



# MAYDAY

The Official Newsletter of the Motorsport Emergency and 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 every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

Next META meeting will be

**June 28, 2006**

Note that meeting location has been changed to  
**Boston Pizza, 1045 Columbia Street, New Westminster, BC**

## Speed reading

Jun 9-11	Rose Cup / National / Regional	SCCA/OR	Portland, Or
<b>Jun 10&amp;11</b>	<b>CACC Race # 3 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Jun 10&11	Coastal Club Race #5 – CARTBC	CKR	Chilliwack, BC
Jun 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jun 17&18	Mountain Trials Stage Rally	WCRA	Merritt, BC
Jun 17&18	Portland Grand Prix	OWRS	Portland, Or
<b>Jun 24</b>	<b>Mission Soap Box Derby</b>		<b>Mission, BC</b>
Jun 24&25	Cleveland Grand Prix	OWRS	Cleveland, Ohio
Jun 24&25	Canadian Grand Prix	Formula 1	Montreal, PQ
Jun 24&25	Westwood Club Race #5 – CARTBC	WKA	Chilliwack, BC
<b>Jun 28</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
Jun 30-Jul 2	Pacific NW Historics – PR	SOVREN	Seattle, Wa
Jul 1-3	Double Regional and School	SCCA/OR	Portland, Or
Jul 1&2	U.S. Grand Prix	Formula 1	Indianapolis, Ind
Jul 7-9	Portland Historic Races-PIR	SOVREN	Portland, Or
<b>Jul 8&amp;9</b>	<b>ICSCC Race #4 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Jul 8&9	Molson Indy Toronto	OWRS	Toronto, Ont
Jul 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 14-16	ICSCC Race #5&6 – SRP	NWMS	Spokane, Wa
Jul 15&16	Coastal Club Race #6 – CARTBC	CKR	Chilliwack, BC
Jul 20-22	ALMS – PIR	IMSA	Portland, Or
<b>Jul 21-23</b>	<b>Edmonton Champ Car</b>	<b>OWRS</b>	<b>Edmonton, AB</b>
Jul 22&23	Gold Digger TSD Rally	WCRA	Squamish, BC
<b>Jul 22&amp;23</b>	<b>Driver Training – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Jul 22&23	Westwood Club Race #6 – CARTBC	WKA	Chilliwack, BC
<b>Jul 26</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
Jul 29&30	Double Regional/Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa
Jul 29&30	San Jose Grand Prix	OWRS	San Jose, Ca
Jul 29&30	BC Regional #2 – CARTBC	BCKCA	Chilliwack, BC

On behalf on MKM Motorsports and the Super Seven Motorsports crew, I would just like to thank all the track officials, corner workers, and safety crews that have donated their time and expertise to the events at Rivers Edge race course and various other venues. I believe those people have done a magnificent job in keeping everyone safe and confident at the various races that have passed and are yet to come. As well, I do not think racing such as the former would be possible without the hard work of these individuals. I thank you once again and looking forward to seeing you at the next race.

Sincerely

*Morgan Mansfield*

#17, WSC P1, MKM Motorsports Super 7 1300 R

## Worker Profile: Andrew Slater

Birthplace: *Newbury England*

Occupation: *Self employed shipbroker*

Hobbies/Activities outside of racing: *Model railways*

Customary/favorite job at track: *Getting to enjoy communicating though can't say whether race control concur, enjoy blue flagging*

How and why did you get involved in race working and/or META. *I had started timing and scoring at Westwood and after a few years of that decided that I had to get out on the track*

When did you get involved? *At the same time I joined the VRC in 1989*

What do you like most about it? *The fact that you are forced to switch off everything which is usually running around my mind and concentrate on what's happening out there. I also thoroughly enjoy the great cross section of people we work with. META is a pretty unique bunch of people and I would certainly miss them if I had to stop for any reason*

What do you like least about it?  
*Working in sub zero temperatures*

If you could attend any race, in any capacity, where and what would you choose? *Flagging at Longbeach or Turn 8 at Laguna which I was fortunate enough to do once*

