



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 faxed or e-mailed to the Editor.

Printed in Canada.

Apr 6	Work Party – MRP	9:30am	Mission, BC
Apr 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 12&13	Streets of Long Beach	CART	Long Beach, Ca
Apr 12&13	CACC Race # 1 – MRP	SCCBC	Mission, BC
Apr 12&13	Club Race 2 – CARTBC	WKA	Chilliwack, BC
Apr 18&19	Defrost Kickoff – PR	SOVREN	Seattle, Wa
Apr 23	META Meeting – Century House	7:30	New West, BC
Apr 26&27	ICSCC Race # 1 – MRP	SCCBC	Mission, BC
Apr 26&27	Race 2 – CARTBC	CKC	Chilliwack, BC
May 3&4	ICSCC Race # 2 – PIR	CSCC	Portland, Or
May 3&4	Club Race 3 – CARTBC	WKA	Chilliwack, BC
May 4&5	Brands Hatch	CART	Kent, UK
May 10&11	EuroSpeedway	CART	Lausitz, Germany
May 10&11	Spring Sprints – PR	SOVREN	Seattle, Wa
May 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May 17&18	ICSCC Race # 3 – PR	IRDC	Seattle, Wa
May 17&18	Knox Mountain Hillclimb	OASC	Kelowna, BC
May 17&18	Club Race 4 – CARTBC	WKA	Chilliwack, BC
May 23 -- 26	Double National – PR	SCCA	Seattle, Wa
May 24&25	Vintage Races – MRP	VRC	Mission, BC
May 24&25	Regional Race	BCKCA	Youbou, BC
May 25	Indianapolis 500	IRL	Indianapolis, Ind
May 28	META Meeting – Century House	7:30	New West, BC
May 30&31	The Milwaukee Mile	CART	West Allis, Wis
May 31/June 1	Race 3 – CARTBC	CKC	Chilliwack, BC

KUDOS TO THE RALLYMEISTER

And all his helpers for an excellent rally last weekend.

13 entries, an awesome tour of the area, and some of the strangest questions and clues you ever heard.

Well done. Can't wait 'til next year!!

For those who missed it, you missed a fun day and a great event.

(Despite the weather)

Driver Training is done so that means

racin' is about to begin.

CACC April 12 and 13, ICSCC April 26 and 27

Mission Raceway Park

Don't miss it!!!!!!

TURBO TALK

Well, another meeting has come and gone, and the executive is getting closer to their goal of 1 and 1/2 hour meeting. (this one was, believe it or not, under 2 hours) Mark and Dave Nex, we're trying! I am looking forward to the Rally this weekend, just to socialize and not build blasted tire walls. (but that too is coming to an end.)

What about those easy ups? We have a few turns to address so we can all have the creature comforts of home(?) but we will get there.

Speaking of easy ups, we are now on short time to the first race weekend of a very busy season, and the first one will be interesting - according to Irene - as she manages to do turn assignments with a lot of our trainers away and playing in the sunshine. (And trying to fit in new workers at the same time)

Please stay tuned for the first race as well, as Karen Clouston has come up with an interesting plan for those communicators that have trouble playing in their own sandbox. (Actually, trouble with remembering WHICH sandbox is theirs) It will probably cost some of us more money than others, but I'm sure it will be a lot of fun and for a good cause.

Well, I'm going to leave something for Irene to say so read on for "BOA BYTES".

Turbo

META Car Rally Results

I want to thank those who helped put on the rally and those who competed. Bernie and Emil Hamm, Thomas Liesner, Mark Miller, and Loreen Chambers. Lynn Yeo for the muffins and lasagna, Rosal for the chili, and Irene Chambers for helping to organize the party.

<u>Driver</u>	<u>Co-driver</u>	<u>Points</u>
1) David Bell	Robert Cuddeford	265
2) Tim Rosche	Niki Gibbins	265
		tie breaker-- time 2:01 to 2:11
3) Andrew Clouston	Karen Clouston	263
4) Robert Dunlop	Shelley Owen	263
		tie breaker--time 2:14 to 2:39
5) Noel Koehn	Sandy Koehn	261
6) Simon Challenger	Don Souter	253
7) Roger Salomon	Ann Peters	232
8) Tasma Wooton	Krystyna Mitchell	227
9) Peter Hedgecock	Brian Meakings	226
10) Bruce Yeo	Dave Nex	213
11) Mike Zosiak	Bernice Zosiak	203
12) George Chambers	Dean Bremner	189
13) Charmaine Meakings	Anne Jossul	dnf

For those who did not join the fun, the instruction sheets were mixed up (6-1-3-5-2-4-7). Only three were pulled apart, the others thinking a penalty would be assessed. Game scores ranged from 5 to 15.

