



# MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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**June 2005**  
Volume 30 Issue 6

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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 every second month. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

**META Meetings are held every 2 months**

**Next meeting will be**

**July 27, 2005**

## **Speed reading**

Jun 10 to 12	Rose Cup / National / Regional	SCCA/OR	Portland, Or
Jun 11&12	Canadian Grand Prix	Formula 1	Montreal, PQ
Jun 11&12	Westwood Club Race #4 – CARTBC	WKA	Chilliwack BC
Jun 18	Mountain Trials Stage Rally	WCRA	Merritt, BC
Jun 18&19	Driver Training – MRP	SCCBC	Mission, BC
Jun 18&19	Portland Grand Prix	OWRS	Portland, Or
Jun 18&19	U.S. Grand Prix	Formula 1	Indianapolis, Ind
Jun 25	Soap Box Derby		Mission, BC
Jun 25&26	Cleveland Grand Prix	OWRS	Cleveland, Ohio
Jun 25&26	Coastal Club Race #5 – CARTBC	CKR	Chilliwack BC
Jul 1&2&3	Pacific NW Historics – PR	SOVREN	Seattle, Wa
Jul 1&2&3	Worker Event and Single Regional	SCCA/OR	Portland, Or
Jul 2&3	Port Alberni Grand Prix – Street Race	BCKCA	Port Alberni, BC
Jul 8&9&10	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 9&10	CACC Race # 2 – MRP	SCCBC	Mission, BC
Jul 9&10	Molson Indy Toronto	OWRS	Toronto, Ont
Jul 9&10	Snap-On Stars of Karting – CARTBC	IRL	Chilliwack, BC
Jul 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 15 to 17	Edmonton Champ Car	OWRS	Edmonton, AB
Jul 15 to 17	ICSCC Race # 5 & 6 – SRP	TC	Spokane, Wa
Jul 16&17	Westwood Club Race #5 – CARTBC	WKA	Chilliwack BC
Jul 23	Gold Digger TSD Rally	WCRA	Squamish, BC
Jul 23&24	ICSCC Race # 7 – MRP	SCCBC	Mission, BC
Jul 27	META Meeting – Zosiak's House	7:30	Surrey, BC
Jul 30&31	ALMS – PIR	IMSA	Portland, Or
Jul 30&31	San Jose Grand Prix	OWRS	San Jose, Ca
Jul 30&31	Coastal Club Race #6 – CARTBC	CKR	Chilliwack BC
Jul 30&31	Double Regional/Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa

The Edmonton Champ Car event still needs workers. This should be an outstanding event on an airport circuit with Champ Cars, Toyota Atlantics and Trans-Am. It will be a 3 day event with Friday being 10:30am – 6:00pm, Saturday 10:00 – 6:00, Sunday 9:00 – 3:30. Short days, great racing, and loads of fun. Your help is still needed, please contact: Rudy at [rudy@vanwoerkom.net](mailto:rudy@vanwoerkom.net) or visit the Northern Alberta Sports Car Club website at [nascc.ab.ca](http://nascc.ab.ca) for more information.

## Presidents Report

Another Vintage event has come and gone and I think a great time was had by all. Good racing, wonderful cars, good weather and a good turn out from the workers. The dinner in the evening was excellent – as usual Moose's Down Under did an exceptional job under what must be difficult conditions for them. Thanks to the Vintage group from all of us.

I wish the turn out at the meetings was as good as at the last event. What do we have to do to create more interest? We have tried making the meetings every two months, have tried to get some variety into the agenda, including having a speaker, but nothing seems to make much difference. We need *your* ideas on what would make you want to come to a meeting – give your ideas to any of the Executive and we will try them out. We will be voting at the July meeting on whether to move the meetings to Boston Pizza in New Westminster to try to encourage more people to come, so please make sure you come to this important meeting - your club needs you!

On another note, it was refreshing to see that following the Conference race in Seattle where the radios were the worst they have ever been, IRDC listened to the feedback from the workers posted on the ICSCC forum and there will be a solution to the radio communications problem before the August race. They are reviewing several options this month and are committed to having an acceptable solution by their July School. Thanks for listening IRDC!

## **Ann**

From <http://www.scca.com/News/News.asp?Ref=308>

### SCCA Worker Glenn Miller Killed in On-Track Incident

SCCA Staff Writers

TOPEKA, Kan. (May 16, 2005) - Glenn Miller, of Cleveland, Ohio, a longtime Sports Car Club of America member and experienced corner worker, succumbed to injuries after being struck by a car Sunday during an SCCA Driver's School at Nelson Ledges, a road racing course in Nelson, Ohio.

