



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

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SPEED READING

CLUB EXECUTIVE

PRESIDENT:

Lynn Yeo
604-864-0459
yeoyeos@shaw.ca

VICE PRESIDENT:

Roger Salomon
604-581-7189
ann_peters@telus.net

SECRETARY:

Tasma Wooton
604-854-4245
yeo_taz@shaw.ca

TREASURER:

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

PAST PRESIDENT:

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

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.

Mar 8	Ice Race Banquet – Marpole Curling Club	WCIRABC	Vancouver, BC
Mar 8	Driver Training – PR	IRDC	Seattle, Wa
Mar 8&9	Practice – CARTBC	WKA&CKC	Chilliwack, BC
Mar 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 15	Driver Training – PIR	TC	Portland, Or
Mar 21 - 23	Driver Training	VMSC	Victoria, BC
Mar 22&23	Fundidora Park	CART	Monterrey, Mexico
Mar 22&23	Driver Training – MRP	SCCBC	Mission, BC
Mar 22&23	Club Race 1 – CARTBC	WKA	Chilliwack, BC
Mar 26	META Meeting – Century House	7:30	New West, BC
Mar 28-30	Driver Training – SRP	NWMS	Spokane, Wa
Mar 29	Driver Training – PIR	CSCC	Portland, Or
Mar 29	Season Opener -- Evergreen Speedway	NASCAR	Monroe, Wa
Mar 29&30	Race 1 – CARTBC	CKC	Chilliwack, BC
Mar 30	META Car Rally – MRP	10:00am	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

Well the season is almost upon us

Driver Training at Mission is the start
of another action packed year,

(That is if you didn't make it up to the Ice Races)
and a great way for an early spring tune up.

As you'll see later in this issue there is worker training planned for
Saturday and Driver training on Sunday.

So dust off the bucket,
make sure the whites still fit and come on out.

Important notice to members who have not renewed. This is your last Mayday unless Thomas receives your renewal by March 31.
See elsewhere in this issue for a membership application.
Thank You.

TURBO TALK

Well, now that I have two meetings under my belt I would first like to apologize for the length of the meetings. It will get better as we go, but it just seems that there is sooo much to cover.

I feel very optimistic for this coming season and I want my first race NOW! We are very lucky to have the caliber of people we do for the sometimes endless and thankless tasks that are ahead of us. (Irene and I will try to cut you some slack at the next meeting).

As the new and inexperienced President, I understand that there will be conflicts and disagreements, either among the membership or with the executive. This is not a problem unless we as an organization do not address or deal with the problem at hand. If we all agreed and got along we wouldn't learn much, or worse yet, grow as an organization. This became very clear to me this past weekend at the car show at the Tradex. We had, at the last meeting approx. 43 paid members for the year. (I know we have more but this is an example). We had **23** volunteer to work shifts to promote META. I took a good look around and saw one particular booth that I know has a couple of hundred members and only 1 volunteer for the whole weekend. I was so proud of our club for accomplishing what we did. It dawned on me that numbers or size means nothing - it's the people that you have that will make or break a group. I was there for the whole weekend except for 6-9 on Saturday and we talked to a lot of people and there were 4 that I know of that were really keen. If 1 of those people comes out we win all the way around.

I am getting more and more excited as race day approaches and I want to encourage all of our members to come to the meetings with concerns for the year that they would like to have addressed and with an optimistic attitude that there isn't anything that META can't accomplish.

In closing I would like to thank Irene for pulling together the volunteers for this past weekend and to thank the members that came out to promote our club. It was a job well done!

Lynn Yeo (aka Turbo)

Priorities Right?

Philosophy...

A philosophy professor stood before his class with some items on the table in front of him. When the class began, wordlessly he picked up a very large empty mayonnaise jar and proceeded to fill it with rocks, about 2" in diameter. He then asked the students if the jar was full. They agreed that it was. So the professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles, of course, rolled into the open areas between the rocks. He then asked the students again if the jar was full. They agreed it was. The professor picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He then asked once more if the jar was full. The students responded with a unanimous "Yes." The professor then produced two cans of beer from under the table and proceeded to pour their entire contents into the jar - effectively filling the empty space between the sand. The students laughed.

"Now," said the professor, as the laughter subsided, "I want you to recognize that this jar represents your life. The rocks are the important things - your family, your partner, your health, your children - things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter - like your job, your house, your car. The sand is everything else. The small stuff." "If you put the sand into the jar first," he continued, "there is no room for the pebbles or the rocks. The same goes for your life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you. Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out dancing. There will always be time to go to work, clean the house, give a dinner party and fix the disposal. Take care of the rocks first - the things that really matter. Set your priorities. The rest is just sand." One of the students raised her hand and inquired what the beer represented. The professor smiled. "I'm glad you asked. It just goes to show you that no matter how full your life may seem, there's always room for a couple of beers." Priorities!!!!!!!!!!!!

"BOA Bytes"

(aka Irene Chambers – Course Marshall)

Here we go.....we are off to the races again.