I will gather some of the better answers for next month. So far there are two people who hate me, (that have said it to me) one of them saying it as he started the rally. I now have three slightly used playballs for sale at a reasonable price, money going to META.

This year's run is over and planning will begin on the next. Any complaints or suggestions will be listened to, but as always, decision of the Rallymiester is final.

Vic

An open letter to META

As a member of SOVREN, and a communicator that appreciates qualified turn crews, I would like to extend to META members an invitation to work SOVREN races. META normally has a strong level of attendance at the Pacific Northwest Historics. Operating a high profile event like the Historics requires experienced volunteers who can correctly attend to on-track problems and still keep the event on schedule. Having a large number of trained META personnel on track makes me confident that the event will run smoothly and SOVREN drivers will be safer. Please continue to provide SOVREN with that support. The level of 'perks' provided at the Historics adds to the cost of operating the race. Since this event is a fundraiser for Children's Hospital, SOVREN wants to keep the costs under control. One way of doing this is to know in advance how many volunteers will be attending. This brings me to Fran Blackman's efforts to get all of us to return the post card she sends to each of you. Please let her know your intentions so SOVREN can provide you with all the 'perks' and not plan for too many or too few volunteers. If the post card is a problem please email me and I will forward the information to Fran. If you have any special needs for the Historics, please contact me and I will do my best to meet your requirements. Several META members attend all SOVREN races. I encourage more to do so. The car count is not as high as the Historics but the events are keyed to a slower pace and even more fun. We will be racing on:

April 19

May 10 & 11

July 4,5,6

August 30, 31 and September 1 in Portland, in conjunction with the All British Field Meet

September 20 &21

Thank you for your help in the past. When you are making your 2003 race plans please include SOVREN.

Ward Bettes

SOVREN Secretary

3/21/03

wardb@ioline.com

Editor's Note:

There has been some talk that to be eligible to work the Pacific NW Historics in July that SOVREN would require you work at least 1 of their events beforehand. I questioned Ward on this and his reply is as follows:

"The Pacific Northwest Historics is a high profile event. All of the people involved in the event (drivers, workers and organizers) should be experienced and able to perform at a high level. With that in mind, the SOVREN specialty chiefs have established (several years ago) a guideline that restricts the event to experienced race workers. The idea is to eliminate rookies or people who just want to watch the race. **Any active META member who has been through your training program and/or worked any race is qualified and invited.**"

Hopefully this clears things up.

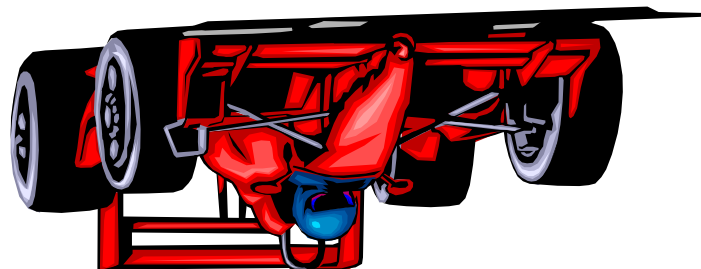
However, it doesn't mean you can't go down and help them out anyways.

SOVREN events are always first class and always a lot of fun! Check one out some time.

DO YOU FIT THIS PROFILE ?

If you fit the following profile and you are not yet a marshal, why not do something about it? Contact your nearest raceway's officials for information on how to join a world class organization of men and woman who help in making motor racing a safer sport. Come on, join the fun and get the best seats in the house.