A continuous member since 1991, Miller, 58, was working as a volunteer member of the Lake Erie flagging and communications crew, an area-based group that serves to communicate course conditions to drivers and race stewards as well as assist in on-track incidents.

He was working a flagging station at turn #11 when there was a car-to-car incident. While he was responding to assist, an Acura driven by Kurt Niemeyer, of Cincinnati, spun, slid in wet grass and struck Miller, who was not behind positive protection at the time.

"Our thoughts and prayers are with Glenn's family and friends," SCCA President and CEO Steve Johnson said. "It's always difficult to lose one of our own, but particularly tragic when it is one of our 'angels in white'-our SCCA corner workers."

Miller is survived by his wife, Carol, and three children.

## EDMONTON CHAMP CAR - what I know so far (as of June 6/05)

... not much! other than ... I'M GOING!!

If you are planning on going but haven't made your motel reservation yet, PLEASE DO SO SOON! Ted Gardner at the Yellowhead Motor Inn has been very accommodating. He's offering a rate of \$70.00 for either single or double; \$10.00 extra for additional guests; has a few queen beds but they're mostly doubles; no roll-aways. The Inn's toll-free number is 1-800-343-8533 (or direct 780-447-2400). It's four miles from the race site, has a 24 hour restaurant, gas station and liquor store!

I sent an e-mail to Rudy van Woerkom, the worker coordinator in Edmonton, asking him if he had any news. His reply was:

*"Here is what I know. Parking is on site, I will be holding the worker meeting nearby. VERY limited (parking) so car pooling is paramount. Registration is on site and starts on the Tuesday prior. Times and exact location to follow. I will get you a list of workers soon. We are still needing people so the more the merrier. Later, Rudy"*

There was a picture in the Province newspaper last week of construction of bleachers at the track - looks just like Cleveland! I've worked that race a couple of times and let me tell ya, it's a blast!! The wide open space makes for some very exciting racing. Latest rumour I've heard is that some of the ProFormance cars will be joining the Trans Am race in the junior league category (that's not the technical term, but you know me, I have no clue about that stuff). I CAN tell you, in Long Beach, the addition of "Saturday Night Specials" to the Trans Am group made it much more fun (not that the ProFormance cars are "Saturday Night Specials", but I'm betting there will be some of those too!)

I'm attaching a copy of the latest schedule; remember, these things are subject to change, especially with a first time event. I'm also attaching a copy of the track map. Hopefully Andrew our Mayday Editor Extraordinaire can figure out a way to include this in the newsletter! The event's website is: [www.edmontonchampcar.com](http://www.edmontonchampcar.com) and Champ Car's website is [www.champcarworldseries.com](http://www.champcarworldseries.com). June 19th they'll be racing in Portland (and lots of us will be there for that race too); June 26th they'll be in Cleveland, so the rookies will get a taste of racing on runways; July 10th they'll be in Toronto for its 20th Molson Indy; then they'll head west for the Edmonton race weekend July 15, 16 and 17.

What I'm planning to do is create an e-mail contact group so that I can pass on anything I hear when I hear it. I'll be leaving for Toronto on July 6th for a week at the lake (no, not working the Toronto race, just relaxing at my sister's cottage!), so you'll be on your own after that. I'll be flying straight to Edmonton from Toronto.

Remember, folks, this is a FIRST TIME EVENT, so there's bound to be some hiccups. Please be patient with all you meet - especially the folks at the Inn and those running the event.

Please contact me if you are going to this event as we would like to try to co-ordinate room sharing at the hotel and car pools as necessary.

My contact info is:

home tel: 604-599-5457 (answering machine)

home e-mail: [bonniehealy@telus.net](mailto:bonniehealy@telus.net)

work e-mail: [bonnie@guildyule.com](mailto:bonnie@guildyule.com)

That's all for now!

Bonnie

Editors Note: Couldn't get the schedule to work so you have to go to [www.champcarworldseries.com](http://www.champcarworldseries.com) Click on 2005 event schedule. Then click on Edmonton event schedule. *Andrew*

# Worker Profile: Don W. Souter

Family: *Dad—Bill in Coquiltam, Sister-Anna  
Niece-Maggie, Brother in law-John-Courtenay*

Birthplace: *Burnaby General*

Occupation: *Equipment operator / Truck driver --  
City of Burnaby*

Hobbies/Activities outside of racing: *Flying and  
almost anything to do with it Photography,  
computers*

Customary/favorite job at track: *Flagging ( fri  
eve.tech??)*

How and why did you get involved in race working  
and/or META. *The Vancouver Indy-- A friend  
thought I might enjoy it--so he had me come to  
Westwood and do some flagging etc. Thought that I  
would enjoy working with the racecars and the  
people.*