It is February and we already have so many things on the go.

Work parties (February 22nd & March 8th), Car Show (March 1st & March 2nd), Turn Marshall's meeting (March 4th) Roger and Ann's, Driver Training (March 22nd & March 23rd). The META Car Rally (March 30th).

Driver Training weekend is packed full of fire training, training to correctly hook up straps for a flat tow and the re-building of our awning (Saturday March 22nd) with the day ending off with a BBQ.

Sunday March 23rd brings us back trackside to "dust off the cobwebs". (8:00 am morning meeting).

I look forward to a great season of fun, exciting racing, training and recruitment and working hand in hand with SCCBC, CACC, and ICSCC.

I will do my best to keep all of you up to date via email and telephone committees.

We are a family with a common thread..... "Our passion for racing" lets work together to help our family grow and continue our commitment to safety in motorsports.

Thank you for your support and encouragement in my new position, I have some big shoes to fill.

In closing, if there may be someone you know we may have lost touch with or someone who would like to "come out an play" lets spread the word.

Irene

604-944-7759 or chambersw@shaw.ca

Road Trip Anyone!!!!!!!!!!!!

Last year a few people were kicking around the idea of chartering a bus and driving down to Thunderhill, California for the ICSCC race on the Labor Day Long weekend . David Bell has made some inquiries and the best rate he has come up with is \$5000 for a 24 passenger bus and driver. He is wondering if there is enough interest from the membership to fill the bus. The organizers of the race (Team Continental) will very likely help with the cost, but we need to see how much interest there is from the membership before David talks to them. The plan would be to leave on Thursday August 28th and drive straight through, then leave the track on Sunday and arrive back sometime on Monday September 1st.

If you are interested email David at dpbell3@shaw.ca so that he can get a 'straw poll' going.

"This is a story about four people named Everybody, Somebody, Anybody, and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anyone could have."

DRIVER TRAINING WEEKEND

MARCH 22ND - FIRE TRAINING 12:00noon

Alcohol Fire Suppression

Gasoline Fire Suppression

Effectively & Safely extinguish a fire in a car

Learn about the META E-Truck

Learn how to attach a car for a safe rope tow

(sedan and open wheel)

Remember to bring your smiles, SCCBC will be taking our photographs and issuing credentials Driver Training weekend. (to ease registration)

We will also be re-assembling our awning on Saturday.....more bodies, less work.....

After this fun-filled day.....BBQ to follow.....

Hope to see you all there, if you did not sign up at the meeting of February 26th, please email or call me and let me know if you will be there for either or both days.

chambersw@shaw.ca or 604-944-7759

Thanks!

Irene

MARCH 23RD - TRACKSIDE 8:00 AM(meeting)

First event of the season, lets dust off the cobwebs.....and say hello!

META CAR RALLY

MARCH 30 2003

ONE WEEK AFTER DRIVER TRAINING,
TWO WEEKS BEFORE THE FIRST RACE

Drivers meeting at 10:00 am at the
META clubhouse, Mission Raceway Park.

Coffee will be ready at 9:30am

There will be drag racing that day and
we will advise the gate crew of our event.

First car out at 10:30 am.

Cost: \$20.00 per car.

Proceeds to the Maintenance of the META truck.

Party and trophies to follow at the META Clubhouse.

If you choose not to compete, come to the party.

Bring a clipboard, pen, your sense of humour,
maybe a Thesaurus, and a compass.

Please RSVP to vkennedy@infoserve. Net

In my haste to get the Mayday out last month, I printed a short list of sponsors who donated prizes to the META banquet. My intention was to print a more complete list this month of not only sponsors, but also people who were integral in making the Banquet the great success that it was. Anyone who was there can tell you it was one of the best we've had in many years.

My apologies to anyone who felt they were missed last month.

My thanks to the executive for making up the following list.

*On behalf of META, the META executive, and all it's members
I would like to extend a heartfelt Thank You
to the following*

who made the 2003 META Banquet such a success

Toys R Us

Home Depot

Nick Roche

Drivers Edge / Racers Edge /

OMP Drivers Edge

Brown Brothers Ford

Western Canadian Ice Race

Association of BC (Cars on Ice)

Ian Wood IWE Rear Ends Only

Peterbilt Canada

Mercedes Benz on Boundary

Black Bond Books

Decker's Auto Supply

Rosal Enterprises

Mercedes Benz West Broadway

Irene Chambers

White Spot

Barb Moewes

Gerry Frechette

Freddy Yawman

Puzzle Mania

Cartunes Auto

Dams Ford

Zellers

Boundary Mercedes

Brian Jessel BMW

3 Floor Hobby Shop

Frankie G's

Canadian Super Store

Karen Clouston

Sue Phyphers

Mark Miller

Bryan Nuttall

Jo Adair

Charmaine Meakings

Lynn Yeo

Steve Bibby

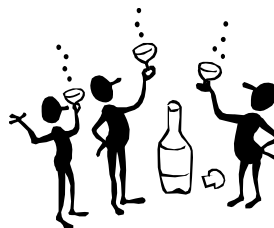
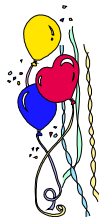
Mike Zosiak

