



# MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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May 2001  
Volume 26 Issue 5

## SPEED READING

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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.

May 4 to 6	Kart Gold Cup Races– Tradex	WKA	Abbotsford, BC
May 5&6	Bosch Spark Plug Grand Prix	CART	Nazareth, Pen
May 5&6	<b>ICSCC Race # 3 – SIR</b>	<b>IRDC</b>	<b>Seattle, Wa</b>
May 9	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
May 12&13	Spring Sprints – SIR	SOVREN	Seattle, Wa
May 12&13	Kart Club Race # 3 -- Tradex	WKA	Abbotsford, BC
May 18&19	Firestone Firehawk 500	CART	Motegi, Japan
May 19&20	Knox Mountain Hillclimb	OASC	Kelowna, BC
May 23	META Meeting – Century House	7:30	New West, BC
May 26 &27	Indianapolis 500	IRNLS	Indianapolis, Ind
May 26&27	<b>Vintage Races – MRP</b>	<b>VRC</b>	<b>Mission, BC</b>
May 26 to 28	<b>ICSCC Race # 4 – SRP</b>	<b>NWMS</b>	<b>Spokane, Wa</b>
Jun 2&3	Miller Lite 225	CART	West Allis, Wis
<b>Jun 2&amp;3</b>	<b>ICSCC Race # 5 – PIR</b>	<b>CSCC</b>	<b>Portland, Or</b>
Jun 2&3	Kart Club Race # 4 -- Tradex	WKA	Abbotsford, BC
Jun 8 to 10	Kart Chemainus Grand Prix	(National)	Chemainus, BC
Jun 9&10	Canadian Grand Prix	Formula 1	Montreal, PQ
Jun 9 &10	<b>CACC Race # 1 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Jun 13	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jun 16&17	Grand Prix of Detroit	CART	Detroit, Mich
Jun 16&17	Rose Cup Races – PIR	SCCA	Portland, Or
Jun 16&17	Mt Trials Stage Rally	WCRC	Cache Creek, BC
Jun 22 to 24	Kart Regional Races – Tradex	WKA	Abbotsford, BC
<b>Jun 23&amp;24</b>	<b>G I Joe's 200</b>	<b>CART</b>	<b>Portland, Or</b>
Jun 27	META Meeting – Century House	7:30	New West, BC
Jun 30-Jul 1	Grand Prix of Cleveland	CART	Cleveland, Ohio
Jun 30-Jul 1	<b>ICSCC Race # 6 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>

## President's Report

We've had the first official race at Mission and it proved to be exciting. The fire school training we had earlier this year came in handy. Good job by all. As you will read in the Mayday we are looking for volunteers to work the Kart's, the age limit is 15, this would be great to introduce younger people to the racing world. Our next event at Mission is Vintage, this is always a treat for workers and spectators, and we can only hope the weather will be more favorable than last year.

*Bernice Zosiak*

## CHANGES AT THE FRONT GATE

Just a reminder to everyone, that effective the first race at Mission, I will not be at the Front Gate for most of the race weekends. I will still be doing Worker Registration in the mornings but will have ladies from my Sorority taking care of business after that. This means that everyone coming into Mission Race Way must keep in mind that there will be new people at the Gate each weekend, they will not know who you are, or whether you are racers, club members, executive or turn workers, so please make sure you show your credentials, wrist bands or identify yourselves as workers, drivers, crew etc when coming into Mission.

It has been a long time since we have had new faces at the Front Gate, so there will be some transitional changes that we must work through and with that in mind we are asking for your co-operation. Remember drivers, if you have crew arriving after registration has closed that you **MUST** bring your late crew lists to the Front Gate, without that list your crew will be charged the regular gate admission for the day.

As much as I have enjoyed being Keeper of the Gate all these years, it is now my turn to be a Racing Mom, as my son Peter is going through his Novice program this year and my husband Kevin will also be returning to racing, needless to say it is difficult to do both jobs at the same time. I am sure you will be well looked after with my replacements.

Leslie Skinner

From Speedvision.com Website

### **Lausitzring Track Marshal Killed**

Senftenberg, Germany, May 3 — An as yet unidentified track marshal was killed instantly today during an open test in preparation for the DTC (Deutsche Tourenwagen Challenge) road course race set for May 13.

This is the second fatality in just over a week at the new German track. Former Formula 1 star and current sports car racer Michele Alboreto died when the Audi R8 he was testing apparently suffered a left-rear tire failure, sending the car out of control and into a series of barrel-rolls.

The 43-year-old marshal had run onto the track to remove a front spoiler from a BMW in the test session. He was returning to his post when he was hit by the Super Production Opel Astra driven by Sandro Vogel. The marshal was married and had two children.

Reports conflict as to the flag condition of the course at the time of the incident, but a spokesman for the marshalling organization said that the marshal should not have been on the track except when a session had been halted by a red flag.