What do you like most about it? *Friends / fast cars  
/ SPEED / travel*

What do you like least about it? *The ending of the  
weekend. Having to pack up and come home.*

If you could attend any race, in any capacity, where  
and what would you choose? *The old "British  
Grand Prix". Because of the pure adrenaline---as  
a driver.*

Do you have any racing or race working "heroes"?  
Who are they? *The early racers who " just got the  
job done" by climbing into some of the old  
machines and going faster than anyone would  
believe.*

What is your Favorite:

Track? *current--Seattle--- old WESTWOOD*

Turn? *Seattle-2b or 4( because you get to see so  
much of the track and get a real "feel " for the race*

First year event? *Vancouver Indy--because it was  
the first.*

Race group? *GT-1 GT-2*

What race stands out the most in your memory, and  
why? *Working my first Portland Indy. I worked  
what is now the "exit to festival curves" was then  
almost at the end of the "front straight" with no  
bends the speeds were incredible.*

What things would you be sure to tell a new  
worker if s/he asked for your advice? *Dress warm--  
carry clothes for every kind of weather ( even if it  
is not forecast) PAY ATTENTION-and have fun*

What is your favorite:

Food? *Steak / crab*

Relaxation activity? *Flying*

Book? *Reach for the Sky--Paul Brickhill  
(biography of Douglas Bader---legless British  
Spitfire ace)*

Movie? *Star Wars*

Magazine? *Sport Aviation*

Car? *'69 Camaro*

Dream car? *'76 Lambourginni Diablo ( I got to  
drive one at Carter Pontiac when they were a  
dealer)*

Are you a frustrated racer? What car would you  
race? *Yes. The Diablo*

What thing would you most like to have an  
opportunity to do?

In Life: *Get to fly myself to a race event( in my own  
P51)--then hop in my race car.....//*

At the Track: *compete for a series title---and flag  
a perfect race.*

Final Comments:

*I hope that I have at least shed a little "light" for  
everyone--not stepped on too many toes/ and count  
all as friends for many years to come.*

## SCCBC Driver Training

Mission  
June 18 & 19

We would like to invite all Turn Marshals & E-crew out to our June driver's school. Lapping starts after lunch on Saturday. Corners do not need to be staffed prior to lunch on Saturday. Tickets will be provided for lunch at the concession on Sunday.

We reached a consensus at the March school that having some flaggers on course after the lunch break on Saturday would be both beneficial and safer. Even though we are supposed to be **slow lapping**, we did have a spin.

So anyone who would like to join us is most welcome on Saturday afternoon, and for a full day of fun and frolic on Sunday.

Thanks a bunch

Ray Stec  
SCCBC

## Mission Soap Box Derby

Saturday June 25<sup>th</sup>

They will be doing hand timing this year so will be needing 8-10 people.

Please be there for 8 am.

Contact Vic Kennedy if you are willing to help or need more information.

Phone 466-9064

### Junior asks his dad:

"Daddy, how was I born?"

His dad sighs and replies, "Ah, my son, I guess one day you would have to find out anyway!"

"Well, you see your Mom and I first got together in a chat room on MSN. Then I set up a date via e-mail with your mom and we met at a cyber-cafe. We sneaked into a secluded room, where your mother agreed to a download from my hard drive. As soon as I was ready to upload, we discovered that neither one of us had used a firewall, but it was too late to hit the delete button."

"Six weeks later your mom sent me an instant message saying that her operating system was showing signs of unauthorized program activity from a self extracting file which had implanted itself in her BIOS.

Then nine months later a little Pop-Up appeared and said: 'You've Got Male'!"

From the "Just When You Thought You'd Seen It All" file  
Along Comes Formula TR (Formerly Fran-Am/Formula Renault)

Portland June 4/5

Formula TR paid to be a special race group during the I CSCC weekend and in doing so got a 30-minute race on Saturday and another 30-minute race on Sunday. Saturday's race was one of those where you just have to sit back and chuckle.

Formula TR has 2 sizes of cars, bigger faster 2000cc cars, and smaller slower 1600cc cars. They use a split grid for starting races with 2 pace cars. Faster cars in front, slower cars a third of a lap behind, makes sense, except when the faster cars crash in the 1<sup>st</sup> corner on the opening lap, which is what happened in Portland.

