



# 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  
**September 27, 2006**

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

## Speed reading

Sep 2-4	Columbia River Classic – PIR	SOVREN	Portland, Or
<b>Sep 2-4</b>	<b>ICSCC Race #9&amp;10 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Sep 9&10	ICSCC Race #11 – PIR	CSCC	Portland, Or
Sep 9&10	Coastal Club Race #7&8 – CARTBC	CKR	Chilliwack, BC
Sep 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 16&17	Single Regional	SCCA/OR	Portland, Or
Sep 16&17	Westwood Club Race #8 – CARTBC	WKA	Chilliwack, BC
Sep 23&24	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 23&24	ICSCC Race #12 – PIR	CSCC	Portland, Or
Sep 23&24	Road America Grand Prix	OWRS	ElkHart Lake, Wis
Sep 23&24	Coastal Club Race #9 – CARTBC	CKR	Chilliwack, BC
<b>Sep 27</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
Sep 30 Oct 1	ICSCC Race #13 – PR	IRDC	Seattle, Wa
Sep 30 Oct 1	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 7&8	Double Regional	SCCA/OR	Portland, Or
<b>Oct 7&amp;8</b>	<b>CACC Race # 4 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
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
<b>Oct 25</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
Oct 28&29	Midnight TSD Rally	WCRA	Nanaimo, BC

Sports Car Club of British Columbia presents  
**“THE GOLDEN ANNIVERSARY WEEKEND”**  
**SEPTEMBER 2, 3 & 4, 2006**

This is a "Double Race" weekend!  
Featuring the WestCoast SportsCar Championship  
*Take note that worker morning meetings will be  
7:30am Saturday and Sunday, 8:00am Monday*

Hello Everyone,  
Hope this finds you all well.

We have a big weekend coming up - three days of non-stop racing action.

**Morning meetings on Saturday and Sunday will be at 7:30 am, yes that's right 7:30 am. Monday morning meeting will be at 8:00 am.**

A number of us will be camping over the weekend, if you are camping, Friday will be in the paddock area behind the META clubhouse then on Saturday morning we can move over to the grassy area beside Turn 8. Camping on site will not be available on Monday night. If some of our out of town guests would like to stay over on Monday night let me know, I am sure that we can arrange some places for you to stay. We have room at our house as well.

For the upcoming weekend we are planning a Beach Party on Saturday night with salmon (and an alternate for those who don't do salmon - please let me know).

Sunday will be a normal worker cool down dinner with the usual caterer. Drivers & crew will be welcome. Lunches will be provided for all three days.

Please let us know what days (hopefully all three) you will be attending as well as your attendance for the dinners.

Look forward to seeing all of you this weekend, safe journey!

*Irene and Dave*  
chambersw@shaw.ca

From <http://www.thenownews.com/issues06/084206/community/084206co3.html>

### **Car club reunion Sept. 10**

The Sports Car Club of B.C. is hosting a mini Westwood Race Track reunion as part of Coquitlam's Sunday in the Park event in September.

Pam Rutherford, whose parents were early club members, is inviting all former racers, crew, turn-workers, executive members and spectators to come out, meet old friends, share memories of the "good old days at Westwood" and "armchair" race.

The club display will include cars raced at the track from 1959 to 1990, old photos of the track, programs and vintage film footage.

Tom Johnston, author and former racer and car builder, will be there with his new book, entitled Westwood. The Lions Club will host a pancake breakfast starting at 9 a.m. Refreshments will be available at a nominal cost during the day.

The reunion will take place Sunday, Sept. 10 from 10 a.m. to 3 p.m. on the old Westwood route by Lafarge Lake (along Pinetree Way, across from Douglas College).

For more information, call Robert Barg at 604-721-1794 or e-mail [rgbarg@shaw.ca](mailto:rgbarg@shaw.ca).

From [http://mapleridge-pittmeadows.com/whats\\_new.htm](http://mapleridge-pittmeadows.com/whats_new.htm)

## **GREAT EXPERIENCE CAR RALLY**

Tourism Maple Ridge & Pitt Meadows is proud to present the 4th Annual Great Experience Car Rally.

Sunday, September 10th

Check-in and Pancake Breakfast at 10:00am

Pitt Meadows Heritage Hall, 12460 Harris Road, Pitt Meadows

Join us and be dazzled at this fun-filled, family-oriented Car Rally. It's a great way to explore Maple Ridge and Pitt Meadows – with a twist. Residents and visitors alike are invited to enter a team and follow the clues during this “scavenger hunt” style tour around our communities. The theme of this year’s Car Rally is “Viva Las Vegas” (what happens at the rally, stays at the rally!). As such, participating teams should expect lots of fun-filled “Vegas-style” activities at each of the rally check-points and the finish line area.