What is your Favorite:

Track? *Laguna Seca*

Turn? *8 of course*

First year event? *Original Historics at Westwood*

Event? *Any Champ car race*

Race group? *Formula Atlantic*

What race stands out the most in your memory, and why?  
*Daily Express Int Trophy at Thruxton (this two wheels) circa 60 something with Mike 'The Bike' Hailwood. I can still hear the sound of his M.V. Augusta just howling round there, almost ghostly !*

Do you have any racing or race working "heroes"? Who are they? *Greg Moore and Roger (How's that for diversity ?)*

What is your favorite:

Food? *Italian*

Relaxation activity? *Sleeping*

Book? *I read so much at the moment I really couldn't think of one though it's got to be gripping*

Movie? *4 Weddings & a Funeral*

Magazine? *Used to be Motorsport but these days I don't really look at magazines*

Car? *Daimler SP250 (about 1963)*

Dream car? *mid 80's 911SC*

What things would you be sure to tell a new worker if s/he asked for your advice? *Try and develop eyes in the back of your head and if you can't, make sure you use the two you've got to the maximum*

Are you a frustrated racer? What car would you race? *Yes I always have been. Have to be closed wheel something like a Lotus Cortina/BMW 3 series*

What was the:

Most embarrassing thing you ever did at the track? *I think I've been lucky it hasn't happened yet !!! ? It will !*

Funniest thing you've seen or done at the track?

*Watching Roger roll off a concrete wall into the bushes at turn 5 SIR during a vintage race weekend. I think he'd been sleeping ?*

Most dangerous event you've seen or been involved in?

*Also turn 5 SIR also Vintage we had Dick Matei spin his Ginetta into the cliff drivers left and while breaking into three pieces come to a stop back in the middle of the track. I had to respond !*

Most awe-inspiring? *Turn 6 Vancouver Indy (Can't remember which one) being Yellow flagger at the lead station and out of the corner of my eye seeing a group come past but one facing the wrong direction. It was Castroneves having spun and amazingly not collected anyone (or me)*

Biggest thrill so far?

*This goes right back to probably my first race at Westwood working in the tower and just listening to the GM Challenge group coming up through the esses just prior to the start. Being my first race for many years the sound just did me in.*

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

In Life: *Drive a steam locomotive in England*

At the Track: *Be a starter (watch out George !)*

Accomplishment: *I can't say I have accomplished a lot but I have done many things during my life and that probably results in the same feeling. I went to sea when I left school and managed to see a lot of the world. I have lived in three different countries, Canada (longest) England and Greece so have seen an interesting variety of life. I suppose the fact that I have survived 6 years of working for myself is a kind of accomplishment so we'll leave it at that and hope it continues.*

Final Comments: *I have not been able to attend as many race meetings as I would have liked and that may not change but all of those I have worked at I have always enjoyed for a variety of reasons but mainly because of the spirit of the members of META and the equivalent clubs at other tracks.*

## **Champ Car makes bid for race**

Promoters target November 2007 road event in Phoenix

Jim Gintonio

The Arizona Republic

May. 2, 2006 12:00 AM

Champ Car World Series, the open wheel organization formerly known as CART, is making a strong bid to bring a road race to Phoenix in November 2007.

A source close to the promoters told The Republic that they are envisioning a five-year agreement with a five-year renewal option. He said promoters are hoping to reach agreement with the city in about 30 days, and during that time businesses and residents along the proposed race route would be notified.

"We are in negotiations with the city, and we are very interested in Phoenix," said Steve Johnson, president of Champ Car. "As a matter of fact, our officials are going to be out there this week to talk to people."

No specific date has been set, but it would seem likely that the race would be held either early or late in the month to avoid a conflict with PIR's NASCAR Nextel Cup Checker Auto Parts 500.

