



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8

Newsletter c/o 3809 St Thomas St, Port Coquitlam, BC V3B 2Z2

Newsletter E-Mail: maydayeditor@hotmail.com

META Website: www.meta.bc.ca

August 2002
Volume 27 Issue 8

CLUB EXECUTIVE

PRESIDENT:

Bernice Zosiak
604-591-7213
zosiak7213@shaw.ca

VICE PRESIDENT:

Andrew Slater
604-986-0949
riversidecparty@aol.com

SECRETARY:

Vacant

TREASURER:

Angus Glass
604-264-1641
liliardsedge@aol.com

PAST PRESIDENT:

Ann Peters
604-581-7189
ann_peters@telus.net

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@hotmail.com
fax:604-882-9783
(attention Andrew)

MEMBERSHIP

Thomas Liesner
604-501-1503
tliesner@shaw.ca

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.

SPEED READING

Aug 14	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Aug 17&18	Road America	CART	Elkhart Lake, Wis
Aug 17&18	CACC Race # 1 – MRP	SCCBC	Mission, BC
Aug 17&18	ICSCC Race # 7 – Pacific (SIR))	IRDC	Seattle, Wa
Aug 24&25	Circuit Gilles Villeneuve	CART	Montreal, PQ
Aug 29	META Meeting – Century House	7:30	New West, BC
Aug 30&31	ICSCC Race # 8 & 9	TC	Willows, CA
Sep 1	Thunderhill		
Sep 1	Streets of Denver	CART	Denver, Col
Sep 7&8	ICSCC Race # 10 – MRP	SCCBC	Mission, BC
Sep 11	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Sep 13&14	Rockingham Motor Speedway	CART	Corby, England
Sep 21&22	Fall Finale – Pacific (SIR)	SOVREN	Seattle, Wa
Sep 25	META Meeting – Century House	7:30	New West, BC
Sep 28&29	United States Grand Prix	Formula 1	Indianapolis, Ind
Sep 28&29	CACC Race # 2 – MRP	SCCBC	Mission, BC
Sep 28&29	ICSCC Race # 11 – PIR	CSCC	Portland, Or

Course Marshal's Report

I would like to thank everyone for coming to Vancouver and making the Molson Indy Vancouver such a success. I know for some of you there were obstacles to overcome, both on and off the track. I wish to apologize that I was unable to make the rounds on Sunday as I would have liked. Matters prevented me from doing what I would have liked, to what was needed. I would also like to apologize that I was unavailable at the cool down on Sunday night. I had intended to talk to each of you at the cool down as I had in previous years. For those that hadn't heard, Mike Evans had his truck broken into on Sunday. I wanted to make sure he was mobile and able to get home before I returned to the cool down. I hope all of you enjoyed the weekend, and I am looking forward to seeing you all next year. Again thank you all for all of your hard work for the weekend from myself, META and SCCBC.

Thomas Liesner
Course Marshal
Molson Indy Vancouver

Please Note the next general meeting will be on **Thursday August 29th**, back at the Century House in New Westminster. September will revert to the usual Wednesday meeting

President's Report

I would like to start off with a big THANK YOU to the workers of the M.I.V. No matter at what level you may contribute, every one of you did so as a professional and as well with great pride, it is people like you that make this the event that it is and I thank you all for giving so much.

This years give away (glove straps)were hand made by our own Safer Wilson, Well Done Safer! It proved to be a great gift and I love mine.

Lets not forget we started the month with SOVREN at Seattle. The weather was cooperating and the cars, as usual were incredible. The Mexican Fiesta night proved to be a great success and I would say that the month of July was busy, but full of good memories. The month of August we have one event at Mission on the 17th and 18th of August and there is also an IRDC event at Seattle the same weekend.

Till I see you at the track take care and be safe.

Bernice Zosiak

For those who haven't heard, Brian Meakings has resigned as Secretary of META. Ann Peters has graciously stepped in to temporarily fill the position. Minutes from the last 2 meetings should be available for next month's Mayday.

Editor.

Photos On The Net

Rainbow Action Imagery (Gerry Frechette) now has photos of local racecars on the Internet. At their new website you can see all the photos from an event in one place, pick the ones you like, and order online.

To see photos:

- go to www.dotphoto.com
- enter "gerryf" under user name and "rainbow" under password
- pick which photo gallery to view

From there, follow directions for ordering, or contact Gerry or Sue for further info, at gerryf@telus.net, or phone 604-734-4721

Note to workers from the Vancouver Indy: Sunday morning photos are not available on the website. Please email Gerry and he will be happy to send them to you.