Registration for this year’s Car Rally is just \$20 per person for individual and non-profit teams (\$10 per person for 12 and under) and \$25 per person for corporate teams. Registration includes a Lions Club pancake breakfast, picnic-style lunch (to be picked up during the Rally at a secret location), Kiwanis Awards Barbecue and Vegas-style entertainment. Plus – back by popular demand – each team will also receive a \$10 gas voucher and a complimentary car wash, courtesy of Shell Canada. As a bonus, if your team registers by August 30th, you will receive an additional \$10 Shell Gas voucher, equating to \$20 dollars of free gas for your team! There are also a number of prize categories at this year’s Rally, including First, Second & Third place, “Best Dressed Team”, Best Dressed Car”, “Most Directionally Challenged Team” and much more. Prizes include: a 6 hour fishing trip for two provided by REM Guiding (over \$500 retail value), an Eagle and Salmon Expedition for two with Fraser River Safari (value \$160), gift certificates for full vehicle service from Mason Brothers, a round of golf for four at Swan-e-set Bay Resort & Country Club, and much more! Pre-registration for the Rally is required by September 7th. But hurry - space is filling fast! For more information, to register your team or to volunteer, please call Tourism Maple Ridge & Pitt Meadows at 604-460-8300. Or you can fill out the Registration Form and fax it back to 604-465-1106 or drop it off to the Pitt Meadows Visitor Centre at 12492 Harris Road, Pitt Meadows.

From the ICSCC Forum

Douglas Moe

VETERAN

Feb. 4, 1942 To Aug. 7, 2006

Former Bremerton resident Douglas Alexander Moe, 64, died Monday in Winter Haven, Fla. He was born in Bremerton to Arnold and Olga (McGilvray) Moe. He attended Selah High School and three years at Western Washington University before serving in Vietnam with the Army. Mr. Moe owned Doug’s Welding and Racing in Bremerton for more than 25 years. He was a past president of Bremerton Sports Car Club and the International Conference of Sports Car Clubs\*. He is survived by his wife, Patricia of Winter Haven, Fla.; his son, Patrick Moe (Ted) of Lake Alfred, Fla.; his daughter, Natasha Pugh (Kevin) of Port Orchard; his brother, Royce Moe of Spokane; his sister, Susan Chabot of Redmond.

\* Doug was President of ICSCC from 1974~1976 and 1978~1979.

Memorial donations: Good Shepherd Hospice, 105 Arneson Avenue, Auburndale, FL 33823. Arrangements: Steele’s Family Funeral Home in Winter Haven, Fla.

For anyone wishing to send Patricia a card/note, her address is: 146 Mirror Lane, NW, Winter Haven, FL 33881.

## Worker Profile: Manfred Zumm

Birthplace: *Bremerhaven, Germany*  
Occupation: *Shipper/Receiver*  
Hobbies/Activities outside of racing: *Playing Drums, Reading*  
Customary/favorite job at track: *Flagging and trying to be a TM*

How and why did you get involved in race working and/or META. *I always followed Motorsport. Westwood was like my second home on Weekends. It was a great place to watch Motor Races. I noticed the people in their white clothing and did not know what those guys were doing there. At the Molson Indy in Vancouver I discovered finally what those white people were all about. I said to myself, that must be a great place to be in order to be very close to the track. Inside the 1995 Molson Indy Souvenir Magazine I discovered an ad about META. I contacted Ann Peters right away and she responded 2 weeks later in the form of a large envelope with all the information's regarding working at turns, META etc. Thank you, Ann.*

When did you get involved? *March, 1996*  
What do you like most about it? *As I said, it is the best seat in the house, in order to follow a Motor Sport Event. Then of course the camaraderie is for me a very important issue.*  
What do you like least about it? *There is almost nothing there, where I could say, what I don't like about Turn working. I could do without the Politics. I come to the Track in order to get away from the daily B.S.*

If you could attend any race, in any capacity, where and what would you choose? *24 Hr in Le Mans, 12 Hr in Sebring, F1 in Monaco, Historics at Laguna and Watkins Glen.*

Do you have any racing or race working "heroes"? Who are they? *Michael Schumacher as a Driver and Roger Salomon as a Worker, who always has the answers to my questions.*

