remainder of the year. Probation being the status you are in, wherein any contact with any other car will/can/shall lead to suspension.

Spokane August 7-8

Great weekend. For those of you who missed it we had very pleasant weather and believe it or not no one was fined, suspended, put on probation, or in any other way adversely effected by administrative actions of the Stewards. But we had some very good racing. Group 2, those guy again, had a Rabbit try to execute a one and a half gainer at turn two which ended in tears and leaking fuel from a comprehensively trashed, now former race car. Once again, we were blessed (God truly does look after fools) that our acrobatically unskilled driver was unhurt and the emergency response was terrific.

Two of our V drivers did a terrific job of entertaining their fellow racers. These guys were nose to tail and swapping every lap and nearly every corner. For a six car race it was terrific that many folks enjoyed the show. The only downside to having such a good V race was the Ford drivers got excited. Yes, I know that is not a really pretty picture---messy, messy image. They put on a five car circus for the lead. With the exception of a picture window engine block being explosively created in one of our stalwarts cars, was a fine race in which no one, and I mean no one knew who would win until the last half lap. Good, safe, and clean driving. Cars were going from first to fifth in one corner and back again the next. These guys were racing faster than any of them qualified (can you spell adrenaline) Mike Gilbert made an impressive return to the open wheel category with his first win in the current glacial era. I am looking forward to Portland and Seattle at the end of the month. Hope to see many of you there.

Be fast, have fun – Mark

Taken from SOVERN newsletter
August 99.
Written by Fran Blackman

Thank You

Thank you, to everyone that came out the the rescue of the Bremerton Speedfair. The long distance report was that YOU DID IT ! Enough officials lent their skills to SOVERN on a beautiful weekend that the track was [wo]manned to a safe level. A few more Officials would have been nice, but overall it was well done.

Brenerton is usually a FUN event and this was no different. Many different starts and types of racing were included. From LeMans type starts to relay to a "Bracket" Canadian Special, all made for a FUN weekend. The food and the Bar B Que Saturday evening were excellent as usual. Oh yes, leaving the rain gear in the pack the whole time helped keep the spirits up.

RACE CAR RIDES

AT the Spring Sprints we had an incident that was not anticipated and allowed for. Thank goodness, the only damage was to the race car and drivers ego. By the Histories different systems and safe guards were planned for and implemented. Now we face another setback Litigation is ongoing in California pertaining to rides. Until this is settled to our insurance's satisfaction, the board has wisely decided to stop our rides. May the new systems help us reach an early, satisfactory conclusion.
Sorry.

Taken from Cascade Newsletter
Auspuff .September 1999

Gary Bockman and Chuck Shafer

Hi Chuck,

Very impressive run. I was very excited when I saw your radar speeds. You are the only one to have gone through ALL radar traps at over 200mph!!!! Something I don't ever recall having been done before.

We are proud to welcome yourself and Gary as charter members into the 200mph Club! I need to know your sizes. The driver will receive a jacket and Gary will receive a shirt. Each are personalized.

There were four radars out on the course this past weekend. Your speeds were as follows: Radar 1 = 207 mph, radar 2 = 205 mph, radar 3 = 205.3 mph, radar 4 = 207.9 mph.

Let me know if you need anything else.

Sincere Thanks,
Denise Tirrell, Director of Operations
Classic Auto Racing Society

Editors note: From Director of Silver State Classic race. Which is a long distance race on a closed highway in Nevada. Gary was navigator Chuck was driver. Gary is Race Chairman of CSCC event

ADAM JACOBSON

For those that know my youngest son, Adam. I wanted to let you know that Adam will be undergoing leg Straightening surgery on Sept. 22. He will be in casts for 4-6 weeks, but they should be walking casts. He is looking forward to getting this Surgery done and over with. It was originally planned for back in January, but we had to fight the system for quite a while. We did prevail finally. If you want to send something to cheer him up, don't bother with flowers or stuffed animals. He has been buying out of his allowance a starter set of flags a piece at a time from Bernice Stanley. He already has his flag bag, Checkered, white, and yellow flags. Bernice knows what size flags and such. He is still hoping to attend some of the races following his surgery, but it remains to be seen how much this will slow him down.. He is already planning on helping in base comm for the Cascade Enduro.

