



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
October 25, 2006

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

Speed reading

Oct 7&8	Double Regional	SCCA/OR	Portland, Or
Oct 7&8	CACC Race # 4 – MRP	SCCBC	Mission, BC
Oct 7&8	Westwood Club Race #9 – CARTBC	WKA	Chilliwack, BC
Oct 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 14&15	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 14&15	Coastal Club Race #10 – CARTBC	CKR	Chilliwack, BC
Oct 21	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 21&22	Indy 300	OWRS	Surfers Paradise, Australia
Oct 25	META Meeting – Boston Pizza	7:30	New West, BC
Oct 28&29	Midnight TSD Rally	WCRA	Nanaimo, BC
Nov 4&5	Mexico City Grand Prix	OWRS	Mexico City, Mexico
Nov 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 11	ICSCC Banquet – SeaTac Marriott		Seattle, Wa
Nov 18&19	Totem TSD Rally	WCRA	BC Interior
Nov 22 AGM	META Meeting – Location TBA	7:30	

Sports Car Club of British Columbia
presents

**"BUCKET BRIGADE'S DASH FOR CASH
WEEKEND"**

October 7 & 8, 2006

Featuring the " 5th Annual Dash for Cash"

"The DASH is a hard fought one hour race with a cash reward waiting drivers at the finish line."

This is a CACC weekend where Vintage and SOLO grids will also be featured along with the usual Open wheel, Closed wheel, and Novice groups

META Pocket Bike Raffle Winners

Congratulations

To the winner of the Pocket Bike

Bruce Yeo

And the winner of the Race Drivers Training

Phil Archer

The draw was held on Monday September 4, 2006 at the end of the 11:45 drivers meeting.

Thanks to the following:

Hooked on Karz

For the donation of the 49cc Pocket Bike

2149 Shaughnessy St

Port Coquitlam, B.C. Canada, V3C 3C6

Phone/fax 604 552 9646

Email: hookedonkarz@telus.net

and

Sports Car Club of British Columbia

For the donation of the Race Drivers Training session

Westwood Reunion 2006

Sunday, September 10 was the second Westwood reunion for all the old racers and track workers. A bright sunny day greeted all who came and, surprise, surprise it stayed that way!!

Among those putting up displays were Robert Barg [who organized the whole event], John Randall with many old scrap books displaying early racing activities at the track, myself with two META photo albums, the green one with general pictures and the blue memorial one and also Tom Johnston who presented many old historical items from Westwood days. In addition Tom was taking orders for his recently completed book WESTWOOD. In paperback it's selling for about \$55 and will be arriving from the printers in the near future. There were several cars on display; including Brian Meakings black #62 Camaro and Jake Rempel's red and white #81 Camaro.

Amongst others who came were Garry Pullyblank, Doug Walter, Vince Howlett, Ed Clement, Bill Sainsbury and Donna, Vic Nightscales, Jack and Deanie Hendren, Bill Damm, Ron Curties and wife Tommy, Wally Walker [who still enjoys getting the Mayday], Phil Dauphinee, Alan Allinson, Brent Martin, Adrian Ratcliff, Russ and Raemar Mitchel, Garth Pollard and Bert Laakman.

Some folks of special interest included Jose-Luis Pita who raced a Volvo station wagon!! And Mark Saunders who had the green 510 Datsun. He now has a blue Camaro and plans to take driver training at Mission in the spring.

Another one present was Laurie Brown who displayed a VERY well turned out red Chevy Monza. This is the car that was rumored to be at Mission this spring but never arrived. Laurie says that the car will be out next spring! This car is one that was owned and raced by Greg Pickett including appearances at Westwood [the pictures are in the green album!!] and should be a very fast car.

All in all everyone had a very happy, good time with a lot of bench racing and swapping of old stories.