From ICSCC Newsletter

And yet another missing trailer, again in Portland: "Between 10 PM 7/19 and 10 AM 7/20 someone removed my flatbed car trailer from in front of my house on NE Couch St. between 156th and 157th Ave. The trailer is black with bright yellow fenders. The license plate that was riveted to the right hand fender is U309517. There is a serial number on the top of the tongue just behind the coupler on the right side. I'm bummed and pissed as I was going to load my car on the trailer and go racing tomorrow. \$100 for information leading to the recovery of the trailer. \$100 for information and or testimony leading to the conviction of the perpetrator. Joshua Skinner, 105 NE 157th Ave. , Portland, OR 97230 joshuaskinner@attbi.com

If you're shopping for a new trailer yourself. keep your eyes open and ask lots of questions! Someone has to be doing a brisk trade in these things someplace.

This article was originally written for the CACC Newsletter. Jo Adair asked Lorne to send it to us as well. Thanks Lorne and Jo.

Hello. Some of you may remember me as the past Director of Ice Racing while others may remember me as just passe. Either way that's o.k., I've always said I'm just a spectator looking for a good seat, and in search of just that, I tried something completely different for me last week - drag racing.

A friend wanted to try his new-to-him CRX in action at the at Mission Raceway Friday night street legal series. After some accusations and intimidation's and the usual spouting of virtue, etc. I dragged along my 1200 under the guise of doing some solex jetting. After all, this was another kind of racing, I would have a good seat and maybe I would actually learn something too. They give you print outs of 60 foot times, 800 ft. times, 1000 ft times and ¼ mile, all with m.p.h., so I figured just launch at the same rpm, shift at the same rpm and bob's your uncle. We arrived early at the track gate along with about 50 or so other cars and a large number of huge, fully enclosed trailers. Seems like there is a lot of money for trailers in drag racing. A twenty-dollar bill for the car & me, a fiver for my son and we were in the gate and off to find the tech inspector. Tech was pretty easy, fill out your own card, shoe-polish a number on the windshield and left side window and tell the tech guy that you aren't running anti-freeze. Sign the waiver and that was it, or so I thought.

The series is for *street legal* cars and they mean just that – street legal. Like headlights, windows, license plates and insurance, etc. Because we were among the first cars at the track we lined up right away for a big grudge match between my pal's CRX and my 1200 – in our minds a big showdown. In the staging area I heard the announcer talk about the traction compound being sprayed at the start finish area. Right, this means what to me? It means either slip the clutch or leave at 19,000 rpm. I did neither and promptly stalled the car. About a foot over the start line, as in the timer is running. I think the lady running the tree lights thought I was in trouble 'cause she asked: "You gonna' need a push, honey??!" "No!" I replied "it'll start!", which it did and off I went for my first-ever ¼ mile timed race.

On the cruise back to the pit area the safety truck guys pulled me over and said that I had to roll up my windows on the course. Of course, I replied that this was racecar, with a window net, why did I need a window? First lesson in drag racing – NEVER make an official look bad or give them a casual remark about rules you don't know anything about. What ensued was a very detailed inspection of my "race car" and a growing list of non-compliant items that had to be fixed before I went out again. I pleaded ignorance of NHRA rules but they kept saying that street legal is street legal. Anything different threw you out and you became fair game for their race rules. Finally, when I mentioned that this was a one time only thing they relented on most items, except the windows. It was roll them up or go home. Period. So I went to Revy instead.

Sometime later that evening, with my new plastic windows installed I did manage an actual, timed run without stalling the car. I left the line at the above mentioned 19,000 rpm only to find that the 'traction compound' had been worn off. My son told me he could hear the Yokohama tires squealing all the way down to the end of the track. But the motor didn't misfire, pulled strong for a 1.2 litre and we crossed the line somewhere around 15.8 seconds, with a 1.6 sec. reaction time.

Bottom line? It was fun although I didn't get to do much jetting as it rained out after my second run. Basically the Friday night series is low-key, inexpensive, safe fun with a car. There were about 150 cars that showed up to play with maybe 35 or so imports. Everybody seemed up beat, even the tough looking officials who probably shook their heads at some of us who were so new to straight-line racing. Several times I was told "You're in the wrong line!" with a laugh, only to find out they were referring to my circuit race car belonging on the *other* race track at the other side of the park. Would I go again? Yeah, probably. Only next time I'll take my street car, the one with the roll-up windows.

