



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
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November 2000
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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 Editor.

Printed in Canada.

Nov 8	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Nov 18 & 19	ICSCC Banquet & Fall Meeting		Seattle, Wa
Nov 22 –	META Meeting – Century House	7:30	New West, BC
AGM			
Nov 27	Ice Race Meeting – 7:00pm	WCIRABC	New West, BC
	Douglas College		
Dec 13	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC

Annual general meeting

*Meta's annual general meeting
 will be held on*

Wednesday November 22th

Century house-620 8th St

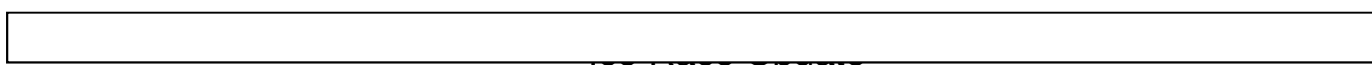
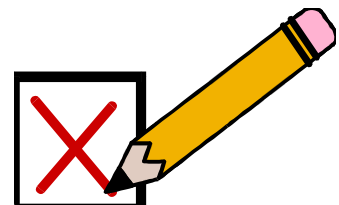
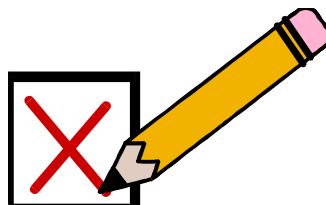
new Westminster

at 7:30pm

*Please plan on attending this meeting as our annual elections will be held at
 this time.*

The positions available are:

President, vice president, treasurer, secretary



Not much new this month, except for WCIRABC is going to commit club funds to a bonfire on the first Saturday, at the rear of Chum's restaurant. Chris has an enclosed area just outside the back door and a fire pit beyond that. They want the club to supply food and some drink and have an extended happy hour that will include the bonfire and maybe some fireworks. Sounds like a blast. (No pun intended)... (o.k. it was intended). The schedule for this season has been set and can be found elsewhere in the Mayday. Feel free to make copies and distribute the schedule anywhere that is appropriate.

Still looking for people for Clerk of the Course, Lap Scorers, Starter and Turn stations. If you can help or want more info, contact:

WCIRABC President Lorne Stead @ Phone: 271-4651 or Email: lorne_stead@telus.net OR
Contact WCIRABC Worker Rep Jo Adair @ Phone: 540-9654 or Email: adairjo@hotmail.com
Next Meeting is at Douglas College in New West, Room 1807, 7pm, Nov 27.

Additions and Corrections to Membership List

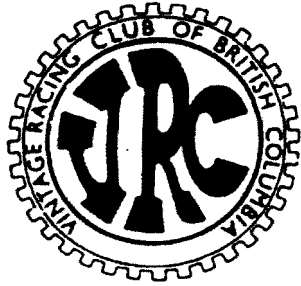
Jo Adair	Email: adairjo@hotmail.com
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Taken from the SOVREN Newsletter, October 2000.

ADAM UPDATE or LIGHTENING STRIKES A THIRD TIME

As most of you know, Adam Edwards, 6 year old son of Phil and Kathleen Edwards of Driver's Services, has had a busy summer with his surgeries, chemotherapy, and radiation treatments for his brain tumor. Even though he seems to be winning the battle, the war isn't over yet. At the present time he is attending school, and, as the participants at the Hillclimb can testify, is again an energetic little boy. Adam, who wants to grow up to be a policeman, was busy playing "Officer Adam" and "arresting" everyone in sight.

As often happens, one problem seems to pile up upon another, and this has happened to the Edwards. You may have missed Kathleen at Driver's Services at the Fall Finale. That was because she was hospitalized at that time. Kathleen has been diagnosed with Crohn's Disease which is a chronic inflammatory disease of the intestines. She is home now, but not feeling too chipper and unable to return to work for some time. This spring a fund was set up to help Phil and Kathleen deal with their family's medical problems by the PTSA at Adam's school. That fund is almost depleted by now so if you would like to show your support to a family that has supported SOVREN for many years and who has had WAY more than their share of bad breaks, you may make a contribution to: The Adam Edwards Relief Fund, Mt. Rainier National Bank, 501 Roosevelt Ave., Enumclaw, WA 98022.



...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

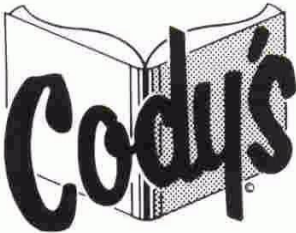
Information contact Andrew Slater (604) 986-0949

CLUB MERCHANDISE

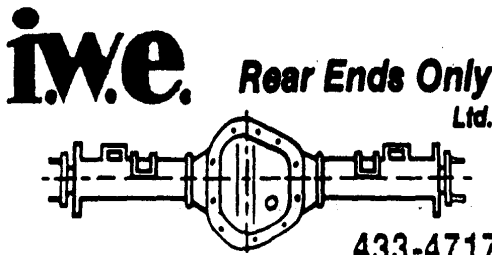
Pens on Neck string \$2.00
META Crests (Black Border) \$3.00
META Crests (25th Anniversary) \$3.00
Westwood META Decals \$.50
META YoYo \$Free (Only 10 Left)
Contact Don Souter (604) 572-6279

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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From our colleague in the U.K.

