



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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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 e-mailed or faxed to the Editor.

Printed in Canada.

Sep 8 to 10	American LeMans – PIR		Portland, Or
Sep 9&10	IOCO Hillclimb	BCMA	Port Moody, BC
Sep 9&10	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		
Sep 10	Laguna Seca Raceway	CART	Monterey, Cal
Sep 13	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Sep 16&17	Fall Finale – SIR	SOVREN	Seattle, Wa
Sep 16&17	ICSCC Race #12 – MRP	SCCBC	Mission, BC
Sep 17	Gateway International Raceway	CART	Madison, Ill
Sep 23&24	CACC/Enduro #2 – MRP	SCCBC	Mission, BC
	Co-Sanctioned with SCCA/NWR		
Sep 23&24	ICSCC Race #13 – PIR	CSCC	Portland, Or
Sep 24	GP of the United States –	Formula 1	Indianapolis, Ind
	Indianapolis Motor Speedway		
Sep 27	META Meeting – Century House	7:30	New West, BC
Sep 30 &	Double Regional – Bremerton	SCCA/NWR	Bremerton, Wa
Oct 1	Co-Sanctioned with CACC		
Oct 1	Streets of Houston	CART	Houston, Tex
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 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

High Tech Mayday

(Sort Of)

I am now in a position to send your Mayday to you through the wonders of modern machine. (Not Canada Post). If you would like your Mayday via E-Mail then you will have to send me an E-Mail indicating you want it sent like that. I can then confirm your address. The format it will be sent in is PDF, if you can't read it, you can go to the META website and download the Adobe program available there. Hope to hear from a lot of you as it will make my life a lot easier and save the club some money.

LIGHTENING AND RAINBOWS

By Steven Bibby

Karting is one of those race events that every Marshall (turnworker) should try at least once. Marshall's who travel to races with their children will likely come back for more. If there's one underlying theme to a Kart event, it's family fun. As the grass root of racers, Karters value sportsmanship, fair play and family fun above all else. Kart racing begins for drivers as young as eight and as old as big kids can get. This particular ASN Canada FIA 2000 National Karting Championship in Quesnel was truly a breath of fresh air when it comes to "Pro events".

"How different can it be?" you ask. First, tell me how many events you attend where drivers congratulate each other by shaking hands driving side-by-side on their cool down lap. Second, only a few folks the size and strength of Hugh Mungus (aka Vic Kennedy) might have responded to a disabled vehicle by personally picking it up and lifting it over a tire barrier. Third, instead of bulletproof Kevlar, one Marshall needed a press agent to field off the "Thank you's" after calling the blend line infractions. Very strange and enjoyable indeed!

The weekend was not without the thrills and chills of highly competitive racing. During one race, two carts came together culminating into an off track rollover. This is a very scary event for all, as Karter's don't have belts or roll cages. The "alert" call and response were quick and concise. Two young drivers were taken to hospital, one with a broken collarbone and two broken ribs, the other who was released with minor injuries. There were many on and off-track excursions throughout the event, and very few drivers willing to test the sportsmanship rules to their limits.

Some of the highlights of the weekend include a spectacular lightshow that blew over and cleared up within 40 minutes. Fortunately, we had installed an electrical storm early warning system (consisting of a starter, standing on a brand new metal tower nearing the highest point of the track). As the storm moved closer, the edge on his voice was very clear with the call "starter...we have lightning!" Even more spectacular was the huge rainbow that followed it. Shades of Westwood were definitely present in the changing weather.

Of course, the META folk brought together some of the fun with the professional aspect of Marshalling. After a day of running races with only 10-20 second breaks between, we had Paul Cook, the ASN/FIA official, written up for blend line and counter-course violations in his support vehicle. We can't discuss the nature of his fine, but he took it well with only a few minutes of public growling (after his protest was turned down).

If you get the chance, try out the track in Quesnel or a Kart race in general. The people are fun, the racing is entertaining, and the atmosphere is incomparable when you need a refresher on the reasons why we volunteer. See you at the races!