Joe Proud

Greater Vancouver Motorsport Pioneers Society

YOU ARE INVITED 2006 Induction Ceremony

18 Individuals have been selected to be honoured and inducted:

Bill Allan Power Boat Racer
Dick Brooks Race Announcer
Al Clark Hot Rod and Drag Racing
Laurie Craig Road Race Driver
Alan Cruickshank Hot Rod and Custom Car
Lee Davies Power Boat Racer
Jerry Dunn Hot Rod and Custom Car
Slim Easton Power Boat Racer
George Hollinger Sports Car Driver and
Motorcyclist

Jim Grant Hot Rod and Drag Racing
Jim Lee Sports Car Organizer
Ron Livingston Stunt Driver
Tony Morris Road Race Driver
Dave Ogilvy Road Race Driver
Larry Sproule Oval Race Driver
Ralph Weinstein Motorcyclist
Tommy Youngston Oval Racing Mechanic
Doug Harder Motorsport Promotion and
Publisher

Sunday afternoon, October 15, 2006, 1:00 PM to 5:00 PM
The Scandinavian Centre 6540 Thomas Street, Burnaby

*Come and meet current and past pioneer inductees and motorsport enthusiasts.

*Enjoy memorabilia and door prizes.

*Our new bigger and better Yearbook will be available for purchase.

*See specialty vehicles on display (weather permitting)

Admission will be \$5.00 by donation at the door. Light refreshments will be included.

There is a cash bar on the premises.

Please RSVP by October 6, 2005. Space is limited, so we need to know in advance.

Dave Johnstone, secretary: 5926 - 187a Street, Surrey, B.C. V3S 8G4
604-576-5906 dave_gwen@shaw.ca

The Greater Vancouver Motorsport Pioneers Society (GVMPS) is a group of motorsport enthusiasts from various motorsport activities whose goal it is to recognize and record the contributions of those who were pioneers of motorsport in this region.

The GVMPS is incorporated under the Societies Act of the Province of British Columbia.

Pioneers are generally considered to have contributed, or have begun their contribution, at least forty years prior to induction and to have had a strong connection to Vancouver, British Columbia and its surrounding communities.

Inductees fall into one of many motorsport disciplines: Hot Rod and Custom Car, Sports Car and Road Racing, Oval Racing, Motorcycling, Power Boat Racing and others.

Inductees are selected in one of two categories:

Pioneers: Individuals who personally contributed greatly to the sport as competitors, drivers, team owners or in other direct roles.

Supporters: Individuals, organizations, and others who provided the necessary support for the Pioneers and the sport in general to flourish.

Puttin 'on the Ritz!

An ICSCC Celebration of Excellence Join Us

*50 years of racing, 50 years of fun, 50 years of memories!
(Top Hat optional)*

*November 11
Seattle Sea Tac Marriott*

*5:00 PM -
Hors d'oeuvres, Dinner, Awards, Dancing
\$40.00 per person*

*To RSVP, mail check to: Peggy Ann Walker
6327 Hiawatha Ct. Lake Oswego, Oregon, 97035
503-684-0353*

*Marriott Room Rate if booked by Oct 27th,
only \$79.00!
Call 206-241-2000 or toll-free 1-800-228-9290*

CHAMP CAR WORLD SERIES ANNOUNCES 15-RACE SCHEDULE FOR 2007

Wednesday, September 27, 2006

The Champ Car World Series will venture into a new era in 2007 with a brand-new car, an influx of new teams, and now a new-look schedule that will see the series visit a number of exciting markets throughout the world.

The 15-race slate will open and close with inaugural events in Las Vegas and Phoenix respectively, will see the Champ Cars visit historic Mont Tremblant in St. Jovite, Canada for the first time since 1968, and features a groundbreaking event in Zhuhai, China - marking the first time that a major American sports organization will hold a regular-season event in mainland China.

"We have put together a solid schedule of events for 2007 that will provide great racing for our fans and strong challenges for our teams and drivers," said Champ Car President Steve Johnson. "This schedule, combined with the new DP01 and the arrival of new Champ Car teams, gives us great momentum as we build toward a bright future."

"Champ Car is one of the top international racing series in the world with a focus on driver and team performances and we are proud to bring it to China," said France Corbeil, CEO FRC USA LLC. "The on-track racing resulting from strategies related to pit stops, power-to-pass, tire choice and driver's skills, is surely the most fun. We believe the Chinese racing fans will embrace the full Champ Car World Series and a high number of them will watch each race on their preferred TV channel starting next year."