- A marshal is usually a motor sport enthusiast who lacks finance and/or the ability to compete, but who is, nevertheless, dedicated to the sport.
- A marshal can come from all walks of life - and does - to discover a common bond - motor sport.
- A marshal has a degree of insanity in his make-up. This is essential to enable the marshal to stand about from dawn to dusk, possibly in atrocious conditions, in pursuance of the duty allocated.
- A marshal is not a spectator, but a spectator, can and quite often does become a marshal. On becoming a marshal, spectating ceases, for, as a marshal this would be an extremely dangerous preoccupation.
- A marshal is a volunteer - and appreciates being an important member of the team (whatever the duty). Having signed on, the marshal is at the allocated post ready for action well before the required time.
- A marshal appreciates that other marshals are also volunteers and that motor racing is a sport. With this in mind the marshal's approach to other officials, competitors and the public is courteous at all times.
- A marshal must, at all times, have the patience of Job and the wisdom of Solomon, to efficiently carry out his/her duties, remembering that others may not be as knowledgeable about the sport.
- A marshal realizes that a clear head is necessary at all times while on duty. The marshal, therefore, does not consume alcohol during a meeting.
- A marshal quickly learns that warm clothing and stout footwear are an essential part of the equipment and that such equipment is never left behind, no matter what the weather forecast.
- A marshal does not go on duty with any doubts as to the extent of the duties, always asking his/her post chief before going to the post if any doubts exist.
- A marshal applies himself/herself completely to duties during the meeting. Again, appreciating responsibility to the team and realizing the dangers involved, he/she keeps an eye on approaching vehicles at all times, unless - and only unless - covered in this respect by another marshal.
- A marshal must be cool, quick-thinking and efficient at the task when an incident occurs in his/her sector, realizing that lack of application throws an additional burden on the other members of the team.
- A marshal does not comment to the press or the public in regard to any incident that occurs, appreciating that there are officials specifically designated for this purpose.
- A marshal never knows it all, and in consequence, is ever seeking to improve efficiency, at the same time helping less informed marshals to the same end.
- A marshal, as you realize, from the above is no ordinary person.



“BOA Bytes”

(aka Irene Chambers – Course Marshall)

Sure had been a busy month.....

I would like to start by thanking everyone who came out and helped at the 3 work parties that we had. We had anywhere from 10 – 15 people come out each weekend. Makes for a pleasurable and fun-filled day.....we accomplish a great deal as well.

Thank you to Brian Hellevang and SCCBC for providing lunch for us at one of the weekends.

On that note, we have another work party slated for Sunday April 6th..... 9:30 am, coffee will be ready.

Our Driver Training weekend went very smoothly and was very well attended. It was great to see that we had 5 new recruits. Thank you to Mike, Darren and the E-Crew for hosting the fire training school. Brian Meakings provided us with his car to assist in refreshers on rope tows, emergency shut off etc. Thanks Brian.

Our next race weekend is a CACC event April 12th & 13th, 8:00 am morning meeting. Please email or call and let me know if you will be attending (those who did not sign up at the last META meeting).

Look forward to seeing you all there.....

Anyone that has suggestions on what they would like to review during our Saturday morning meeting before we go to station.....Please send them my way and I will try to accommodate all requests if possible.

Irene

604-944-7759 or chambersw@shaw.ca

Passing on a sad note.

Gary and Fran have worked the Portland and Vancouver CART races for years as well as SCCA and ICSCC races throughout the Northwest. They also are in charge of workers for SOVREN.

I am sorry to have to send this email. Friday afternoon longtime SOVREN worker Gary Blackman passed away from a sudden heart attack. Fran called Vicki Street Friday evening to apologize for not getting her material to Vicki in time for the newsletter! Evidently, she and Gary were working on the newsletter Friday afternoon when Gary went out to the mailbox to collect the mail. He suffered a fatal heart attack in the street and was gone before the aid car could arrive in a matter of minutes.

I haven't spoken with Fran, but Vicki reports that Gary wanted to be cremated and his ashes spread at PR and Pacific Raceways. I don't know if there will be any kind of service prior to this.

If you want to send condolences to Fran, their address is 13 Algona Drive,
Vancouver, WA
98661.

Gary did much for our club both at the track and at home so we will certainly miss him.

Judy

THE LESSER SPOTTED MARSHAL

By Terri O'Leary (EvilPumpkin)

IDENTIFYING

This shy and retiring creature can be found at motor racing circuits around the world. Colouring differs, but the common marshal or Pumpkinus Maximus will generally have orange plumage. There are 2 common variations on this plumage in the UK and Ireland - the Pumpkinus Silverstonius which can be identified by its handsome black plumage with orange stripes; and the Pumpkinus Rescuecrewinus which is generally green.

The Rescuecrewinus is an interesting specimen. This type of marshal usually starts with orange plumage, but when they reach maturity, the plumage changes colour.

Strangely, unlike most creatures, the plumage of the marshal seems deliberately designed to attract attention, rather than camouflaging the creature. Naturally, this makes it vulnerable to predators, which may account for the decreasing numbers of this fascinating beast.

HABITAT

The habitats of the marshal are as varied as its plumage. For the purposes of this article, we will concentrate on the Pumpkinus Maximus variety.

Pumpkinus Maximus can be found on grassy banks around race circuits. This creature seems to thrive in cold, damp conditions and is often mistaken for a form of fungus on wet days. Marshals become confused and lethargic when exposed to sunshine and exposed patches of skin can become red and irritable.