Pace car pulls off, faster group gets the green and 2 cars come together in the chicane. One gets airborne and is actually perpendicular to the track in the air. Luckily he came down on his wheels, but wasn't going any further. Alert status, wrecker now, pace car now, and the second group hasn't even made it to the front straight yet. The second pace car does not pull off so the slower group proceeds around behind him. The faster group, who have cleared the incident, are coming around at speed, despite the full course double yellow, and a couple of them catch up to the slower group before the second pace car comes out. The second pace car now tries to get in between the slow cars in front and the fast cars in the rear, except they won't let him in!!! He is now behind the pack when the rest of the fast cars catch up, they think he is a chase car and promptly pass him to get with the rest of the pack. He then passes them all and forces his way in to the correct position in front of the fast cars and we get 2 groups again. Except, the fast cars are behind so they have to create a gap before they get things going again. Several laps go by while they increase the gap to almost half a lap. Which would have been fine if they gave the green to the slow group as they would have created their own gap while the fast guys were still behind the pace car. But I guess that would have made too much sense, so they gave the green to the fast guys, while the slow ones were still behind the pace car and less than half a lap ahead. The pace car did have time to pull off, and the slow guys did get the green before the fast guys caught them, but so much for creating a gap. Oh well, at least it made for some blue flag opportunities!!!!!!

Sunday's race was held mostly under yellow (and some red), which is what we expected when they told us "these guys have never raced in the rain before", in fact, one guy didn't even own rain tires. He came out on his slicks, but not for very long!!! Towards the end of the race there was yet another spin in the chicane, the car stalled and would not restart. These cars take a while to restart so the workers gave him plenty of time, but it just wasn't gonna go. They called for a flat tow now, and as we've seen so many times before, as soon as the full course double yellows come out, the car restarts and drives away. The pace car hasn't come out yet so it would have been easy to just withdraw the yellows and keep going but once again that would make too much sense!!!!!! Now the steward wants to create an incident to justify the full course yellow and pace car. The Safety truck is dispatched to a car that had stopped way off track half way through the race and just to make it look even more impressive they dispatch the wrecker too!!!!!! In hindsight it was a good decision as the race ended under yellow. A restart with the fast guys mixed in with the slow guys, on a wet track, with 2 laps to go could have proven to be ugly. They were entertaining though and certainly kept us amused.

Andrew

## CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

Black Border/Vancouver or

Black Border/Vancouver/25<sup>th</sup> 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

## Club Shirts

White, short sleeve, 'Golf Shirts' with  
META logo embroidered on front.

\$26.00 each

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes

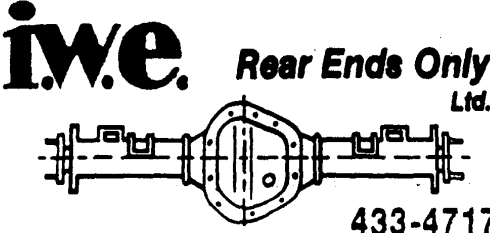
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Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31

Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at [maydayeditor@hotmail.com](mailto:maydayeditor@hotmail.com)

## Fifteen New Regulations in the BC Registry of Motor Vehicle's 2005 Handbook

1. Turn signals will give away your next move. A confident BC driver avoids using them.
2. Under no circumstance should you maintain a safe distance between you and the car in front of you, because somebody else will fill in the space, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the less of a chance you have of getting hit.
4. Warning! Never come to a complete stop at a stop sign. No one expects it and it will result in you being rear-ended.
5. Never get in the way of an older car that needs extensive bodywork, especially with Alberta or Sask, plates. With no insurance, the other operator has nothing to lose.
6. Braking is to be done as hard and late as possible to ensure that your ABS kicks in, giving a vigorous, foot massage as the brake pedal violently pulsates. For those of you without ABS, it's a chance to strengthen your leg muscles.
7. Never pass on the left when you can pass on the right. It's a good way to prepare other drivers entering the highway.
8. Speed limits are arbitrary figures; given only as a suggestion and are not enforceable in BC during rush hour, especially in Vancouver.
9. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a BC driver flashing his high beams behind you doesn't think he can go faster in your spot.
10. Always brake and rubberneck when you see an accident or even someone changing a tire. This is seen as a sign of respect for the victim.
11. Learn to swerve abruptly without signaling. BC is the home of high-speed slalom driving; thanks to the Department of Public Works, which puts potholes in key locations to test drivers' reflexes and keep them alert.
12. It is tradition in BC to honk your horn at cars in front of you that do not move three milliseconds after the light turns green.
13. To avoid injury in the event of a collision or rollover, it is important to exit your vehicle thru the windshield right away. Wearing your seat belt will only impede your hi-velocity escape from danger.
14. Remember that the goal of every BC driver is to get ahead of the pack by whatever means necessary.
15. In BC, 'flipping the bird' is considered a polite salute. This gesture should always be returned.

Thank You,

Registrar of Motor Vehicles, B.C.