A META WORKER'S DREAM?

Have you ever dreamed about that perfect race event? What would one expect?

How about:

A morning meeting where you first have to place your lunch order (free!).

Lunch at the appointed time, laid out on the table ready for you to sit down and eat.

Being regarded as VIP's, not just turn workers.

Having people, and small boys, come up to you to shake your hand and thank you for gracing their event.

Being required to attend the Official's meeting where your input is requested and listened to.

The Race Director tells you that any vehicle that finishes up in your space is yours – until the end of the race.

When you, and the driver, can lift the vehicle out of the way to behind the barriers.

Having a cover over each station.

When you can call infractions that are money penalties against the driver (\$10 a time).

You are required to carry a provincial flag at the opening ceremonies, and also have to attend the closing ceremony to be thanked and to receive a certificate of thanks.

The Mayor lends you his cellular phone to find an insurance agent because your car insurance is expiring.

Your family gets free passes to come and watch the racing, and your children go onto the track to collect souvenirs – even if it is a lump of black sticky rubber!

This could have been yours if you had accepted the invitation to work at the Canadian National Go-Kart Championships at Quesnel. The event took place on a new, purpose built, 2995 feet long track, which occupies an undulating site on the outskirts of the town with 12 corners, and 22 feet of elevation change. There were 157 entries from most provinces of Canada, as well as some from the U.S.A..

Seven META members: Kedre Murray, Don Souter, Don Liebich, Steve Bibby, Mark Miller, Robin and Richard Fairservice did make the trip, and all agreed that they had enjoyed the whole experience, even if it did rain occasionally. The racing was good with lots of overtaking many spins and incidents and only one injury accident. This was apparently the first Go-kart event to implement a Race Control system, and will be used more often. Paul Cooke was the ASN Canada FIA Delegate. Many will remember him from the Vancouver Indy events.

So, you missed your chance? I heard talk of an event at Chemainus. That's a bit far from Prince George for myself, but Vancouver is not so far away.

Robin Fairservice

ICSCC Seattle August 5/6

What a weekend!! What an unbelievable weekend!!! What an unbelievably crazy, busy, messy, hair-raising, nutso weekend!!!! Turn 5 in Seattle has a reputation for being a busy turn, however, we've worked Turn 6 a lot, as well as Turn 5 a few times, and it has never really been anything out of the ordinary. That is until this weekend. Overall the weekend was good. The weather was perfect; cloudy in the morning, sunny in the afternoon. Grids were huge; Official entry was 253; Group 1 had 38, Group 2 had 40, Group 3 had 41, and Group 5 had 49 cars start their races. Wow! Lunches were provided both days, although we ate on the turns on Sunday. Worker draw Sunday morning with lots of prizes. A Saturday night BBQ that was superb. Salmon, King crab, burgers, hot dogs, caesar salad, and all the fixins'. UMMM Good. Thanks to IRDC and KAHN BMW for an excellent spread. There was also a dunk tank to raise funds for the Adam Edwards Foundation (he was operated on a few months ago for a brain tumor and was just diagnosed with another one), among others to be dunked were Roxann Vine, Jack Scher, Chris Bowl, and our very own Roger Salomon (Ann took 20 bucks out of his wallet to get a chance to dunk him). \$1088USD was raised for the fund.

Now the crazy, busy, nutso part. Turn 5 is at the end of the back straight (sort of straight). It is the start of a left, right, left combination, with a rather steep run off on drivers right between T5 and T6. The turn station is on drivers left and there is a very large curb from the entrance of the turn to around the corner. This curb would become a very integral part of 3 drivers having very expensive weekends. First major incident was on Saturday. I was on yellow, and heard what became our unofficial cry for the weekend, "Oh S#&t!!!!". I turned just in time to see an MG hit the leading edge of the previously mentioned curb. Turn 5 is about 8 – 10 feet above the track surface, the MG went by us up-side down at our eye level. He landed about 80 feet from where he launched, and proceeded to endo three and a half times finally landing on his rollcage (open cockpit car), drivers left at the edge of the track. Immediate call for a black flag now and an ambulance now. It was violent. The car was trashed. Despite the fact that the rollcage broke, and the car was up-side down, when my first responder got there the driver was crawling out by himself, shaken but otherwise OK.

