



# 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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October 2000  
Volume 25 Issue 10

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Vacant

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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.

Oct 7&8	CACC/Enduro #3 – MRP	SCCBC	Mission, BC
Oct 7&8	ICSCC Race #14 – SIR	IRDC	Seattle, Wa
Oct 7&8	Maryhill Loops Hill Climb	SOVREN	Goldendale, Wa
Oct 7&8	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		
Oct 11	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Oct 13	Driver Training – PIR	CSCC	Portland, Or
Oct 14	6 Hours of the Cascades – PIR	CSCC	Portland, Or
Oct 15	Streets of Surfers Paradise	CART	Queensland, Australia
Oct 21	Driver Training – PIR	TC	Portland, Or
Oct 25	META Meeting – Century House	7:30	New West, BC
Oct 26	Ice Race Meeting – 7:00pm	WCIRABC	New West, BC
	Douglas College – Rm #1807		
Oct 28-29	CACC/Enduro #4 – MRP	SCCBC	Mission, BC
Oct 28-29	Double Regional – Bremerton	SCCA/NWR	Bremerton, Wa
Oct 29	California Speedway	CART	Fontana, Cal
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 – Rm # 1807		

## HELP WANTED !!!!!

Required: Male/ Female for interesting position at racetrack

Must enjoy the outdoors

Must be willing to make friends

Must be able to have fun watching race cars go by real fast

Must be available October 7<sup>th</sup> or 8<sup>th</sup> or both

Location: Mission Raceway Park

Contact Thomas @ 501-1503 or just show up.

It seems one of those ugly conflicts has arisen again, and it seems a lot of the 'regulars' are headed to SIR on the Oct 7/8 weekend.

Which means Thomas may be a very lonely Course Marshal that weekend. If you can possibly spare a day or two, come on out to Mission and have some fun. CACC weekends have fewer groups, so there are usually larger grids, also a 3hr Enduro is planned.

## PRESIDENT'S REPORT

What was the phrase again? "Think not what your club can do for you, but what can you do for your club?" It's that time again! Time to think about running for office on the executive of META. It can give you an insight that you may not have had before into how a club such as ours is run. You will learn a lot, I can guarantee that. It is true that it is hard work at times, but it can also be very rewarding, not financially, but on a personal basis when you see the things you have helped to plan succeed. Maybe you are afraid of speaking in public, but here is a chance to try doing that on a regular basis in front of people who are your friends and will be easy on you if you make the occasional mistake. Maybe you have lots of ideas but are hesitant to bring them out at a regular meeting. The small executive meetings are a great place to do just that.

I have enjoyed the past year with all its ups and downs, but the time has come to hand over to someone else. So think about it, and if you decide to run, you will be making one of the best decisions you have ever made and giving something more back to the club and the sport that we all love so much.

Ann

## More Help Wanted !!!!!

Ice Racing is back and they need your help. Positions are open in almost every area. Timing and Scoring (Nice warm trailer), Clerk of the Course (Nice warm car), Tech, Starter, Turns, etc, etc, etc. If you can help out in any way they will always appreciate it. Fall meetings have been set up at Douglas College in New Westminster on October 26 and November 27 Room # 1807 at 7:00pm. There is also a 'social' meeting planned for December. This season will be a rebuilding year with even more emphasis put on the social and fun aspects of the sport. Hot lunches are planned as always, rooms are being arranged, giveaways and possibly a token allowance to the people that come up just to work. The Saturday 'Happy Hour' may be expanded to include a private room with bar and music, possibly a Bonfire at the lake one evening, etc etc. They are working on it and need your help to succeed. The Okanogan club has been talking about abandoning their season in Kelowna so they would be coming to Barnes every weekend (That's means bigger grids☺). If you can help out in any way or have any ideas to promote or improve the sport let me know, or 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: JAdair@natcinc.com

### *First Notice of Annual general meeting*

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

***Wednesday November 22<sup>th</sup>***

*Century house-620 8<sup>th</sup> 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*

Well Hi everyone, I can't believe I'm writing this from my home and my 3 months in Vancouver are already over. Seems only yesterday that I was starting my 1st race weekend in Portland for the Rose Cup weekend. Fabulous racing, and for me working on Turn 3 was great under the leadership of Rob.J , 2nd year in a row working with Rob. I decided on the last day to see another part of the Portland track on Sunday and work Turn 9, the back straight, and join Turn Marshal Manny. To me that station is fantastic and a challenge for blueing, and to watch the cars on full power and sliding will always remember.