This is the third marshal fatality in less than a year, beginning with the death of Italian fire marshal Paolo Ghislimberti at the Italian Grand Prix last September. The Australian Grand Prix this year saw Graham Beveridge killed by an errant wheel from Jacques Villeneuve's car. — John Davison, News Bureau Editor, RACER

**Adam Edwards**  
**February 1<sup>st</sup>, 1994 to March 19<sup>th</sup>, 2001**

On March 22nd, many in SOVREN learned a lot about love, compassion, pulling together and sense of family when they attended the funeral service for Adam Ross Edwards, the son of Phil and Kathleen Edwards. Phil and Kathleen have been an integral part of our club's events for over 13 years. When their children came along (Adam in 1994 and Julie in 1995), they became part of SOVREN activities and a loved and cherished part of the SOVREN extended family. In fact, Julie was at a SOVREN race when she was only a week old. In June of 1996, Julie was diagnosed with leukemia. Despite all efforts, she passed away in June of 1997. During her illness, her older brother, Adam, although he was only two and half years old when the diagnosis was made, helped care for her and for all intents and purposes, put his young childhood "on hold" as Julie required everyone's love and attention. Members of SOVREN stepped up to help the family in many ways. A trip to Disneyland was arranged for the whole family near the end of Julie's life--a treasured memory for the Edwards. With Julie's death, Adam shouldered the responsibility of being the only child and helped his parents deal with the death of his younger sister.

After enduring the death of their only daughter, in what must rank as the cruelest twist of fate of all time, Phil and Kathleen were devastated to learn in March of 2000 that Adam had been diagnosed with a brain tumor. Again, the SOVREN community, along with other Edwards friends and members of Adam's school, rose to the occasion and provided whatever help and support they could. For a period, it looked as though Children's Hospital would "ride to the rescue" and save Adam's life. Obviously this would have been the perfect ending since SOVREN and the Edwards have all been such big boosters of Children's Hospital. However, in spite of radiation, chemo, and three brain surgeries, it became obvious that Adam's disease could not be cured or even delayed. He died peacefully at his home on Monday, March 19th.

What made Adam so special? Certainly, he was a good looking kid and very outgoing. But it was more than this. I believe that the death of his sister gave him a maturity unusual for his age, and this coupled with a "caring" nature made him unique. Certainly at the age of seven, Adam knew more about death and dying, illness and incapacity, hospitals and medical care, doctors and medicine, than do most adults. The treatment and disease affected his speech, his coordination, and his ability to do things he enjoyed. Yet he never succumbed to self-pity or anger at his lot in life. He always was excited, enthusiastic, and as ironic as it sounds, full of life! Adam wanted to be a policeman, and it was so uplifting to see how the law enforcement community "pitched in" to help make his dreams come true. He was made an honorary sheriff, got to ride in police cars and was given emblems from different police departments. A K-9 unit would call at his home and being with the police dog was fun and exciting. Adam's school was very understanding and considerate in helping with his physical and mental problems as the disease and treatment took their toll. The PTA started fundraising to help the family. His classmates and teachers were very supportive and constantly sent cards and presents to uplift his spirits. SOVREN and its members helped ease the financial burdens on the family and made the AGM a fund raiser for Adam. \$23,000 was raised in one night! We are also raising money for the family at the Spring Sprints.

The funeral service on March 22nd, was a "Celebration of Adam's Life." Even though his life was short, he had a profound effect on many, many people. It was amazing to me the number of people that came to the service to show not only support for the family, but more importantly, to honor this little boy whose life and death had effects which were far greater than his time on earth. It is terribly sad that Adam died, but it would be even sadder if he hadn't been here to touch our lives. Adam's spirit lives on as does the support of SOVREN for members of his extended family--the Edwards.

Dick Buckingham, Jr.

Article from The SOVREN Newsletter April 2001. Dick Buckingham is the SOVREN Race Chairman.

Editor's Note: Submitted by Gerry Lomas who received it at a SOVREN event in Seattle. Rich Weixler is Assistant Chief of Flags for SOVREN and long time SCCA member. (and a darn good TM too!! ☺)

## Notes on a Blue Flag

By Rich Weixler

Origin: in the beginning there was the flag, and it was yellow. And the Chief Steward saw that it was good, but not great. For, while the holder of the flag looked downstream for bad stuff to happen, he perceived that racing cars were coming up behind him at great velocity, and that was not good. So the flagger petitioned the Chief Steward for help, and thus was invented Flag Backup, who stood facing up-track looking for wayward racers and protecting Flagger's sorry butt. But most of the time there was not much for FB to do, and he grew bored, except when he saw really dangerous passes when the guy being passed didn't check his mirrors. And FB said to CS, "if you give me a flag I can show them, I can tell them to look in the mirror". And CS thought that a heck of an idea, so they reviewed the flags, looking for an unused color; red was for stop, green for go, yellow for caution, black for 'you be bad', and blue for.. .AHA! We'll use a blue flag to mean "check your mirrors". The first race it was tried, they tried to figure out why none of the drivers seemed to be paying attention, but then they tumbled to the fact that blue is not the most visible of colors, so they stapled a strip of yellow tape across the flag in order to give it a little better contrast, and that seemed to work much better.

The above is sheer fiction, but possibly close to how things evolved.

The SCCA General Competition Rules (2001 edition) tell us the following: "9.4.2.C Blue Flag (Blue with Diagonal Yellow Stripe) Another competitor is following you very closely or is trying to overtake you. This flag may be displayed standing or waving, depending upon the speed with which you are being overtaken." In normal U.S. amateur racing usage, the flag is seldom waved, but rather moved or shaken overhead with both hands for emphasis in order to maintain better control of the flag (a waved flag takes longer to display and take down than one held by the shaft and one corner).