Steward's Report Taken from ICSCC Newsletter September 1999

This is another of those multiple race reports. Don't you just hate that. The best juicy pieces have already been rumored and this is just a rehash of old news. It is difficult to keep track of all of the interesting things my fellow drivers come up with to occupy my mind (what little there is remaining after thirty years of off and on again Conference race weekends). I will try to illuminate the recent spate of events, which have been of interest to the Race Steward.

Portland August 21/22

Lots of bumping and banging going on, especially in Group 5, which is vying with Group 2 for the honor of being designated as our local version of British Touring Cars (the old high speed demo derby bunch). We had multiple incidents of avoidable contact out of the ITS kids in Group 5. I think they are really NASCAR drivers who have not yet learned the art of turning right. You can tell that I was interested in their behavior as I arranged for an impromptu drivers meeting at the track exit at the end of the Group 5 race. I was attempting to gain first hand knowledge as to the rationale for what would be judged in the public courts to be battery and assault. Repeat offenders is a term used in many US courts for this type of behavior. Penalties were generously awarded. The cake taker was one of the Proformance cars who managed to hit 3 different cars, none of them in his class, and still had time left over to orchestrate a yellow flag pass. He has not gone unnoticed by the Race Steward either. Our usual suspects in Group 2 had themselves some great racing; the Club Rabbits did a mild bit of bumping, while the Pro 7 cars generally kept their noses clean. I had and reviewed some 23 Incident Reports for this Portland Race weekend. That is probably about 12 more than normal. Though we did have big grids and lots of opportunity for mayhem. I am sure that the Doernbecher weekend will see a significant increase in gentility and decorous behaviors. At least we won't have the Festival Chicane available with which to work our magic.

Seattle August 28/29

A weekend of mixed activity. We were very lucky on Sunday morning with a series of wet/damp qualifying sessions. As always when it rains in Seattle we had several spinners on the main straight. We were fortunate that only one car was seriously damaged. At least 6 other cars did multiple 360's without getting into serious concrete interface situations. For those few of you who might be interested in avoiding this sphincter tightening experience in the future, I am told by reliable sources that one of the secrets to keeping the car straight is to be shifted into your top gear before you enter turn 9. That way you avoid making one or more weight transitions related to changing gears and are generally lower in the torque curve so the power comes on more smoothly. Just a thought as rain in October is not unheard of at Seattle. Group 3 as is usually the case, embarrassed me again. At the drivers meeting I acknowledged that Group 2 by dint of their obvious hard work and increasingly aggressive attitudes was moving into a leadership position as the Conference bad boys. I believe I even said that the Chore boys and Boys Scouts in Group 3 were relieved that their individual and collective efforts at reformation of character were gaining notice and they were not such a focus of attention. Lo and behold, the open wheeled clowns did not even get in a start before they had tire contact and frequent contacts with any number of cones. If this had been an Autocross these guys would have DNFed. That little start line dilemma, which was well handled by the starter I might add, was no sooner sorted out when one of the SCCA visitors elected to rotate his car at a 90 degree angle in turn 2 in front of the howling mob. That is not a good idea in any race group, but assuredly not in formula cars. Most of the cars avoided contact except the unfortunate Ralph Hill who collected the spinner out near the tire barrier. The bad part of this was a broken arm for the visitor. The turn crew, wreckers and ambulance did a fine job of response as did race control. The boys of eternal youth (they grow older but never up) were safely gathered up behind the pace car. This being no easy feat as our driver heroes were at speed when they arrived at the pace car. The resulting evasive actions entering turn 1 while interesting to watch, did cause a moment of concern; the mid pack reached the now slowing leader group at significant velocity. After some delay behind the pace car the hounds were let loose for what turned out to be about 15 minutes of really good racing. Group 6 surprised the rest of us at the drivers meeting by the announcing that they were going to experiment with transvestites in their cars for the final race of the year. Paul (our illustrious leader-What does that mean anyway?) was the spokesman for these closet emergers. They apparently are going to mount these transvestites on their cars in the hope of improving their timing and scoring. I would think the weight penalty of a carefully mounted transvestite would cause them to have to rethink their entire set up procedure. This effort is probably a waste of time, as it is well known that our Sports Racer and Vee drivers no longer have the ability to reach first base let alone score. Ah, but hope springs eternal amongst the racier set. Just goes to show the rest of us that no trick in the quest for speed shall ever be left unturned, no matter what ones preferences are.