A Champ Car race scheduled for October of this year in South Korea was canceled, and a number of U.S. cities are on the league's radar screen for 2007. Without the Korean race, 14 races make up the 2006 schedule, with eight in the United States. Sebastien Bourdais of France has won the past two championships and leads the current point standings after one race.

When Indy car racing split in 1996, it was the Indy Racing League that maintained a presence in the Valley, running every spring at Phoenix International Raceway. PIR, however, was not included on the IRL's 2006 schedule.

"We have had discussions with the promoter and are encouraged by what they propose," said Tom Callow, senior executive assistant to the city manager. "We have advised them of the community support we would like to see before we proceed any farther. They are working with property owners in the area the race would be held and will get back to us when they have solid support. We think this could be a good event if done right."

Mayor Phil Gordon said the race would be a private venture with no city subsidies, adding he was "excited about the possibility of bringing new national attention and new revenues to our city."

Phoenix is no stranger to road racing.

From 1989-91, Formula One cars raced around streets in downtown Phoenix in the brutal heat of midsummer, and the race never caught on with fans.

The new promoters, who are Valley-based, learned from that debacle.

"That was in the middle of June, when you don't do anything in Phoenix," the source said. "In November, the city is more populated, and the weather is lot more beneficial.

"The other main ingredient is that the promoters of this race are local people . . . not somebody who flies into town, takes the money and runs."

*Reporter Monica Alonzo-Dunsmoor contributed to this story.*

Posted on The META Forum: [www.meta.bc.ca/Members/Members\\_index.htm](http://www.meta.bc.ca/Members/Members_index.htm)

## **Grand Prix of Toronto 2006**

UserName: Scott Muir

Date: 29 May 2006

Time: 12:36:34 -0400

Comments

Anyone interested in coming to Toronto for a fun-filled weekend of Motorsport-racing? We would love to have you join us for the 21st running of the Grand Prix of Toronto (formally known as the Molson Indy!) July 7-July 9. Sign-up is harmless, you can do it on line at: <http://www.motorsportmarshalling.on.ca> And follow the links!

Hope you can join us!

Scott Muir

## **Marshalling at the TT in 2006**

It's that time of year again when the TT is lurking in the not to distant future; at least it is at the time of writing. The Isle of Man TT Marshals Association Ltd (IOMTTMA) is busier than ever; carrying out much of the unseen work behind the scenes; work that needs to be done so the event can take place and be a success.

Safety issues are always high on the agenda and the IoM TT Marshals Association Ltd is always aware of the constant need for any safety angle to be pursued; this year is no exception. One such element towards improving safety is the number of flag marshals stationed around the course. There are currently 60 official white coat flagmen at strategic marshalling locations; we are now increasing the number to around 200. This was considered necessary to give a clearer signal to the riders during any potential incident. With machines getting ever quicker we need to warn riders as early as possible and slow them sufficiently before we go about our job on the course; the only way we can do this is with the flags. These extra flag marshals will be charged with the sole duty of flag operation; that will be their only responsibility for the entire session. It will of course have an effect on the manning levels at each location; these however will be met and the only way we can achieve this is with more marshals signing on.

Flags are the only way of making contact with the competitors, but we are sometimes in need of contact with other officials around the course. Since 2004 the races have been run using TETRA radios where they replaced the old style walkie-talkie hand sets. This year there has been an increase in the number of radios in use around the course; now in the region of 250; there is not one location that is not in radio or telephone contact.

The radio links are vital to control the procedure of a race and obviously to report any problems. Prior to races commencing Deputy Sector Marshals confirm their specific manning levels to the Chief Sector Marshal and he in turn to the Chief Marshal and then he to race control. Marshals can directly talk to any other marshal in their particular sector and by switching to another sector number can converse with marshals at any of the remaining 11 sectors. During a race a marshal may need to report to Race Control for any number of reasons; again a simple change of setting will connect them directly to one of three Race Control operators. During more serious incidents marshals can raise the alarm on the radio by using the emergency button; this is the infamous red button and when pressed immediately connects the marshalling location with race control and summons a travelling marshal and the AIRMED helicopter is scrambled; both arriving in a few minutes. All this will happen without the marshal having to say a word, as the computer link to the radio has logged its location and that of the marshal; at what time the marshal does need to speak he can do so 'hands free' as the emergency mode allows an open channel for a short time. The emergency channel also takes precedent over any other radio traffic; TETRA is a seriously vital piece of equipment.