Dave Nex

Ann Peters

SCCBC

Morrey Nissan of Coquitlam



RACE OFFICIALS DIVISION

ROD is the worker division of the International Conference of Sports Car Clubs (ICSCC). Membership is open to all workers in all specialties from all organizing clubs who belong to ICSCC. Annual fee has been waived, which covers membership from January to December of each year. Membership entitles you to receive the ICSCC newsletter, a 'year' patch and also makes you eligible to qualify for year end awards, including Worker of the Year. Working two races at your home track plus one event at another ICSCC racetrack will give you a wooden plaque with a red 'year' decal.

Here are the different awards for the number of races worked:
(Subject to change depending on the number of races in a year)

All races	GOLD
9-11 races	SILVER
6-8 races	BLUE
3-5 races	RED

ROD members are welcome to attend a year end worker meeting which is held on the morning of the annual ICSCC banquet to discuss the past season.

For further information contact your ROD representative: Judy Thacker
6903 NE 134th Ave
Vancouver, WA 98682
360-892-3957

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.

Date Received:

Date Issued:

License Number:

META PROFILE: Mike and Bernice Zosiak

As told to Vic Kennedy

Mike--born in Burnaby, raised in Coquitlam

Bernice--born in Nevada, Missouri,

lived there 10 years

lived in Chicago for 4 years

moved to Vancouver in 1970

Both now living in Surrey

FAMILY: John and Thea

OCCUPATION

M- aluminum fabricator

B-home support worker

INTEREST IN RACING

M--living in Coquitlam would ride his bike up to Westwood and sneak in to watch the races behind the Honda sign in turn 4.

B-- her dad used to take her to sprint races all the time, state fair tractor pulls. Watched Nascar racing on tv.

Mike took her on at least three dates at Westwood just to watch the races.

In 1987 Bernice heard an ad on CFOX radio that firefighters and first aid workers were needed at Westwood.

Mike had just finished an Industrial First Aid course and was trying to become a fireman.

Bernice joined him at the track in 1988.

HOW DID YOU FIND OUT ABOUT META

through being at the track.

REGULAR JOB AT THE TRACK

M--Chief of Emergency

B--Pit out and pit lane fire crew.

MOST GRATIFYING

M--the people, Meta people, racing community, drivers, and volunteers.

B--doing a good job. Getting to an incident and get the driver out safe. Knowing that being there makes the track safer.

We are there to help.

PET PEEVE

M--people who don't answer the radio on the first call.

B--people who interfere with me doing my job.

FAVORITE TRACK

M--Pacific Raceways

B--Portland

FAVORITE TURN

M-- turn 12 at Miami

B--old turn 3 at Molson Indy Vancouver

FAVORITE FIRST YEAR EVENT

M--Portland Indy

B--Molson Indy Vancouver

FAVORITE EVENT

M&B--Historics at Pacific and Mission

FAVORITE RACE GROUP

M--Formula and Club Fords

B--American muscle and Vintage

FAVORITE DRIVER(S)

M--Greg Moore, Ron Fellows

B--Jeff Gordon, and all the drivers at our home track.

ADVICE TO NEW WORKERS

M--listen to as many people as you can. It's a hard job to teach. You can't learn it all in one day. Don't feel bad about making a mistake. Everybody makes them, learn from them.

B-- don't take it personally when there is a critical situation and people are hollering directions, but not at you. Watch, listen and most of all enjoy. Ask questions.

INTEREST OUTSIDE OF RACING (If such things exist?)

M--sports, skiing, gardening, yard work, and the computer.

B-- gardening, cooking, reading

FAVORITE: FOOD

M--my wife's chicken wings, sushi

B--spaghetti and meat balls any pasta, sushi.

MOVIE

M--Rocky Horror Picture Show

B--Scrooge with Alistair Simms

BOOK

M-- The Earth Is The Lord's by Taylor Caldwell

B--anything by- Mary Higgins Clark or Sidney Sheldon

CAR

M--'76 Duster 360 (Actually Bernice's Car)

B-- her PT Cruiser

RELAXATION

M--Sitting on the deck looking at my fountain.

B--curling up on the couch watching a good movie.

DREAM CAR

M--1932 Auburn Boat tail Speedster in red

B--'56 T-Bird hard top Baby Blue, also the new T-Bird.

EMBARRASING MOMENT

M--was depanted at a Cart race in Portland.

B--dropped a cell phone in an outhouse at Mission.

BIGGEST THRILL

M--Watching son John put out his first fire in the Portland pits during a N W Nascar race.

B--getting a victory lap ride in a Ford GT-40 holding the checkered flag.

B--Starting and checkering a race at Mission.

