



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

June 2000
Volume 25 Issue 6

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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 or e-mailed to the Editors.

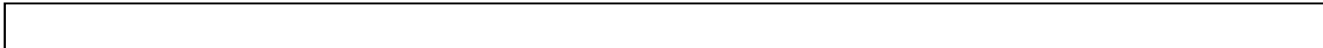
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|-----------------|--|--------------|-----------------|
| Jun 10&11 | Karting – Tradex (Abtsfd. Airport) Contact – Bev @ 253-4248 | WKA | Abbotsford, BC |
| Jun 14 | SCCBC Meeting – Executive Inn, | North Road | Coquitlam, BC |
| Jun 16 to 18 | Rose Cup Races – PIR | SCCA | Portland, Or |
| Jun 16 to 18 | Canadian Grand Prix | Formula 1 | Montreal, PQ |
| Jun 18 | The Raceway at Belle Isle | CART | Detroit, Mich |
| Jun 23 to 25 | Portland International Raceway | CART | Portland, Or |
| Jun 24&25 | Karting – Tradex (Abtsfd. Airport) Contact – Bev @ 253-4248 | WKA | Abbotsford, BC |
| Jun 28 | META Meeting – Century House | 7:30 | New West, BC |
| Jun 30 to Jul 2 | Double Nationals – PIR | SCCA | Portland, Or |
| Jul 1 | Soap Box Derby | Lions Club | Mission, BC |
| Jul 1 to 3 | Pacific NW Historics – SIR | SOVREN | Seattle, Wa |
| Jul 2 | Burke Lakefront Airport | CART | Cleveland, Ohio |
| 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) Contact – Bev @ 253-4248 | WKA | Abbotsford, BC |
| Jul 16 | Molson Indy Toronto | CART | Toronto, Ont |
| Jul 22&23 | Single Regional – Evergreen Co-Sanctioned with CACC | SCCA/ NWR | Monroe, Wa |
| 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 |

Important Reminders

If you plan on working the Historics in Seattle July 1to3, you must be pre-registered. If you show up and are not on the list you will not be able to work. As you read this it may be too late to register, but if you want to try, contact Fran Blackman at (360) 694-3248 or fblackman@pru-nw.com

Also, don't forget the Soap Box Derby in Mission on July 1. You can attend the Derby on Saturday and the Historics on Sunday and Monday or just do the Derby. Contact Ann Peters for more Info.



Freightliner/G.I. Joe 200 Presented by Texaco event.

CART REGISTRATION:

THURSDAY, June 22: 9:00AM - 5:00PM
FRIDAY, June 23: 7:00AM - 3:00PM
SATURDAY, June 24: 7:00AM - 3:00PM

Please note: Registration for CART Flagging and Communication Volunteers will be closed at 10:00 AM Saturday, June 17.

**CART REGISTRATION LOCATION: Portland Metro Expo Center - West Hall, 2060 N. Marina Drive
Portland, OR (corner of Force Ave. and Marine Dr.)**

REMEMBER, YOU MUST BRING A CURRENT PHOTO ID TO REGISTRATION

ON-TRACK ACTIVITIES:

Friday June 23

MEETING: 6:45 AM
GREEN COURSE: 8:00 AM
SCHEDULED END OF DAY: 6:00 PM

Saturday June 24

MEETING: 7:00 AM
GREEN COURSE: 8:00 AM
SCHEDULED END OF DAY: 5:45 PM (Nascar Race 4:00 - 5:45)

Sunday June 25

MEETING: 6:30 AM
GREEN COURSE: 8:45 AM
SCHEDULED END OF DAY: 5:00 PM

Meeting Location: Access Road to SCCA City near Turn 7.

CART Hotel: Sheraton Portland Airport Hotel, 8235Northeast Airport Way, Portland OR
phone: 503-281-2500 fax: 503-280-8739

July 1 Mission Soap Box Derby

Soap Box Derby Curtain call! We meet at 6:00 am at Tim Horton's on the main Street in Mission downtown. The day will probably end around 4:30-5:00 pm. Dress rehearsal on June 11th, meet at 8 am at White Spot at the Junction Shopping Center (across from the racetrack). Will last til about 1 pm.

Call Roger at 581-7189 to confirm attendance or for further information.

