



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
Newsletter c/o 3809 St Thomas St, Port Coquitlam, BC V3B 2Z2

January 2000
Volume 25 Issue1

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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 or e-mailed to the Editors.

Printed in Canada.

Jan 8/9	Ice Race	WCIRABC	Cache Creek, BC
Jan 12	SCCBC Meeting	Best Western-7:30	Coquitlam, BC
Jan 15	SOVREN Banquet	The Plaza	Seattle, WA
Jan 22/23	Ice Race/Enduro	WCIRABC	Cache Creek, BC
Jan 26	META Meeting	Century House-7:30	New West, BC
Jan 29	META Banquet	Royal Towers	New West, BC
Jan 29	IRDC Banquet	Emerald Downs	Seattle, WA
Feb 5/6	Ice Race	WCIRABC	Vernon, BC

Variety Club Telethon

Drivers Meeting

January 9, 2000

2:00 P.M

4300 Still Creek Drive BBY

Contact: Bill Millier 435-0723

Vic Kennedy 876-5981

Membership Renewal

Time again

To keep you in good standing

Tom Sproule will gladly accept your \$15.00 in exchange for your coveted membership card.

In Memory of Rick Neyedli

I was really kind of happy with Nancy and myself last month. We actually got the MAYDAY in the mail 1 week after the monthly meeting. Pretty good I thought, until I got the phone call from Irene telling me about Rick. What a shock. Exactly 2 hours after I put the MAYDAY's in the mailbox. I felt awful. I felt bad because of the news, but I also felt bad because of Rick's stature in the club and there being no mention of his passing in the December issue. He was an icon in META, he was a founding member, and I felt terrible. However, trying to look on the bright side, it gave us a chance to compile a series of stories, memories, and articles about Rick. I contacted quite a number of people for input. Thanks to Jo, and Brian who sent articles in before I contacted anyone. Thanks to Pam Stec who's article is taken from the front page of the SCCBC newsletter(The Pit Pass). Thanks to Al Ores, Roger, Steve, Nancy, Bonnie, and Vic. You have all made this a very special edition, and even though Rick probably would have hated the attention he deserved, this is our goodbye.

Andrew

My Memories of Rick Neyedli

I had the honor of working with Rick many- times. I found him very easy to work with and had learned a lot. He was very direct and didn't beat around the bush. Something I liked about him. One of my memories we were on turn 5 and had a car look - like it was going to hit the wall in our turn station. So, Rick grabbed me and pulled me back into the bushes. The car seemed to recover. It never did come into our station. That's when I had razzed him about, what away to try too cop a feel. We had a real good laugh over that one.

Nancy Bibby

A couple of stories about Rick.

1 Going to a race in the states listening to oldies tapes and changing lanes without hitting the Botts Dots in Rick's van.

2 One of the first 7hr enduro's at Westwood we worked turn 3. It poured all day and night but we were OK.

There was an old storage shed on the inside of the turn and we carried it cross track to the station. There was enough room inside for both of us to fit in and stay dry. For visibility we lifted up the sides to see uptrack and down. Hot dogs and hot chocolate from the stove in Rick's van.

Vic Kennedy

Goodbye Rick

I can't quite believe it's been 2 weeks. Every time I think the tears are done, I think of something else Rick did for me and there I go again. Rick was one of the first people I met at the track 19 years ago. That's a lot of history. For all the arguments we had, he was one of the best friends I ever had. Not everyone liked working with Rick. But I trusted him with my life. And in racing that's the bottom line.

Someone commented to me a month or two ago that Rick, Roger and I were the only workers he recognized from the old days. At the time I thought "is this a good thing?" But you know what- really, I was kinda glad to be to be categorized with 2 workers I have a lot of respect for.

Rick was an outspoken person, and perhaps not the world's greatest diplomat. Okay, if you told him the sky was blue, he would argue that it wasn't. Some people dismissed everything he said as "Oh, that's just Rick." But he cared about racing, and safety in motorsport. That is why he was so vocal with his concerns.

Rick had another side that not many people saw. He always seemed to know when I needed a hug and when I needed space. One night many years ago in Portland, he walked around and around the block with me because I needed to walk. If there was work to be done at the track, you could count on Rick to be there. Year after year after year!! And through it all, he went out of his way to avoid being singled out for congratulations and accolades.

So, to the most exasperating TM I ever had – Goodbye Rick... I'll miss you.

Jo Adair

I met Rick with his brother Dennis at Westwood in the 1970's. Dennis was an outspoken person, but Rick topped him. I liked both of them right away. From then on, no matter what track I raced on, whether it was Westwood, SIR, PIR, Victoria, Spokane, or Olympia, Rick always came to my pit at lunchtime or at the end of the race and we always cracked a few jokes about the race and the screw-ups. To me, Rick was one of us in motorsport, no matter if one is a driver or worker.

