



# 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

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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 30th of each month. Submissions may be faxed to the Editor.

Printed in Canada.

Jul 7 to 9	Zupan's Historics – PIR	SOVREN	Portland, Or
Jul 8&9	ICSCC Race #7 – MRP	SCCBC	Mission, BC
Jul 12	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jul 15	Driver Training – SIR	IRDC	Seattle, Wa
Jul 15&16	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		
Jul 16	Molson Indy Toronto	CART	Toronto, Ont
Jul 22&23	Single Regional – Evergreen	SCCA/NWR	Monroe, Wa
	Co-Sanctioned with CACC		
Jul 23	Michigan Speedway	CART	Brooklyn, Mich
Jul 27	META Meeting – Century House	7:30	New West, BC
Jul 29&30	ICSCC Race #8 – MRP	SCCBC	Mission, BC
Jul 30	Chicago Motor Speedway	CART	Cicero, Ill
Aug 5&6	ICSCC Race #9 – SIR	IRDC	Seattle, Wa
Aug 9	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Aug 11	Driver Training – PIR	CSCC	Portland, Or
Aug 12&13	ICSCC Race #10 – PIR	CSCC	Portland, Or
Aug 13	Mid-Ohio Sports Car Course	CART	Lexington, Ohio
Aug 18	Driver Training – PIR	TC	Portland, Or
Aug 18 -20	National Go-Kart Championship		Quesnel, BC
Aug 20	Road America	CART	Elkhart Lake, Wis
Aug 24	META Meeting – Century House	7:30	New West, BC
Aug 26&27	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		

Many of you may have already heard that I've given up my position as co-editor of the Mayday. As my last official act, I just want to say thank you to Brian and to Andrew for all of their help. If it wasn't for Brian, I never would have taken this on. If it wasn't for Andrew, I never would have continued with it. I may not be doing the Mayday any more, but you'll still be seeing me out at the track in a different function.

Nancy Bibby

When I became co-editor with Nancy I didn't expect or want to be doing it by myself. I have, however, enjoyed working with Nancy and am very pleased with what we have accomplished. I hope that I can continue to keep the Mayday the high quality production Nancy and I produced.

Andrew

## Important Reminder

The July and August META meetings will be held on the 4<sup>th</sup> **Thursday** instead of the 4<sup>th</sup> **Wednesday**.  
Dates will be July 27 and August 24.

## **PRESIDENT'S REPORT July 2000**

Here we are in July and the season is almost halfway over – how time flies when you are having fun!

Speaking of fun, what a great time we had at Mission at the Soap Box Derby. I would encourage those of you who have not worked at one to try to do it next year. It is a lot of fun and all for the sake of the kids. To see their faces when they start off down the hill (once they have got over their initial fear!) is a treat. It reminds me of what amateur road racing is supposed to be all about – being competitive, doing your best to win fairly without necessarily spending a huge amount of dollars, and having a good time doing it. I think this sometimes gets forgotten somewhere along the way - we could all learn a lot from these kids.

Just a reminder to contact Thomas or me as soon as possible if you are planning to work at the Molson Indy Vancouver this year– you will need to confirm or amend your information from last year, or fill out an application if you have not worked it before. We cannot assume that you will be coming unless we hear from you.

See you at the track.

Ann

### Name Tags

A Motion was passed at the last meeting that every member of META should get a new name tag, and that the club will pay for half the cost of the new tags.

The member cost will be approx. \$3-4.

If you would like a new name tag, you need to contact

**Mark Miller**

**by the end of July.**

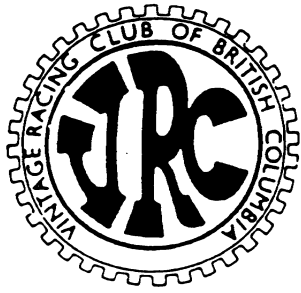
Phone (604) 241-2302

E-Mail: [mark\\_montreal\\_miller@merck.com](mailto:mark_montreal_miller@merck.com)

### Molson Indy Vancouver

Well with July bringing the start of Summer and another wet Vintage weekend in Seattle, its time to start thinking to the end of Summer and this years Molson Indy Vancouver. For any of you that haven't heard, I (ie Thomas Liesner) am taking over as Course Marshall form Dave Forster. I have convinced Roger (ie bribed/blackmailed) to be my assistant, and Ann has agreed to continue with registration of the workers. If you want to work the Vancouver Indy you must confirm your registration with us, if you do not tell us that you are coming you will not be on the list to work. Ann will have the information at the Meta meetings and at the races at Mission.