Can I take this chance to thank all META members for a truly wonderful week spent with you and the Champ Cars back in September. It's good to know that this far-flung part of the Empire is in good hands. I like to think that I learn something from every trip I make across the pond (I've been coming over every year since 1989) and this year was no exception. I was very impressed by the way you act as a team and I could feel the support for Thomas at the morning meetings and general teamwork on the turns. Not something that can be said about some of my days at Brands Hatch where race days happen in spite of, rather than because of the chiefs and their input! Also, risking sounding like a broken record, the communications that you have is vastly in advance of anything we can muster. This goes for Race Control to the turns and also on the turns as well. Even at the small regional or conference races, I always felt part of the overall organization. In my course marshalling days I often felt very isolated, not to mention bored rigid so that if anything happened, it always came as a bit of a shock!

As I'm now a retired "Gentleman" I've got a bit more time on my hands so I thought I'd explain how we do things back in the Old Country, marshalling-wise that is. I must stress that this is a personal view of our set-up and is not based on any formal text book or fact-sheet of any kind.

All race meetings in the UK are sanctioned by the Royal Automobile Club, Motor Sports Association (RAC MSA) but are organized by the various racing clubs. These being, for example, The British Racing Driver's Club BRDC based at Silverstone, The British Automobile Racing Club (BARC) based at Thruxton, but nationally organized, The British Racing & Sports Car Club (BRSCC), based near Brands Hatch but, once again, nationally organized. The 750 Motor Club, which attracts the more budget end of racing. This results in low profile races but huge grids as the entry fee is much smaller. Then we have the more specialized clubs, like the Aston Martin Owners Club or the MG Owners Club for example who put on race meetings but nowhere near as often as the main national clubs. The AMOC races are a favorite of mine because they attract all sorts of "Big Grunty Stuff". Their Inter-Marque Challenge is a blast! As the UK is blessed by several race tracks and most race meetings are over 2 days, there are many marshals who wish there really was 8 days a week! I know this might sound a bit familiar, but race clubs are finding it more and more difficult to man their race meetings to minimum standards laid down by the RAC MSA.

As well as race meetings, we also have rallies, hill climbs & sprints to marshal. I marshal twice a year on the Isle of Man where public roads can be closed for motorsport events. In May we have The 3 Hills Challenge and in September, The Manx Classic. The comprises of, firstly, a "Pursuit Sprint" of 7 laps of the Woolerston Circuit, based on about a quarter of the TT bike circuit, with cars let go at 10 second intervals. Secondly there is a Sprint laid out on the capitol, Douglas's Promenade. This is a big hit with the public as it takes place on the Thursday evening right in the centre of the town. I don't think it goes down too well with the various bars and restaurants on the course! The third event is a hill climb on one of the Islands many hills. The last event of the week is a Sprint at Jurby Airfield on the north of the Island. This is usually carried out in freezing temperatures and driving rain so it is a great way to finish the week!

Right, that's summarized how the race meetings get organized, how about saying how we organize the marshals? As I've said, all race meetings are put on by the various race clubs but most marshals belong to the British Motor Race Marshals Club.

Most race clubs have their core marshals but the BMRMC runs a system that any one of it's members can put their name down for any race meeting, thereby helping the smaller clubs in particular to get a good marshal cover for their races. This goes for the Grand Prix as well, not all that put their name down are selected! From now on this will be how BRSCC race meetings are run. Other race clubs have their ways of staffing their marshals posts. From time to time one finds seriously misguided people who wake up one morning and say "I want to save lives! How can I do this and still be a person? I know! I'll be a Race Marshal" This is the first step on the rocky road to oblivion. The first thing asked of a new recruit is that he or she must, at least, join the BMRMC. They will be given a membership card and a "White Badge". This signifies that he is a "Trainee".

The first time he turns up to marshal he will be given a guided tour of the track and all parts of the backroom organization, such as the paddock, where he or she will be asked to work to start with. They are also encouraged to buy an orange fireproof romper suit. The main reasons for this is:

1. If they shell out for a romper suit they are more likely to use it and come back again
2. Why should they look normal when we all look like giant carrots?

When he or she has proved their worth as paddock marshals, they are then given the chance to become a circuit marshal. Not all trainees take up the chance to work the banks. Some prefer to stay in the paddock or may choose to become pit marshals, or if they only want to work for an hour a day, startline marshals. Each to their own!