The common interpretation of the blue flag is, 'check your mirrors, you may be overtaken by a faster car'. In a race, it normally means 'you're about to be lapped', and in a practice or qualifying session, 'there are cars close behind you which may want to pass'. Ideally, the flag should only be shown to a slower car which will be passed by a faster car prior to the next flag station, but, as we

know, this is not an ideal world, we're not perfect flaggers, and we haven't got perfect knowledge of who's faster than who else.

So.. .lacking perfect knowledge and photographic memory, what can be done to improve blue flag technique and make it less of a random event precipitated by proximity of two or more cars on a given stretch of track? Let's look.

### Rules of Thumb (ROTs)

It's valid in most cases to make some generalizations about race cars, especially in light of the fact that cars nearly always appear in groups containing multiple classes. So here we go; all other things being more or less equal,

Big is faster than small (big cars have more room for engines)

Fat tires are faster than skinny (more grip)

Loud cars are faster than quiet (or seem so)

Wings are faster than no wings (downforce adds to grip)

Red cars are faster than blue (I made that up, but there aren't very many really fast cars in gray primer). You should also note significant exceptions to ROTs, such as, "it's a really slow Atlantic" or "first time driving this car". The vast majority of exceptions to ROTs will be cars that are slower than ROTs would indicate.

### Techniques

In races, blue flagging is made easier by starting the faster cars in front, so that most passes observed will be two cars of nearly equal speed racing for position or one car lapping a slower car. In the first situation, we can assume that this pass is not a sudden thing, that both cars are aware of the other's presence, and that no blue flag is appropriate. We do need to pay particular attention to the lapping situation, since the car being passed may not be aware of the faster car. One way to do this is to track the fastest and slowest three or four cars in the race, starting on the pace lap (a chance to see them at slow speed) and continuing for the first few race laps, trying to anticipate when lapping will start. In a relatively short race, nearly all the lapping will involve one or more of these fast or slow cars. Sprint races are really fairly easy to blue-flag.

(Blue Flag Cont'd)

Practice or qualifying sessions are more difficult: cars are released onto the track in the order they appear on the false grid. While being first to the false grid may imply some greater degree of preparedness, it should not be relied upon as an indicator of speed. One technique which may be useful is to concentrate on 'the gap'. After all cars have been released, there will be a gap before cars start to come around again. Notice which cars come by just before the gap and which just after it. The cars that migrate to just before the gap will be the slow ones, and those just after the gap the fast ones. Eventually the gap will vanish, but before that you should be able to identify fast (after gap) and slow (before gap) cars. When the gap has vanished, lapping has begun. Of course, you would like to be able to show some good blue flags before lapping starts. For this, you will have to rely on ROTs, prior knowledge (the white Porsche was fast in the morning session), or observation of part of the track prior to your station (this kind of 'cheating' is actually encouraged, and Thunderhill and Bremerton are good places to practice).

### Visual Clues

In many cases, number reading may not be possible except as a confirmation, and car identification will need to be done by a combination of visual clues, such as make and model, color, color patches or stripes, helmet color/design, wing/spoiler color, and so forth. When you note these clues, be sure not to associate them with car numbers, but with a speed characteristic such as really fast, mid-pack runner, dead slow, etc.

### When and where to show the flag

The blue flag should be shown if a fast car is close behind a slower car. How close is 'close'? One possible answer is to ask oneself, 'Will the pass probably be completed before the next flag station?' If the answer is 'yes', show the flag. Ideally, the blue flag should be presented as the slower car's driver's eyes sweep the flag station. If this doesn't happen because of flag station location, it will be much more difficult to get the drivers' attention. The flag should be displayed as soon as you are certain you have a slower car in front of a faster one... of course, that means you must see both cars, identify and decide whether to show the flag within a very short span of time. And this decision-making process needs to be repeated several times a lap for the entire session/race. This is why most experienced flaggers view blue-flagging as the most challenging facet of the job we do at the race track. To be done well, the process requires car knowledge, good judgment, and quick

reactions. And it is not a penalty-free environment; failing to show the blue when it's needed can result in a car making a less safe pass than necessary, because the passee might be unaware he was about to be passed. Showing the blue flag when inappropriate (to the leader, for example) may insure that one or more cars will disregard all blue flags from that station in the future, as they are not reliable. If **ALL** else fails, remember that the normal state of affairs in a car race is for the faster car to be in front.

### Special Cases

Now and then, you'll encounter a situation where there is a known faster car at the back of the pack, either because he didn't get a qualifying time or spun and has continued. He needs your blue flag just like any other potential passer. Another special case happens during races containing cars with diverse speed potentials (formula cars, for example): a slow car is being lapped by a mid-pack runner, who is in turn about to be lapped by the leader. Here we have two passes about to happen, and only one flag to show. Can we communicate adequately? I think so, with some creativity. Show the slow car a blue flag at normal height, held still, for the slow car (who should be used to seeing blue flags), then raise the flag overhead and shake or move it to send an additional message to the mid-pack guy who is in some danger of assuming he is the only passer present, and popping out to pass right into the path of a **REALLY FAST CAR**.