Lorne Stead

From Cascade Sports Car Club website

It is with much sadness and a heavy heart that I report the passing of Robert Dratwa (aka Bhagwan), July 8th 2002, after a long illness.

Robert has served in many positions with both Cascade, TC, ICSCC and SCCA Oregon Region. Of late he was the Course Marshall and Chief of Flags for Cascade as well as being a Steward in Training for Oregon Region. He was also actively involved in TC in a Chief's capacity.

Robert was survived by his daughter Dana, grandson Elliot, brother Bill Dratwa as well as his mother and sister. There will not be a public service as were his wishes.

I am starting a "Robert Dratwa Memorial Trophy" fund. The money will go for a perpetual trophy given to a worker, voted on by his or her peers. If you are willing to support this effort, you may contact me at the number listed in the contact list.

I am sure that anyone who has ever met Robert knew that he never met a stranger. Many of the current corner worker membership for SCCA and ICSCC/Cascade were trained by Robert at one time or another.

Robert was a friend to all. Let's remember him in our thoughts and live by his motto:

"Work Hard, Have Fun, and above all - Safety First!"

Good-bye Robert. Your passing will leave a large void that will not be soon filled.

Bill Merwin - Co-Chief of Communications for CSCC

Addresses for Robert's Mother and Brother.

Mrs. Barbara Dratwa
1010 Pomona St.
The Dalles, Oregon 97058

Bill Dratwa
3041 SE Anderson Rd.
Gresham, Oregon 97080

Although I didn't see him that often I will always consider Robert a friend. I would like to think that he felt the same about me. If you gained his respect you gained a friend.

I worked for him, I worked with him, and believe it or not... he actually worked for Karen & I one time. It was a treat for him actually, no responsibility, just being a worker again... he loved it. We got to know each other pretty well that weekend.

There are a lot of people in Portland that I consider to be friends, Robert was a little different. He gave me a nickname that I'm not very proud of but that was OK. No one else could get away with it, I didn't mind from him. That's just the way he was. Usually gruff on the outside and usually in a lot of pain on the inside, sometimes it seemed hard to imagine he could be liked so much, but he was. His knowledge, his commitment to safety, his desire to train and bring the new people along, and above all to make the sport a better, safer place will be impossible to replace. Reading the tributes and postings among the forums and newsletters in the Northwest, it is truly an honor to have been a small part of Robert's life. He will be missed.

Andrew Clouston

From Oregon Region SCCA website

By Howard "Duck" Allen

Do old Pro's just die or do they fade away? That is the question. I met Robert Dratwa during Indycar in 88. He was the corner Captain, with Lee, Scott, Bud and Bill Carr, who at the time referred to themselves as chicano's. This was the original chicane, which was not much of one at the time. As is the case, this was the place to be for that weekend. Being almost a rookie (first event in Oregon), I learned lessons from Robert about flagging, racing, teaching and maybe even life that I still carry with me today. After that weekend I used Robert as my yardstick for all corner workers; he was the bellwether. Time has passed and Robert battled his demons (and who hasn't). MAYBE some have come to pass him as that measure, but they did not do so without his stewardship and teachings. I recently got a chance to work the corners with him again. I learned more again about this the most sacred of the specialties because to work next to Robert meant to be the best. I drew on his experience and energy and became not only a better flagger, but a better person for it.

I have been luckier than most and gotten to more than a few Run-Offs and about 30 or 40 SCCA racetracks around this country. I'm here to tell you what we have in this corner is very, very good. Robert and the Pro's are the biggest reason for that. Soon after that first Indycar weekend, I learned about T.P.F.D. and learned they were the best-of-the-best. That is why we may indeed have the best club racing in the country here. Robert taught me that from example, to me Robert embodied and defined the Pro's. Which is why if I ever had a Rookie driver that needed guidance or help I sent them Robert's way.

Back in 90 at a conference race, a rookie driver went out to a corner between sessions to retrieve what was left of a Rabbit airdam he "happened" to leave there. From what was then the turn seven bunker you could hear Robert shout, "It's Howard, DUCK!" From that day on I had a "handle"; not just Howard anymore but the Duck and for that, Robert, I will am in your debt. Thank-YOU.

So now we say good-bye to Robert and know that Lee finally has someone to watch his back. As the corner crew in heaven adds one more to their turn crew. Pazoots, Lee, Hadley, Larry, Danny and now Robert. So, God, who do you name as Turn Marshall? So that is the tale of why angels wear white; they wear it while they are on earth protecting racers.