Second major incident was Sunday during the Group 1 race. Skip Nichols Corvette with a stuck throttle. Not just any Corvette either, this thing is fast, extremely fast; big bore, GT-1, high horsepower American muscle. Coming into T5 on drivers right he realizes his throttle is stuck wide open (we looked after the race and the pedal was still on the floor), he drops a wheel off and the car heads towards drivers left, straight at the station. He said he saw the station in front of him and the wall in front of that, and the workers (us) starting to leave and thought it prudent to try and steer off to the right (thank you). He had already shut off the kill switch but said that didn't do much. In trying to steer to the right he hit the curb (exactly where the MG had hit), and launched. Again, I was on yellow and heard the same cry, "Oh S#&t!!!!". Again, I turned just in time to see a Corvette flying through the air. This guy wasn't quite as high as the MG, only about 8 feet in the air, although he did fly about 10 feet further and at a slightly different angle which took him back across track landing on his wheels on drivers right. He then proceeded down the embankment stopping halfway to T6. Although he didn't roll, his landing was quite a bit more violent (if that's possible) and he was well and truly 'out of it' when the worker arrived. Pace car, ambulance, injured driver, I don't need this!!! Then, not only do we have to deal with this mess but the drivers decide to do there best 'rush hour' imitation and get into a 3 car rear ender under the pace car in our turn!!!!!!!!!! What's up with these guys? Anyways, Skip was treated very tenderly by the ambulance attendants because of a history of a bad back, but at the end of the day he ended up being OK.

Third major incident was on Sunday during the Group 2 Race. A lonely little Rabbit trying his darndest to go fast, loses the back end very slightly coming into 5, correcting put him just slightly too far to drivers left, and he hit the apex of the now infamous curb about a foot too far over. This caused him to go up onto 2 wheels and with his angle and speed it was just like hitting the rollover ramp at the PNE.

And over he went, three times, landing on his wheels at almost the same spot as the MG. Wrecker now, pace car!!! What did these guys have for breakfast? It's only the third race out of seven and we've had two full blown 'alerts' (we're not even at Group 3 yet). The Rabbit driver was OK, his car wasn't. Thanks to the spectators who saw where his wheel went; we recovered that later. Group 3 race, we were nervous. Earlier in the day we had a Club Ford climb into the brambles just past the station, then we no sooner got that cleaned up when, "Oh S#&t", a Formula Mazda contacted a Formula Ford causing the Ford to break and go off track drivers right in an impact zone. We couldn't clean that up right away because the wrecker still had the Ford from the previous incident. The race was relatively quiet considering what we had been through earlier. All we had happen was a Ford almost disappear into the blackberries on drivers left at 5A. And I mean disappear, all you could see were the rear tires and part of the rear cowling, the driver was completely gone. When the worker got there the driver had extricated himself and was OK although his helmet and suit were now purple from the berries. We weren't the only ones with incidents during the races either, Group 4 had a rollover in T2 and Group 5 had 2 separate alerts, one resulting in a black flag. There were 9 alerts for the weekend, 6 of which were on Sunday. Unbelievably, busy, nutso, crazy weekend, but we had fun!!!!!!!!!!!!!!

Those of you who have worked for me this year may have heard my spiel, or my wrath, however you want to look at it, about the importance of the blue flagger keeping their focus up track. If you turn your head to look at what just went by, you expose yourself and your 'buddy' to danger. Even if there is only a single car coming at you there is still a danger. All 3 major incidents we had in Seattle were single car incidents, nobody else was around them when they screwed up. Two of those cars literally flying through the air past the station. I've said it before and I'll say it again, "Blue flaggers, keep your focus on the cars coming at you", you never know when you maybe using the "Oh S#&t" cry.