The 2007 campaign will begin April 8 with the inaugural Vegas Grand Prix, to be run on a downtown street course in the Gaming Capital of the World. The Vegas event kicks off a slate of three races in three weeks, as Vegas is directly followed by the Toyota Grand Prix of Long Beach April 15 and the second running of the Grand Prix of Houston on Sunday April 22.

"We are excited to open the Champ Car season with this new world-class event in Las Vegas," said Vegas Grand Prix CEO Jim Freudenberg. "This will be a festival of speed like no other. In a city where first-class events happen every day, we will be expected to maintain that caliber and are prepared to do that."

Champ Car makes its groundbreaking trip to Zhuhai, China on May 20, before heading back stateside for the June 10 Portland Grand Prix and the 26th running of the Grand Prix of Cleveland. The Cleveland race, which is the longest-running event in the series, launches a second stint of three races in three weeks as teams travel from Cleveland to Circuit Mont Tremblant for a July 1 event on Canada Day. The Mont Tremblant race also starts a run of three consecutive Champ Car races in Canada.

"Canadian Champ Car fans are among our most ardent supporters and we are excited about running three consecutive events in Canada," said Champ Car Vice President, Venue Development John Clagett. "But our entire schedule is one that all of our fans can be excited about. From exciting new venues to great traditional events, the 2007 Champ Car season will be one to remember."

The July 8 Grand Prix of Toronto follows the trip to Mont Tremblant, with the third running of the July 22 Grand Prix of Edmonton next on the slate. The third annual trip to Silicon Valley for the Grand Prix of San Jose follows the three-race Canadian swing on July 29, with August featuring events at Road America on the 12th and in Denver the following weekend.

The 17th running of the Lexmark Indy 300 on the streets of Surfers Paradise, one of the highest-attended races anywhere in American auto racing, will take place on October 21 while the season wraps with a November 11 sojourn to Mexico City's Autodromo Hermanos Rodriguez and a new event in the streets of Phoenix, Arizona on December 2.

"We are prepared to end the Champ Car season with another incredible event in Phoenix," Freudenberg said. "Stay tuned to www.grandprixarizona.com to all the exciting announcements this event will be making in the coming months."

The series is also exploring options for adding events during the month of September with details to be released in the near future.

2007 Champ Car World Series Schedule

April 8	Las Vegas, Nevada - Street Course	July 22	Edmonton, Canada - City Centre Airport
April 15	Long Beach, California - Street Course	July 29	San Jose, California - Street Course
April 22	Houston, Texas - Reliant Park	Aug. 12	Elkhart Lake, Wisconsin - Road America
May 20	Zhuhai, China - Road Course	Aug. 19	Denver, Colorado - Pepsi Center
June 10	Portland, Oregon - Portland Int. Raceway	Oct. 21	Surfers Paradise, Australia - Street Course
June 24	Cleveland, Ohio - Burke Lakefront Airport	Nov. 11	Mexico City, Mexico - Autodromo Hermanos
July 1	St. Jovite, Canada - Circuit Mont Tremblant	Dec. 2	Phoenix, Arizona - Street Course
July 8	Toronto, Canada - Exhibition Place		

Friends Of Portland International Raceway

History and Introduction.

Portland International Raceway (PIR) and its neighbors, the Expo Center, Delta Park, and Heron Lakes golf course, are the legacy of the city of Vanport. Because they were born from Vanport's tragic demise, each of these facilities bears a responsibility to enrich the life of our community. For the past half-century, PIR has incrementally addressed that responsibility by both entertaining and accommodating families from an expanding hinterland in Oregon and Washington, and by investing in the welfare of area neighborhoods. However, the scope and value of its services, accommodation and community investments have varied over time due to vacillations in budgets, management priorities, and income. As a consequence, PIR has periodically found itself reacting to challenges and opportunities rather than anticipating, shaping, and strategically securing the possibilities they provide.

The Friends of Portland International Raceway, an Oregon 501(c)3 corporation, assists the facility and the City of Portland to meet PIR's responsibility to enrich its region and North Portland's neighborhoods. Led by a board with representatives of those who use or visit the track, and who live and work in the adjacent community, the Friends will solicit and apply the resources and counsel of those who have a vested interest in the track and its relationship to those it affects and serves.