ICSCC - Seattle May 20/21

Good weather all weekend, which was lucky considering how many drivers had said they would not run in the rain at SIR (including all of the open wheel cars). Apparently there is something the drag guys put down on the track called VHT to increase traction. When it gets wet it is just like ice. The last half of the last race on Sunday it started to rain and there were at least 6 cars that spun after they had gotten onto the straightaway.

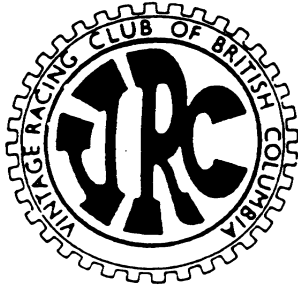
Grid sizes were very good as they announced 208 entries. Groups 1,2, and 3 each had 29 cars, and Group 5 had 41 cars. The Vee's in Group 6 had an awesome race. They chose to do a split start so they were all together and for 20 minutes they were all together. Amazing stuff, position changes between 8 Vee's every lap, that is until the inevitable happened in the worst possible way. "Alert turn six", radios were so bad that we couldn't hear what happened, so we waited until the cars came back around to see who was missing. The Vee's weren't all together any more. It turns out that one of them had gone straight into the tires and concrete in front of the T6 station and flipped over onto its rollbar. The driver was transported to hospital and ended up with a broken rib. Racing was good in all the groups, with one of the Pro 7 cars giving us in T2 the best chuckle/scare/chuckle. He went straight off at T1 onto the grass (chuckle), keeping his foot on the gas the whole way he got closer and closer to the station, coming almost straight for us, still with his boot in it (scare), he slowed slightly as he went past about 15 feet from the station, he then turned after he went past and almost did a perfect feed in onto the track where the drag runoff meets the racetrack (chuckle). Sign that boy up for the Baja 1000. Yea Hah!!! Next biggest scare of the weekend was the Group 3 (Open Wheel) first lap. These guys also chose to do a split start, with 10 Atlantics and Mazdas in the first pack, and 19 Formula Fords in the second pack. That wasn't the scary part though for those of us in T2. One of the lead pack spun causing 3 others to spin evasive. The first spinner was sideways across the track, two of the others had contact and were partially broken, and 19 Fords just got the green flag. Oh @#*&!!!!!! It was the most amazing thing I have ever seen though. They all came by T1 and saw their standing yellow, then our waving yellow, and every one of them put their hands up in unison and as a pack they all slowed down together. It was amazing!!! Thanks guys it could have been ugly.

IRDC always treats their workers well. The worker draw saw every worker come away with something, (including Dave☺). BBQ and beer Saturday night and lunches were provided both days, although Saturday they were delivered to the turns because of such a tight schedule. 11 Canadians made their way down and it's a good thing we did as they were still a little short of workers. That seems to be a common problem all over this year, and its only May.

Sunday morning was interesting for the T2 crew. It started out pretty casual with our morning meeting at the turn consisting of the 3 of us reading the newspaper comics and listening to the paving crew bleeding through onto the race net radio. It turns out that was the least of our radio problems! Once the 1 minute warning was given Irene plugged in the headset and went to put the radio on her belt, but something happened and the radio went dead. Less than a minute until cars on course and we have no radio!!!! Uh Oh!!!! We use our flags to signal the next turn we are out of comm., but for whatever reason he didn't mirror the signal back. Whether it was because he didn't know what the signal meant or whether he just forgot, we didn't know. All we knew was there was the telltale buzzing sound of Vee's and Baby Grand's and the rest of group 6 coming out. Uh Oh!!!! So we have no radio, we don't know if control knows we have no radio, so now what? Well, we felt a standing yellow would be appropriate for starters, also a little swearing didn't seem like such a bad thing. Here we are, Karen holding the Yellow, I'm taking the radio apart trying to look for something obvious, and Irene is writing down all the idiots passing under our Yellow. Second lap, still no radio, still more passing, a little more swearing, and let me tell you what a horrible, vulnerable feeling it is to be out there and not be in contact with anyone. Third lap, more passing. What are we going to do? A waving Yellow would get there attention but then you can't upgrade a waving if something else happens, oh well, we'll just keep the standing up for the whole session if we have to!! Fourth lap, finally, we see Ass't Race Chair about to cross track at turn 1 bringing us a new radio. Did I mention what a scary, uneasy feeling it is to be without a radio.