BEHAVIOUR PATTERNS

The common marshal becomes excited when exposed to a racing vehicle in difficulty. In a response comparable to lemmings jumping off a cliff, they congregate around a stranded vehicle and start performing various interesting rituals. These range from pushing on the car to pulling the little red handles on the front. Marshals that participate in this ritual always bring little red bottles with them. It is believed that these red bottles contain an offering for the big metal god they appear to be worshipping.

Many drivers report that they have been rescued by these creatures and returned safely to the circuit. They also state that in many cases, the marshals appear to be almost human. This behaviour can be compared to that of dolphins rescuing stranded mariners and greatly adds to the mystique of these creatures. Some marshals can also be observed at the scene of a racing incident waving small pieces of coloured material and making a strange whistling noise. At time of writing, speculation remains regarding the purpose of this behaviour. The most popular theory is that the creature with the material is building the nest and is encouraging other marshals to return to the nest with pieces of the racing vehicle to add to the nest structure.

EATING HABITS

This complex animal appears to be almost omnivorous. Like many woodland creatures, it has become increasingly urbanised and can often be spotted munching on the produce of circuit burger vans. There is no set dietary pattern for the lesser spotted marshal, but it is generally agreed that if you have a marshal living in your gravel trap, you can attract it by leaving out small dishes of coffee and doughnuts. Some conservationists have also reported the lesser spotted marshal being partial to beer!

CONSERVATION

Sadly, this fascinating creature is slowly dying out in the UK and Ireland. Increased urbanisation, modernisation and the loss of traditional values have all led to a decline in numbers and if the decline continues, the day may come when these amazing animals are no longer seen on our shores.

This would be a terrible blow both to nature and to motor racing and it is imperative that the remaining marshal population are well treated and encouraged to reproduce. The gestation period of the average marshal is 9 months, but it takes 16 years for a marshal to reach maturity.

In an effort to prevent any further decline in numbers, hunting of these creatures is strictly prohibited. Anyone found attempting to run a marshal over is subject to severe penalties.

CARE AND TREATMENT OF MARSHALS

It is considered good luck within motor sport to have a colony of marshals inhabiting your circuit. If you follow the guidelines laid out below, you may be able to persuade the colony to stay.

It is not true that if you touch a marshal, the other members of the pack will then reject it. However, marshals are shy animals and it is best not to touch them unless invited to do so. Do not attempt to lift them up. Marshals will struggle and may inadvertently injure you. Remember, they may look cuddly, but they are still wild creatures and should be treated with respect.

Drivers should wave to the marshal colonies on each post on either warm up or warm down lap. Marshals appear to crave interaction and respond positively to friendly gestures by drivers.

Marshals should be fed and rested regularly. Provision of bits of paper with "lunch voucher" written on them provoke a positive response as does the opportunity to sit down and eat the produce of this bit of paper. Marshals are very social creatures within their own groups and can be observed sitting in clumps, swapping food items, making chattering noises and occasionally grooming each other. Marshals that are regularly denied food and rest become lethargic and unpredictable. Some have been known to snap at anyone approaching them. In extreme cases, the colony will dissipate and never be seen again.

Marshals are greatly attracted by shiny things. Some marshal colonies have a ritual that, to an outsider, might even appear to be a raffle. All the marshals gather in one place. One marshal stands in the centre and chooses random pieces of paper from a container. These pieces of paper apparently equate to individual marshals who are then provided with some form of shiny thing in what looks like a prize giving ceremony. Obviously, this is a very human interpretation of what is probably nothing more than an elaborate mating ritual. This being said, circuits and race drivers that leave offerings of shiny things that can be used as part of this ritual have reported that they find their marshals to be happier than circuits that do not.

THE FUTURE

If we start to recognise the danger to these amazing circuit dwelling creatures and start improving their habitat, we may still be able to turn the tide and return to a thriving marshal colony at every circuit.

Congratulations to Ian and Catharine Wood on the newest addition to the Wood Family. Monday March 10th at 11:47 a.m. Catharine gave birth to a beautiful, healthy, happy, baby girl, 7lb. 1 oz. They have named her Madeline Claire, but will call her 'Mattie'. Catharine is doing great too.