Final word to the wise. Driving your line is not an excuse for having contact with your fellow (and/or other gendered) drivers. Driving your line does not give you licence to turn in on someone who has stuck their nose/fender in on you. While we do not want you blocking (or to be blocked), it is permissible to drive a defensive line which precludes your attacker from slipping inside. So when I come to visit you, while you are inspecting the various newly acquired dents and tire marks, do not attempt to elaborate on the driving my line scenario. Sometimes driving my line is akin to leaving the door open. Racing is about winning, whether it is for first place or battling for tenth. Racing is not about driving your perfect line every lap, leave that for the Solo II crowd. You get to contend with other cars who are all going fast. Some of these other cars are going to have the audacity to try to pass you. You need to think as well as drive your line. Enough sermonette for today.

Be fast, have fun—Mark

ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the Awards committee.

Consult the policy and procedures manual for criteria on all awards except the Buzz Beley Memorial Award which has not yet been entered into the policy and procedures manual.

Please note that only one member is required to nominate for an award this year. No additional signatures are required.

Please offer a brief explanation as to why you wish to nominate a given person for an award.

President's Award (META Member of the Year)

I wish to nominate _____ for the President's Award for the following reasons

Rookie member of the Year

I wish to nominate _____ for the Rookie member of the Year for the following reasons:

Non-META Member Worker of the Year

I wish to nominate _____ for the Non-META Member worker of the year for the following reasons:

Buzz Beley Memorial Award

The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons:

Nomination submitted by _____ on _____, 19__.

INDY CITY 1999

Friday, 4:15A.M., **BRAAAAHHHH**, What the heck is that? Oh ya, it's the alarm. Why the heck is it going off so early? Oh ya, it's Indy. Why do we do this again? Oh ya, it's fun? I wonder if they'd mind if we showed up at noon? I don't think so!!

So off we go. Morning meeting is at 6:45, we get there at 6:10, I think we'll sleep a little longer tomorrow. Meeting place is at turn 4, which is less than half a block from worker parking, much better than last year. We're not there more than 5 minutes, when Bonnie calls me over for a private chat. Hmm? She tells me I'm her ATM; good, I like working with her. She tells me this is our turn (turn 4); cool, looks like an interesting corner. She tells me we're running 3 flag stations; oh. She says we have 3 com's and only 6 or 8 more people; that's not good. It's going to be tight but she's hoping to get a few more people at the meeting. We don't, as there was barely enough to staff the whole track, and quite a number of people who said they'd be there were not. Oh well, we'll deal with it we always do. After the morning meeting is over and everyone disperses we start to set up our turn and have our own meeting. As usual Bonnie has tried to get things organized beforehand and things go very smoothly. She has set us up in teams, 3 people go to 4B and unfortunately have to stay there all weekend. 4 and 4A rotated teams. Bonnie's team has 3 other people. My team has a com (Jane) and 1 F&R person (Mike) both from San Francisco, I got another flagger (Rod) for Sat. & Sun. It didn't take long to realize my team had plenty of experience, we all thought alike, and we all got along very well. This made for a very smooth, very comfortable, **very** enjoyable weekend.