Another safety measure is the change in the way anyone can become a marshal; gone are the days of turning up and 'signing on in the hedge' as it is sometimes called. Any new or first time marshal will have to sign on at the Marshals Office at the Grandstand and must view the basic instruction DVD before being allowed to marshal. This DVD was introduced last year for the MGP(Manx Grand Prix) and is in the form of a Power-Point Presentation. It covers basic race procedure, flags, fire extinguishers, TETRA radios, AIRMED Helicopter procedure and a whole lot more; it lasts for about 30 minutes and is the absolute minimum instruction you will need to see before being allowed to sign on. There is also another DVD available which covers all the above mentioned items but in a movie format; including a mock race incident. It is a Duke Video product created by the IOMTTMA and is free to all marshals who sign on; the viewing of this DVD will also qualify any new marshal as having received the basic instruction prior to signing on. Of course watching a DVD cannot make anyone a fully trained marshal; that's where an IMC comes in handy; but more of that later.

A further area of safety is how new marshals are dealt with, as mentioned earlier, in past years you could come along and sign on at the very last minute, or even at a marshalling location. You could then have found yourself in a position of serious responsibility and without even the most basic of instruction. That does not happen any more, all new marshals will be assigned to locations where there are accomplished marshals who will guide them through the remarkable experience of road racing. Likewise any new marshal between 16 and 18 years old will be assigned to similar locations; again they will be under the eye of experienced marshals. So anyone who fancies the idea of joining the IOMTTMA need not worry about being thrown in the deep end; this will not happen. There is often a lot of discussion about experienced and fully trained marshals and quite often a misconception is made. Fully trained marshals, in some cases may well not have much experience and alternatively marshals with a vast number of years experience may have no actual training at all. That is why the IOMTTMA strongly urges every marshal to take part in an IMC (Incident Management Course); this way we bring the experienced and the trained together. The IOMTTMA has now trained over 32% of all the marshals on the register, in real terms this is over 1000 marshals and the number is forever increasing, It is now a requirement that all Chief Sector Marshals and Deputy Sector Marshals are IMC trained. Of course the only way to get experience is to actually do the job; there is no other way of becoming a first class marshal other than taking part. (Cont'd)

An Incident Management Course is probably the best thing you could actually take part in if you are a motorcyclist and value the longevity of the TT or MGP. Consider a scenario, one many of us have witnessed for real, you are out for a ride or drive or maybe just walking along the road, whatever; a motorcycle approaches you and for some reason loses control and crashes right in front of you. The rider appears to be injured and is lying in the road; bits of his bike are scattered all over the place and oil and fuel have been spilt from the machine, what would you do first? Faced with something like this that happens in a split second it is not an easy question to answer, especially as you would probably be in a slight state of shock yourself, albeit not as much as the rider in question.

If you take part in an IMC you will receive all the instruction that would enable you to deal with just such an incident. This particular course is one designed around the specific needs of the TT Course, covering race procedure and basic first aid. The first aid element instructs you in resuscitation technique, the procedure for removing a rider's crash helmet and filling a cervical splint or 'stifneck collar'. You will also learn how to put a casualty in the recovery position and how to 'log roll' them onto a scoop stretcher and a whole lot more.