Mission Statement

The Friends of PIR are jointly committed to:

- 1) Preserving and enhancing PIR as a resource for those who use it as both participants and spectators
- 2) Sustaining and expanding PIR's civic contribution as an institution in North Portland
- 3) Providing guidance and support for the ongoing management of PIR in a manner that assures its ongoing value as a venue for motorsports and other diverse forms of recreation and entertainment

These three goals will shape the initiatives of the Friends of PIR.

Activities and Objectives

The Friends of PIR plan the following activities in support of our mission:

- 1) Preserving and enhancing PIR as a resource for those who use it as both participants and spectators:
 - Acknowledge and support PIR's responsibility to complement the aggregate value of the West Delta area as a world-class complex of sports, recreation, and exposition facilities'
 - Preserve, enhance, and highlight the economic benefits that accrue to North Portland and the larger community through activities at PIR
 - Attract and serve diverse local, amateur, and club activities as well as international and professional events
 - Sustain PIR as a racing facility that provides the highest quality instruction and events for runners, bicyclists, motorcycles, and automobiles
- 2) Sustaining and expanding PIR's civic contribution as an institution in North Portland:
 - Reinforce and highlight PIR's economic contribution to nearby neighborhoods
 - Help prioritize and fund critical North Portland neighborhood improvements
 - Effectively participate in and support neighborhood programs and projects that solicit contributions by public and private organizations
 - Fund and oversee educational programs in area schools. For example, by contributing to science and technology curricula, providing work-study and internship opportunities in the automotive and racing industries
 - Nurture an economic relationship between events at PIR and the economic aspirations of businesses in nearby neighborhoods
 - Develop local employment programs for major events

(Cont'd)

(Friends of PIR Cont'd)

- Expand the number and utility of neighborhood-oriented events at PIR
 - Assist events such as Champ Car, ALMS, Portland Historics, Rose Cup, and the Columbia River Classic to create a meaningful connection between the national/international role of the facility and nearby neighborhoods
- 3) Providing guidance and support for the ongoing management of PIR in a manner that assures its ongoing value as a venue for motorsports and other diverse forms of recreation and entertainment:
- Assist in the identification, promotion, and funding of necessary capital improvements
 - Assist in the promotion and management of major events that advance the reputation and contribution of PIR to the region and the markets it serves and attracts .
 - Provide a resource for the management of PIR that reinforces its ability to expand the public value of a critical and beneficial community institution
 - Promote PIR as a venue for presentation and development of alternative energy and transportation developments such as biofuels and electric and human-powered vehicles

Conclusion

PIR is a facility dedicated to racing in every conceivable form. Its potential value to the welfare of its community is substantial in both economic, civic, and human terms. For this reason, it is appropriate for supporters to come together in shared purpose to preserve and enhance our common interest in our most unique city park.

The stewardship of PIR's evolution is a responsibility to be assumed with care and consistency. The Friends of PIR propose to share and reinforce that stewardship through community action and communication.

Sign up on the website www.friendsofpir.com and help keep PIR racing.

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 25th

At 7:30pm

Location to be announced.

*Please plan on attending this meeting
as our annual elections will be held at this time.*

The positions available are:

President, Vice President,

Secretary, Treasurer

Submitted By Thomas Liesner
Sent: Tuesday, September 12, 2006 12:05 PM
To: pdxracer@yahoogroups.com (On Behalf Of Rob Jacobsen)
Subject:

Musings on a day off sick

I'm sitting around the house getting over a minor touch of food poisoning and was pondering some of the things I've observed at the various tracks this season. With 27 events on my personal race schedule this season, I've been to more than one or two tracks. *I thought others might want to join in the musing.*

First thought is one of thanks to all the kind drivers who donate money to the various worker funds. I am one of the recipients of some of those funds, having worked every Conference track this season again. I live in Longview, WA, so Portland is my home track, even though it is 50 miles away. Since each worker fund is independent of the others, it is interesting how those funds were dispersed. NWMS in Spokane paid for a plane ticket and a motel room which served four workers. IRDC handed \$30 cash to each worker. SCCBC handed a \$40 (Canadian) check to those from out of town. Cascade uses a sliding scale to reimburse workers from more than 50 miles away. In my case, this works out to paying my gas bill, where in the case of the Canadian workers (over 100 miles) works out to \$100.