First out on Friday were the World Challenge cars, both the GT and Touring cars together. It was nice to see so many locals in this group (with a couple of exceptions). 2 laps into practice and local boy Eddie Lai stuffs his silver Mercedes into the tires at turn 3. It wouldn't be his only incident. A few laps later one of the pro BMWs over steers out of T3 and goes almost straight into the wall, drivers left, between T3 & T4. It was a sign of things to come. One of the fastest cars in the group was Bobby Archer in a Viper, it turns out that another local, Frank Allers, was scheduled to run an identical Viper. A great opportunity to showcase local talent, that is until Eddie came along. The second slowest car on the track (Eddie) puts one of the fastest cars (Bobby) into the wall on the back straight. Bobby is one of the leaders in GT points and can't afford to miss a race, so takes his second car back from Frank. What a shame. The rest of Friday was relatively quiet in our little corner of the world, it seemed that all the big stuff was happening at SA. Which just happened to be where my lovely and talented wife Karen was stationed. It turned out to be baptism by fire for her. About a week before the event she was approached about being a communicator, which she's never done at Indy, and really, she would rather be doing flags and response, but said OK. Friday morning she was told her TM was being moved and she would also have to do that. Then when turn assignments were announced, 2 of her F&R people weren't there. YIKES !!! However, the turn station was only at a kink in the straightaway. Nothing should have happened there right? WRONG!! Throughout the weekend there were no less than 7 impacts, 4 of them major, 1 resulting in injury. Talk about an initiation.

Saturday saw most of the carnage move to turn 12, another K.C. corner (Karen Cook). A couple of the more amusing events also occurred, one in CART, one in Trans Am. When you go to a CART event there are 2 things that are always drilled into your head, DON'T go on track, and NEVER go to a CART car with a dry chem bottle. It's even to the point where on Sunday, when there is only CART & Atlantic's on track, you don't even put out your dry chem bottles. Well someone forgot to tell Paul Tracy. He came around 4A with what appeared to be a rear wheel bearing fire (visible flames). He slowed as he went past 4B and as we've seen so many times before, he stopped before he got to 5, and across track from the workers. He then went to an E-hole and took a dry chem bottle instead of a water bottle and went back to his car. All while the TM at 5 is screaming NO don't do it. I'm not sure if he didn't know how to use the bottle or if he heard the TM or what, but luckily he didn't pop the bottle. Lucky for Barry Green that is. In the T.A. practice one of the cars side swiped the tires at the exit of T3. In doing so he lost the complete rear bodywork of his car, intact. I turned to my com. and said "That won't fit through an E-hole, someone will have to come out and pick it up". About a minute & a half later 28 yellow does his best to help us out. I turned to my com and said "It'll fit through an E-hole now!!". I couldn't help but laugh.

Sunday saw a wet track for the first time all weekend, and as a result, lots of carnage in the Atlantic race and even more in the CART race. A lot of opinions could be expressed as to how the beginning of the CART race was handled; I won't get into it other than to say I mostly agree. More opinions could also be expressed about the World Challenge race on Saturday, but again we'll leave that one alone. Other than to say that Ian Wood finished 8th Overall & 1st local.

The weekend as a whole was terrific. I couldn't possibly say enough good things about "Time Certain". Everything started and ended as per written schedule. Amazing. How often does that happen on any race weekend. The lunches were adequate, and Saturday night's dinner was good. The Sunday wind down saw Thomas "Knighted" as Coursicus Marshallious by the one and only McRoger McSoloman, and yes McRoger dispelled the many myths about what is worn under a kilt! Thomas was then rather unceremoniously pried by Big Rob Jacobsen, all in good fun of course.

The days were long and Sunday was wet, but I still had a great time, can't wait until next year. That is until 4:15 am & **BRAAAAHHHH**. Why do we do this again? Oh ya, it's **FUN**.

He's Left The country IIIII

Well hi everyone !!!

So your all feeling safe now that I have left the country at long last? I really enjoyed myself over the last 4 months, also seeing and making new friends during this period. Well I certainly did a lot of races during them 4 months, 10 altogether and they all varied each time, I enjoyed the historic at Mission and Seattle. I really enjoyed the Portland and Vancouver Indy races, but what I really enjoyed were the Conference races. They were really good fun and what I like was that they really looked after you as workers.