The race procedure element covers all the essentials shown in the DVDs and explains how to manage an incident. So back to the scenario, what would you do first? The overriding response should be to preserve your own safety and simultaneously call for help, but what would you do next? How would you assist the rider? What would you do for them first? What about the broken machine, would you move that first? What about oncoming traffic? It's not easy to decide is it? Once you have been on an Incident Management Course everything will become all too clear and give you an invaluable skill which will serve you well for many years. Anyone who is a registered IOMTTMA marshal can take part in the Incident Management Courses which are held here in the IoM several times throughout the year and at certain locations in the UK. They are free and take 1 day to complete, on completion a St John Certificate 'First Aid for Motorcyclists' is issued along with an IMC cloth badge, both valid for three years.

Why are we continually, recruiting new marshals; how many do we need and do we always have enough? The simple answer to that is yes, we always have enough; the day we cannot cover the minimum manning for any location is the day races or practice will not commence; the Clerk of the Course will not start any race or practice until minimum manning for every location is confirmed.

We continually recruit new marshals for many reasons; we need to replace members who cease to marshal through age or health and others who only marshal once and never again. Not all the marshals on the register marshal at the same time; not all of them attend both the TT and the MGP. Not all of the marshals attend every session of every day; nor of both weeks, so it's tough keeping control of the situation. We also continue to recruit and train marshals because the ongoing Health & Safety and Risk Assessments we carry out sometimes call for an increase in manning levels and apart from any other reason the more trained marshals there are, the safer we can make it for everyone concerned.

There you have it we still need your help, so if you would like to get involved with marshalling and join one of the many teams around the Mountain Course; we will be pleased to make you welcome. Come along to the marshals' office at the rear of the Grand-stand; view the DVD instruction and sign on. Alternatively check out our many contacts for all you may need to know about marshalling and taking part in an exclusive TT Course IMC.

The IoM TT Marshals Association Ltd wishes all the competitors the very best of luck and to all the spectators a great TT, safe riding and some exhilarating races; we can only hope the weather also obliges.

*Bill Carden*

Website: [www.iomttma.com](http://www.iomttma.com).

Isle of Man TT Marshals Association Ltd, PO Box 149, Douglas, Isle of Man IM99 3JA.

## **Racin' Photos**

I've done a DVD of all the photos I've received for racing and club activities for 2004 and 2005, which I've given to Joe Proud. Any members wishing copies of this DVD please contact me.

Most of these photos are the original high resolution images from Don Souter, Gerry Frechette and Sue Pypers digital cameras. Most have been posted to the club Photo Gallery

<http://meta.bc.ca/Members/PhotoGallery/PhotoGallery.htm>

*Mike Bailey*

[mike\\_bailey@shaw.ca](mailto:mike_bailey@shaw.ca)

## **Car owner Newman driving toward sunset**

By A.J. Perez, USA TODAY

MONTERREY, Mexico — It's more than 100 degrees in the sun, maybe 90 atop the canopy-covered platform where Paul Newman sits before a bank of flat-panel screens that monitor the action and roar of cars swirling below and around him. Of course, he appears not to be sweating.

What is an Oscar winner doing here in Mexico, at the vortex of an auto racing series attended by many but followed by few? Pursuing a passion for racing ignited by his role in the 1969 film *Winning*, a passion that has made him a championship-winning driver on amateur and pro circuits and the co-owner of a racing team that ended up winning the Tecate Grand Prix here, its third consecutive victory to start the season.

At 81, he also finds himself in a racing landscape in which his beloved open-wheel machines are caught in a grim battle between two rival circuits — and both are losing fans, TV viewers and sponsors to that marketing juggernaut, NASCAR. This weekend Newman will be a participant in the latest demonstration of NASCAR's slingshot past open-wheel competition. Friday night, in the final countdown to Sunday afternoon's Indianapolis 500, Newman is scheduled to be in the heart of NASCAR country, at Lowe's Motor Speedway near Charlotte, site of Sunday night's Coca-Cola 600. He and a sellout crowd of 30,000 will share the premiere of *Cars*, the Disney/Pixar animated film with a NASCAR motif and the voice of one Paul Newman.

**MOVIE NEWS:** *Cars* getting trackside treatment

"I have no quarrels with NASCAR," Newman says. "That would be silly. It's racing, and it's good racing. Why would I quarrel with it?"