I then stayed the week at Gail F's., thanx again for that, and explored Portland with Roger and Thomas. Lucky for myself and Roger we are adults, as Thomas on a trip to a bar was I.D'd, some how he got through that. But hiring ATV's in the sand dunes of Oregon coast, myself and Roger caught him practicing Kama Sutra positions with a BIKE !!!!!!!!!!! , somehow lost the film of that. Lol. Indy was of course great as usual, and of course always looked after by the Portland people.

Then comes one of my favorite events, the SoapBox Derby at Mission for kids, what a great turnout and to see the kids faces is so funny. We then drove down to Seattle for the Historic races, we were working at turn 6. I always like this station as it was where my first turnworking was done. Also to see 2 Sunbeam Tigers crashing into our turn reminded me to watch out for objects flying into the station, as tyres flew into our station narrowly missing us. Although I will never forget Rogers yellow flagging (very loose term that ? Lol. )

The next races were at Mission, this is where I think I achieved my highest high. As Bonnie as Turn Marshal asked me to guide through blue flagging Lyn Y. and Doris who joined us on the Turn. Although I blue and yellow, it surprised me how much I had to think about how to blue and explain it to another new person. Also the main thing I thought was to make it fun for them so they enjoy it and give them confidence to do it on there own, so hopefully I did that ?

Sadly I missed the next Seattle races, but I had to go to Victoria for the weekend, although from reports I missed some good races.

Then came one of my favorite races and why I come each year the Vancouver Indy race. I worked Turn 4 with Roger as Turn Marshal. It was nearly an English corner as we had 3 other Englishman there. It also certainly opened my eyes up on how different 2 different countries marshal races, especially the yellow flagger who is also in charge of the white flag over there. Also, to clarify who saw me run on the big screen at the Indy, for the Indylights race. I did **NOT** hurt myself climbing through the e-hole !!!!!!!!!!! I'm not a choir boy yet !!! LOL.

Then my 3 months were up, although Canada wanted me to stay I think as the plane I was on engine failed so I stayed an extra night in a hotel and flew back the next day business class, sadly stopping in San Francisco as everyone going to Laguna seemed to be there. Although I did travel the whole way back with United Business class so I did raise the glass of champagne and wine the whole way back to England, so that's 1hour 50min and 9 hours of raising. So would recommend that to all trying that one day. Lol.

So many thanx to Ann, Roger, Norwegian Casanova, Bonnie, Thomas and Nick, and also the rest of my close META friends. Hope to see you all next year, if a job doesn't get in the way ?

Matthew

*International Conference of Sports Car Clubs  
decrees the 44th Annual Awards Banquet  
to be held*

*Saturday, November 18, 2000*

*at the*

*Seattle Marriott, Sea-Tac*

*Join us for a NO HOST COCKTAIL Reception at 5:00 pm.*

*featuring complimentary hors d'oeuvres*

*A fine GOURMET DINNER follows*

*With*

*a fast paced AWARDS Presentation, complete with slides of all winners.*

*Stay for the DANCE and you will receive 2 free drink tickets!*

*Door Prizes for drivers and guests*

Register Now!

Deadline is October 27, 2000 Rooms: \$85 U.S.

Phone: (206) 241-2000 or 1 (800) 643-5479

Call Now To Reserve Your Room

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**ICSCC Banquet Ticket Order Form  
SEATING IS LIMITED, REGISTER TODAY!**

YES, I want to attend the ICSCC awards banquet being held November 18, 2000

MY NAME IS: \_\_\_\_\_

MY GUEST(S) NAME IS (ARE): \_\_\_\_\_

Tickets Required: \_\_\_\_\_ at \$37.50 (U.S. \$ each) = \$ \_\_\_\_\_

Please make your check payable to "ICSCC"

FOR U.S. RESIDENTS --MAIL TO:

Dee Ann Lensen or Michael Lensen

Lenson Enterprises Inc.