ARE YOU A FRUSTRATED RACER / WHAT CAR

M--yes an Atlantic

B--yes hopped up Datsun 510

WHAT WOULD YOU LIKE TO HAVE

THE OPPORTUNITY TO DO

M--start and checker a race.

B--become more adept at turnworking

FINAL COMMENTS

M--I love everybody I work with at the race track. They are the nicest people and there is a bond with them.

B-- making the choice to become involved in racing and never regretting it despite the long hours and poor pay, but at the end of the day sitting down with your friends , it's worth it.

An email sent to META via Ann Peters

A couple of years ago Meta came to several of our races at Tradex. At that time we raced on a temporary circuit with minimal volunteers and huge grids. It was not uncommon for drivers to berate officials and volunteers and the club seemed reluctant to dispense adequate discipline for their behaviour. I was the Race Director for Westwood and gladly, I can say there has been honest movement in this area and the last VP, Dean Black, and the rest of the executive have made it a serious offense to abuse volunteers and workers at the track. The vast majority of our drivers are really very fine young adults.

We now have a permanent 1224 metre, 12 turn track with proper curbing and run-off areas, all built to CIK / FIA standards in Chilliwack BC. The track is called CARTBC. There are abundant safe areas for the corner marshalls and drivers. The entire track can be observed from atop the scoring tower. **You can see the facility at www.cartbc.com or at www.westwoodkarting.com. It is off Dyke road from Wolfe road behind the Major League Pub, about 1km from the hospital.** We now have tents and bottled water for the corner workers and offer lunch from the concession. We will be getting some heaters so that volunteers can warm up. We really want to make sure that the volunteers are taken care of and respected for what they do for us.

The region (BCKCA) has now embarked upon training our officials and along with this world class track we would really like world class officials such as META to help run the events.

In addition to our Westwood events there are Coastal Karters, SKUSA and Cart Stars of Tomorrow and motorcycle club events planned. CARTBC is now scheduled for about 20 events this year with confirmed dates to be posted any day now.

Would META consider attending our Events? We would really like to have your qualified members to help us put on a better event.

You can get in touch on my cell at 604-240-4222 or via email at dlradelet@hotmail.com

Thanks for your consideration

Dave Radelet. VP of Sprint racing at Westwood Karting.

The following is a schedule of KART events the editor has combined together.

For a complete list of dates go to the WKA unofficial website at <http://home.portal.ca/~beast/kart.htm>

Date	Event – Track	Club	Location
Mar 8&9	Practice – CARTBC	WKA & CKA	Chilliwack, BC
Mar 22&23	Club Race 1 – CARTBC	WKA	Chilliwack, BC
Mar 29&30	Race 1 – CARTBC	CKC	Chilliwack, BC
Apr 12&13	Club Race 2 – CARTBC	WKA	Chilliwack, BC
Apr 26&27	Race 2 – CARTBC	CKC	Chilliwack, BC
May 3&4	Club Race 3 – CARTBC	WKA	Chilliwack, BC
May 17&18	Club Race 4 – CARTBC	WKA	Chilliwack, BC
May 24&25	Regional Race	BCKCA	Youbou, BC
May 31&Jun 1	Race 3 – CARTBC	CKC	Chilliwack, BC
Jun 7&8	Club Race 5 –CARTBC	WKA	Chilliwack, BC
Jun 14&15	CART Stars of Tomorrow – Regional – CARTBC		Chilliwack, BC
Jun 28&29	Race 4 – CARTBC	CKC	Chilliwack, BC
Jul 5&6	Port Alberni GP Street Race	BCKCA	Port Alberni, BC
Jul 12&13	Club Race 6 –CARTBC	WKA	Chilliwack, BC
Jul 12&13	Prince George Street Race	BCKCA	Prince George, BC
Jul 19&20	Race 5 – CARTBC	CKC	Chilliwack, BC
Aug 2&3	Regional Race	BCKCA	Quesnel, BC
Aug 23&24	Club Race 7 – CARTBC	WKA	Chilliwack, BC
Aug 29&30	Race 6 – CARTBC	CKC	Chilliwack, BC
Sep 6&7	Regional Race – CARTBC	BCKCA	Chilliwack
Sep 13&14	CART Stars of Tomorrow – National – CARTBC		Chilliwack, BC
Sep 27&28	Club Race 8 –CARTBC	WKA	Chilliwack, BC
Oct 4&5	Race 7 – CARTBC	CKC	Chilliwack, BC
Oct 18&19	Race 8 – CARTBC	CKC	Chilliwack, BC

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: _____

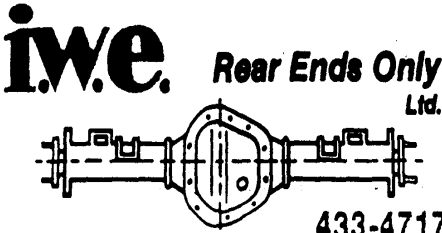
E-mail Address: _____

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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BURNABY, B.C. 433-4717
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Mayday Commercial Ad Rates		
	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

The following are a few of the reports and articles that have been sent to me from numerous people over the past month regarding CART. Their decision to form an alliance with SCCA has garnered quite a few very passionate responses, to say the least. I could have filled the entire Mayday but I don't think this is the forum for that type of thing. However, I think it's a very relevant topic to a great number of our members and feel that it's important to include some of the more informative articles. I am not trying to condone nor condemn what CART has done I am simply trying to relay information.