### Reality Check

Now that we've gone on for some time about the blue flag, we need to emphasize that the job title of the person facing the yellow flagger is **Flag Backup**, and his **primary responsibility is the safety of the flagger who has his back to traffic**. Secondly, this person is normally the designated first responder in case of an incident. So why have we blathered on about this blue flag, when it's one person's third responsibility? Because it happens in every session and race, and is not always done well, and can always be improved. What's the one thing that will improve the quality of our blue flags? Concentration. It's essential, and easy to lose when a car spins at your station and you have to drop the blue flag and respond to the car with your 50-lb fire bottle and where was I before that turkey spun?

## **Expert: Seat Belt no Factor in Earnhardt Death**

*By Team Ford Racing Correspondent*

Charlotte, N.C. (April 10, 2001) —Independent medical examiner Barry Myers- MD, Ph D of Duke University - has released his long awaited report on the Earnhardt accident. In his report Myers confirmed what many in the industry speculated occurred in the Earnhardt accident — or that the seven-time champion died of basilar skull fracture as a result of his February 18th accident on the last lap of the Daytona 500.

Myers, via his report, also delivered to NASCAR the news they did not want to hear when he stated, 'The restraint failure does not appear to have played a role in Mr. Earnhardt's fatal injury.

Myers, in a very analytical way, reviewed the data and not only produced a report on the cause of death, but managed to poke a hole or two in NASCAR's, or their assigns, theories on what happened during the accident.

"Mathematical analysis and observation of the impact with the wall demonstrates that this was a very severe crash" said Myers in his report prepared for Volusia County Judge Will, Teresa Earnhardt and The Orlando Sentinel. "By contrast, many people have commented that the crash did not 'appear' to be severe. The reason for this common misconception is that the frontal crash occurs in only one-tenth of a second. As such, the crash is over in 'a blink of an eye', and the (change in velocity) occurs over a very short time, producing very large accelerations. Frontal crashes which are angled to the right side of the vehicle are especially dangerous for the head and the neck of the driver."

Continuing Myers said, "In accordance with Newton's laws and as a result of the crash, Mr. Earnhardt moved forward and slightly toward the right in the vehicle. This motion was opposed by his restraint system, the steering wheel and the other components of the vehicle interior with which he interacted (e.g. the instrument panel with his knee, etc.). Initially, his head traveled along this nearly straight line. As his chest and pelvis were stopped by the restraint system, his head began to follow a circular arc forward and down. Large inertial forces developed as the neck was stopping the forward motion of both the head and the helmet. This is the basis of the whip mechanism which occurs in right-side, angled, frontal collisions. In crashes like Mr. Earnhardt's, these inertial forces alone can be large enough to produce ring fractures of the skull base."

"As the circular arcing motion continued, Mr. Earnhardt struck the steering wheel sub-mentally (on the underside of his chin). This caused significant deformation of the wheel rim and a spoke and resulted in the impression/abrasion described in the autopsy report. While an abrasion in and of itself might be associated with small or large forces, this particular abrasion was the result of a very significant impact involving large forces. Moreover, these forces were directed posterosuperiorly (upward and backward). These impact forces alone can be large enough to produce ring fractures of the skull base."

Considering the broken belt Myers offers, "Physical evidence clearly shows that the restraint system, including the left outboard lap belt, carried large forces during the crash sequence. This evidence includes the rib and sternal fractures as well as the seat-belt abrasions, including an abrasion over the left iliac crest and left lower quadrant. The fact that Mr. Earnhardt's head rotated and was struck from below also shows that his upper torso was restrained. This upper torso restraint is also supported by the absence of steering wheel deformation characteristic of chest impact, and by the absence of steering wheel mediate chest trauma."

"As such, the restraint system functioned to slow Mr. Earnhardt's body. This includes the outboard lap belt for some significant portion of the crash. If the outboard lap belt had remained intact throughout the crash, Mr. Earnhardt's head would still likely have experienced similar inertial forces and similar contact forces with the steering wheel. As such, the restraint failure does not appear to have played a role in Mr. Earnhardt's fatal injury."

Daytona's track physician, Dr. Steve Bohannon, said during the February 24th Rockingham press conference, "In regards to a full-face helmet, I think that could have played a role in his injuries. If he

(Earnhardt Cont'd)

would have had protection over his chin and this area of contact, the forces would have been different to his body and he would have had a different pattern of injuries. Certainly, in this particular case, a full-face helmet would have been a benefit.”

This observation is flatly rejected by Myers, who said that Earnhardt’s choice of helmet had nothing to do with his life ending injuries. “It has been suggested that a full-face helmet might have been an important aid in preventing the injuries in this crash,” said Myers. “This is incorrect. If Mr. Earnhardt had worn a full-face helmet, he would still have experienced the same tragic outcome. There are several reasons for this. Addition of a full-face helmet does not (affect) the inertial (whip) mechanism. In the chin impact mechanism, the impact was submental and as such directed forces posterosuperiorly (upward and backward). Addition of the full-face helmet would not significantly alter how that force was transmitted through the maxilla and mandibular condyles (face and jaw). Moreover, it would not have significantly changed the ride-down distance and therefore the deceleration of the head during the phase in which the steering wheel impact and deformation occurred.”