PMB 264

161 C Street Blaine, WA 98230-4207

FOR CANADIAN RESIDENTS --MAIL TO:

Dee Ann and Michael Lensen

16529 108-A Avenue

Surrey, BC V4N 5B9

**NOTE: EVERY person attending the banquet and planning to eat, MUST have a reservation made in advance. No reservations will be assumed.**

QUESTIONS?: Call or fax Dee Ann or Michael Lensen at (604) 951-8269

Editors Note: This report is originally written for the ICSCC Newsletter.

## Steward's Report

The deadline for the Memo was September 1<sup>st</sup>, but since the Memo Editor was in Thunderhill at the time, I figured I could stretch it a bit and be able to include the TC race, more on that later.

Of course after Seattle, all the world, well, just a couple of Conference driver's, were a buzz with hard felt feelings about the Proformance Group, as it turns out they were responsible for just one incident at SIR. Apparently things had cooled down on the subject as the following weekend at Portland the Proformance Group was in attendance, and not one word concerning their behavior, or what was felt to be a lack of behavior was voiced in my direction. This despite the fact that they actually caused more damage, but only to them selves, they at SIR, go figure.

Portland had large grids, great weather, and the Chicane, last for the Conference year 2000. While considering the car count, the number of incidents were low, although, as per usual with the Chicane, that is where the majority of incidents occurred. Because of the size of the grids, especially Group 2 & 5, this seems to be overwhelming for some drivers to handle, most likely because they weren't around in the early 90's when I got started, 40-50 car grid was the norm for many year's. To see this again is only a good sign for Conference.

What it also means is you have to drive heads up, ALL THE TIME! There is a good chance that in-groups that large, at least half the field will be lapped, at least once. Be aware of the fast cars in your class, that should be taken for granted, but also take note of the fast cars in your group not in your class. Nobodies asking you to give way, but take note of who's coming through, and in a hurry. If you're getting lapped by a couple of cars please don't make the decision that hey, here's someone I can race with, it just never seems to work out.

And split starts, there will be no more on my shift. You can ask, as the rules allow, but the answer will be NO! This after having to deal with all the last minute drivers in CR changing their mind at the last minute, including with just 5 minutes to go for their race group. I've never liked them, I don't feel they are safe.

On to Thunderhill, and on, and on. OK, it wasn't that bad, around a 12 hour tow from the Seattle area. I had a chance to drive Thunderhill last year in an enduro, so I knew what the driver's were talking about when trying to describe just what it was like out on the track, using every descriptive word they could think of. Needless to say it was a HUGH success, despite the few hours of rain on Friday track day, which in itself looked like a race with so many taking to the track for that all-important learning curve. The rest of the weekend was sunny and blue sky. The turnout was large, Group 2 & 5 up to their usual grid counts for the year, which being stretched out over 3 miles seems to work out just that much better than say a 2 mile track. Incidents were light for the weekend. Spirits were high, I don't think I heard a negative comment. TC was on a learning curve on their own, not having a race last year and a new track to deal with, the TC Race Team adapted very well, and I was glad to lend a hand when called upon for the how's and why's of running a Conference race event.

Two items to bring to your attention here, one of which I saw up for discussion on the ICSCC Driver Forum, the other ties in directly. Passing, Conference rules state that the car being passed and the passing car are both responsible for completing a safe pass. A safe pass, well I would assume, and certainly hope, that a safe pass would be complete when there is not contact involved. A safe pass is not sticking the nose of your car into the rear corner of the car you are passing, where by you actually hit the car you are trying to overtake. If a car you are attempting to pass is driving "The line", or a car

that has slightly moved off line, putting your 6 foot wide car into a 6 inch space does not constitute a safe pass. The car you are attempting to pass still has the lead to the point that both of you are now wheel to wheel, door handle to door handle.

This has been the number one cause of contact incidents lately, which then moves from attempting a pass, to avoidable contact, which then results in a fine. There have been some incidents where the drivers of the cars involved have decided it's OK, "That's Racing". That's not Conference racing, that's NASCAR "Push to Pass" racing, that's Go-Kart "Shove to Pass" racing. It's a style of racing that you will find I'm coming down hard on the remaining races of the year.