Andrew

Racing Online

If you know of any sites that should be added to this list, or need to be up-dated, let me know
maydayeditor@hotmail.com

Motorsport and Emergency Turnworkers Association

www.meta.bc.ca

ICSCC

www.icsc.com

Sports Car Club of BC

www.sccbc.net

Victoria Motor Sports Club

www.mr2.com/VMSC/VMSC.html

Cascade Sports Car Club

(Portland)

www.cascadescc.com

International Race Drivers Club

(Seattle)

www.irdc-racing.com

Team Continental (Portland)

www.teamcontinental.com

Confederation of Autosport Car Clubs

www.caccautosport.org

Northwest Region SCCA

www.nwr-scca.org

Oregon Region SCCA

www.oregon-region.com

West Coast Rally Association

Island Rallysport Club

www.rallybc.com

Cdn. Association of Rallysport

www3.sympatico.ca/rally.cars

BC Kart Club Association

www.bckca.bc.ca

Westwood Karting Association

home.portal.ca/~beast/kart.htm

Site in progress

www.westwoodkarting.com

Society of Vintage Racing Enthusiasts (Seattle)

www.sovren.org



CART FedEx Championship Series
2001 Race Schedule

[RND]	DATE	EVENT	[RND]	DATE	EVENT
[1]	Feb. 11**	Rio 200 Emerson Fittipaldi Speedway at Nelson Piquet International Raceway Rio de Janeiro, Brazil	[12]	July 22	Michigan 500 Presented by Toyota Michigan Speedway Brooklyn, Michigan USA
[2]	Mar. 11	Monterrey Grand Prix Fundidora Park Monterrey, Mexico	[13]	July 29	Target Grand Prix Chicago Motor Speedway Cicero, Illinois USA
[3]	April 8	Toyota Grand Prix of Long Beach Long Beach, California USA	[14]	Aug. 12	Miller Lite 200 Mid-Ohio Sports Car Course Lexington, Ohio USA
[4]	April 29	Texas 600 Texas Motor Speedway Fort Worth, Texas USA	[15]	Aug. 19	Motorola 220 Road America Elkhart Lake, Wisconsin USA
[5]	May 6	Bosch Spark Plug Grand Prix Presented by Toyota Nazareth Speedway Nazareth, Pennsylvania USA	[16]	Sept. 2	Molson Indy Vancouver Vancouver, British Columbia, Canada
[6]	May 19*	Firestone Firehawk 500 Twin Ring Motegi Motegi, Japan	[17]	Sept. 15*	German 500 EuroSpeedway Lausitz, Germany
[7]	June 3	Miller Lite 225 The Milwaukee Mile West Allis, Wisconsin USA	[18]	Sept. 22*	Rockingham 500 Rockingham Motor Speedway Corby, England
[8]	June 17	Tenneco Automotive Grand Prix of Detroit The Raceway on Belle Isle Detroit, Michigan USA	[19]	Oct. 7	Texaco/Havoline Grand Prix of Houston Houston, Texas USA
[9]	June 24	Freightliner/G.I. Joe's 200 Presented by Texaco Portland International Raceway Portland, Oregon USA	[20]	Oct. 14	Honda Grand Prix of Monterey Featuring the Shell 300 Laguna Seca Raceway Monterey, California USA
[10]	July 1	The Marconi Grand Prix of Cleveland Presented by Firstar Burke Lakefront Airport Cleveland, Ohio USA	[21]	Oct. 28	Honda Indy 300 Gold Coast, Queensland, Australia
[11]	July 15	Molson Indy Toronto, Ontario, Canada	[22]	Nov. 4	Marlboro 500 Presented by Toyota California Speedway Fontana, California USA

How Lucky Can We Get?