Our mission is not to let Robert go quietly off into memory, but to measure every act and question from this day on with.. "What would Dratwa have done in this situation?" Yes, Robert has stopped living on our earth, but our task now is for him to live in our hearts each day. For the Brat pack to pass-on the Dratisms to the next generation of brat packers and then they will pass them on to the one after them. Trust me he did not go quietly into the afterlife. Robert always had an opinion that was almost always right, and we as a region and we as workers are the better, the stronger for it.

Duck

If You're Thinking About A Holiday

One of our new members, *Marlene Cornish*, is working for the Harbour Towers Hotel in Victoria. She has set up a corporate account in the name of META for anyone to use. You will receive the preferred corporate rate as well as many **complimentary** traveller rewards, such as:

- Local phone calls
- Calling card and toll-free access
- Turndown service
- Parking
- National newspaper
- **Room upgrade, upon availability**
- 10% discount at Gift Shop
- Use of new 1200 square foot Fitness Center, pool and sauna
- **15% discount on food in Restaurant and lobby lounge**
- 10% discount on services & products from Penthouse Day Spa & Hair Salon
- 10% discount on services at The Budio business center

Also, for each individual, when checking in for the first time you will receive a corporate rewards card. After 10 nights have been accumulated on the card, you will receive a \$30 gift certificate for either 'The Bay' or 'A&B Sound'

As well, the club will be rewarded. Each time a person registers under META for a night it counts towards a total for the club. After 20 nights have been accumulated under META, the club will receive a gift certificate for one free night's stay.

Rates until October 13, 2002 ----- \$120/night
October 13 to December 31 -- \$79
January 1, 2003 to April 15 -- \$83
April 16 to May 31 ----- \$100
June 1 to October 12 ----- \$126
October 13 to December 31 -- \$83

Harbour Towers Hotel & Suites, 345 Quebec Street, Victoria, BC, V8V 1W4
Phone 250-385-2405 or Toll Free Reservations 1-800-663-5896
www.harbourtowers.com
harbour@harbourtowers.com
marlene.cornish@harbourtowers.com

Karen and I stayed there for a mini-mid-week holiday recently, and believe me the room upgrade we received was fantastic!!! This is a 4 Star Hotel just one block from the Inner Harbor, 2 blocks from The Parliament Buildings, 3 blocks from The Empress Hotel. Walking distance from just about everything. If you want to treat yourself think about a stay there. The weather is always nice in Victoria, and we had a great time.

Andrew

With this pledge I hereby renounce my official Stevedom, Stevishness, Stevillity, all of my Stevinity, and any and all Stevinium like nuances that may still be present and pledge allegiance as the newest member of TDTW. It is an honor to be among this very exclusive group.

Signed

HD #3

(You had to be there!!!!!!!!!!!!)

Steward's Report

Mission.... June 29-30 Race # 5

It seemed like everyone was happy and smiling this weekend. SCCBC had a record turnout of entries. Rick and I had our easiest weekend of the season so far and the drivers had ideal weather conditions for racing.

The SCCBC crew met the challenge of 210 race entries. The race administration was first class as usual and they were even able to allow time for victory laps for all class winners. It was nice to see so many new ICSCC drivers come to Mission and race on the new track. SCCBC continues to show the racers that they are truly "driver friendly". Another pleasant surprise was to see the return of some Club Fords and Club Rabbits to our northernmost racetrack.

Saturday's practice and qualifying went smoothly. We had the occasional avoidable contact, but nothing major. The novice races had 27 closed wheel and 3 open wheel entries. Bill Vine continues being an extremely busy guy on Saturdays as he watches over these large grids. Upgrading of several novices to area drivers on Sunday caused Group 1 to be oversubscribed. Pro 3 and CP were moved into Group 2 to accommodate overflow.

At the driver's meeting, Steve Bibby was the race worker introduced to the drivers. Steve is a META member and a twelve-year veteran of working at the races. His favorite race group is Group 5. The races all went great. Groups 1 and 5 had capacity entries on the track. The ProFormance drivers in Group 1 did a fantastic job of driving their "ground pounders" all weekend long. Group 5 drivers also were in top form. There was a lot of great, close racing in this group. This has me a little concerned for the August Portland race. It appears Group 5 drivers have a good race then a bad race, good race then a bad race, good race then a, well you get my drift.