I know that each club is using the funds the best way they know how and with the donations that they receive. Obviously the Cascade events draw the most participants and the most donations. I'm pondering if these various methods could, or even should, be improved. After all, a few years back, there was no financial assistance to workers. Of course, back then, there were more workers in each area. Many have suffered from burn out working too many races. Others have fallen on financial hard times or had life get in the way in other manners. The funds that I have received have made it easier to continue my participation. Many thanks. But I wonder if the funds wouldn't be better distributed by Conference itself, rather than the individual clubs. Even if that isn't acceptable, it would be very helpful if the assistance available was known in advance rather than as a surprise at the event.

The idea is to encourage workers to get there, not just to reward the ones that do get there. Advanced billing of the assistance that is available should be open knowledge to get best bang for the buck. If a central fund is established, the question becomes one of how to best use the funds. As the folks putting the money in there in the first place, the drivers have a huge say in how this should be done. For example, should the funds be biased towards the areas with the fewest workers? To the events farthest from a central point? Fixed amounts or sliding scale? Or leave well (or bad) enough alone?

When the worker funds first appeared on the scene, most of the clubs seemed to use them to buy things like canopies or other pieces of needed equipment. It seemed that the drivers just wanted the funds to be used to "help the workers". It is only in recent years that funds have been disbursed to the workers directly. Some of the clubs put some of the funds into prizes to be given away to the workers. Prize drawings are fun, but they don't help with the gas or other expenses directly involved with making it to a race. Some workers feel that there should be no direct cash subsidy. Their thinking is that it encourages some drivers to think of the workers as paid staff, not as volunteers. I have heard of such drivers, but haven't met one yet. If I ever do, I'll ask him to then pay my hourly rate, which would surely shut him up. I don't think there is much danger of the workers ever being mistaken for paid staff. The most I ever received in cash for spending days at a track is \$50 or so for three 12-hour days at PIR. You do the math, but that is well below minimum wage.

Another thing that puzzles me is the different attitudes the various clubs have towards disclosing the donations and the uses of those funds. Some openly publish the amounts donated, even announcing the amount at the drivers meetings. Other act like it is top secret information. When an organization treats this sort of thing like a secret, it makes me wonder if they have something to hide. Were I on the giving end of the donation, rather than the receiving end, I would want to know what was being donated and if it was being put to good use. Who would want to continue donating if it appeared that the money was not being handled properly?

The second thing I ponder is the continuing acceptance of special groups. Cascade used to host special groups to help keep entry fees low for the Conference drivers, but for the most part has ceased this practice. The special groups cut into the time for the Conference sessions and increased the burn out of the workers. With the advent of the nightly drag races on Fridays and Saturdays, the special groups made it difficult to finish on time. Cascade also got burned several times by special groups that would claim that they would have 20-30 cars, then show up with only 6-8 cars. The last thing anyone wants at the end of a long day is an undersubscribed special group. On my recent trip to Mission, they had a special group run a one hour endurance race. Eleven cars started and I believe that only 7 finished. Pretty sad and a waste of valuable track time.

(Musings Cont'd)

There is a simple formula that should be used for any group, not just special groups. If the entry fees for the race group is not enough to cover the price of the track time they take up, then they should be combined or re-grouped until that value is covered.

How do you figure the cost of track time? Take the total costs for a typical weekend and divide that by the minutes available on the track. Those minutes do not include the gaps in the schedule between sessions for clean up or lunch. Those gaps are null time that is required to bring the races off in an organized fashion.

I've never seen the break down on the total cost of a race weekend. Depending on track rental fees and everything else, I would guess that putting on a Conference race week would be something like \$15,000. Someone who does know, please correct me if I'm way off. At the Conference race last weekend at Portland, there was a total of 10.7 hours of actual track time (cars on course). Take a look at the schedule and do the math. It's possible that I miss counted the minutes.