Which is where I shall start, at Spokane. Wow what a weekend and MUST for anyone to travel to!! At first I must admit I didn't want to go, I had heard of the travel time and had other plans but in the end I decided to go. Lucky I did go really as I would have missed a really good weekend with other fellow META members. Well 6 of us headed off in our hired van, I will never forget travelling through the mountains in that lightening storm, was such a sight to look at. Then stopping in the middle of a hay field to change over and let Roger drive, and within ½ hour getting a speeding ticket at 1am in the morning. We then arrive at the motel to find the room occupied but the lady finally found us a couple of rooms, so we managed to get a few hours sleep. We then headed for the track and what a track it is; also when we get there we double the amount of qualified turn workers. Well luckily I worked with Roger, just the 2 of us on a corner. Roger had the radio and yellow flag and I concentrated on blue for the weekend. Although the field of cars wasn't big it was enjoyable and everyone helped each other which was good to see. The food was great that they provided, and we had fun naming SUSY BLUE, and watching Manny run to the toilet so gracefully and calling track clear when in the washroom performing. But again a big Thank you from me to Conference people who entertained me during my trip. Also to the 5 other group members who travelled down to Spokane with me, I really enjoyed myself with you guys.

The next meeting was August Seattle race, where I worked turn 6 with Ann, Roger, and Manny. Well I don't know how we survived that weekend with the amount of fun we had on that turn. Then came my last event the Vancouver Indy Race. Well Thursday I always think is one of the better days, in that you have fun cutting the fencing and looking at the track for the first time. Well myself and Roger and Ann and Mark stayed a little longer than we expected until 11 pm as we had to set up the META exhibition. Friday I found out that I was on turn 1 with Roger, Ian Cook, Manny, and Ann. We instantly found out that from our flag position we could not see the next turn flag and Ann doing communication would be a fair distance away. Luckily we had another headset and Roger would tell us what is happening and with part of the corner totally blind the next corner would tell us to yellow flag etc. I chose to blue flag the GT race which was really fun for me and yellow flag the Indy race. Well we had a couple of large crashes for Indy cars but nothing serious. Everything seemed to happen in the GT race, where the 1st group came in and we had Porsches and Vipers going everywhere, then when they had cleared we had Mazdas and BMWs going everywhere. But it was a lot of fun to see the black Porsche come from the back to the front of the field. The only sadness I had was the start of the Indy race when the heavens opened, but was cheered up by the hundreds of balloons that were on the track itself, didn't need to yellow as they did it for us?

But altogether I had a great 4 months, so thanks to Roger, Ann, Brian and Charmaine, Nick R, Thomas, Manny, Mark Miller and Rovner, Bonnie, Angus and anyone else who I forgot to mention, I had such a ball.

Well hope to see you all soon, maybe at the banquet or next year. Found out I came into a bit of a windfall in money when I got back so have the money already to return at some point soon?? SO you have all been warned!!!! ha, ha, ha

Mathew

PARTY...PARTY...PARTY

43rd Annual ICSCC Awards Banquet Saturday, November 13, 1999 at 5:30pm Seattle Marriott, Sea-Tac Airport
Hotel Rooms: \$74 US (Single or Double) 3201 S. 176th Street, Seattle, WA
1-800-643-5479 or (206) 241-2000 Fax (206) 248-0789 Mention: International Conference of Sports Car Clubs
No-Host Reception and Gourmet Dinner with an upbeat, fast paced Awards presentation.
You must be registered by October 22 to attend. Contact DeeAnn or Micheal Lenson to reserve tickets: (604) 951-8269
Banquet Tickets are \$35 US each.

-----PLEASE NOTE-----

R.O.D. Meeting (Race Officials Division) will be at 11 :00am at the Marriott
Contact Roger Salomon for more details. Phone (604) 581-7189

MORE PARTY...PARTY...PARTY

SCCBC banquet will be on November 20, at the Executive Inn, 405 North Road, Coquitlam, BC
Cocktails @ 6:00 Dinner @ 7:30

YEAH RIGHT!

I have usually told people that the loco hillclimb is a good way to calm down after the Molson Indy. Not this year. Here is the situation. Saturday and both groups have had their practice runs, the lunches are being delivered, and George in turn 1 says he can't handle the stress. Not only that but now Mike in turn 5 is having stress. Yeah Right! Well at least: I was relaxed in turn 4

The "fast time of" the event was set by Joe Cheng with a run of 53 seconds plus. Imagine if you will a F440 on steroids with sprint car wings fore and aft. Second was Kenny Richins and Susan Hagaman sharing a Super Vee with a 56 second plus time.