Editor.

From cart.com website

TOPEKA, Kan. (February 7, 2003) - Champ Car President and CEO Christopher R. Pook announced today at the Sports Car Club of America National Convention that all stateside marshals that will work events on the Bridgestone Presents The Champ Car World Series Powered by Ford will be required to hold a current SCCA license in 2003.

"The Sports Car Club of America has the most comprehensive training and accreditation program for volunteer operations staff, and for 2003, we'll be requiring an SCCA license to work a Champ Car event in the United States," said Pook. "Trackside observation is critical in providing Champ Car race officials with the information they need to run our Champ Car race events. We now know that the best way to address these needs in the United States is with the SCCA."

Champ Car officials will be instrumental in helping the SCCA train prospective corner workers and officials, partnering with the SCCA in the founding of the new SCCA University, which will include CART officials such as Drs. Steve Olvey and Terry Trammell along with members of the Simple Green Safety Team. The purpose of the school is to familiarize prospective officials with the latest techniques and requirements used in running a Champ Car event.

"This is a major announcement for the SCCA, as it recognizes the knowledge and expertise of our members," said Steve Johnson, SCCA President and CEO. "A relationship such as this with Champ Car, one of the worldwide leaders in professional motorsports, helps to position the SCCA as one of the worldwide leaders in event operations. We've had a long history with Champ Car, and look forward to this partnership and look forward to future initiatives together. This announcement also goes hand-in-hand with the launch of the new SCCA University, which will formalize all training programs within the SCCA."

The 2003 Bridgestone Presents The Champ Car World Series Powered by Ford season begins February 23 at St. Petersburg, Fla. For more information, visit www.champcarworldseries.com. For more information about the SCCA, visit www.scca.com.

From Motorsport.com website

<http://www.motorsport.com/magazine/feature.asp?C=Kerbs&D=2003-02-25>

The Thin Edge Of The Wedge

By C.O. Ross (2003-02-25)

On the Kerbs (CART)

Just six weeks before the first race in St Petersburg, CART dropped its Chief Observer Irene Chambers, replacing her with longtime starter Jim Swintal. At the same time, the series revoked the licenses of all its volunteer observers, telling them that if they wanted to volunteer to work at any CART events they had to join the Sports Car Club of America (SCCA). At the least, this is a waste of loyal volunteer talent. At the worst, it may be the most dangerous move CART has made in its quest to turn racing into an entertainment business.

First, a little background. Starting in 1993, CART made a conscious decision to designate an oval-trained observer on as many road and street worker stations as it could. As explained to me in 1994, the unique skills that observers (the oval track equivalent of marshalls or cornerworkers) learn were useful at the non-oval events as well. Observer reports were backed up by camera shots, but their real value was that they used the exact vocabulary CART needed to hear to do the right thing at the Race Control level, and provided that information immediately, not two laps later. In later years the observer designation was often rolled into the CART-designated communicator position for road and street.

So what do observers learn at ovals? Observers look upstream, not downstream like they do on road and street -- never turn your back on anything coming towards you at 230+ mph. The core of the observer team is the "primary". He or she gets to stand where the visibility is best, wearing the landline headset and cradling the call box in one hand with a finger next to (never on) the button. The primary watches any cars in the team's sector at all times and makes the calls while he or she is "on", but the secondary is following the action for his or her stint as primary coming up, and passing information to the rest of the team. The other members of the crew are constantly scanning the station's assigned piece of track with binoculars, looking for debris or fluids, and watching and listening to the cars go by in case they catch something the others miss. All members of the team except trainees rotate through all positions. Rotation happens at roughly 15-minute to half-hour intervals, depending on the intensity of the action (ie. raceday has shorter shifts). The concentration level is intense.

Observers must have fast reflexes, incredible concentration and sharp observation skills coupled with good judgement and a grasp of the CART rulebook. They must be able to identify cars at speed almost instantly hundreds of yards upstream. While the primary makes all calls, the final report may be based on what each observer experienced. It is the team's responsibility to correctly identify potential mechanical problems, debris or fluids on their section of track, and request the yellow for an incident -- preferably even before the car has hit the wall. And after it all, they must be able to accurately describe events leading up to and during an incident,

(CART Cont'd)

including surrounding car numbers. These are all key skills for road and street as well. Where the observer's training comes through is in the speed and accuracy of the calls and the understanding of the smallest nuances of car behaviour.

Now that you know where the observers came from, here's why dropping these people doesn't make sense.