Sometimes things happen and you don't even stop to think about it ... you just deal with it, and that's the way it was on the August 5-6 weekend in Seattle. Turn 5 was very, very busy. It could have been the Abbotsford Air Show at times! With cleaning up what was left of the MGB on Saturday – which was more or less a ball of metal, and having dealt with various other exciting events during the day; on the drive to the motel later that evening (after the awesome crab and salmon feed) I was running the days events through my mind, and a thought occurred to me and I started 'what ifing'!

What if the driver couldn't get out of the car?

What if there was a major fire?

What if? Well you get the idea.

My automatic response was, E-crew would be there and they would take care of things. That's what they do best. Hold on a minute, this is Seattle ... they have medical here, no E-crew. Then my 'what ifs' became Holy Cow!! And the thought processes really kicked in. If things had turned out differently with the MG – would we have had to wait for the fire department to come to extricate the driver, which meant a wait of at least 10 minutes? Medical was there, so that would have been taken care of, but everything else would have been put on hold while we waited.

Don't get me wrong, I am not criticizing Seattle or the way they run things down there. It is a great race track and has great people doing a fabulous job ... this weekend just made me realize how **very fortunate** we are at Mission to have our own E-crew to handle my 'what ifs' if need be. I know that sometimes E-crew feels like they are the forgotten members of our club, and I am probably as guilty as the rest in forgetting or not acknowledging their efforts out at the track. But after my bout of 'what ifing' , I hope I never forget what it is that E-crew does for us.

This is my thank you to all the E-crew members who show up week in and week out, making my weekend safer and more enjoyable. Just knowing that you are there to back me up and help me when I need it is a very comforting thought.

How lucky can we get?

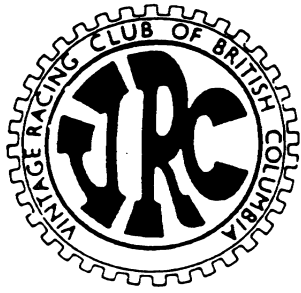
Karen Clouston

Greg Moore - A Legacy of Spirit

Scheduled for release in August 2000, Greg Moore - A Legacy of Spirit is a 9x12 inch, 144 page deluxe hard cover pictorial biography celebrating the extraordinary life of Canadian racing sensation, Greg Moore.

Greg Moore - A Legacy of Spirit will give Greg's legions of fans a rare glimpse at a lasting memory of a true sports hero. All net proceeds from the sale of the book go to the Greg Moore Foundation, to continue the charity and community programs that Greg had started and was so proud of. The book is now available for ICSCC members at a pre-purchase price of \$35 CDN, including taxes and shipping.

For more information on how to pre-order book, please contact Lora by (Phone) 604-689-4006 or (email) lora@goldenpeaks.com



... 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

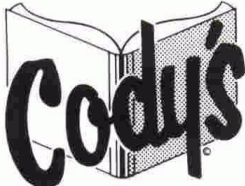
Information contact Evan Williams (604) 531-4806

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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Classified For Sale

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

For Sale

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

I just got the latest Mayday, which of course was opened and read immediately, despite the bits that got torn because of my eagerness to get it open.

Ah! those halcyon days at Wet-wood. That Lotus Elan, driven I think by Mike Hill, didn't turn itself into a ball though, it sort of fell apart as it pinwheeled and rolled through the air straight at the apex station where Joe and I were doin' duty. I was doing my bit as Turn Marshal and blue, (we had some days short of workers too). Joe was on yellow, (correctly, with his back to the traffic), when the Lotus exploded it's right front brake disk. It shed a door, then a trunk lid, then a hood, then the fuel tank and so on and so on. I told Joe, stay put until I run, then come with me. I turned to run, tripped over a rock and landed flat on my face with the car going over top of me. Joe didn't fall, or fail. It came to rest in the middle of the track, facing the wrong way, upside down and the driver trying to get himself out of his harness while experimenting with some new words, all a shade of blue. After the incident, we were reviewing it and Joe told me that he had never seen my eyes come open that far before. Any one who knows me knows that I have very "sleepy" looking eyes.