DETAILS ABOUT CHAMP CAR/SCCA WORKER PROGRAM RELATIONSHIP

- For 2003, all Champ Car road course events in the United States will require SCCA-licensed corner marshals.
- SCCA is working on a template for promoters and regions to assist in organizing and supporting the Champ Car events.
- International Workers: SCCA will provide a temporary membership to International workers at no charge to the worker. There may be a cap to the number of events you may do under this scenario. Details will be forthcoming.
- Current Champ Car-licensed workers that do not hold an SCCA license will start at the Divisional license level.
- International events: SCCA is trying to work with ASNs in Canada and Mexico to create a reciprocal relationship recognizing membership and licensure. However, SCCA will not insure corner marshals in International events

For more information, contact Club Racing at SCCA, (800) 770-2055 or clubracing@scca.com

SCCA CART Worker Program

Q & A

Q: What is the SCCA/CART Worker Program?

A: The partnership between these two sanctioning bodies builds on SCCA's history of training outstanding F&C folks, and of providing them logistical support, as well as on CART's desire to staff their stateside street and road course events at the highest level of professionalism and skill. Essentially, the agreement requires that all corner personnel working CART's stateside street and road course events must be SCCA members who are F&C licensed.

Q: How do I sign up to volunteer for a CART race?

A: In the past, regular CART volunteers could sign up for multiple events through their CART Chief Observer. Now you must contact the Chief of Specialty for the SCCA Region that is providing the volunteers for the CART event. Check www.scca.com for links. Names, addresses, phone numbers, and emails for each event are listed. Please use this list to advise the Chief that you would like to participate in the events indicated. If a Specialty Chief is not listed, look for contact information for the Race Chairman or Regional Executive. Information on HQ hotels, parking, transportation, registration hours, and morning meeting locations and times, and socials will be given at a later time.

Q: When I arrive at the event where do I register?

A: All SCCA volunteers will register with the SCCA Worker Registrar at the event site. The hours and location of registration will be posted for each event. Each participant must register, sign the SCCA event waiver, and be properly credentialed.

Q: If I have motorsports volunteer experience other than SCCA, how do I get an SCCA specialty license?

A: To be awarded an SCCA annual license, first you must join the SCCA. The forms are available on the web site, www.scca.com. If you have experience with a U.S. organization contact the SCCA Specialty Chief in the Region where you live. Check www.scca.com for links to regional websites. If you have experience with an international organization outside of the United States, contact the SCCA National Administrator for your specialty. SCCA National Administrator contact information is listed on www.scca.com, or you may call the SCCA Club Racing Department at 1-800-770-2055. Current Champ Car licensed workers will be granted a Divisional license in their specialty.

Q: What if I am an experienced volunteer and I only want to work 1 CART road/street course event but I am not an SCCA member.

A: All volunteers for US CART road/street course events must be SCCA members. Temporary/Trial memberships will be available from the organizing region at the event. These memberships are valid for 90 days. However, we do recommend that volunteers join the SCCA to take advantage of all the member benefits of the organization.

Q: What if I am an experienced volunteer and I want to work multiple U.S. CART road/street course events but I am not an SCCA member?

A: We recommend that you become an SCCA member and apply for the appropriate specialty license. Obtaining a license will facilitate your communication with each organizing Region's Chief of Specialty. Working multiple events on this license will count towards license renewal at membership renewal.

Q: Will SCCA licenses be required to work U.S. CART oval events?

A: At this time CART has not requested SCCA support for U.S. oval track events. If you are interested in volunteering for a U.S. oval track event please contact CART directly. However we are working on a mechanism, which would extend the program to the US ovals, with the goal of having something in place for the season ending oval at Fontana in 2003.

Q: Will SCCA licenses be required to work non-U.S. CART events?

A: SCCA license requirement do not apply at CART events outside the United States. Contact the host country's governing body or CART directly.

Q: What insurance coverage will be provided at U.S. CART road/street course events?

A: CART insurance is the primary coverage for Marshals working at all CART events. The SCCA's insurance is the supplementary insurance if required.

Q: What is the SCCA's insurance program?

A: The SCCA Participant Accident Insurance coverage for SCCA members consists of the following coverage limits:

- Medical Expense Reimbursement \$1,000,000
- Accidental Death \$25,000
- Dismemberment by schedule \$10,000
- Loss of income \$100 per week for 104 weeks

Check www.scca.org/interactive/insurance/participant.html for more details.