Overall though it was a terrific weekend, nothing major happened in our turn, and we had a lot of fun together. That's what turnworking is all about!!

Andrew



... 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

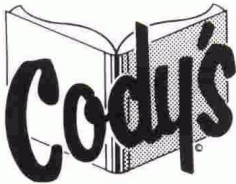
Information contact Evan Williams (604) 531-4806

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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Nascar in Portland

Weekend of April 21/22.

After looking at the schedule in the MAYDAY- I saw that the NASCAR Trucks were running in Portland. After being at last year's CART race and watching this group run the road course I thought that this would be a great way to start things this year. Turns out I was very Right.

I started my trip on Wed. night, thinking a 3-day event---wrong-Only 2 day. OH well--tourist for a day. After being a tourist for most of the day I went to the track to see what was going on. The transporters were not allowed to set up until after 4 pm. so I went into SCCA City to look for other early turn crews. I found about 8 stalwart motor home campers setup and enjoying the afternoon sun. Turns out that registration was open at 6 pm, but that Sean would need a ride to the hotel so he registered those of us at the city. And then I drove him to setup at the hotel. This was good because I had been there earlier and the info that he had was for the wrong hotel.

Early the next morning I got to the track for the morning meeting to find that for this race the E_CREW along with comm/ turncrews/ and just about every other group was to be at the same morning meeting. Only one NASCAR official came to talk to us and point out the specific things that they wanted done. There was only to be two (2) groups. The Raybestos West Coast Tour cars and THE TRUCKS!

Through practice we heard that the trucks were preparing rain tires etc. Only problem (if you call dry track a problem) no rain! All practice indicated that the drivers must have learned how to turn right and not try to body slam one another off the track. Lots of spins and cross-country trips but not much banging!

Race Day!! SATURDAY-- The trucks ran first to give the crews more time to prep for their next race---or so they said! All teams had at least one set of rains and some had 2. This was to be an historic first for NASCAR---to run in the RAIN.---NOT!!!! The trucks had an amazing hard run/ CLEAN race. With lots of excitement created by pit stops and slow traffic for the Leaders! But no rain YET.

Starting into our 1 1/4 hour lunch break I took the headset to allow our comm to head into the pits and display area. At about 35 min. into lunch the call came to all stations--- we are shortening lunch -- rain is on the way and we will try to get this next race going! ---- Turn 8---"go t-8" I have no comm or TM. "Thank you t-8 we are making PA announcement to get everybody Back." Uh--OK> the field and Pace car go by my station with still no one in site--- On the 2nd pace lap my TM and Comm come running across the infield out of the city just as the field is going by. We can now see the hills to the west becoming misty and grey.

Green flag! You can hear the hard roar of the near 40-tour cars chase each other into the chicane. Amazingly these guys have figured out that you don't win on lap one. About 10 laps in the first drizzle bring out the pace car. Now things get interesting. Shortly a red flag was needed as we got the first downpour of the aft. When the rain slowed we were asked to get our cars etc and to assist by driving around to help dry the track. Soon we were racing--- for another 20 laps/ this only brought us to lap 45 or something when we got or next pace car and red flag. We did another driving to dry session and then cleared off---The pace car took the field out and THE PACE CAR GOT A GREEN FLAG. Followed very quickly by a yellow. This was done to allow the laps to count in the race total. After the field was driven around for about 1/2 hour it was decided to allow a 3-lap shootout to finish checkered at just past 1/2 the number of laps they were supposed to have done (but after trying for 4 1/2 hours to get the race in) This made for more of what we were expecting in the " bump /grind" of NASCAR but no one really got moved out too far. I hope to see more of you at the next Portland Nascar Event-- I had fun!!! ----

Don Souter



..... After The Checkered



Chipping Away: After numerous CART championships, and winning the Indy 500, Chip Gannasi is said to be adding to his racing empire even further. Rumor has it he will be taking over the Felix Sabates NASCAR Team, running the new Dodge entries. I wonder if Juan will be adding Daytona to his ever expanding repertoire. Nahhh, he'll go to Formula One and be another Zanardi!!!

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THE STICK PEOPLE

At the May META meeting, Roger said that the stick people would be at the Vintage weekend.