**Thomas**



... 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 (25<sup>th</sup> 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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## Classified For Sale

(Ads are free to META members and will run for 3 months unless editor is notified)

Editors Note: I have decided to start this section for purely selfish reasons, we have stuff to sell.  
If you have anything you would like to advertise let me know.

### For Sale

Old Gas Stove  
Works well, 4 burner plus built in griddle, standard size oven with separate broiler. \$75  
Andrew 942-4974

### For Sale

2 Single Beds, Used.  
Great for kids beds  
\$25 each  
Andrew 942-4974

### For Sale

2 hollow core closet doors,  
30" x 77", 1 wooden bi-fold door, 36" x 78"  
Offers. (cheap)  
Andrew 942-4974

## Special Thanks

by  
Steve Berry

I hope that you will all forgive my taking up precious bandwidth, but there is something that I really feel that I need to say:  
During the ICSCC race on Sunday (June 4), my engine mysteriously stopped running and I found myself stalled on the grass beside the entrance onto the back straight of PIR.

Two of the corner workers stationed at what was previously known as turns 5 and 6 came out, pushed me and my car to safety, and successfully assisted in getting my car restarted. The actions of these two wonderful people resulted in my being able to finish the race and claim my first victory (albeit I was the only one in my class, but I will take a win any way I can get it right now).

So to the slightly-built lady with the long blonde hair and the young gentleman with the dark hair and beard, I thank you from the bottom of my heart and hope to have the opportunity to do so in person at some point in the near future. You guys are absolute champions!!!!

I hope that the two of you are able to get this message and, if not, perhaps someone who reads this knows who you are and can pass the word along. This is simply another attestation to the fact that the corner-workers in Pacific Northwest are the best in the world and we, the drivers, do sincerely appreciate your being there for us.

Cheers!!!!

Steve Ryan Berry  
Driver – Group 6 Car #7  
Caesarspeed International Racing  
www.cs-racing.com

Editors Note: This was originally taken from the PDX Racer, I took it from the CSCC Newsletter.  
Also, the workers in question were Erin Ebelmesser (from Portland area) and yours truly, nice to see we are appreciated. To Steve: You're Welcome and glad to be of assistance.

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## Unofficial Schedule

According to a leaked, tentative schedule making the rounds at Portland:  
Tentative dates for 2001 include opening the season at Monterey, Mexico, despite concerns the temporary road course won't be finished by March 11.

The next race would be at Rio, meaning the circuit won't hit North America until the third race, at Long Beach, Calif., in April. Next up is Japan before returning to the U.S. on May 6 at Nazareth (likely the ill-attended track's swansong) for a 12-race stay in North America ending Labour Day weekend in Vancouver.

Then it's off to the former East Germany near the Hungarian and Czech border to a course called Lausitzring, followed a week later at Rockingham, a track being built 120 km north of London.

A new oval race at Texas Motor Speedway is expected to be added, while St Louis and Miami have been dropped, bringing next year's schedule to 22, up from 20.

Prior to CART's formation, Indy cars raced in Argentina in 1971, had two races in England in 1978 and raced at Mexico City in 1980 and '81. CART added Toronto in 1986, Vancouver in 1990, Australia in 1991 and Japan in 1998. Indy cars first raced outside the U.S. in 1967 at Mosport in Ontario and St. Jovite, Que.

(Taken in part from "The Province" June 29, 2000)



## BRIAN'S BLABBER

Those of you who missed Noel and Sandy's open house missed a great party. The fun started early when those of us who were there in the after noon got a good laugh at past President, Don. It appears that Don grabbed an old M.E.T.A. membership list, which had Noel and Sandy's old address, two houses away. We stood on the patio watching as Don looked at the house, then at the list, trying to figure out why there were no cars in the driveway. Steve finally went and gave Don directions. Later that evening we discovered that when they say a "6-Man hottub", it is only a recommendation. We had 11 people in the tub with still a little room to spare.

Thomas must like dressing up in costume, since last race at Mission he was doing his best cowboy impression. Well, at the Portland C.A.R.T. race, Thomas, Roger, and Mathew ( the Three Stouges), were seen at the morning meeting, dancing behind Bill Carr, wearing dreadloc wigs! It was reported that it was the first time that anyone has seen Bill Carr speechless.

It appears that Thomas, while vacationing with the other two Stouges (Roger and Mathew) was asked to show I.D. by a waitress; Roger, however, was offered the seniors special.

The second annual Mission Soapbox Derby was a great success. The weather held out until after the event was over. The crowd was having as much fun as the kids, and apart from a few residents the community is fully behind this event. The Soapbox cars ranged from one extreme to the other. How often do you get a chance to see an Indy car race a Plymouth Prowler.