What is your Favorite:  
Track? *Laguna*  
Turn? *4a*  
First year event? *CART Race Portland 1996*  
Event? *24 Hr in Le Mans and Rose Cup in Portland*  
Race group? *Big Bore Vintage Cars in Seattle*

What race stands out the most in your memory, and why? *Forgot the exact year, but it was at Laguna during a CART Weekend. I was assigned to work at Turn 4a. All by myself. No Radio etc. It was a memorable experience.*

What things would you be sure to tell a new worker if s/he asked for your advice? *Be safe and of course enjoy what you are doing. Don't go home upset.*

What is your favorite:  
Food? *Real German Bratwurst with Potato Salad*  
Relaxation activity? *Banging the Drums (as my wife would say)*  
Book? *Biography of Pele*  
Movie? *Papillon*  
Magazine? *Modern Drummer*  
Car? *Porsche 911 Carrera*  
Dream car? *Same*  
Are you a frustrated racer? What car would you race? *Porsche 911*

What was the:  
Most embarrassing thing you ever did at the track? *Laguna Seca Turn 4a. As I said, I was by myself. Spectators had to tell me, when there was a black Flag situation. Turn 4 was quite far away and Roger couldn't yell that loud.*  
Funniest thing you've seen or done at the track? *According to Roger and Ann I had difficulties assembling a broom one morning long time ago at Pacific raceway.*  
Most dangerous event you've seen or been involved in? *Fontana Superspeedway 2000. Papas hit the Wall between Turn 1 and Turn 2. Everybody hit the deck and covered up. Thank you Irene for your coaching and caring about my safety.*  
Most awe-inspiring? *Laguna Seca Turn 4a. Cars where coming right at you. Always on the edge and ready to bail.*  
Biggest thrill so far? *Blue Flagging in Le Mans.*

What thing would you most like to have an opportunity to do?  
In Life: *Playing Drums with a Studio Big Band.*  
At the Track: *Drive the Pace Car.*

Accomplishment: *Meeting my wife and best friend Linda. Discovered music again after 35 years of silence.*  
Final Comments: *This is my 11<sup>th</sup> year as a turnworker. What do I know? Not much so to speak. Every race is different. When you think, that you have something under control, a new situation develops and you learn from it. Important is that we can learn from mistakes. I happen to be a fellow who is coachable and is listening to advice. Let's not forget, we are volunteers. I have to thank many people who gave me tips and knowledge regarding working at racetracks. To me three people stand out. Roger Salomon, Stuart Hamilton and Rick Neyedli. I miss Rick.*

Submitted by Mike Bailey from <http://www.motorsportscentral.com/falsecreek.asp>

## **Ghost Tracks -False Creek Speedway 1/4 mile paved oval**

Vancouver, BC

False Creek Speedway was built by the British Columbia Midget Auto Racing Association and opened in 1957 as a dirt track. The 1/4 mile oval was paved in 1959 and closed at the end of the 1962 season. The track surface is in good shape and is in Strathcona Park near downtown Vancouver. Eugene could see no indication of where the start / finish line had been.

If anyone has any more information on False Creek Speedway - photos, programs, points champions, etc please contact me [webmaster@motorsportscentral.com](mailto:webmaster@motorsportscentral.com).

Photos of how False Creek Speedway looked when Eugene Gervais visited in January of 2006 can be seen at <http://www.motorsportscentral.com/falsecreek.asp>

## Children's Science Exams

If you need a laugh , read through these Children's Science Exam Answers.

These are real answers given by children.

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink.

A: Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

Q: How can you delay milk turning sour?

A: Keep it in the cow.

Q: What causes the tides in the oceans?

A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the moon, because there is no water on the moon, and nature hates a vacuum. I forget where the sun joins in this fight.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

Q: Name a major disease associated with cigarettes.

A: Premature death.

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty?

A: He says good-bye to his boyhood and looks forward to his adultery.

Q: How are the main parts of the body categorized?(e.g., abdomen.)

A: The body is consisted into three parts - the brainium, the borax and the abdominal cavity. The brainium contains the brain; the borax contains the heart and lungs, and the abdominal cavity contains the five bowels, A, E, I, O, and U.

Q: What is the fibula?

A: A small lie.

Q: What does "varicose" mean?

A: Nearby.

Q: Give the meaning of the term "Caesarean Section"

A: The Caesarean Section is a district in Rome.

Q: What does the word "benign" mean?

A: Benign is what you will be after you be eight

Found a link to this article on the SCCBC Forum.  
From the Toronto Star.