"What are the stick people?" was heard. Roger asked for a show of hands for those who had not seen them. A lot of hands went up so I thought I would give the background on their creation. Back when META was a member of CASC (Now CACC), we wanted to put in a display at the annual banquet. Nick suggested a diorama of life size dolls made up by stuffing coveralls to simulate a corner crew. I suggested a skeleton could be made to support the dolls. That led to using just the skeleton and making them into the stick people. This would simplify building, transport, and setting up at a display. Roger offered the use of his garage, tools, and assistance to help build them. So after work, we (and others) would be measuring, cutting, gluing, sanding, and finally painting our crew. If the quick response person looks familiar, Roger was the model. You may notice that the communicator is tall. There are also two flaggers. Once set up it is a very effective display. If we ever have a race on April 1, this would be a great joke to put these up in a turn station. The sticks made many appearances at displays and even a car rally. There are many pictures in the albums and I hope you saw them at the Vintage event, they looked great. Thank you Roger!

Vic Kennedy



Historics - Mission May 27/28

Summing up the weekend by saying it was wet would not even come close to describing it. Cars were being fitted with pontoons on Sunday, and drivers were required to wear personal flotation devices before going through Turn 6. It was ugly at times. There were lots of great old cars and a lot of good racing despite the weather. Entries were around 80 to 100, including 5 “Tall Tyre” cars, (Pre-War, oldest was 1929, newest was 1939). The “Tall Tyre” cars were the scariest to watch. Those guys were really going fast, we even had one spin in Turn 5. It would have been a real shame to see any of them get bent. Lunches were provided both days, and an excellent BBQ Saturday night with salmon, chicken, and burgers on the menu. Those Vintage guys really know how to put on a spread and treat their workers well. Thanks.

Next Vintage event is the Historics in Seattle July 1 to 3. This event is always a must do event. Entries will be cut off at 275 (they **will** get that many), and dinner on the Saturday night is simply unbelievable (yes it will still be on Saturday, despite the difference in schedule this year). Saturday will be for practice and qualifying, races on Sunday and Monday. Another reminder though that you must be pre-registered to work this event. And don't forget “Camp META”. Bring your camping gear and join us in camping at the track. See you there.

Andrew



Training Tip de Jour



Considering what happened to us on Sunday in Seattle I thought it might be a good idea to go over the standard procedures when your communications go down. First thing is to double check the radio. Check that you're on the correct channel, check the antenna, unplug the headset etc. If you're sure you're out of comm, blow your whistle at the next station and wave your Yellow and White flags together.

If you are on the next station and see the waving yellow and white, **Mirror The Signal** back to the other station. Then you both know there is a radio problem. Then check in with control. Simply ask “Turn X radio check”, **you** might be the one with the problem. If control answers you then ask them to check the turn that was waving their flags at you. Once its been established that a turn is out of comm. control has several option at their disposal, such as delivering a new radio or perhaps even having the station before and the station after cover the station without comm. Communication is one of the keys to safety in our sport and we have to remember to talk back to each other. Whether we talk with hand signals, with flags, or with radios, always remember to mirror the call.

1999 Darwin Awards

The long awaited 1999 Darwin “Natural Selection” Awards have been released! These awards are given each year to bestow upon (the remains of) that individual, who through single-minded self-sacrifice, has done the most to remove undesirable elements from the gene pool.

2nd Runner-up:

“Man loses face at party”. A man at a West Virginia party (probably related to the man in Arkansas who used a 22 bullet to replace the fuse in his pick-up truck) popped a blasting cap into his mouth and bit down, triggering an explosion that blew off his lips, teeth, and tongue. Jerry Stromyer, 24, of Kincaid, bit the blasting cap as a prank during the party late Tuesday night, said Cpl. M. D. Payne. “Another man had it in an aquarium hooked to a battery and was trying to explode it,” said Payne. It wouldn’t go off and this guy said “I’ll show you how to set it off.” “He put it into his mouth and bit down. It blew all his teeth out and his lips and tongue off”, Payne said. Stromyer was listed in guarded condition Wednesday with extensive facial injuries, according to a spokesperson at Charleston Area Medical Division. “I just can’t imagine anyone doing something like that” Payne said.