No rock sculptures this year due to a lack of materials.

Vic Kennedy

ICSCC by SCCBC with CACC at MRP featuring CFDA on Sept 25/26

Although it was an ICSCC weekend with just one CACC race, (the CFDA), CACC was very active in taking care of the workers. First off, a big thanks to the CACC executive for flippin' and fryin' at the Saturday night BBQ. It was very much appreciated. Secondly, the presenting of the 1998 Perfect Worker Awards (should really have been perfect attending worker awards, as we are all perfect! Aren't we?) Each worker that attended all the Mission CACC events in 1998 received a very nice embroidered grey sweatshirt. (very, very nice) Here is a list of the Perfect (attending) Workers:

- | | | | |
|--------------------|------------------|-------------------|---------------|
| Jo Adair | Elsie Afaganis | Perry Afaganis | David Bell |
| George Chambers | Andrew Clouston | Karen Clouston | Bonnie Currie |
| Deryk Forster | Naida Forster | Angus Glass | Tina Goertz |
| Bonnie Healy | Vic Kennedy | Thomas Liesner | Bob Maniton |
| Charmaine Meakings | Brian Meakings | Krystyna Mitchell | Pat Moffat |
| Rick Neyedli | Leslie Skinner | John Paul Skinner | Don Souter |
| Pam Stec | Cheryl Van Ooyen | Mike Zosiak | |

(Thanks to CACC, Ed Smart, and Thomas Liesner for making this happen)

THINK ICE.....THINK ICE.....THINK ICE.....IT'S GETTING COLDER!THINK ICE.....THINK ICE.....

The first ice race meeting has been set!!!! As with everything to do with ice racing, the social aspect is most important. Meetings are no exception. That's why this will be a dinner meeting at the Venus Place restaurant in New West. October 15. Dinner will be around 6:30, giving time to socialize before the real meeting at around 8:00. Don't hold me to these times as that's not how ice racing works. Looking forward the winter season and hope you are too!!! Also looking forward to seeing you at the meeting. (think ice think ice think ice)

META Pedal to the Metal

So you think you pop a mean blue do you? And your yellows are so hot you've got them waving even before the driver knows he's in trouble. But what if the roles were reversed and you had control of the loud pedal, would all those hours of critiquing track side make you a hot shoe?

This is your chance to have a ton of fun, get some much needed social time with your fellow workers and strut your stuff from the drivers seat. We're talking about the first annual 'META pedal-to-the-metal Challenge' go-cart event. With the end of the season fast approaching now is the time to organize this long talked about but never acted upon outing. The format would be for META to rent the F440 track, buy a fixed number of laps and the divvy them up so everyone gets enough seat time saving a few laps for the runoffs. The facility has a barbeque and games area that we would be welcome to use. The most important thing now is to get a clear indication of interest. To make it work we need 12 to 20 people. Cost will be in the \$20-\$30 range including track time and barbeque.

So, talk to your friends, parents and significant others and come or send word to the next membership meeting ready to make a commitment to put your right foot where your mouth is.

Mark Rovner

AFTER THE CHECKERED...

---**Congratulations** on their marriage to Rescue Ranger Fred Shelly and his lovely bride Christina, Aug 21, 1999

--- From the Province: JAGUAR to enter Formula 1, Eddie Irvine to be lead driver at \$14.5 million CON. a year. Quote from the Province: "The new JAGUAR Formula One team is the most expensive and determined attempt to steal the show from Mercedes and BMW."

---Rumor has it Team Continental is developing a new track at Coos Bay, Oregon. If anyone has any details let me know!

If you have heard anything recent about Cassidy (Nanaimo) or Thunder Mountain (Kelowna) I'd like to hear about it to!!!!

---I understand that the silent auction at the Doembecher weekend (Sept 11112) in Portland raised over \$7000. It would be nice to get an article with some more details from someone that was there. hint, hint, hint!!!!