1. CART has alienated the people who know the most about its series and its cars. Some have been volunteering with CART since it started in 1979. Nearly all worked both ovals, and road and street.
2. SCCA has a worker shortage even for club events. Many SCCA workers have abundant opportunities to work in their own regions. Therefore many workers will see the Champ cars once in a season, or maybe a couple of times if the events are close enough geographically. Observers I spoke to estimated they did more than five races per season and spent \$10,000 per year or more on airfares, hotels and food while volunteering for CART. Throwing away experienced volunteers who are willing to spend this kind of time and money is a lose-lose proposition.
3. US CART events near the Canadian border often depend on Canadian volunteers for half or more of their worker base, yet no provision has been made for non-Americans beyond "join SCCA". CART did not discriminate between American and non-American volunteers. Canadians came in on CASC credentials and all others came in with a letter from their national ASN. In 1996 SCCA stopped accepting even CASC credentials at par -- Canadians cannot volunteer for even a regional without paying for the privilege.
4. CART has not withdrawn credentials from any other volunteer specialty. If this was motivated by an insurance cost concern, pit lane personnel would also have been dropped. But they have not. Also, SCCA includes timing and scoring as a specialty just like corner workers, and many local timers and scorers support CART's volunteers in this area. Why were the T&S volunteers not told to join SCCA?
5. SCCA has never been interested, as far as I know, in ovals. CART always did its own registration and training for workers at ovals. Ovals are the most high-speed events and they are supremely dangerous for someone without proper training. How will SCCA staff the ovals appropriately? Or perhaps they will not, and CART will go with an IRL/NASCAR approach where team spotters or Race Control makes all calls? One of the reasons the IRL has more incidents is that they rely on spotters and I believe four paid observers per race. At the level of concentration needed to do the job, four people cannot adequately handle it.
6. CART will no longer take an overseas observer crew to non-English-speaking events. While I believe that the Mexican workers are fully capable of handling their events, I hope Race Control has a good translator. What scares the bewhatsis out of me is what CART will do at Lausitz. Oval plus no English? Bad combination.

When I say that CART has alienated the observers, I mean that in a very direct way. A terse little e-mail from the new Chief telling the observers to join SCCA was the first indication most volunteers had that there was a change afoot. It was followed by a badly-photocopied snailmail letter from the new Manager of Competition, Beaux Barfield, saying (get this) "we felt like we could no longer adequately facilitate the needs of the course observers". What the heck does THAT mean? That kind of baffle-gab may work in a business but observers are volunteers, not employees. Later, Mr. Barfield responded to an e-mail from an observer with what I can only describe as a personal attack. He has recently apologized, and later sent an e-mail to all observers that spoke glowingly about their contributions to the sport. Unfortunately this contrasted with his previous attitude so completely that many observers simply did not believe it. Could this last have been a response to the difficulty CART had in attracting workers for the St Petersburg race? Possibly, but either way the entire situation has been handled with a minimum of consideration for the feelings and experience of the volunteers.

Please understand that I have no axe to grind with SCCA cornerworkers. Most observers are SCCA flaggers as well. And some of the best workers I know didn't have a hard card. But my travels have shown me that there is a huge variation in levels of competence and little commonality between regions (just get a worker started on how hand signals differ from east to west!). The observers provided a continuity and a known level of competence to CART. CART will not have that now.

I used to think that the best thing about CART was that it never once called a "NASCAR yellow" for business reasons or entertainment value. Is dropping the volunteer observers to create a PR-rich strategic alliance with SCCA the thin edge of the wedge?

Portland Town Meeting Report: CART

2003-02-27

Portland Town Meeting brings key members of the 2003 Champ Cars World Series out to meet racing fans in advance of G.I. Joe's 200.

PORTLAND, Ore. (February 27, 2003) -- If the first two ground-breaking Champ Car Town Meetings are any indication, the organization just might have a hit on its hands.

Following up on a very successful initial Town Meeting in Columbus last season, some of the key members of the Bridgestone Presents The Champ Car World Series Powered by Ford traveled to Portland Wednesday night to meet with another building full of Champ Car racing fans in a forum that included CART President and CEO Christopher R. Pook and 1996 series champ Jimmy Vasser. The panel, which also included Champ Car Director of Safety Lon Bromley and Portland race organizer Bill Hildick with Pook, Vasser and program host Scott Pruett, talked with the throng of fans for over two hours, taking questions about everything ranging from the upcoming G.I. Joe's 200 at Portland International Raceway to the benefits of the successful Ladder System.

The race on the 1.969-mile permanent road course has been a staple of the Champ Car World Series since 1984 and has seen some of the greatest drivers ever to turn a wheel in the series stand on the victory podium in Rip City. Mario Andretti, Bobby Rahal, Emerson Fittipaldi and Alex Zanardi have all tasted victory champagne in Portland and the race organizers are looking forward to seeing another name join that list of greats in 2003.