1st Runner-up:

Doctors at Portland University Hospital said an Oregon man shot through the skull by a hunting arrow is lucky to be alive and will be released soon from the hospital. Tony Roberts, 25, lost his right eye during an initiation into a men’s rafting club, in Grant’s Pass Oregon. A friend tried to shoot a beer can off his head, but the arrow entered Robert’s right eye. Doctors said that had the arrow gone 1 mm to the left, a major blood vessel would have been cut and Roberts would have died instantly. A neurosurgeon at the Hospital said the arrow went through 10 inches of brain with the tip protruding at the rear of his skull, yet somehow managed to miss all major blood vessels. The doctor also said that had Roberts tried to pull the arrow out on his own he surely would have killed himself. Roberts admitted afterwards he and his friends had been drinking that afternoon. Said Roberts, “I feel so dumb about this”. No charges have been filed but the DA’s office is investigating.

Now this year’s winners:

(The late) John Pernicky and his friend, (the late) Sal Hawkins, of the State of Washington, decided to attend a local Metallica concert at the George Washington amphitheater. Having no tickets (but having had 18 beers between them), they thought it would be easy to “hop” over the nine foot fence and sneak into the show. They pulled their pick-up truck over to the fence. Mr. Pernicky (who was 100 pounds heavier than Mr. Hawkins), was going to hop the fence and then assist his friend over. Unfortunately for (the late) Mr. Pernicky, there was a 30 foot drop on the other side of the fence. Having heaved himself over, he found himself crashing through a tree. His fall was abruptly halted (and broken, along with his arm, as it were) by a large branch that snagged him by his shorts. Dangling from the tree with a broken arm, he looked down and saw some bushes below him. (Possibly) figuring the bushes would break his fall, he removed his pocket knife and proceeded to cut away his shorts to free himself from the tree. Finally free, (did I mention that he is THE LATE) Mr. Pernicky crashed into Holly bushes. The sharp leaves scratched his ENTIRE body and now, without the protection of his shorts, a holly branch penetrated his rectum. To make matters worse (?!), on landing, his pocket knife penetrated his thigh 3 inches. (The late) Mr. Hawkins, on seeing his friend in considerable pain and agony, decided to throw him a rope and pull him to safety by tying the rope to the pick-up truck and slowly driving away. However, in his drunken haste/state, he put the truck into reverse and crashed through the fence landing on his friend and killing him. Police arrived to find the pick-up with its driver thrown 100 feet from the truck and dead at the scene from massive internal injuries. Upon moving the truck, they found John under it, half-naked, scratches on his body, a holly stick in his rectum, a knife in his thigh, and his shorts dangling from a branch 25 feet in the air.

Congratulations gentlemen, you win.



BRIAN'S BLABBER

The Vintage Race Club of British Columbia celebrated their 24th anniversary when they held their annual race at the Rivers Edge Road Course, at Mission Raceway Park, on May 27th and May 28th. The races were great, even if the entries were down, due to the severely inclement weather. (The only question was “Where was the Rivers Edge Turn 3”).

Course Marshall Thomas was sporting a new look at the morning meeting on the Saturday of the Vintage race. Being as we are now all Corner Marshalls, Marshall Thomas was wearing a Marshall's badge, spurs, and a six-gun.

One person had more than his share of bad luck on that Saturday. After breakfast, Bernie Hamm could not get his car started – it took three Turn Marshalls to push start his car. Then, if that was not enough, he got a flat tire out on the turn.

Being that M.E.T.A. now owns a TV/VCR combo, one of our members came up with the great idea to ask someone to tape the Nazareth CART race so that we could watch it on Saturday night. Emil Hamm phoned his son, Rapheal and everything was set-up. We were intently watching the race, but due to the incident before the start, the race ran later than scheduled, and the tape stopped recording fifteen minutes before the finish. Oh well, it was a good idea, and a grateful thank you to both Emil and Raph for their help.

For those of you who have felt that something has been missing this year, fear not – Roger and Ann's “adopted” son, Mathew, has returned!

It appears that a couple of our M.E.T.A. members have decided to take some time away from working the Big Pro events like CART and SCCA. Mark Miller has flown off to Montreal to work at the Canadian Grand Prix. Meanwhile, Bonnie Healy will be working at the U.S. Grand Prix later this year in Indianapolis.

Brian Meakings



..... After The Checkered



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