I saw a great idea for a breakaway for your Whistle or pen or whatever you have around your neck at the back. Heavy duty stereo jacks! Cut the rope, attach one end to the male jack, the other and to the female jack, and plug them together Cool Idea, now I feel like Martha Stewart!

MINUTES OF THE SEPT.22/99 MEETING OF META.
MEETING CALLED TO ORDER BY ANN PETERS AT 7:45PM.
MINUTES OF THE AUG. 99 MEETING WERE ADOPTED AS READ BY ROGER AND SECONDED
BY JO ADAIR.

TREASURER'S REPORT: GEN. A/C \$946.50, GAMING A/C. \$18,967.17, EQUIPMENT A/C
\$3,943.77. THE END OF OUR FISCAL YEAR IS SEPTEMBER 1999.

CORRESPONDENCE: LETTER FROM CASCADE THANKING META FOR DONATION TO THE
SILENT AUCTION HELD AT THE DORNBECKER RACE WEEKEND.

SOCIAL: NO REPORT MANNY ON HOLIDAY.

MEMBERSHIP: 90 REGULAR, 9 HONORY, TOTAL 99.

MAYDAY: ANDREW HAS VOLUNTEERED FOR CO-EDITOR POSITION.

HISTORIAN: PHOTOS AND MAYDAYS AT FRONT, NEXT TUESDAY WORK WILL START ON
THE PICTURE PRESERVATION PROJECT.

TRAINING: TRY TO REMEMBER EVERY THING THAT HAPPENS AFTER AN INCIDENT,
WRITE IT DOWN AS SOON AS POSSIBLE, LATER WHEN YOU ARE CALM DOWN AND
RELAXED, THINK AGAIN ABOUT WHAT HAPPENED, EVEN THE SMALLEST DETAIL CAN
BE IMPORTANT. THE HANDLING OF THE LAGUNA SECA ACCIDENT BY CART, WAS VERY
PROFESSIONAL, COUNCELING WAS AVAILABLE FOR THOSE AFFECTED BY THE TRAUMA.
THERE ARE A POSSIBLE 3 TO 4 NEW PEOPLE COMING TO TRAIN AT THIS WEEKENDS RACE,
AND IS THE RESULT OF PAMPHLETS GIVEN OUT AT INDY. VIC HAS COMMUNICATION
GUIDES AVAILABLE FOR THOSE WHO WISH TO ADVANCE THEIR SKILLS.

RACE CHAIRMAN: BRUCE YEO TO HANDLE SATURDAY AND GRAHAM TO TAKE SUNDAY
FOR THE SEP.25/26 RACE.

COURSE MARSHALL: ANY INDY PROBLEMS AND SUGGESTIONS GIVE TO THOMAS,
WHO'S NEW PHONE # IS 501-1503. BRING YOUR WOOLIES TO THIS WEEKEND, IT COULD BE
CHILLY.

OLD BUSINESS: ANN THANKED ALL WORKERS FOR THE EFFORT PUT FORTH AT INDY,
AND THE GIVE A WAY WAS VERY WELL RECEIVED. OUR VIDEO WAS SHOWN WITH GOOD
REVIEWS, WE WERE ASKED TO GIVE IT A NAME, USING OUR MOTTO M.E.T.A. "SAFETY IN
MOTORSPORT" WAS SUGGESTED. VIC REPORTED THAT THE IOCO HILLCLIMB WAS FASTER
THIS YEAR AND THE FOOD WAS AS ALWAYS, VERY GOOD.

VICE PRESIDENTS REPORT: NONE

PRESIDENTS' REPORT: NONE.

GOOD AND WELFARE: THE MOLSON MINI INDY AND LANGLEY CRUISE-IN WAS WELL
ATTENDED. THE INDY DISPLAY WITH THE TRUCK WAS WELL RECEIVED. SCCBC IS
LOOKING INTO THE MERITS OF INVOLVEMENT WITH A CHARITY. PRO FORD RACES AT
THIS RACE WEEKEND.