Myers, concluding his report, said that more studies are needed to help identify and protect the drivers in frontal impacts such as the one where Earnhardt lost his life.

“Better understanding of the relative contributions of these two mechanisms to Mr. Earnhardt’s fatal injuries could be achieved through extensive biomechanical testing,” stated Myers in the report. “Such testing would need to be repeated until very accurate occupant kinematics (a branch of dynamics that deals with aspects of motion apart from considerations of mass and force) were recreated. Such efforts are not required, however, as the reduction in injury risk from either the inertial or chin impact mechanisms occurs through improved control of the head during a crash. Achieving good control of the head in a crash is the result of design efforts which include seat and vehicle geometry, belt design and head-helmet-suspension-retention system use.”

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From “The Province” Newspaper April 30, 2001

## **Alboreto’s car had tire damage**

COTTBUS, Germany — Michele Alboreto’s racing car had a ruptured tire, a top investigator of the crash that killed the Italian driver said Sunday.

“There is no doubt that there was a ruptured rear left tire,” said chief prosecutor Petra Hertwig. “But it hasn’t been confirmed beyond any doubt that it was the cause of the accident.”

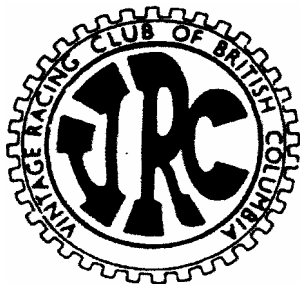
Alboreto, 44, was killed Wednesday on a high-speed straight section of the Euro-Speedway circuit at Lausitz, Germany.

His Audi R8 car was traveling at more than 300 km/h when it suddenly lifted into the air and flipped over.

Alboreto, a former Formula One driver for Ferrari, was testing the Audi for this summer’s 24-hour race at Le Mans.

Audi has no immediate plans to withdraw from the Le Mans race, the company has said.

Associated Press



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Information contact Andrew Slater (604) 986-0949

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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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Time to renew your membership in META. If you haven't already done so, send this form in to Tom with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

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### **Membership**

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Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31  
Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at maydayeditor@hotmail.com



From "The Province" newspaper April 19, 2001

## Formula Ford driver's tracking down dollars

By Gordon McIntyre  
Sports Reporter

Josh Beaulieu has a big dream, exceeded in stature only by his needs.

The Langley race car driver thinks one day he could compete in CART or Formula One. He's impressed people in his short stint behind the wheel.

But like all drivers, talent can take him only so far. Money, in the form of sponsorship, is as important as methanol or gasoline in fueling a race team.

"There are [driver agents] out there, but in this business, to be a race driver, it's really up to you to not only drive but find sponsors, too," Beaulieu said before flying to Toronto on Wednesday to meet with three or four potential financial backers.

He's raised about \$50,000 from private individuals, but is about another \$50,000 short.

Beaulieu will compete in Formula Ford this year, a series that races only out East. But the 24-year-old would love nothing more than to have a local company splatter his car with logos.

The payoff to a sponsor is live viewership by roughly a half million fans at the series' eight races (including the F-1 Canadian Grand Prix at Montreal June 10) and broadcast of the races by CTV and the Quebec network RDS.

In a sport that regularly sees fathers put their sons into go-karts as early as five years old, Beaulieu is a novelty. He didn't become interested until he happened to see Jacques Villeneuve race in CART in 1994. At the time, he'd never even heard of Villeneuve's famous father, Gilles, the late F-1 pilot.

Still, racing was limited to karting around the F-440 track in Tsawwassen, timing the laps of the likes of Atlantic drivers Michael Valiante and David Rutledge, then trying to match them. (He never did, but came close.)

"I had an office job in Richmond that really didn't gel with me, so I quit," said Beaulieu, who studied business and computers at community college. "A few weeks later I saw an ad for [Ontario racing school] Bridgestone Academy's rookie search and thought, 'What have I got to lose?'"

He won the 1999 competition and went on to win seven of 12 races at the school.

Many racers have had wealthy fathers bankroll their early efforts until success attracted sponsorship.

Beaulieu's dad, a baker, isn't in that position, although his parents help out.

"I've moved back home and don't pay rent, so that's a kind of sponsorship," Beaulieu said with a smile.

"And I get to make all the long distance phone calls I need to."

The driver, whose web site is [www.joshbeaulieu.com](http://www.joshbeaulieu.com), also hopes to enter the Sports Car Club of B.C. race during the Vancouver Indy, driving an old RX7.

Roxann Vine, President of IRDC has made arrangements with the Microtel Inn & Suites in Auburn to give all race workers a special room rate of \$39.95 no tax.(two people per room) When you make your reservation tell them you are with IRDC or you won't get the special rate. We stayed there for the recent ICSCC race in Seattle and found it too be an excellent place to stay. The rooms are clean and new, and it's only about 10 minutes from the track.

Address:

Nine 16th St NW, Auburn, WA 98001

Phone: 253-833-7171 or 1-888-643-7171

Fax: 253-735-5132

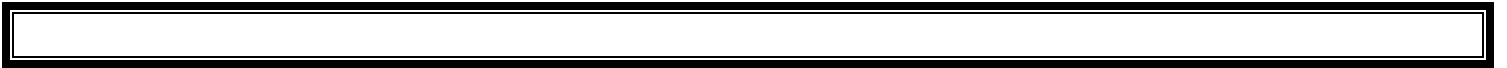
Web: [www.microtelinn.com](http://www.microtelinn.com)

Directions:

From SR-167: take 15th St NW exit. Go east 1/2 mi.