Using these figures, track time would cost approximately \$24 per minute. Each group (except the novices who get one less session) received approximately 90 minutes of track time at a cost of approximately \$2200. Entry fees for non-Cascade members were \$195, so each group would require 11-12 entries to cover the expenses for their track time. This all gets much more complicated due to second entries at the rate of \$100, but you get the idea. Each club's calculations will vary due to the costs each one faces, but if a group isn't covering the costs, why should a larger group suffer crowding on the track while another group goes out with 6 or 7 cars. I realize that there are safety issues that must be included in setting up groupings, but I have witnessed drivers arguing over whether a certain class of cars should be moved into their group when the performance difference is negligible.

To get back to the beginning of this monster paragraph, any special group should be held to this minimum level or be told to take a hike. After all, we have enough trouble getting workers without burning them out with special groups. A conference weekend offers a very nice number of groups and excellent competition with out the added burden of special groups. I've talked to some of my Canadian worker friends and there are some who have given up working some events at Mission due to the special endurance group. They won't come back until that group lives up to what they perceive as promises of full grids or are left off the schedule due to lack of participation. When I was at Mission during the Labor Day double race weekend, many of the workers were so tired of dealing with the endurance group that they considered leaving before that race, which would have left SCCBC with a real problem. Someone from SCCBC came to the worker meeting and pleaded for the workers to stay and that the situation would be discussed during the off season. I found it humorous that he came close to accusing one individual of instigating the boycott. He was clearly out of touch with the workers that his club depends on. Sounds like they have a failure to communicate there that they need to work on. There are hard feelings on both sides of the fence that need to be addressed up there. From what I can see as an outsider, the problems would all be greatly reduced with some open communications and the knowledge that EVERYONE involved wants to get on with the racing. Just something to ponder.

This brings me to the third thing I'm pondering. Each club puts out a race announcement with a schedule and an entry form. All that is fine for the drivers, but that would also be a good place to plug what is being done for the workers by that club at that event. Right now, there is very little in those announcements to interest the worker base, with the possible exception of the supplemental regulations. This would be a good place to plug drawings or financial aid that is being offered. It's a good place to plug any hotels that have agreed to a special rate for workers. Things of that sort.

Every member of the Race Officials Division of Conference receives the Conference Memo with those announcements. Upcoming events are also plugged at the morning meetings each day at the track. Both are a great place to get the information to the workers that they need to make their go/no-go decision. Open communications is the key to avoiding misunderstandings, hurt feelings and keeping rumors under control. As I'm sure many are aware, there is a very fast and sometimes, grossly inaccurate, grapevine at the track. We will never be able to control the grossly inaccurate part, but let's at least use the communications at our disposal to put out complete and accurate information.

Enough to ponder for one message, maybe even for a year of pondering. If anyone wants to forward this to another racing list, feel free. May the workers on the list all perform at their personal best and may the drivers all keep the rubber on the track.

Rob Jacobsen

AKA Grandpa Pettybone, TPF.D.
See you at a track sometime soon.

CLUB MERCHANDISE

Pens on Neck string \$1.00
 META Decals Static for inside or
 Stick-On for outside \$.50 each
 META Pins \$1.50 each
 Earplugs \$1.00
 Training Manuals \$1.00 (Free to new workers)

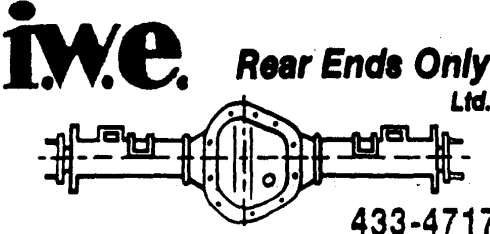
Club Shirts

*White, short sleeve, 'Golf Shirts' with
 META logo embroidered on front.
 \$10.00 each*

For all club merchandise contact:
 Ann Peters 604-581-7189 or
 ann_peters@telus.net

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 Advertise in the Mayday***

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Full Page	\$200.00	\$50.00
1/2 Page	\$140.00	\$35.00
1/4 Page	\$80.00	\$20.00
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Contact the editor for more info		



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 maydayeditor@hotmail.com