When they arrive in the morning, the club will try it's utmost to put them on a post that they like. Of course this is not always possible, but it is a "First Come First Served" basis. Unlike my experiences in the US & Canada, each marshal has their specific job to do, IE Course, Fire, Flag etc and so he or she will be given a post on the understanding that they will be doing that job on that post-if you get my drift.

When the new marshal makes it out to his post (turn), he should find it staffed thus:

1. An Observer
2. Assistant Observer
3. Incident Officer
4. Maybe 2 or 3 Flag Marshals
5. Maybe 2 or 3 Fire Marshals
6. Any number of Course Marshals
7. Him or Her

This is in an ideal world. Chances are that it will be an Observer, 2 Flag, 1 Fire, 1 Course and the Trainee. The Observer runs the post and is responsible for all that happens in their area. If there is an Incident Officer, he will be responsible for dealing with any on-track incident. They relay information to the Observer who communicates directly with Race Control by phone. At Brands we just pick the phone up and automatically connects to Race Control. The Flag marshals are next in line to the Observer and if the Observer has to leave the post at any time, the more senior flag marshal assumes control. Contrary to what you may have been told, the Yellow Flag Marshal just uses the yellow flag. If there are 2 flaggers, the other one is responsible for all the other flags - including the white. This is waved to signify a slow moving or service vehicle on track. When it arrives at an incident, it becomes part of the incident, therefore the white flag is withdrawn. We do not operate the infamous "Buddy System" as we think it is safer to keep the blue flagger still looking up-track. We don't use the "One Inch Rule" regarding the yellow either. We judge every incident on its merits and flag accordingly. The Fire marshals are course marshals that have undergone fire training and are therefore the first response to an incident, acting on the Incident Officer's control. As you may know, we operate an extensive hand-signal system. This comprises of one hand raised in the air which means "I want help, and I want it now!" One day we'll catch you guys up that!

Well, that's about it! If anyone has any questions, drop me a line and I'll be happy to discuss any aspect of marshalling that takes your fancy, even the "Buddy System!" I hope to be out again at Long Beach and maybe Vancouver. See you then!

Stuart Hamilton

Steward's Report

Our race season has finally come to an end, does anyone agree that it seems like it lasted 12 months, when actually it was only 6? My feeling is that the 2000 Conference race season was one of the best in sometime, turnout was very good, another race added at Seattle, one of Conference drivers favorite tracks, as well as the trip to Thunderhill, championships were close, as was the racing in general.

The season closed out with events at Portland, then Seattle, and then for those that just hadn't had enough, the Enduro at Portland, where yours truly competed as a driver. As I've written this before the event, I'll let you know how I did later.

Coming into the last two events there were many a championship spot up for grabs, which makes for close hard racing, and that's the show put on at the last two races. There were still some incidents where sticking a nose in seemed to give that driver the feeling that he had the line, and that is never the case. In my last report, as well as at the drivers meetings, I've been preaching the virtues of open communication with drivers that you've had a run in, so to speak. Dennis and I have noticed that an effort seems to have been made by a fair share of you in this direction, which always makes our job easier. What doesn't is having a driver, just minutes out of there car, waving a piece of paper asking how to write a protest, when there has been no discussion with the other driver involved. Dennis or myself are unfortunately not out on the track with you to catch everything that's going on, so it takes some time on our part to piece everything together. Of course now that race season is over, any discussion here at this point is I'm sure out the window. And we'll just have to pick up where we left off next year.

It is now the time of the year to focus on what rules you would like to see yourself governed by next year. It's rule change time. There are several items that should be of concern to every driver, like championship points, and total number of races, these are two very important issues up for a vote. Production car drivers need to take special note of a proposal to restructure the way cars are classified. There is even a proposal to allow for sprint races on Saturday. I know, every year we beat the drum to drum up interest in participating in the rules change process, make it happen this year.

Protests:

Portland 9/24/00 – Group 2, PRO 7 class, car #10 protested car #07 for mechanical infractions. Various items were sealed at the track for inspection at a later date. Before the inspection began, the driver of #07 self disqualified himself. This resulted in the protest fee being returned to the driver of #10, and #07 being disqualified from the Portland race, and suspension from the PRO 7 race at Seattle.

Seattle 10/8/00 – Group 5, ITS class, car #96 protested car #'s 78 and 89 for mechanical infractions. Car #78 admitted to violation at the track, and was disqualified. Car #89 was sealed for inspection at a later date, that inspection was performed on 10/9 and the car found to be legal. Protest fee returned for #78, retained for #89.

Group 2, PRO 7 class, car #10 protested car #08 for avoidable contact. Protest currently under further investigation.

See You At The Races!
Chris Bowl ICSCC Race Steward

ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the awards committee. **Deadline for submissions is December 31.**

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

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

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

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

The META Rookie of the Year

Criteria: The rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

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

The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate _____ for the non - META member Worker of the Year for
the following reasons:

The Buzz Beley Memorial Award

Criteria: 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 ___/___/___.
D M Y



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- January 6/7*
- January 20/21*
- February 3/4*
- February 17/18*

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