From I-5: take SR-18 East to SR-167 North to 15th St. NW exit.

From I-405: take SR-167 South to 15th St. NW exit.



## **Memorial**

SOVREN is an organization of historic racing.

Some of us are not racing cars from history, but rather are workers that have a history in racing.

If this heading looks familiar, you are correct. This was the beginning of the article about the passing of a dear friend and worker, Rick Neyedli, that I needed to write exactly one year ago. Now the chore of writing under this heading is necessary again.

### **In Memory Andy Johnston Driver / Worker / Friend**

Most of us will remember Andy by his huge smile topped by a black cowboy hat, behind the wheel of his black pickup towing a broken racecar.

Andy and his wife Jacki started racing many years ago in the southern region of the U.S. They raced a little Honda, managed a racetrack, and filled all sorts of worker positions in that life. Shortly after moving to the Pacific Northwest with their son AJ, they became involved with the Tacoma Grand Prix. Later they became involved with SCCA & SOVREN.

My husband, Gary, and I met Andy and AJ when they stopped by our pits to tell us how much they like Mini's, especially racing Mini's. When Andy found out that we towed up from Vancouver WA they invited us to stay at their home. For quite a while I hesitated as after a day at the track I am not an ideal guest, I stink among other things. Finally with Andy's encouragement we decided to give it a try. WOW, we became part of a great racing family.

Andy and AJ brought the little black flat tow out to the track to help any and all who needed their help. Jacki would spend a few hours at the track and then go home to prepare an excellent meal so those of us who worked would keep up our strength. I think one of the best quotes that I ever heard about Andy and his flat tow was, "If I could go as fast on my own as I do behind the flat tow, I would be a happy racer".

Andy had sold his racecar before moving to this region, but when AJ came to racing age they decided to drive again. Their choice was a Datsun 510. Andy and AJ took turns driving the 510 that they had worked together to create. When one person was out racing the other was behind the wheel of the flat tow waiting for a call for their services. By the last event of last season it was known that Andy's life was in danger from cancer. By the AGM it was under question if he would be able to make the first event of this season. This last month the cancer got him. Andy's spirits were good to the very end.

May Andy's spirit of giving and helping be with us forever. His passing will leave a huge hole in many of our lives; his spirit will be an example to all who volunteer.

Saturday night April 21st, a "wake" has been planned to celebrate his life and spirit. Please attend as Andy's last wishes were that we have "one" on him. A "RACER" to the end.

AJ will drive their 510 at Defrost in memory of his Father.

A Special Thank You to Dan Hall Automotive and my Husband Gary for helping to make it happen.

Fran Blackman

Article from The SOVREN Officials Newsletter April 2001.

## MINUTES META Meeting April 25, 2001

Meeting was called to order at 7:37 - 21 members. Minutes of the last meeting were read with one correction: The July META meeting will be held on July 25th and NOT July 24th as last published. Accepted by Doris G, 2nded by Joe P with 1 abstention.

**Correspondence:** Thank you card from George, Irene and Krys for the card that META sent for the passing of Irene's mother. 2 letters from Cascade Sports Car Club regarding the Doernbecher Dash for this year.

**Mayday:** Absent

**Membership:** 76 paid + 8 honorary = 84 members

**Treasurer:** General \$3,491.39, Equipment \$4,474.64, Gaming \$2,738.08  
Hasn't done anything yet about moving some funds into another account for interest purposes.

**Historian:** Have Maydays, Photo Albums including ramp photos. Did supply Ron Curties with an inventory list of all the Historic Goodies. Brian M - Has put up a display at the clubhouse of sew-on patches that consist of an Original International Conference of Northwest Sports Car Clubs and an SCCBC RDC patch.

**Training:** Absent

**Race Chairman:** Absent, lives on the island.

**Course Marshall:** The first race has come and gone. Most of the excitement was on the Friday test day. There were a couple of smack ups. Over the weekend we got to test a "few" fire bottles! There are still some changes that need to be made. Overall the weekend went pretty well.

**Chief of Emergency:** Assignment "DRIVEN" tonight!

**Old Business:** Dave B - Attended the Ice Racing Banquet and was presented with a Certificate of Appreciation for META. Vic - The Media Day didn't happen and is planned for another day before the official new track opening. Dave B - Has found out that the official ground breaking day for the new Merritt track is on May 23rd. This, along with more information can be found at [www.activemountainraceway.com](http://www.activemountainraceway.com) Brian M - The Ceremony for the dedication of the clubhouse to the Founding Members happened at the past race weekend. There are 2 lists that are there to read. The first list is of the Founding Members and the second is of all the members that have had significant factors to the club. If you find that there are names missing from either list, please contact Brian and he will be able to make the appropriate changes. Thomas - There are still 3 annuals remaining. (2 have been given to the Secretary to hold onto) Costco has a stand up freezer for \$439 11.6 cube. Matt Scaife was out at the track the past weekend. For those of you who don't know him, he is one of the people who help organize the Knox Mountain Hillclimb. He was in the Vancouver area receiving treatment for a liver transplant that he received a number of years ago.