[http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article\\_Type1&c=Article&cid=1155812843675&call\\_pageid=970599119419](http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&cid=1155812843675&call_pageid=970599119419)

## **Volunteers make race world go round**

Racing couldn't happen if not for marshals, others working in exchange for free lunch

Aug. 19, 2006. 01:00 AM

NORRIS MCDONALD nmcdonald@thestar.ca

It's not one of her favourite memories, but it's one that Judy Johnstone won't soon forget.

She was marshalling at Mosport a few years ago, right near Turn 7, which is one of the fastest parts of the circuit. She was standing right next to the racing surface, albeit behind a guardrail, but still close enough that she could feel the breeze and the vibration as the racing cars went flying by.

She saw a driver start to do something really stupid - like, try to slip between two other cars when there wasn't any room to do it - so she started to duck, knowing full well that disaster would soon strike.

"Soon" was about a split-second later. Just about the time it takes to blink. A hood came flying off a Corvette and came this close to hitting her. She was on the way down at this point, having thrown herself at the ground so hard that we broke two of her ribs.

Being a volunteer marshal at a car race is not, in Judy Johnstone's words, "for the faint of heart or the faint of mind."

It didn't stop her from doing it, however, and to this day she is one of the hundreds of people in the country and the thousands around the world who offer up their time, energy and expertise in order that auto racing can continue to grow and flourish.

And they do it for love, not money. It's hard to believe, but F1 driver Michael Schumacher, who's paid about \$3.5 million per race to drive for Ferrari, could not do his job at, say, the Grand Prix of Canada in Montreal if it wasn't for flag marshals like Judy Johnstone and all the other race personnel who receive nothing more at the end of the day than a free lunch and maybe a beer.

This isn't to say that the big racing organizations don't have many of their own officials and consultants on hand whenever and wherever they race. They do - and you can bet those folks are very well paid and usually on expenses, to boot. But the majority of people working at any and all of those big-league events - be it producing grid sheets at the British GP or inspecting credentials at the recent Molson Grand Prix of Toronto - are there simply because they have a passion for racing and want to be a part of it.

That, in short, is the situation in professional racing. Non-professional, or amateur, racing depends entirely on volunteers. There would not be a Sports Car Club of British Columbia competition at Mission Raceway Park this weekend, or the Targa Newfoundland scheduled for that glorious province next month, or the Canadian Touring Trophy Races presented by the British Automobile Racing Club (BARC) at Mosport last weekend if it were not for volunteers. who do what they do free of charge.

In order to fully understand this phenomenon, let's take a closer look at that BARC weekend at Mosport.

For instance, Paul Einarson is BARC's race director (or organizer) and it's his responsibility to have everything arranged and in place in order for a race weekend to go ahead. Call him the general manager, if you will. He doesn't do everything himself - there are department heads - but it's his butt that's on the line if something's not right.

He oversees the renting of the facility, the preparation of a minute-by-minute schedule for the weekend, up to and including the time of the post-race meal for 400-450 people (racers and their families, crew members and volunteers) and the purchase of the necessary permits.

He has to arrange for insurance coverage, liaise with outfits like the CASC-Ontario Region for stewards, Motorsport Marshaling Services for track marshals, the Canadian Timing Association for timing and scoring assistance and the Ontario Race Physicians Association (a doctor and nurse).

He also must ensure that at least two ambulances (complete with paramedics) and several tow trucks will be on site.

Oh, and he has to buy the 600 cobs of corn (or delegate the purchase) for that post-race meal, too.

In all, about 100 volunteers are needed to run a regional race. Here are what some of the others do.

When Einarson finishes his preparations, he hands responsibility for running the event over to the clerk of the course, Bill Lobban, who's assisted by his wife, Mary, who specializes in crew and family liaison and can also act as a trauma counsellor, if needed.

There are assistant clerks - Jack Higgins, Bob Page and Keith Nailer - but Bill Lobban is the main man. The success or failure of the competition rests squarely on his shoulders.

(Volunteers cont'd)

Now, in order to race, you have to have a pace car, which in this case was scheduled to be driven by Phil Delahaye and Robby Reck. You have to have a starter, Ian Galbraith, and a registrar, Greg Clement, and judges of fact: Ian Galbraith, Nan Einarson and Pat Gannon (who also doubles as chief pit marshal).

Judges of fact? Okay, there's a "blend line" leaving the pits that a driver can't cross till it ends. Did the driver cross too soon? The judges of fact decide.

Now, how did some of these people get involved in volunteering? To find out, I had a nice chat with Pat McDiarmid, the mock grid crew chief. (Those folks make sure all cars are in position and lined up properly for a race).