SCCA Regional Volunteer Coordinators for U.S. CART Street/Road Course Events

Long Beach.....	Andy Porterfield	(949) 548-4470	andyscca@earthlink.net
Laguna Seca.....	Ian Cook	805 929 9046	iancook@charter.net
Portland, Oregon Region.....	Mindy Allen	(503) 224-9469	mindyduck@aol.com
Cleveland, NEO.....	Corky Dubois	(440) 331-5902	N/A
Mid-Ohio.....	Jude Summers	(614) 888-4646	jusummers@columbus.rr.com
Denver.....	Brenda Brostrom	(720) 290-6281	scca2003gpod@hotmail.com
Miami.....	Phil Croyle	(561) 893-0544	pjcracer@bellsouth.net
	Joyce Bakels	(561) 747-5758	flagandcom@floridaregionscca.com

SCCA Regional Volunteer Coordinators for non U.S. CART Street/Road Course Events

SCCA is not responsible for any workers at international events, nor does SCCA cover their insurance costs.

Toronto.....	Peter Corley	(416) 929-9907	gavia.paradox@sympatico.ca
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CLUB MERCHANDISE

Pens on Neck string \$2.00
META Crests :Black Border/Vancouver or
Black Border/Vancouver/25th Anniversary
or Red Border/Westwood \$3.00 each
META Decals Static for inside or
Stick-On for outside \$1.00 each
META Pins \$3.00 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

New META Shirts available!!!!

White, short sleeve, 'Golf Shirts' with
META logo embroidered on front.
\$26.00 each
Contact Angus Glass (604) 264-1641

New White "Dickie" Painter pants available

All Sizes - Reasonable prices
Contact Lynn Yeo for more info
604-864-0459

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.

Membership

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

Name: _____

Address: _____

City: _____

Province/State _____

Postal Code _____

Phone No.-- Home: _____

Work: _____

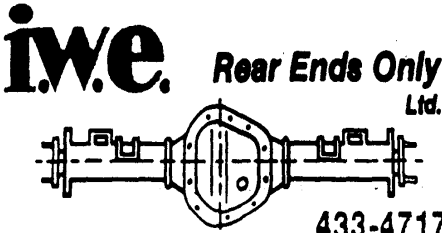
E-mail Address: _____

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



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	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

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

Do I Need An Oil Additive?

By Rob Dent

Millions of dollars a year are spent by consumers on the craze of automotive fluid additives. There are all sorts of special miracle products out there that are available to all of us that will supposedly save our engines from the depths of the evil friction devil that is destroying our precious investment every time we start it. But is this true? There is even a new product on the market in Canada called TUFOIL, which is in the Guinness book of world records for being the slipperiest substance known to man. Are the vehicle manufactures so ignorant to not be using and recommending these products for all of us to use? Of course not.

There is not one single vehicle or engine manufacturer that recommends the use of oil additives. Nor are there any petroleum or oil manufacturers that recommend them either.

The reason is simple...there is no proof that they work.

There is no current non-biased testing done to prove that they do work. The only testing on these products you will find is done by the products own company. So what do you think they will say? Some independent testing has been done on small-scale levels in the US, but most have not given any indication of reduced wear on your engine. In fact many products have actually shown to make an INCREASE in engine wear after using the additives. The reason is simple. Most of these products simply manufacture oil based mixtures with a PTFE (better known as TEFLON) additive. This invention as many of you will know is known as the most slippery substance known to man. Products like Slick 50 use this as its main ingredient.

The problem is even the DUPONT Corporation, the inventor of Teflon, has officially stated that its product was not intended for nor recommended in the use of an additive for engines.

Dupont even tried to stop the use of its products for this use, but ended up being caught up in the US legal system and was told it could not block sales to a company just because it didn't like what they were going to use it for. As it turns out, the manufacturers would simply buy the product from out of North America anyway. Part of the reasoning behind not recommending it was because Teflon is actually a solid, which doesn't work well in an engine. So they suspend it in oil. But what do you think happens when this solid gets to your oil filter? That is what the filter is designed for, to stop foreign particles, especially solids!

Also, the way engines are designed these days with such close tolerances in cavities any small obstruction can block a passageway for oil and starvation sets in. Dupont tells us also that Teflon actually expands with heat, just so it can obstruct even more.

You have all seen the commercial though, where they run an engine without oil after it has been "protected" by it's product, and WOW it runs for hours without oil! Well, Briggs and Stratton did their own independent test and used an additive in one engine and one without, ran both engines for 20 hours with fluids in them, drained the oil from both engines and ran them both for another 20 hours. It's a miracle! After they tore down the engines they found the most interesting part. The engine that has used the oil additive actually had more evidence of wear, from, you guessed it. Oil starvation!

The advertising that makes me laugh is the support from race car drivers, these are the users of engines that are rebuilt after 500 miles. I would like my engine to last a little longer than that. I have to make it to work tomorrow too.

If you look closely at the bottles of some of these products they tell you to shake the bottle well before using. That tells me the chunky bits that you have to shake up are going to be sitting in my oil pan after leaving my car in the garage overnight. That will definitely be good for my oil pump!