Once there has been contact on the track, what is the proper etiquette for off the track? Drivers not talking to one another? Each driver blaming the other? Sad to say but that's what's going on. If it's obvious that you did something you shouldn't have, then it is your obligation to wander over and find the driver you had this "meeting of metal" with. Of course many times that individual may in short order find their way to you. But on many occasions it turns out that neither party involved has any form of communication with the other. This is a sad situation, if after a period of time has gone by, and no one has turned up, then take it upon yourself to put the first foot forward to work out your differences. If you don't, then the paddock will soon have some form of story floating around, usually not really the truth.

Also, it's that time of the year to be giving some thought to Conference Driver of the Year. An individual that along with finishing points in Conference also shows outstanding sportsmanship on and off the track, as well as supporting Conference. Nominations can be submitted to myself, Dennis Peters, or any of the members of the Competition Committee as listed in the Conference rulebook.

### **Protest:**

#### **Seattle Race August 6<sup>th</sup>**

Group 5, car #07, protested car #10 for infraction of Conference Rules #1517 and #1518. After viewing in car camera footage, the Asst. Steward and myself could find no evidence of #10 committing those infractions. As such the \$50.00 protest fee was retained. The film footage went on to show that in fact car #07 was at fault for violation of rule #1517, avoidable contact, with car #10, and was fined \$100.00.

#### **Portland Race August 13<sup>th</sup>**

Group 5, car #66 protested car #25 for infraction of rule #1517, the Race Steward ruled in favor of car#66. #25 was assessed a \$100.00 fine. The \$50.00 protest fee posted by #66 was donated to the Worker Fund as he requested. #25 has appealed the decision and is currently in the appeal process.

Group 5, car #53 protested car #89 for mechanical infractions as per the SCCA GCR's covering ITS class rules concerning suspension pieces not within factory spec.'s. This protest was lodged previous to the race, which allowed #89 to bring his car into compliance before the race, which he so did. #89's class lap record was disallowed, and was moved to the back of the ITS grid for the start of the race. Protest fee was returned to #53.

Group 2, car #111 was found to be underweight at the scales post race, #111 Made the request to self disqualify himself from the 2000 Conference Championship, and was so allowed.

SEE YOU AT THE RACES!

Chris Bowl ICSCC Race Steward

## RACING AIRBORNE STYLE

By Don Souter

I recently attended the 37<sup>th</sup> Annual Reno Air Races for some of the fastest racing available anywhere! Increasing commercial success has allowed the organizers to increase the prize purse for the racers and there are now more aircraft trying to qualify than ever before. There are 5 classes run during the 8 day event---4 days for qualifying and another 4 of airshow and racing to culminate with the unlimited (mostly modified WW2 fighters) race on Sun. Afternoon. The classes are--UNLIMITED--any propellor driven piston powered combo you can make fly--speeds from 300-500+mph on an 8.2688 mile course// SPORT - any currently homebuilt KIT aircraft. speeds for this class range from near 200 mph to around 340mph. These are all planes you can build in about a 2 car garage--with some assistance from knowledgeable friends. A 6.3 mile course is flown. // T-6- we knew these as Harvards -the US called them AT6 for advanced trainer-model 6--600 horsepower radial engines on a large 4000 lb. Airframe that races @ about 220 mph.---This is a very exiting group as they are kept to being "stock " and it is with the pilot skill to make your position /a 4.8 mile course is used.//BIPLANE---small 2 wing planes that you would normally see at an aerobatic contest or doing airshow "stunts".--speeds for these agile little beasts range from 165 to 180 mph on about 200 hp. Course length is 3.11 miles. This is a fun group to watch play the game as many of these pilots also compete at many aerobatic and airshow competitions— the most reliable and least worked on class during the races. And finally the FORMULA -1--A very tightly controlled engine and wing size---factory rated 100hp@2700rpm Continental aircraft engine and # square ft. Of wing are allowed. These tiny airplanes race on a 3.11 mile oval at speeds 190-288 mph. Yes you read correct 288 mph out of 100 hp. The airplane called NEMESIS is now at the EAA museum in OSHKOSH WI. Was the fastest F1 class racer ever built and won all but 1 of the races ever entered over a 10 year history.

This years races I was able to get out to a pylon---these are the course markers— for pilots to make the turns at. The easiest way to describe them is to say that it is like working a corner at INDY--that is how close the aircraft are ---reminder they are going over 200mph maybe as much as 500 mph. Trying to take photos and not fall over is a challenge in this scrub brush and sand environment. On one pylon the start of the race comes right over your head---a couple of guys nearly fell over trying to follow the planes thru taking pictures.