Pat has been a member of BARC for 15 years and has been grid chief at regional events and professional races - her team will handle the mock grid duties for the big American LeMans Series race at Mosport in two weeks, for instance - for the past nine.

She'd been involved with hobby stock cars at Flamboro Speedway near Hamilton and had gone to a BARC orientation meeting out of curiosity.

She joined the club soon after. She also convinced just about everybody else in her family to join, too.

Last Saturday, for instance, Pat's husband Mike was at Mosport, volunteering as chief of track rescue services (safety crew). Her two sons, Dan and Kyle, were helping Mike, as was her son-in-law, Jeff Owen, and her grandson, Aaron Owen. Granddaughter Michelle Owen, meantime, was volunteering as a member of Pat's grid crew, along with non-relatives Jacqueline Tippell, Amy McLeary, Aileen Ashman, Cindy Babb, Jay Kettle, Moe Aye and Lindsay Shortt.

(Social note: Cindy joined BARC and worked on the grid crew for a year before convincing her boyfriend Jay that he should join, too. They recently became engaged.)

Pat says volunteering "is cheaper than racing. It's the closest you can get to racing without actually getting behind the wheel."

Lily Weedon works in the Castrol Tower at Mosport and is in charge of results. Drivers go out to practise or qualify and they seek out Lily to find out how fast they were going and where and when they will line up for the races.

She gets the information from the timing and scoring people, posts it on a bulletin board and prepares the grid sheets for Pat McDiarmid. If it's an event that attracts coverage (like that upcoming ALMS race), she hands out official results to the media.

"I got tired of having to pay to see the races," she said, laughing. "I wanted to get in for free, but in order to do that, I had to work. So here I am. And I love it."

Another volunteer who loves what he's doing is Gannon, the guy who's in charge of pit lane at BARC events (and who needs help. If anyone's interested, BARC has openings for pit lane marshals.)

"We're out here in all kinds of weather," he said during a break in the action. "Blazing heat or pouring rain in the summer, it doesn't matter, we're here. And it can get really cold in the spring and fall. But I've been doing this for 19 or 20 years, so you'd have to say that I enjoy it."

Greg Adamkowski is president of BARC and, when asked to define his job, said simply: "Representing the club and its members as best I possibly can."

"BARC is the biggest race organizing club in Ontario," he continued, "but we still don't have enough people for all of the jobs, so we have to work with the other clubs (the British Empire Motor Club and Deutscher Automobile Club, who also organize races).

"The great satisfaction of doing this, for me, is creating a place, a situation and the atmosphere for all of these people to race. I get a big kick out of doing this. It's the most fun, and that's what it's all about."

Now, let us never forget that even motorsport volunteering is dangerous. In 1966, marshal Gordon Harrison was killed at Mosport between Turns 2 and 3 when a car went out of control and left the track. Marshal Jean Patrick Hind was killed during the running of the first Molson Indy Vancouver in 1990 (Pat Gannon was working as a marshal just two corners away) and Gary Avrin died in the wreck at the Molson Indy Toronto in 1996 that also took the life of driver Jeff Krosnoff. But despite that, and her own close call, Judy Johnstone, who's been flagging for 13 years and has been a marshal at the 24 Hours of Daytona, the 12 Hours of Sebring and the Grand Prix of Canada, among other races, has no plans to call it quits.

"I'll do it as long as I can continue to make a contribution to this sport," she said last Saturday, after a day of training a "blue-flagger" (who signals a car's driver that he or she is being overtaken) between Turns 1 and 2. "I'll do it as long as I can physically save my own life and the lives of those around me."

And thank goodness for attitudes like that, says Formula Ford team owner Hector Pickering, of Kingston, who'd entered a car last weekend for Oakville's Matt White to drive.

"We racers, we race for bragging rights - the glory and a handshake," he said. "The volunteers don't even get that.

"But at the end of the day, all of us racers have just one thing to say: "Thank God for the marshals and the other volunteers. Because if they're not here, we don't race."

## 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)

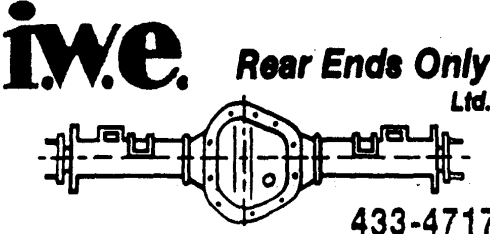
## Club Shirts

*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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