But I should say however the independent tests have shown a slight increase in power and fuel economy when using some of the products, but there is no way that outweighs the increase in wear and tear.

Zinc dialkyldithiophosphate is another additive that has been used as an alternative to Teflon, but Zinc is commonly found in most high grade oils anyway, so just buy good engine oil. Too much Zinc however damages catalytic converters, so don't over do it.

So the key is, don't waste your money. Maintain your car regularly, use good quality parts and save the infomercial advertisements for juicers.

Rob Dent has been involved in the automobile industry for the last 11 years. Robert is currently an award-winning Service Advisor with Regency Auto Group. Send your comments to: rob@rpmotoringmonthly.com

From the "Province" newspaper March 27, 2003.

Ed Note: I believe there is an error in this article regarding the co-driver that was injured. My information is that it was longtime local rally co-driver Martin Headland that was injured in Sweden. And a bit of trivia, Pat Richard took driver training at Mission a few years back in his original rally car.

Pat Richard wants to race in Canada

By Gordon McIntyre
Sports Reporter

Sami Salo has a day job playing for the Vancouver Canucks, but you get the impression he'd like to moonlight at what Patrick Richard does for a living.

Richard is a rally driver.

Salo is a Finn.

In Finland, Richard's sport is held in the same awe the Canucks command here.

"I've been on the passenger side and it's crazy," Salo

said. "It's nuts. I give a lot of credit to those guys

"You can't see anything that's coming up. They just push the pedal to the metal. It's unbelievable."

That's what (Rocket) Richard likes about the sport.

Born in Sherbrooke, Que., raised in Halifax, N.S.,

Richard and some buddies moved to Whistler as 16-year-olds to snowboard in the back-country.

One day, when Richard and Ian McCurdy — his co-driver until a crash in Sweden this year — were filming a 'boarding movie, the film crew wanted to film them getting air under four wheels.

"Everyone knew we liked driving psycho on those back roads," Richard said. "They filmed us going sideways, until we rolled the car.

"Later, at the bar that night, there was a rally race on TV... it looked like they were being paid to do it."

The 30-year-old had a new career goal then and there.

Richard made some money developing Internet

software. "I was doing the Internet before the Internet was the Internet," he said.

He put a roll cage in his Subaru and off he went. His first race was in Calgary, the Rocky Mountain Rally. He finished second overall in the regional Alberta-B.C. division.

"We drove the rally car to the rallies — we didn't even have a trailer," said Richard, sitting at a coffee shop in the shadow of the Yale-town apartment building where he now lives.

Less than a year later, Subaru Canada offered him a ride.

"They said 'We have a lot of money in the budget for you to wreck a few cars.'"

The parallels between snow-boarding and rally racing are many.

They're both extreme sports, both started out as outlaw endeavours, both require an instant reading of the surface and quick reflexes to handle whatever's over the next crest.

Richard would like to pioneer rally racing in Canada, bring it to the heights snowboarding's achieved.

Worldwide, more than nine million people attend the World Rally Championship's 14 races.

In Sweden last month, while he and McCurdy were checking out the course on a reconnaissance run, they rounded a bend to find a Land Rover heading toward them in their lane. Both cars swerved to the other lane and hit head-on.

Richard badly hurt his wrist and was bruised all over his body. He still needs splints to race and a cortisone shot. McCurdy broke four ribs and his sternum.

"So I needed to find a Swedish co-driver," said Richard, who races in the N classification, the rung below the top level. "It was sort of a rough way to start the season."

Luckily, he was in a country that, out of eight million people, has 400,000 registered rally cars. He hooked up with Mikael Johansson, a gym teacher who finished second in the Swedish championship in 2002.

They picked up Richard's first WRC point and went on to win in Quebec early this month, beating British and American rally champs.

A broken transmission took them out of the Corona Rally of Mexico two weeks ago while they were running fourth in their class. Richard's off next week to New Zealand for his next WRC event.

"Ian is still injured, so Mikael and I will do the season together," Richard said. "We've really gelled."

Not only does the co-driver, or navigator, put his safety in the hands of the man behind the wheel, the driver has to trust the co-driver with his life.

"When you go over the crest of a hill and your co-driver tells you to take it flat out, you just have, to trust him and do it," Richard said.

Still looking for sponsors, Richard hopes to next year bring three WRC races to Canada.

"Pat is under the radar right now," said Mike Hurst, Richard's business manager, "yet he's a top international rally driver. Soon he'll be where he certainly deserves to be, a recognized Canadian sports star."