**Vice President:** Has nothing to report.

**New Business:** Krys - Just wanted to let everyone know that this evening, Michele Alboreto passed away at Lausitzring in Germany while test driving an Audi. There was no further information at the time. He was 44 years old. Vic - At the last meeting my van was broken into. When it was mentioned to the secretary at Century House she stated that about 10 years ago there was a rash of auto break-ins and recently they have become more predominant. Don't leave anything of importance or money in plain sight in your vehicle.

### **New Business Continued:**

Bruce Newton also called about the Knox Mountain Hillelimb on the May Long Weekend. They could really use our help. So, if possible, please attend. There is a new announcer - Ron Cameron - at "The Edge". He has given Vic some worker information sheets, that we can fill out. If you would like to fill one out, we will get them to him. He will talk about us, and everything that is going on. The forms are voluntary, so just bring them with you to the next race. Brian M - Heard Ron name off all of the workers and where they were a couple of times at the last race. Angus - Westwood Go Karting Club would like 10 -12 people to attend for all of there 6 weekends (Local). Karts are on track at 9:00am but are out until 7:00pm with no real breaks. Are we interested? How can we help them? **Every time we can get 10 - 12 people to participate on a weekend, they will donate \$1,000 to META per weekend.** They have \$450,000 in the bank to build a new go kart track. Agreement that it was worth our while. Events are at the Tradex. **We need to have your response! Please contact Bernie Zosiak at 591-7213 by May 15th.** Gerry L - This past weekend went to Sovern event at SIR. Talked to several people and was a little confused. Some say that there isn't going to be a track there anymore after this year. Some also said that they have a lot of money to invest into it. Andy Johnson passed away last month from Cancer. On the Saturday afternoon, everyone did a flag salute to him on the racetrack. Gerry moved to send \$100 to a place of choice by his family. It was 2nded by Vic. All were for and it was passed. Brian M - Was at Turn 2 last weekend. We should look into a 10x10 EZ-Up. Found that the umbrella didn't help in the heat and sun. Gerry L - Has one that size, maybe could try it out the next time. General consensus - Maybe look into getting them for the very exposed stations. Brian M - Go Karting 2 hour Enduro this coming up weekend. Drivers' meeting is at 1:30 on Saturday. \$150 per 2-4 person team. Have one team already. Gave out the list for the next go karting event at the last race weekend. Need to figure out a weekend that works for everyone. Charmaine - Thanks to everyone that filled out and returned the questionnaire for the banquet. If there are still some people that would like to fill them out, go ahead, it would be greatly appreciated.

**President:** Found a fridge for \$742, delivered and with a 4 year extended warranty from Steve Bibby. Is going to go ahead and give Steve the okay to order and deliver it hopefully by Vintage weekend. Will take a look at the freezer at Costco. Thanks to Albert for the storage of the META Truck! Did the letter to Custom Car Club about the heater. Brian M - The main concession stand at the track had burnt down a while ago. Bernie Z - Going out go karting(in Richmond) is a great idea but some people are feeling obligated to participate. Maybe we could do it every 3-4 months instead of every month. Brian M - Is still planning on organizing it for every month and those who want to come can. Bernie Z - Finally got the computer back. Mike is working on the brochures for the truck. Found out about the photo albums and it is slowly but surely. Brian M - Maybe we should just get them back. Bernie Z - We got to use some fire bottles this weekend. SCCBC is going to refill and service the bottles. THANKS! They are also going to paint and number the bottles. Mike and Darren are looking into putting foam into all the water bottles. Foam seems to work very well.

**Good and Welfare:** Don S - Has finally sold his townhouse. His e-mail is still the same and you can contact him at the second number on the phone list. Brian M - Look into getting together on an off weekend and go see "Driven". Coquitlam Silver City is a central location. See if we can get a group rate.

**Swap and Shop:** Brian M - If you need some new track gloves. Mechanix wear is on sale for \$30 at KMS and either Lordco or Mopac (not sure which one)

**Draw:** Beer - Dave B, 50/50 - Dave B.

Our next meeting is on May 23th.

Vic moved to adjourn the meeting. 2nded by Joe P. Meeting adjourned at 9:07pm

# META Membership List

May 2001

Please note that the information contained in this list is for the exclusive use of META members.  
Any reproduction or redistribution without consent is expressly forbidden.  
If there are any errors or omissions please contact Tom Sproule.