There are many funny stories from the Soapbox races, such as:

- One spectator, upon hearing Manny's accent asked if he was from Norway.
- Mathew and I were across track from Manny and we were bugging him pretty good – Manny commented that he didn't have any friends, then a spectator walking by heard this and said he would be Manny's friend, for a price.
- At lunch, Charmaine volunteered to walk to the other side of Mission and get some good coffee from Tim Hortons – by the time she finished taking orders, she had to take her sister (Anne) with her to help.
- Mark Miller was not associating with the rest of us at the top of the hill – Mark, it was rumored, was steward or clerk of the course, I do not know which; I did however see him waving a flag at the Finish line.

Brian Meakings

Taken from ICSCC Newsletter June 2000

### *Steward's Report*

Even though we only wrapped up our second race event of the year, that being in Portland, at the end of that Sunday it felt like being near the completion of our year. The turnout was great for this early in the year, the weather was more summer than spring like, and the racing was full of action. Lots of action, lots of fender banging, lots and lots of yellow flag passing. One would have thought the way the action was on the track that drivers were trying very hard for that extra championship point at year end that would make that difference. It's too early for that guys and gals!

Unfortunately, although I'm sure not from the drivers' point of view, because the worker turnout was very light for Portland, (due to a date conflict with Mission, no Canadian workers were in attendance) the amount of yellow flag passing that was not caught was amazing. Many of those not written up I happen to get a first hand view of while viewing in-cameras footage for other incidents, but showed many a guilty party for infractions!

I guess it's time for a refresher course in the rules of the road. Only I'm not giving it: I'm more than happy to hand out fines and penalties; it's your job to understand the rules. I bet not many of you know, shown by actions on the track, that besides no passing under the yellow is allowed, that you are **REQUIRED** to **SLOW DOWN**, and be prepared to **STOP** while under a waving yellow. This doesn't mean continuing at full racing speed, side by side with other cars, while under a full course yellow.

If you've just realized that in the heat of battle that you made a pass, then realign yourself: it may give the Turnworkers extra paperwork to do, but most of the time they will pick it up. Better to deal with extra paperwork to get it all straightened out, than a lap penalty.

It was nice to see many new faces and new cars turn out, as well as old faces with new cars, OK, there were some old faces with old cars as well, some drivers just never seem to go away. Cascade did their usual great job of running an event, despite a winter off. They had a new Weighmaster, excuse me, Weighmistress, that had an on the job training session, so that job function should run smoother next time.

The amount of new car classifications continues to grow, which is good news for Conference. We are about to enter the outer limits of pushing driver and car, as our next three vents are back to back, Seattle, Spokane, and Portland. Hope to see you all make it to the chicane race at PIR, if you have anything left by then, that should finish you off.

**SEE YOU AT THE TRACK**  
Chris Bowl, Race Steward

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Taken From ICSCC Newsletter July 2000

### Steward's Report

You mean I don't have a race event to be at this weekend? I'm not sure what I'm going to do with myself over the next 5 weekends: hopefully the part of waking up and not realizing I'm at home and not in a Motel room will disappear. With the Seattle, Spokane, and Portland races, and being involved with running a two-car team, counting travel days, 11 out of a stretch of 17 days was wrapped up with Conference races. After Portland, instead of taking Monday to recuperate, Tuesday was also needed.

## Steward's Report ... Continued

That doesn't even count the time put in after race events to handle paperwork, making phone calls in reference to protests filed, returning phone calls from drivers. Except for the pay, I'd swear I'm on the professional race circuit these days.

I actually believe we are almost half way through our season. Dennis Peters, your Asst. Race Steward, has been learning all the ins and outs of the job with great enthusiasm. Thanks to many of you that have participated in the learning process for Dennis by contributing any number of numerous infractions on a race weekend.

Except for Spokane, grids have been up this year, the last event at Portland close to 250 entries. IRDC returned this year with a Spring race at SIR and brought in 200 entries. This makes for large grids, in fact Group 5 at Portland had to be split. The next event at Mission should be interesting, although the new track configuration should be in place by then, which will allow slightly larger grids than previous.

In my last report I had hoped that everyone could make it through our triple-header, at least to the point of making it to the Chicane race at PIR. Looks like we did, but only for some drivers that must have had the feeling that with 5 weekends off, they didn't have much to lose in the "Bump to Pass" rule. Only I can't seem to find that in the Conference rulebook anywhere: could someone help me with this?

Group 2 must have decided to end our mid-season as the bad boys on the block. Six incident reports alone on that Group. And sorry guys and gals, but those reports didn't make it in until after the special Formula Mazda race, so there was an hour delay in getting things sorted out and race results finalized. After that run Group, I pulled everyone I could get my hands on that came in with body damage off to the side, makes my life easier not having to track them all down. Apparently, despite the words of the Cascade Race Chairman at the driver's meeting, drivers did indeed think they could win the race at the first turn, at the Chicane. Some of those never made it to Turn 2.