Besides, says Humpy Wheeler, the president of Lowe's Motor Speedway, who better than Newman to voice "Doc Hudson," a curmudgeonly 1951 Hudson Hornet? Doc turns out to be a former racing champion and eventually mentors young hotshot "Lightning McQueen," voiced by Owen Wilson.

Newman's racing résumé includes being part of the winning four-driver GTS-1 class team in 1995 in the prestigious Rolex 24 at Daytona, a 24-hour endurance race. At 70 years, 10 days, Newman became the oldest driver to win the grueling event.

Wheeler says Newman as a wise, old car is "the perfect combination. You feel like (he) knows what he's talking about when he uses his mentoring voice."

Says Newman, "I figured (Doc) was Southern and he was old — I dove right in."

Newman says he never owned a Hudson, although he will ride in a replica of the car at Friday's premiere. His tastes off the track are more environmentally friendly — he owns both a hybrid car and a hybrid SUV, sharing his love for all causes environmental with his longtime friend Robert Redford.

So will Butch and Sundance get back together for one more? "We're working on it," Newman says.

Planning has never been a strong suit for Newman.

"As long as I keep things spontaneous, things work out better," Newman says. "That's the motto of the food company: If we ever have a plan, we're screwed."

That motto hangs in the offices of Newman's Own, the Connecticut-based brand of products ranging from salad dressing to lemonade to snack food that started in 1982 and now funds 1,400 charitable organizations. (The brand's official slogan: Shameless exploitation in pursuit of the common good.)

### **Driving overtakes acting**

Newman has been true to his spirit of spontaneity when it comes to his driving career. (Just don't confuse his love of racing with some notion of his having great mechanical gifts. "Sometime next week," he says, "they are going to teach me how to get the messages off my cellphone that I've had for three years. I don't know if I'm going to make it.")

Newman played an open-wheel driver in *Winning*. Robert Wagner was his on- and off-track rival. Joanne Woodward played the wife who feared for Newman's welfare.

She hasn't stopped playing that role in real life. "She's been patient beyond almost anything," Newman says moments before showing a gift she gave him — a Rolex with the words "Drive slowly" inscribed on the back. "She's said she married an actor. She had no idea he'd spend his weekends at racetracks."

Last year, he says, Woodward had threatened to divorce him if he raced in 2006, but it appears to be a hollow threat. He plans to run his next sports car race in June at Lime Rock Park, a road course not too far from his home in Westport, Conn.

"I'm running out of steam," Newman says. "I'll keep driving as long as I'm competitive and as long as I don't embarrass myself. And so long I don't dissolve into a tub of sweat. Those cars get awful hot."

His racing career has slowed over the last decade, but not as much as his acting. "They were in parallel for a long time, and one just kind of disappeared," Newman says. *Cars* is his only movie in the pipeline. (Cont'd)

## Two series divided

Once the USA's most popular form of auto racing — highlighted by the Indy 500 — open-wheel competition used to be confined to one circuit, known as Championship Auto Racing Teams (CART).

That's what Newman and his partner, Chicago-based businessman Carl Haas, bought into in 1983 — a time when A.J. Foyt, Al and Bobby Unser, Mario Andretti and Rick Mears were motor sports' dominant stars, still overshadowing NASCAR's top names, Richard Petty, Dale Earnhardt, Bobby Allison and Cale Yarborough.

But open-wheel racing endured an internal schism in the mid-'90s that divided its teams, diluted the 500 and opened a door through which NASCAR charged.

Open-wheel racing remains split into two circuits, each of which uses its own type of cars. To the casual observer, the machines look the same. But the engines, chassis and tires are different on each circuit. One holds most of its races on ovals; one holds most of its races on temporary city-street courses.

The Indy 500 is part of the oval-dominated Indy Racing League (IRL) IndyCar Series, so it's essentially off limits to the Newman-backed Champ Car World Series teams. (Champ Car teams have raced in, and even won, the Indy 500 since the split, but because they have to buy cars that meet the IRL series' specifications, most don't bother with it.)