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Bell, David	12372 188 St	Pitt Meadows	BC	V3Y 2G8	465-0331	dpbell3@home.com
Bibby, Steve & Nancy	1222 Windsor Ave	Port Coquitlam	BC	V3B 7J8	942-6041	bibbys@intergate.ca
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Fairservice, Richard	8299 Flamingo Rd	Prince George	BC	V2N 2J1	250-962-8826	richfair@netbistro.com
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Kennedy, Vic	1342 East 27 <sup>th</sup> Ave	Vancouver	BC	V5V 2L8	876-5981	vkennedy@infoserve.net
Kochi, Kevin	5777 Mayview Circle	Burnaby	BC	V5E 4B7	519-0545	
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Liesner, Thomas	13425 87B Ave	Surrey	BC	V3W 6G7	501-1503	tliesner@home.com
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Moewes, Barb	310-22022 49 <sup>th</sup> Ave	Langley	BC		514-8058	
Moffat, Graham & Pat	#6-5536 Vedder Rd	Sardis	BC	V2R 3X5	824-0947	graham_moffat@telus.net
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Ness, Darryl	Box 1032 Vedder Crossing	Sardis	BC	V2R 3N7	795-2178	dfness@hotmail.com
Newby, Lori	5306 181 Ave CT East	Sumner	WA	98390- 8952	253-891-0775	morrcoll@nwlinc.com
Nuttall, Bryan	Box 83 10688 King George Hwy	Surrey	BC	V3T 4W4	581-8926	
Olund, Shirley	14-2188 Norwood St	Prince George	BC	V2L 4C7	250-564-1507	
Ores, Al & Anne	3368 Dalebright Drive	Burnaby	BC	V5A 3E5	421-0170	
Pelletier, Fran	310-170 East 4th Street,	North Vancouver	B.C.	V7L 1H6	985-9485	
Peters, Ann	10952 McAdam Rd	Delta	BC	V4C 3E8	581-7189	ann_peters@telus.net
Phillips, Darren	224 14989 Roper Ave	White Rock	BC	V4B 2E5		
Proud, Joe	8671 Galway Crescent	Surrey	BC	V3W 6C8	543-6690	jjproudca@yahoo.ca
Randall, Bob & Hilda	1755 West 68 <sup>th</sup> Ave	Vancouver	BC	V6P 2V9	266-8569	
Roche, Nick	11053 81A Ave	Delta	BC	V4C 1Z7	599-9260	
Salomon, Roger	10952 McAdam Rd	Delta	BC	V4C 3E8	581-7189	ann_peters@telus.net
Slater, Andrew & Julia	1946 Glenayre Drive	North Vancouver	BC	V7P 1Y1	986-0949	riversideparty@aol.com

Slater, Curtis	4465 Welwyn St	Vancouver	BC	V5N 3Z3	872-5710	
Smale, Rick & Jan	PO Box 1689	100 Mile House	BC	V0K 2E0	250-395-3031	sixtoe@bcinternet.net
Souter, Don	71-8555 King George Hwy	Surrey	BC	V3W 5C3	572-6279	dwsouter@lynx.net
Sproule, Tom	410 – 8115 121A St	Surrey	BC	V3W 1J2	596-5617	fvracer@axion.net
Stewart, Al	4686 Canada Way	Burnaby	BC	V5G 1K8	294-0679	
Swanson, Kara	224 14989 Roper Ave	White Rock	BC	V4B 2E5		
Tibbits, Gai	PO Box 4 Wavell Heights Nth	Brisbane, Australia		4012	07 3260-7738	g.tibbits@uq.net.au
Walker, Wally	110 Hemlock Drive	Anmore	BC	V3H 4W9	218-8571	
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Wiebe, Dave	303-1030 5 <sup>th</sup> Ave	New Westminster	BC	V3M 1Y5		
Wilson, Craig	467 W15th Ave	Vancouver	BC	V5Y 1Y5	879-7196	cwilson@kelsan.com
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Wong, Keith	7381 Hurd St	Mission	BC	V2V 3H8	826-8345	kck_wong@mindlink.bc.ca
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Yokom, Skip	5201 SW Nelco Circle	Westlynn	OR	97068	503-655-3246	rampant53@teleport.com
Zosiak, Mike & Bernice	6811 134 <sup>th</sup> St	Surrey	BC	V3W 4S7	591-7213	zosiak7213@home.com
Zumm, Manfred	311-520 Cottonwood Ave	Coquitlam	BC	V3J 2R6	936-3157	manfred_zumm@telus.net

### Non Members Receiving Mayday:

(Please note that the membership list is not sent to non members)

Chris	Bowl	President ICSCC	PO Box 59083	Renton	WA	98058
Mike	Kearne	President SCCBC	3140 Phillips Ave	Burnaby	BC	V5A 2W6
Lorne	Stead	President WCIRABC	10500 Lassam Rd	Richmond	BC	V7E 2C3
Mike	Volk	Editor CSCC	1116 SW Palatine	Portland	OR	97219
Brian	Horne	Editor IRDC	PO Box 13069	Des Moines	WA	98198
Fran	Blackman	Editor SOVREN/Officials	13 Algona	Vancouver	WA	98661
Henry	Lehmann	Mission Lions Club	30661 Keystone Ave	Mission	BC	V2V 4H9
Christine	Henderson	Molson Indy Vancouver	765 Pacific Boulevard South	Vancouver	BC	V6B 4Y9
Gerry	Frechette		2356 W 5 <sup>th</sup> Ave	Vancouver	BC	V6K 1S5
BC Custom Car Association			P.O. Box 3421	Mission	BC	V2V 4J5
Community Org. Director		Vancouver Public Library	350 West Georgia St	Vancouver	BC	V6B 6B1
SCCBC			PO Box 2125	Vancouver	BC	V6B 3T5
Westwood Karting Association			5550 49 <sup>th</sup> Ave	Delta	BC	V4K 3N8