Manning the corners was done differently in those days. All the turns were manned by members of other clubs who wanted some of the fun without having to pay white-collar dues to the SCCBC. I seem to remember Turn One was done by the Volvo Owners Club, Two was done by the Pacific Sprite Owner's Club, Three was the Burnaby/Coquitlam Motor Sports Assoc. Four was the Royal City Sports Car Club. The Leap and the Esses were done by anyone who could be conned. Usually people like Joe who didn't give a hoot about where, as long as they worked. Eventually, the politics that were going on then made life too hard for us unaligned, mis-treated people, so we formed our own union which became the wonderful organization that it is META!.

To Bob and Hilda.

Congratulations on surviving those 70 years in a time when a lot of marriages today last less than 70 minutes. The Randal Family should have a corner named for them for all they have done for the SCCBC. No, make that the Sport.

Yours in the Sport.

Rodney Cockroft
Abbotsford, B.C.

More Racing Online

Molson Indy (Vancouver)
www.molson.com/motorsport

www.speedvision.com

www.rossbentley.com

Race Event Volunteers Of
Vancouver
www.revv.org

www.speedwrx.com

www.marybeth-harrison.com

www.speed-secrets.com

www.theracenet.com

www.chasinracin.com

www.cascar.ca

Hi-Tech Bulletin
vfv.com/hi_tech

www.whowon.com

www.cart.com

www.drivingunlimited.com

www.racer.com

Steward's Report

Two down, one to go, in our three race marathon, one would almost think this is the pro circuit with the time involved for transportation, race prep, and back on the road again.

We certainly can't complain about the weather for this year, except for the fact that I'm really burnt out on the sun and heat, wouldn't it be nice if we could have just one rain race?

Mission was a good turnout, not enough to be overwhelmed by, for those that didn't make it, the new track was not completed. Besides the paving SCCBC is having to bring in new concrete barriers, they have some agreement concerning the use of some after the Cart race in Vancouver over Labor Day weekend, so keep your fingers crossed for their last event.

Except for good racing action on track, most of the weekend went very smoothly. One item of note, Mission is the only track we have that has a Driver's Meeting on Saturday, this is mandatory just like on Sunday. I had two drivers that were not aware of this, missed out about the fact that their race class had been moved to another group, and caused a problem on grid at the last minute. On Sunday, one driver was not in attendance that was called for roll, he was moved to the back of the grid. It turns out the problem was further compounded as having had missed the drivers meeting he was not aware that the first three cars in class needed to be weighed, he didn't, he was disqualified, after taking a first in class.

Sound seems to have been a bit of a problem, not really by much, so was most likely a factor of changing weather. There were some drivers out to Mission for the first time so they were on a learning curve on this issue.

I guess it was best to have a quiet weekend at Mission, as the following Seattle race took a tremendous amount of effort to deal with. I'm not sure what the final car count was, but entries must have been close to the 300 mark. That means over 50 car grids, lot's of action, lot's of excitement, lot's of Yellow Flags, Black Flags, Red Flags, Pace Car laps, etc., etc., etc. While there were some incidents of a serious nature, considering the car count, the number of incidents was very light. A fair share of contact came while under full course Pace Car laps! What's going on out there? There were a couple of these incidents as drivers were following to close, not slowing down enough, rubber necking as if on I-5, and just plain not paying ATTENTION!

Unfortunately there were a couple of races that did not receive much "racing" time, time ran out to the point that the Club Ford Charity race had one lap, actually shouldn't have been given even that. So they have been rescheduled for the October Seattle race. There was also complaining about the Proformance group, by only a few, but of course it just became the topic of discussion over the weekend. I'm not going into detail here on this subject, as I already spent the week following Seattle putting out fires on the Conference website Driver Forum. Proformance cars were responsible for one incident, unfortunately a major one, but when figured into the bigger picture, a very small percentage of the overall.