With five Championship races completed, ICSCC is now fast approaching the "late summer blitz", when we have five races within five weeks - Portland on August 10/11, Seattle on August 17/18, a weekend off, Thunderhill August 30/31- Sept 1 (double race weekend) and September 7/8 in Mission. Drivers - now is the time to be preparing your cars, families and wallets for this rush.

See you in Portland.

Dan Heinrich
Race Steward

PENALTY BOX

Race # 5

Group 3, Car # 2 – Avoidable contact. \$50.00 fine.

Group 5, Car #153 – Avoidable contact. \$75.00 fine.

Group 3, Car #798 – Passing under yellow. \$50.00 fine and 1 lap penalty.

Group 2, Car #133 – Wrong class designation. 2 hours of Tech duty at next ICSCC race.

Random Visual Inspection: Group 2, Car # 93 Found to be legal.

Group 5, Car #733 Found to be illegal. Brake air ducting thru park lamps. Corrected at track.

CLUB MERCHANDISE

Pens on Neck string \$2.00
 META Crests (Black Border) \$3.00
 META Crests (25th Anniversary) \$3.00
 META Decals Static for inside or
 Stick-On for outside \$1.00 each
 Contact Don Souter (604) 930-6243

META Shirts with design by Krystyna Mitchell
 100% Cotton--Long sleeve--All sizes--~~\$25.00~~

On Sale for \$20.00 or 2 for \$30.00

Contact Ann Peters (604) 581-7189

Copies of META Promotional video are now available
 Video runs 15 minutes and are 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)

**Your Ad Could Be Here
 Advertise in the Mayday**

Non-commercial ads are free to members (3 months max.) Contact the editor for more info.

Time to renew your membership in META. If you haven't already done so, send this form in to Thomas 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. Note: Each member will receive a new META decal with their membership, please indicate which type you would like, Inside(Static) or Outside(Stick-on)

Membership

C/O Thomas Liesner, 13425 87B Ave, Surrey, BC V3W 6G7

Name: _____

Address: _____

City: _____

Province/State _____

Postal Code _____

Phone No.-- Home: _____

Work: _____

META Decal: Static _____ Stick-on _____

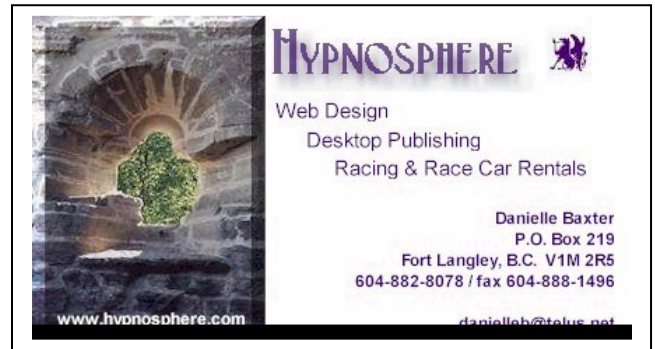
E-mail Address: _____


Newsletter via E-Mail _____

Yes _____

No _____

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

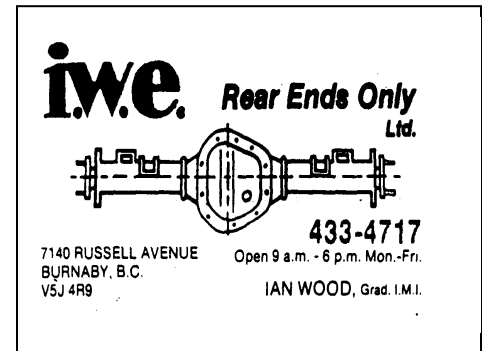


HYPNOSPHERE 

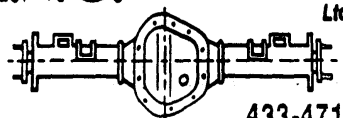
Web Design
 Desktop Publishing
 Racing & Race Car Rentals

Danielle Baxter
 P.O. Box 219
 Fort Langley, B.C. V1M 2R5
 604-882-8078 / fax 604-888-1496

www.hvonosphere.com danielleb@telus.net



iwe. Rear Ends Only Ltd.



7140 RUSSELL AVENUE
 BURNABY, B.C.
 V5J 4R9

433-4717
 Open 9 a.m. - 6 p.m. Mon.-Fri.
 IAN WOOD, Grad. I.M.I.

	Per year	Per Issue
Full Page	\$200.00	\$50.00
1/2 Page	\$140.00	\$35.00
1/4 Page	\$80.00	\$20.00
Bus. Card	\$40.00	\$10.00