I will miss Rick Neyedli

Al Ores

GOODBYE RICK NEYEDLI ---- GOODBYE 1999

It's been a strange year, this last one of the century and I'm glad to see it coming to an end. We've had to say goodbye too many times. I had already written this article when I received the stunning news that we had lost another of our fold. Someone I was sure I would be handing a newsletter to at our next meeting is suddenly gone. Rick slipped away quietly at his sister's home on Wednesday evening. The last month of this century was just a few hours old. Rick was a "long timer". Anyone who attended our meetings will remember him "holding up" the door frame. That was his spot. Always at the back of the room. Always out of the limelight. Rick liked to stay anonymous. He was the "unknown" block parent. The guy who was loath to accept any awards or any accolades. And yet he so richly deserved them. He could not always express himself the way he would have liked to, but we always knew when he had something to say. He contributed hugely to our sport. He felt the loss of Westwood with the rest of us. He was at Mission from the start. In the cold, building tire bundles, digging fence post holes. He was a volunteer extraordinaire.

Many was the morning at Mission when I would be awoken from my dreams in the wee hours before the sun rose and roused from my warm sleeping bag to unlock the gate because Rick wanted to get out for breakfast. Yes, I cursed him then. But I'd give anything now to know that come April, I would hear that crunch on the gravel and look out to see Rick's yellow truck idling patiently at the gate. Ric Moore commented that if there is a track on high, Greg would be on the pole. Rick I'm sure, would be there with the flags. Goodbye Rick. You have left your mark here. A mark that your fellow members will have to work very hard to reach.

Excerpt taken from SCCBC Newsletter December 1999. Written by Pam Stec

REMEMBERING A GOOD FRIEND

The local racing community has suffered a terrible blow. On Wednesday, December 01, 1999, Rick Neyedli passed away at home. Rick had been a very out-spoken supporter of both amateur and professional racing for nearly 30 years. Rick was always the first to tell you if you did something wrong, but he would also be there to tell you if you did something right. Never one to leave things alone, Rick was there to do what was needed; right or wrong you always knew where Rick stood on a subject. Rick had been a founding member of M.E.T.A., but he had refused to accept an Honorary Membership. He said that he wanted to be a regular member and that he did not deserve special treatment. Even though Rick never raced, he had been a long-time Sports Car Club of B.C. member, feeling that he should be a member if he was going to have a say. Rick was loud, boisterous, and sometimes obnoxious, and I was proud to call Rick my friend!

Brian Meakings

Memories of Rick

I can't remember when I first met Rick, but I'll never forget the last time we spoke. I've crossed paths with him on & off for the last seventeen years, but I've only had the pleasure to really know him for the last 6 or 7.

Anyone who knew Rick know he didn't shy away from controversy. He didn't go looking for it, but his overwhelming sense of justice brought it out in him. Rick didn't fight for the underdog, but he certainly spoke for a lot of them. If he thought a discussion was missing a particular view, or it wasn't being considered strongly enough, he'd be the first to throw any issue to the floor. This made him both popular, and a target. He knew that, despite the criticisms from those in power, he had a lot of support of the unspoken majority. He was popular with those of us who didn't always speak up or seek popularity, and he was a target to those who were more articulate than he. It's amazing that his opportunities to speak were never silenced, which speaks to the honesty and sincerity of that which he had to say.

Rick knew his shortcomings and was always the first to admit them. He started most of his sentences with "I'm probably not going to say this right, but..."(and he usually didn't), yet we all seemed to understand what he was saying. The other side of Rick, his justice side, ensured that when he didn't say it right or really blew it with what he did say, he would apologize without hesitation. I've always considered this trait to be a true sign of courage.

Working with him on a committee was a hoot. Working with Rick meant you had five guarantees; he'd show up long before anyone else, he'd be sitting in the smoking section, he'd have finished his first beer, and if you bitched about the smoke, next time he'd bring a portable fan! The fifth guarantee was a fair kick at the can. No matter how far out in left field you started, Rick would listen with an open mind and was willing to change his direction if he agreed with your point of view.

One of my fondest memories of Rick was a weekend at SIR, working turn 2. He and Ashley were at their best (or worst) of creative joking moods. Between their sick minds, they schemed the creation of a "fart" pill. A pill not to prevent them, but to change the smell into something people loved to sniff. We spent two days with sore guts from laughing about creative new smells.