Overall it was a great weekend, reminded me of race events we had in the early 90's with the turnout. And by the looks of it, everyone made it to the BBQ, which was a blast. Thanks to those of you for putting up the donations to dunk myself, Dennis, Roxann, and others. It was actually rather nice to end up in the dunk tank after a long hot day.

See You At The Races!
Chris Bowl
ICSCC Race Steward



..... After The Checkered



MIV 2000: Men in Violet?!?!? No, Molson Indy Vancouver!!!! Don't have time to write a full report so we'll just cover the highlights. What a job Thomas did under the most trying of conditions. I heard a rumour there was only 88 Turnworkers there. WOW. I can believe it though because at one point he commandeered an SCCBC Security person to do flags on my turn. She did a great job too! Thanks Barb for stepping in. Great job Thomas, I think you'll be doing this a long time ☺ ☺ ☺. I have to think that Irene had a lot to do with the atmosphere of the weekend too. The emphasis in the morning meeting was to have fun, do your job and be safe, but also to make sure you had fun. I know I did!!!! Also, a big thanks to Steve Bibby and his helpers Krystyna Mitchell and Jennifer Barnard for rounding up all the prizes for the draw on Saturday night. I hear there is some interesting photo's floating around too!!! Hmmm, I wonder when they'll show up ☺. Good food, good parties, good races and good friends. What more could you ask for from a race weekend. For those that couldn't make it this year, hopefully you'll reconsider for next year. It really is a good time. (I probably missed a bunch of people to thank, but I'm in a hurry. Sorry if I missed you.)

More Thanks: In talking with Roxann Vine, she asked me to thank all the workers that went to Seattle on the August 5/6 weekend. There were over 20 Canadians there, and it sure made a difference with all the carnage that happened (see my other article). META to the rescue again.

Even More Thanks: I found this on the BCKCA (Karting) website regarding Quesnel:

"Congratulations to all competitors for the excellent racing, and a big thank you to everyone who worked so hard to put on such an excellent event. We have raised the bar for every National event to come! For those who missed it, this was by far the best organized kart race you have ever seen."

After hearing everything the META workers did at this event, I think it is safe to assume that they were a big reason for the Kudos' expressed on the website. And after hearing all the rave reviews by those same workers, the big race in Chemainus next year will be a must do event!!!

Sew Smart: I was asked to reprint this plug for custom embroidery work, so here it is. Please leave your name and phone number if leaving a message. The company name is Sew Smart, the contact is Annette Gramm. For information: Phone: 941-1489 or Email: sewsmart@datasmart.ca

Remembering: Bryan Nuttle has had some patches made up as a remembrance of Greg Moore. Contact Bryan if you would like one or if you want more info. I believe he said they were about \$6.

I Can't Believe I Missed It: Last months front page schedule was missing a very important event. The IOCO Hillclimb. Most will receive this scribe before the event so I don't feel so bad. This is as laid back as it gets for turnworking. A nice change after the Indy the week before. If you are interested in working the event, meet at the hill at 8:30AM Saturday Sept 9 or Sunday Sept 10. Head towards Port Moody, then Belcarra/Anmore. Follow the signs for White Pine Beach, turn left onto the Burrard Thermal Plant road, keep going till you get to the top and you're there.

And These Are The Professionals: Jacques Villeneuve called him "an idiot" after his F1 teammate, Ricardo Zonta, collided with him in Austria. Zonta was at it again in Hungary during practice, when he spun off the track. His engineer radioed him to come into the pits to have his car checked, but the Brazilian didn't understand and kept going. "You must stop, you must stop," the engineer repeated. So Zonta pulled over and cut the engine, leaving his mechanics scratching their headsets. (They're paid how much????)

<p style="text-align: center;">Rush Job Policy If you want it bad ... You get it bad, And The worse you want it The worse you get it!!!!</p>
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