Newman's adversary in the rivalry is Tony George, whose family bought Indianapolis Motor Speedway in 1945 and brought the 500 to prominence. Upset about his lack of influence over CART's drift toward more street races and non-U.S. venues, George used the 500's prestige as a lever to create the IRL. There have been talks about a merger of the circuits since December. But nothing is imminent, and feelings remain raw on both sides.

Newman hasn't attended the Indy 500 since 1995, even though his team has been in it twice. With a smirk and his signature, gravelly deadpan, Newman explains, "I have a problem with the management."

Staying the Champ Car course

George, who remains Indianapolis Motor Speedway's CEO, gently counters that Newman "always has been a big fan of Champ Car and what Champ Car was. CART was a diversified series with top drivers and top teams. I'm clearly biased, but that's what the IndyCar Series represents and what a unified series would represent. I don't know why he would have a problem (with IndyCar or a merged series)."

As far as a merger goes, Newman sees George as a hindrance.

"Listen, I'm just like Fox News. I'm fair and balanced," he says, playfully mocking Rupert Murdoch's cable network. "But for this merger to occur, Tony must first think about what is fair and realistic. He can't load the gun, point it at us and expect us to make a deal. I know what the offer was, and it was neither fair, nor balanced."

Newman didn't go into detail, but he would be unhappy to see a merged circuit abandon newer street races in San Jose, Calif., and Edmonton. "Over a whole year we averaged 150,000 people per race weekend," he says. "I would challenge rivals to make any such statement without going straight to hell."

IRL spokesman Fred Nation and Champ Car co-owner Kevin Kalkhoven say no offer to merge has been made by either side.

Newman has been unwavering in his support of Champ Car, even as the series has lost some of its most prominent teams — including those owned by Bobby Rahal and David Letterman, Roger Penske and Chip Ganassi — to the IRL.

His loyalty has come at a cost to his and Haas' pocketbooks. Even for a famous actor with a team that has won six titles — including two Champ Car season titles in a row by Sebastien Bourdais — there is a financial burden. Only one of the team's two cars has full sponsorship. Newman and Haas cover the remaining operating costs.

Newman says everyone in open-wheel racing "is surviving," and he insists Champ Car is "getting stronger." He is quick to add, however, "it's not strong enough."

### 'Dedicated, passionate'

He's done his best to change that. Starting in late 2004, Newman went from car owner to the series' No. 1 advocate after telling reporters he'd been an "absentee landlord." He's traveled the nation in attempts to keep and put new races on Champ Car's schedule, even helping produce a DVD shown to prospective promoters in Asia.

Champ Car's co-owners, Kalkhoven and Gerald Forsythe, have spent millions to keep the series viable after seizing control in bankruptcy court in January 2004, but there probably wouldn't have been much to save had it not been for Newman's loyalty.

"He's a huge asset to the Champ Car World Series," Champ Car president Steve Johnson says. "He's the most dedicated, passionate person there is. We owe a large thanks to Paul Newman. All open-wheel racing does."

Newman could easily take his passion, his time, his resources to what has become the more lucrative NASCAR world he will visit this week. But that wouldn't be him.

"I have the highest esteem for anybody who gets into a race car," he says. "I don't care what it is. But it's OK for me to have a preference. My preference is really for road racing, open-wheel racing. I extend my loyalty to that preference rather than somewhere else because the money looks good."

Just don't count on him watching the Indy 500 on TV. "I don't know," he says. "If I have time, I will."

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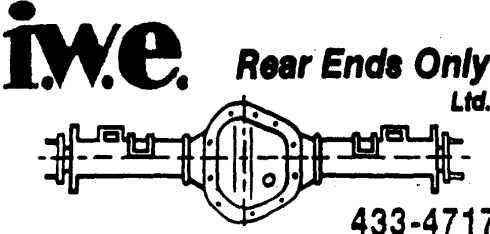
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