Rick didn't seek popularity, and almost always shied away from it. But this didn't stop him from doing the things he loved and volunteering his time to those who were in need. He had more "thank you" type awards than the average family. When he wasn't on a racecourse, he was helping build, repair or maintain one. He was always one of the first to show up at a "work party" and one of the last to leave. He was also a regular volunteer driver for the Variety Club Show of Hearts. In his trademark vest and scruffy jeans, he'd show up smiling, smoking, eating, drinking, growling, talking, and laughing at every event.

Rick was an asset to our club. He was fun to travel with, and never boring to work with. I trusted Rick with my life on a turn, and trusted him with my secrets. We shared a lot of laughs, a couple of beers, the odd growl, and endless discussions. He never broke my trust, and I will miss him over the long road until we meet again.

Steven Bibby

A memory I have of Rick is my first response to a stranded race car in the middle of a race. We were working a Conference race at turn 8 in Portland and the car had spun half on, half off the track at Turn 9 (not a fun place to be for a car or a worker!) Rick told me to follow him, and be sure to keep the car between me and the oncoming traffic. There seemed to be an awful lot of oncoming traffic!! We managed to push the car off to a safe zone, make the appropriate hand signals, arrange the necessary response, and return to the station. My heart was pounding and my knees were shaking but Rick told me I had done a good job. I knew that type of praise didn't come too often from Rick, so I always remembered it. It's no secret that Rick and I had a lot of run-ins over the years - both of us being strong, stubborn people - but I am glad we had mended things before his untimely passing. I know there's a lesson to be learned here for all of us - life's too short to hold grudges. I have to remember that and work at it.

Bonnie Healy

Memories of Rick Neyedli from Roger Salomon

1974 - last Conference race of the season at Westwood. Rick and I were working turn 3 when a 240Z lost control and ended up stuck on a tree stump. Rick responded and the driver advised him that he had to finish the race in order to win the championship. Rick and I managed to get the car off the stump and signaled the driver to go - only then did we realize that the car had four flat tires.

Turn 10 at Portland. One Formula Libra lost control and hit the tire wall damaging the rear suspension so we called for a wrecker but he was busy with two other cars. Also we were running late. Rick said "I have an idea". He ran to his Volkswagen bus and returned with a moving dolly. We lifted the back end of the car onto the dolly and pushed the car into pre-grid.

Rick was an innovator and in order to help a driver finish a race, he would always come up with creative ideas to help the driver. Racing was Rick's life and he gave always one hundred percent to the sport he loved so much. Sometimes he was a pain the butt but when it came to trusting a person on the race track, he was number one. He will be greatly missed throughout the North West racing scene.

Rodger Salomon

PRESIDENT'S REPORT

As we come to the end of 1999 and head into the Year 2000, I have been thinking about the years since I became involved in racing in 1990 and the changes that have taken place within our club.

Our club has a reputation for excellence that is second to none and I am proud to have been asked to be President for the coming year. We have come a long way over the years, and in particular over the past few years we have broadened our horizons, with many of our members being able to travel to races in far off places, spreading our reputation even further. We have earned our good name by being the best, for acting professionally at all times and for giving of ourselves wherever we are needed. As we move forward, we need to continue to do the best job possible, to be flexible enough to adapt when necessary, to encourage new ideas and to ensure that new people who are interested in what we do are made welcome so that they will want to come back again. With the planned expansion of the Mission track, we will need to grow our numbers, and it is important for everyone concerned that we work together as one group to ensure that this happens. We have made a lot of progress over the past year and I am confident that it will only get better as the new year unfolds. Our club Executive and SCCBC met recently and we plan to continue to hold these meetings on a regular basis in order to improve communication between our two organizations - we are all out there for the same reason - to be safe, to have fun and to make new friends, but it is up to every one of us to make it happen by having a positive outlook and encouraging everyone to speak up when they see a need for improvement.

With all good wishes for the New Year,

Ann

Award Nominations Bulletin

In a small club such as ours, it is often difficult to choose one member over another for any and all awards. It is even more difficult to choose the Rookie and Non-Member awards simply because you don't know who they are. We're going to try and change that this year by listing who they are. Also, don't forget about the President's Award and the Buzz Beley Memorial Award. Included in this issue is your nomination form.

Rookie of the Year Candidates :

Stewart Buchanon

Gillian Dowling

Bob Maniton

Curtis Slater

Kara Swanson

Terry Ward

Christy Hews

Non-META Member Worker of the Year Candidates :

Ron Carlson

Ken Carlson

Arthur Chan

JP DeChamplain

Rob Dverksen

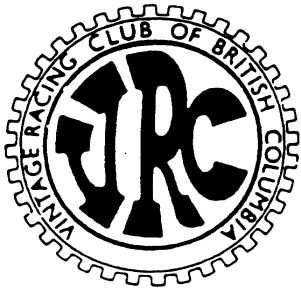
Jeff Gadinski

Dave Wiebe

Please note that the non-member award can be almost anyone. This list of non-member workers is not intended to be complete, just a guide to help you along. Editor.