After hours---no need to go to town--- at least 2/3 of the pit crews are garage bands. Live music and partying can be had on most nights right in the pits. A special con concoction known as "smoke oil" ( I am told -1 case of Bourbon-5 bottles of rum 4 bottles of vodka and ????? to make 40 gallons of booze) was made to celebrate a 79<sup>th</sup> birthday this year for a long time official.

For those on the web [www.rara.org](http://www.rara.org) --is the Reno Air Race Assoc. Check out [pylon1.com /](http://pylon1.com/)

Oh the unlimited speed record----avg speed for one (1) lap was upped to 489.66 mph--by Skip Holm flying modified P-51 Dago Red---- Skip apologized to the crew for flying the course wide and for not using full throttle!

## Flaggies, Trackies, Specees, Firees

Well, it has been nearly a year since my visit to Australia and my chance to marshal at the CART race in Surfers Paradise. I had promised to write a report when I got back, so better late than never.

It was my first time flagging outside of North America and it was quite an experience. There are no 'turn marshals' but instead they have 'sector marshals' that could be in charge of more than one corner at a time. He is in charge of the flaggers, quick response, firemen, and spectator control. They are known as what I have named my article. There is no cross working at all. If you are a trackie(quick response), that is all you do. There were a lot of very bored marshals who did nothing all weekend.

On Thursday I was at Point 11 (Turn 11). We had five support groups; GT Production, Porsche Cup (all makes of Porsches), FF, V8 Supercar, and HQ Holden Classic (1970+ one make series). This was the only day it rained really hard, so hard they had to black flag one session. The next 3 days we had a light sprinkle in the mornings.

For CART I was on Point 3. All their stations are called Points, and 2.8 means 8 tenths between Point 2 and Point 3. The problem was, I had no line of sight of the Points before and after my Point. There are no hand signals and comm. was not very good at Point 3, so it made it a bit hair raising.

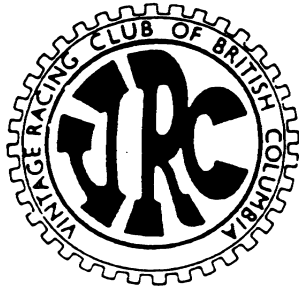
To close the track (indicating hot track), a course car came around with lights and siren. On the end of the light bar red would be flashing. To open the track at the end of a session (indicating cold track), green lights would flash. A neat idea which worked very well. On about 5 of the corners were Honda CRV's with medical and firemen aboard. Whenever a red flag came out, all CRV's responded. On one occasion when a V8 Supercar crashed in the first chicane, the rescue car and CRV met causing body damage to both cars.

There were many red flags. A Porsche 911 stalled on the grid and was rear ended by another 911. The first Ford race was the second session on Friday morning and ended at Point 4 with about 11 cars involved. We had green, red and checkered flags in one lap. Since CART was out next, the officials wanted to make sure the track was clean. The FF's had their race at the end of the day, minus 2 cars.

By Sunday we had worked out a signal from the exit of our corner for yellow flag procedures, but never had to use it. This was their 10<sup>th</sup> year so I don't know how they managed the other years. All said and done, the marshals did a good job, just a bit different from the way we do things.

Nick





... 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

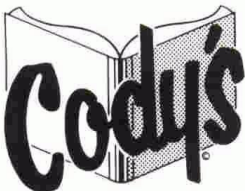
Information contact Evan Williams (604) 531-4806

### CLUB MERCHANDISE

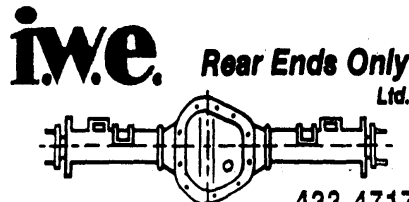
**Pens on Neck string \$2.00**  
**META Crests (Black Border) \$3.00**  
**META Crests (25<sup>th</sup> Anniversary) \$3.00**  
**Westwood META Decals \$.50**  
**META YoYo \$Free (Only 10 Left)**  
Contact Don Souter (604) 572-6279

**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)

# 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:

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## 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:

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## 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:

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## 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:

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Nomination submitted by \_\_\_\_\_ on        /        /       .  
D M Y