There will be lots of time to reflect on driving style, bodywork to repair, fines to be paid, over our break. And I don't want to see any banged up racecars turn up for our next event.

At the Spokane race I mentioned that you are provided with a very nice publication every year, basically everything you wanted to know about going Conference racing, so you don't have to ask the Race Steward. The Race Steward's main job function is to enforce the Competition regulations, not to handle registration problems, qualifying times, grid spots, kids on bikes, dogs not on leashes, parking problems. These are all to be dealt with by officials of the Conference club putting on the event.

We also had a problem with a couple of cars at Portland turning up in classes they didn't belong in. One I caught while in a qualifying session, and was able to change Groups on for the race. The other I didn't notice until leaving grid for the race, which was then brought to my attention at the end of the day. That's a little late. Most of the time if registration has a problem with a car classification, I will be asked, but not always. Dennis and I can't keep track of 250 cars: we need input if you feel something is out of line. And not at the end of the day – it's too late to be moving classes at that point.

I hope everyone enjoys the down time: I know I will be spending some time on racecar maintenance. I might even run into some of you at the Portland CART race, as a spectator. Now there's a novel idea.

See You At The Races!  
Chris Bowl, ICSCC Race Steward



## ..... After The Checkered



**The Haves and The Have-nots:** If you saw any of the TV coverage of the 24 Hrs of LeMans recently then you know about the huge effort that Audi put out to try and win the race. It obviously worked because their cars finished 1-2-3. It was reported that they spent \$100 million US on their effort. They brought in shipping containers that were fully finished inside for their drivers to use as quarters during the race. They rented a 500 room hotel nearby for all their 'people'. They even built an extension onto the existing pit/garage area so they would have more room. The funniest thing about the whole scenario was when they showed this huge pit/garage area; and pitted next to them was a privateer team with their 21ft recreation trailer as their pit/garage area. Talk about extremes.

**More Silly Rules:** I heard about a new procedure in SCCA that makes you want to shake your head. If your station is under a waving yellow condition that creates a full course yellow condition; your station will have to display the double standing yellows to signify a full course yellow as well as display the waving yellow to cover the incident. Usually in this type of incident you'll probably need a debris flag, and of course you'll need to cover the emergency vehicles with a white flag, and if SCCA events are anything like everyone else's events, the turn stations are short handed and the communicator has to help with the flags as well as make the calls. After thinking about this for a while it struck me that this was a golden opportunity for META to make some money.

We could build and sell the 'stick people'!!!!!!! Anyone want to organize a work party?!?!?!?!?!? ☺

**Doernbecher Silent Auction:** As most of you know the ICSCC event at PIR on Sept. 23/24 is the annual Doernbecher Weekend to support the Doernbecher Children's Hospital Foundation. As part of the fund raising they have a silent auction with all items being donated. This year really takes the cake though, as they have been given a 1986 Toyota MR2 race car to add to the many other items up for bid. The race car donated by the Miller Racing Team last ran in the 1998 Enduro, and needs an engine and brakes, minimum bid will be \$1500 US. Unbelievable!!! ☺

**Don't Fix What Ain't Broke:** I'm not sure where we went off track on what an "Alert" is, or how it should be dealt with, but at the last two events that I attended there were some disturbing new trends in how race control reacts to an "Alert". First the basics: an "Alert" is anything that is **really** serious that happens on course. It could be a heavy contact with the wall, or between cars; a fire, a rollover, etc, etc. The intent of calling an "Alert" is to clear the radio of traffic so the turncrew can call for something right away rather than waiting for someone else to finish their call. If the incident turns out to be not as serious as first thought then the "Alert" is "Down-graded" and everything is dealt with as normal. At a recent event in Seattle, the Steward decided that as soon as an "Alert" was called, the E-Truck would be sent out, regardless of how serious the incident was, and before the turncrew could have a chance to assess and possibly "down-grade". At another recent event in Mission, the Race Chairman decided that as soon an "Alert" was called, he would call for a "Full Course Yellow", not necessarily with a pace car. His intent was to "control the field" but in my humble opinion it just creates confusion which creates danger; and will not "control" the field as every one will be trying to catch up to a pace car which isn't there.

We had a very simple solution to deal with very serious situations. Don't change what ain't broke!!!

I expect I may get my knuckles wrapped for this, but the bottom line is the Mayday is for members to express their opinions. I am writing this as a member expressing an opinion, not an editor editorializing. If you disagree with me or my writing, then write me a rebuttle. As the editor I'll print almost anything.