Note: The awards committee to whom you should be sending your nominations for 1999 are :

Jo Adair, Manfred Zumm, and Mike Zosiak.



... 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

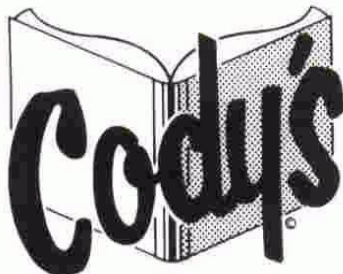
Information contact Evan Williams (604) 531-4806

CLUB MERCHANDISE

Pens on Neck string \$2.00
META Crests (Black Border) \$3.00
META Crests (25th Anniversary) \$3.00
Westwood META Decals \$.50
META YoYo \$Free (Only 10 Left)
Contact Don Souter (604) 572-6279

META Shirts with design by Krystyna Mitchell
100% Cotton--Long sleeve--All sizes--\$25.00
Contact Ann Peters (604) 581-7189

Copies of META Promotional video are now available
Video runs 15 minutes and is free
All club members are encouraged to get a copy
Contact Marc Rovner (604) 986-3497 or Ann Peters (604) 581-7189
(Non-members contact Marc or Ann for details)



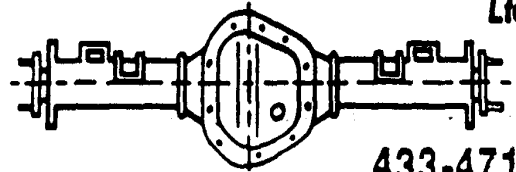
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ANNUAL META AWARDS BANQUET

GET THAT

MILLENNIUM FEVER

Royal Towers Hotel
140 Sixth Street
New Westminster

January 29, 2000

Cocktails: 6:30

Dinner: 7:30

Awards: 8:30

then...

DANCE THE NIGHT AWAY!

(the theme for this year is Black and White)

Tickets will be available at the door for purchase of \$35.00 per person, however, any prepaid advance bookings will receive a \$5.00 per person discount, off this price.

Please mail your advanced booking, along with the voucher below to:

Charmaine Meakings
META Banquet
#23 – 21668 Lougheed Hwy
Maple Ridge, BC V2X 2S1

Number of tickets _____ x \$30.00 = \$ _____ (total enclosed)

Name: _____

Phone: _____

META Banquet January 29, 2000

More Champions of '99

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS

GROUP ONE

B- Production:

#33 Frank McKinnon

C-Production:

#36 Terry Ward

D-Production:

#27 Gordon Bobillott

E-Production:

#21 Ron Tanner

SPM:

#192 Todd Stanley

SPO:

#109 Glen Peterson

SPU:

#41 Kenneth Shreve

GROUP TWO

F-Production:

#21 Dan Heinrich

G- Production:

#64 Stephen Wiley

H- Production:

#62 Ron Johnson

I- Production:

#17 Jill Lary

J- Production:

#20 Bruce Douglas

Club Rabbit

#4 Peter Belfanti

Pro-7

#70 Dudley Loomis

GROUP THREE

Club Ford:

#30 Michael Gilbert

Formula Ford:

#77 Tim Jeffries

Formula Libre:

#49 William Mol

F2:

#58 James Sloane

Formula Atlantic:

#80 Craig Johnston

Formula Mazda:

#390 Doug Evans

GROUP FOUR

AS:

#94 Ed Railey

RS:

#98 Eddie Lai

RX-7:

#41 Kenneth Shreve

GT-1:

#36 Terry Ward

GT-2:

#88 Ed Humphrey

GT-3:

#70 Mac Russell

GTA:

#51 Alan Wendler

GTP:

#161 Gary Mathies

GROUP FIVE

EIP:

#187 Shelley Russell

FIP:

#3 Jeff Drago

GIP:

#73 Jay Alspach

HIP:

#12 Bob Walker

GT-4:

#0 Mike Volk

GT-5:

#71 Graham Jebbett

ITC:

#311x Gary Woy

ITC:

#79 Hugh Richards

ITA:

#70 Dudley Loomis

ITB:

#01 Mike Robertson

GROUP SIX

Formula Vee:

#31 Craig Archer

BSR:

#47 Jess Heitman

CSR:

#38 Chuck Monasmith

DSR:

#78 Dick Boggs

FSR:

#3 George Burgesser

S2:

#61 Peter Murgatroyd

CS2:

#350x Rich Gaffey

GTB:

#324 Howard Beck

Ed Note: I'm not exactly sure of the ICSCC definition of a champion, so this is actually a list of class winners.