NEW BUSINESS: VIC ASKED IF WE WOULD DONATE TO THE OASC TRACK FUND, THE
EXEC. TO DISCUSS. NOMINATION COMMITTEE WILL CONSIST OF THE FOLLOWING
MEMBERS: KRISTINA, DAVE AND STEVE. THEY WILL BE CALLING. ELECTIONS AT
NOVEMBER MEETING.

MEETING ADJOURNED AT 9:30 PM.

MINUTES OF THE AUG 26,1999 MEETING OF META.

MEETING CALLED TO ORDER AT 7:40 P.M.

MINUTES OF THE JULY MEETING READ BY ANN, ERROR UNDER OLD BUSINESS INVENTORY TO BE COMPLETED BY ROGER AND MANNY NOT BRIAN, CORRECTED MINUTES ADOPTED BY RUSS AND SECONDED BY JOE.

TREASURERS REPORT: GEN A/C \$730.54 PLUS \$92.00 US TO BE DEPOSITED, GAMING A/C \$18,948.25, EQUIP A/C \$3,769.72.

CORRESPONDENCE: ENTERTAINMENT BOOKS ARE READY FOR PICK UP AND WILL BE AVAILABLE AT SEPT MEETING.

SOCIAL: IAN WOOD WAS THANKED FOR SHIRTS AND ROGER IS APPOINTED TO LOOK AFTER SOCIAL FOR THE SEPT MEETING AS MANNY WILL NOT BE ATTENDING.

MEMBERSHIP: 89 REGULAR, 9 HONORARY, TOTAL 98.

MAYDAY: BRIAN HAS RESIGNED AS EDITOR AND NANCY THANKED ALL FOR ARTICLES AND THOSE MISSED WILL BE PUBLISHED IN NEXT ISSUE.

HISTORIAN: PHOTOS AND MAYDAYS AT FRONT, JOE THANKED ROGER FOR THE CONTRIBUTION OF NEW PICTURES, AND ASKS OTHERS TO DO THE SAME.

TRAINING: ANYONE WANTING TO BE TURN MARSHALLS WILL BE MENTORED BY THOMAS.

RACE CHAIRMAN: LAST RACE WENT WELL, THE NEXT EVENT TO BE HANDLED BY BRUCE YEO.

COURSE MARSHALL: FILM CREW AT MISSION RACE WEEKEND AND ALSO AT INDY, FRI MEETING TO BE AT 6:45AM, AND GREEN FLAG TO BE WAVED AT STATION FOLLOWING AN INCIDENT ON TRACK AT INDY.

OLD BUSINESS: RUSS THANKED ALL FOR GET WELL WISHES AND IS ON THE MEND. WE WILL NOT BE ALLOWED TO SELL MERCHANDISE FROM SCCBC/META INDY BOOTH, BUT CAN SELL SHIRTS AT MORNING MEETINGS. A SHIRT WAS GIVEN TO STEVE TRUE DRIVER OF PORCHE #155 FOR HIS GENEROUS DONATION OF \$50 US. MIKE HAS BEEN UNABLE TO DISCUSS TRUCK STORAGE WITH DUNCAN ANDERSON, OTHER SUGGESTIONS WERE PUT FORTH. BECAUSE OF THE TURNDOWN OF THE TRAILER WE WILL NEED TO REALLOCATE SPENDING OF GOVERNMENT FUNDS. SCCBC HAS DONATED \$500.00 TOWARD THE INDY GIVEAWAYS.

VICE PRESIDENTS REPORT: AT INDY WE NEED TO BEHAVE, HAVE FUN, AND, MAKE A NEW FRIEND. IF YOU HAVE A PROBLEM, KEEP CALM AND GET HELP.

PRESIDENTS REPORT: SEE OLD BUSINESS.

GOOD AND WELFARE: RICK IS HERE AFTER HAVING A REST IN HOSPITAL, ANDREW AND KAREN WAS MARRIED AUG 14/99. CONGRATULATIONS AND ALSO TO THE RANDALLS WHO CELEBRATED THEIR 69TH WEDDING ANNERSARY AUG 16/99.

SWAP AND SHOP: BEER DON, KAREN-SHIRT, ANN-SHIRT, AND RANDY 50/50.

MEETING ADJOURNED AT 9:45PM.