"I can't impress enough upon everybody in the audience the support that Portland, Oregon has had from CART from day one. I mean,

(CART Cont'd)

it has been unequivocal," Hildick said. "We've always gotten the best. We may not have been a Long Beach, but the race fans in Portland got what everybody else got, the very best. As I look at this coming year, Portland, the Northwest, we really need this event. I mean, we want to have the very best kind of racing that we can have at PIR. And Chris and his group are going to give that to us." Pook reiterated his passion for keeping the series at the Portland track, noting that the track and the race fits perfectly with the urban outreach that helped spur Champ Car to an all-time record for attendance last year.

"It's a very important market," Pook said of Portland. "It's a fantastic place because you're downtown in 10 minutes. When we're trying to bring world corporations and national corporations to our series, these are the sort of things that they're looking for. Portland is a wonderful racetrack and Bill has played a major role in that, as has the Rose Festival over the years. That's why we're working so hard with (Portland race promoter Global Events Group President) Mike (Nealy) to continue this racetrack because we want to be here for the next 20 years."

Vasser, who came off a strong race in last week's season opener in St. Petersburg as he rebounded from a problem on the starting grid to finish sixth, assured the fans that they would continue to see the world's top talent when the series comes to Portland June 20-22.

"Make no mistake about the guys that are coming up, they're very, very talented," Vasser said. "That's the one thing about CART, is that it's always been highly respected for the talent that's in there. We've had some names leave the sport, but the guys that have come in to fill those seats are well-respected throughout the world, not just here on our own soil. You know, always be proud of the fact as a CART fan that the talent out on the field is second to none as far as formula car driving goes."

The question-and-answer period went on for over two hours, long enough to even allow some very young fans to get their first chance to talk to some of the key members of the series, helping to build the next generation of Champ Car fans. Those young fans and about 90,000 of their friends and neighbors will get a chance to see the 750hp open-wheel machines at their best in June when the series visits for Round 8 of the 19-race championship.

Interested parties can listen to the entire audio broadcast of the Portland Town Meeting by going to www.champcarworldseries.com and following the link on the front page. In addition, video highlights will be available in the coming days on the official website of the Champ Car World Series."

Excerpt from a transcript of the Portland Town Meeting

Q: My question is for Chris Pook. My name is Grace Skinner. I'm assistant chief of F&C here in the Oregon region. I'm also about a 20-year volunteer observer with CART, starting with Long Beach. My question is, I understand the business purposes in combining the workers, the F&C workers with SCCA. I'm just wondering why it was necessary at the national convention speech to include the phrase "they can't match the skills and dedication of the SCCA corner workers"? The majority of the workers are SCCA members. That really upset a lot of people.

Pook: Yes, I know it did. But we had three or four really bad incidents last year that cost drivers a tremendous amount of time, particularly at Toronto. One was a really unfortunate incident involving Franchitti where he was accused of cutting the corner. He was put back, penalized for it. All four observers in the corner said he cut the corner. His team said he didn't, Dario said he didn't. A half hour afterwards, we reviewed the overhead from the helicopter taking the overheads, and he did not cut the corner. We have three other incidents later in the year where we had this problem. We just basically said that we're going to go back with the SCCA.

The observers who are with us on the SCCA licenses are still with us, but we were carrying a large amount of observers. Laguna Seca is an example. I went to the corkscrew last year. There were four CART observers there. Four of them had cameras taking pictures. One was not actually paying attention to the racetrack. You look at that and you look at what drivers put into these events, and the calls that they are subjected to, you're talking about a guy's career. You're talking about a guy, he goes out and races, he races 110% every single time, we have to give him the very best we possibly can.

Maybe I was overgenerous in my statements about casting all the observers in one lot. Maybe that's not quite fair and correct. But we are going to fall back to the SCCA and the regions and allow them, they've got certain rules, certain standards that work for the SCCA, and their observers work week in and week out. We think that we should rely upon that cadre of volunteers they have throughout the country because it's very consistent throughout the country to do that level of work for them.

Q: You've used the word "volunteer" a number of times. You have to remember, they're all volunteers, whether they're SCCA or CART. Most of the card holders are also SCCA members. I don't know, I wasn't in Toronto, I wasn't in Laguna Seca. I was told there were no hard card holders at the corkscrew at Laguna Seca. Most likely many of the people in Toronto were also SCCA members. That is my point, that many of the CART observers are also SCCA members. You've really divided it.

Pook: If we've offended anybody, I'm sorry. But I have decisions to make in this company. I made a decision that we would work closely with the Sports Car Club of America, we would reestablish that relationship with them. One of the things within that reestablishment of that relationship was a much greater use of Sports Car Club of America volunteer officials throughout all of our races. We need to get to a level of consistency.

If we've offended you, I'm sorry, but I can't make all the decisions that will make everybody happy all the time. As I told the troops when I started this job, we will make decisions. We will not be indecisive. We will make decisions. Indecisiveness has been one of the problems. I think Bill will tell you it's troubled CART horribly in the last five or six years. My apologies if I offended you, but I've got to do what I've got to do.