Richard will make his B.C. debut on June 14 at a rally in Merritt.



UNOFFICIAL MINUTES OF META MEETING

26 March 2003

Meeting called to order at 7:41 pm. 28 members where present.

Mayday: Nothing to report.

Membership: 63 members, 8 honorary.

Treasurer: general \$4006.60, gaming \$323.39, equipment \$5661.42

Historian: Photo albums and mayday's are here.

Training: as a result of a conversation with Andrew C - Recommendation to keep large bottle's at the station.

Roger - Do not keep 20 lb beside you when on the move. Keep it above your waste.

Course Marshall: Thanks to all that participated. We built tyre walls etc. 5 new workers came out. The next race weekend it 12/13 April 2003. At RATS ICSCC requested course marshall supply them with a list of people in attendance. Consensus Yes, but some had reservations. Dave Nex can we dispense with fence at T7?

Chief of Emergency: We had fire school. We have one bottle of Alcohol left. To work July SOVREN we need you to work a prior weekend maybe. Help required for SOVREN. We also did rope tow and window net exposition. Angus popped a bottle because the pin was out. Please check pin before doing calisthenics with bottle. Box for turns will be too heavy.

Old Business: Bryan Nuttall will close in porch bottom.

David B - car rally are we insured? Lynn trying to get confirmation.

Jo A. - no ice so it's done. Thanks for the workers and the fire bottles. META given an award at the Ice Racing Banquet. Andrew Clouston given the Worker of the Year award.

Recruitment: Don't get mad, talk about it, work it out. Will send letters to no shows. Got 2 workers from car show and 3 from newspaper add. Talk to new workers. Need Indy workers. Go-karting got 3 new workers on the weekend.

Reading of the minutes by Tasma who just arrived.

Correspondence: We have the ICSCC Memo#2, March 2003.

Vice President: No report. He is very Happy.

New Business: Irene - gravel are we getting any more? Bryan N may not be able to get us any. Brian H. will get it for us if we need him to.

Karen - Admitted paper is what we need to get from Chris Bowl. If we can get the name of the Insurance carrier Karen will look into it.

Nick has concerns with the gravel at Pit out. Is it going to cover the track.

Steve - the new canopies are great.

Joe P. - parking will be tight next meeting.

Vic will Email Terry for radio's for soapbox derby.

(New Business Cont'd)

No parking in the Tech area or along the fence of Tech area, it is now an impound area. We are to park our cars behind the small bleachers by the turn two exit road if not taking them to a corner. Park on the grass on either side of the start stand at lunch and in morning.

President's Report: Car show was lots of fun. We got 2 new workers who came to Driver Training. Sleep over women want to have another one. Was a lot of fun and a great success despite the ice storm. Oregon Region (Portland Cart Race) will pay for temporary membership. Would like to know approx. numbers they need to pay for. Maybe they can do temporaries to include Rose Cup? Ken Stone from Knox Mountain would like volunteers in May. 3 are confirmed. Karen France from Soapbox Derby would like volunteers in June. 8 are confirmed. Michael Lensen's pit - lunch on April 13th for all workers supplied by his sponsor.

Good & Welfare: Could you please sign the card for Madeline Claire Wood. Steve has 3 tickets for pub event with him \$10 each (burger and a drink) Saturday 5th April. Vic - Rally Drivers meeting at 10:00 am first car will leave at 10:30 am \$20 per car. Brian N. ten pin bowling was fun when Sandy was down form Squamish. Vic K. was inducted into the Motor Sports Hall of Fame. Angus - Gerry Lomas was cut off from donating any more blood. He has donated so much he is not allowed to anymore. Vic suggested we donate blood as a group.

Swap & Shop: Charmaine has a challenge to do 15 faces in 15 days for her Mary Kay. 50/50: Karen won \$5.50 Merchandise: Angus won.

Meeting adjourned 9.28 pm. Next Meeting will be on Wed. April 23rd 2003 at 7:30 pm.

ICSCC RACE OFFICIAL'S DIVISION / Application for Licensing of Personnel

Name: _____ Date of Birth: _____ Telephone #: _____

Street Address: _____

City, State/Prov, Zip/PC: _____

Position to be licensed for: _____ If new application, please outline experience and training:

Application is for: Renewal Upgrade New License

Signature of applicant: _____ Date: _____

Signature of Area Rep. _____ Date: _____

Send application to:
Judy Thacker
6903 NE 134th Ave
Vancouver, WA
98682

Hm 360-892-3957
Wk 503-353-4834

Note: Annual License fee has been discontinued.