UNOFFICIAL MINUTES OF META MEETING

26 FEBRUARY 2003

Meeting called to order at 7:35 pm, 27 members present and 2 guests. Minutes from the January meeting read. Motion to adopt by Vic seconded by Don S.

Correspondence: Letters received from the Children's Hospital thanking us for our \$100 donation, Variety Club thanking us for our \$200 donation. Letter from Robin Fairservice in regards to what is on the Training video for drivers view on the flags. Wheel Spin News letters. Victoria Motor Sport Club copy of the 2003 Competition Regulations. ICSCC newsletter. We mailed off the cheque for \$150 for the Variety Club, and received their newsletter.

Mayday: No report. Will change the title to Unofficial minutes.

Membership: 43 paid members. Membership is due. Thomas nominated Albert Duncan to become a META member again. All in favour moved.

Treasurer: Report was given. Report was given on Banquet.

Historian: Mayday's and Photo album's are here. Will need some more binders for Mayday's. Roger will supply them.

Training: Turn Marshall Meeting 7:30 at Roger and Ann's, Training will be done by the Course Marshall. Meeting open for anybody to attend. Drivers Training we are not needed on Saturday so we will be having a fire training at 12:00 pm (noon). There will be cars for us to learn how to hook up, where kill switches are etc. There will be a BBQ following the training.

Race Chair: Absent. Lynn Emailed and asked him to let us know of any information he wishes to pass onto META.

Course Marshall: Irene Chambers is our new course Marshall. Please bring all concerns you have to me, we need to work together. Work party went well there will be fencing put up in turns 6&7 that was left over from the Indy. Brian Hellevang was great to work with. Turn 1 they will be using cable in the fencing. turn 2 will be moving further inwards. Turn 8 gravel was laid down for better footing. Turn 6&7 pallets and plywood were used to build platforms. I would like us to use extra radio's for people to learn how to become communicators. Could we as a club get extra radio's for some of the races. George recommended that we talk to SCCBC about radio's. I want everybody to be safe and have lots of fun.

Chief of Emergency: There will be a car for fire training and it will be removed the same day. SCCBC have given us some barrels to use for fire training. George will bring an aluminum tray for alcohol fire training.

Old Business: Photo ID, Lynn read a letter from Pam S. re. universal Photo ID. They will be going ahead with this on Drivers Training. Ed Smart is looking into Annual Waivers. Volunteers needed for a phone committee to let people know about ID's and fire training. George and Charmaine will do this. Manny said that his band should be able to play one weekend in the summer. Irene and Bonnie returned video tapes and Joe P. and Bryan Nuttall took them out.

Recruiting Committee: We are waiting to see the Press release and ad for the News Paper. Mark R is currently on holidays. Car show is March 1st and 2nd. Please sign the sign in sheet.

Vice President: Work party will be on March 8th at 10:00 am. Lynn will talk to Brian Hellevang in regards to getting railing for turn 6.

New Business: Vic the date has been set for the Car Rally March 30th. Entrance fee is \$20 per car. There is a drivers meeting at the META clubhouse at 10:00 and the first car leaves at 10:30. There will be coffee for the start of the race 9:30 and after the rally there will be Chilli, Vegetarian lasagna. Bonnie will check into what insurance is used to cover out of country corner workers at CART races. Ed Smart talked to us about joining CACC and helping make a National Licence. It costs \$25 for the club to join plus the cost of the insurance. George made a motion that META provide copy right material of META's training Manual to ASN Canada/FIA with the aim to assist in the development of training and a National licence program. Motion passed.

President's Report: Response to the sleep over is Excellent 20 plus women. The Executive said META would pay for the pizza. There will be lots of pictures at the March meeting. I have asked for a letter of Proof of Insurance from SCCBC. I am waiting for a reply. At the executive meeting the subject of Conference insurance covering us in Canada was brought up and I sent an Email to Chris Bowl to make sure their carrier is approved and recognized in Canada. With the co-operation of SCCBC's track Ops at the work party the deficiencies list is way down. Brian Hellevang kept asking what else we want. Executive meeting track set up was discussed. In light of the storage container being moved where it is and the ride-on lawnmower being stored in there. Mike could you do up a list for each turn in regards to the equipment that is needed that the executive would send to SCCBC in order for them to take back what is their responsibility.

Good & Welfare: Teddy bears were delivered to the Variety Club. Sandy K. said Hi she will be coming down for the car show and wants to go out sat. night. Jim M. is doing much better he is not allowed to over due it yet. March 8 is the Ice Racing AGM and Banquet. March 16 is the CACC AGM. Email Irene for info on Advanced driving for women on May 19th. Parking will not be too bad next meeting. Larry received his Rookie of the year trophy.

Swap & Shop: Charmaine has a sale's table for her MaryK. products. Lynn is looking for a car around \$100 for rebuild engine and body work.

Meeting was adjourned at 9:37 pm. Next meeting will be Wed. March 26th 2002 at 7:30 pm.