



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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META Website: www.meta.bc.ca

November 2007
Volume 32 Issue 11

Next META meeting will be
November 28, 2007

Note that our new meeting location is
Boston Pizza, 1045 Columbia Street, New Westminster, BC

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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.

Speed reading

Nov 10	ICSCC Banquet - SeaTac Marriott		Seattle, Wa
Nov 10&11	Mexico City Grand Prix	OWRS	Mexico City, Mexico
Nov 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 17&18	Totem TSD Rally	WCRA	BC Interior
Nov 28 AGM	META Meeting – Boston Pizza	7:30	New West, BC
Dec 1&2	Streets of Phoenix	OWRS	Phoenix, Az
Dec 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 12&13	Ice Race # 1 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 26&27	Ice Race # 2 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 2&3	Ice Race # 2 -- (Alternate Date)	WCIRABC	Cache Creek, BC
Feb 9&10	Ice Race # 3 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 23&24	Ice Race # 4 -- Barnes Lake	WCIRABC	Cache Creek, BC
Mar 1&2	Ice Race # 4 -- (Alternate Date)	WCIRABC	Cache Creek, BC

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 28th

*Boston Pizza, 1045 Columbia St, New Westminster
at 7:30pm*

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

VP Ramblings:

META's Annual General Meeting will be held on Wednesday November 28, 2007. There is at least one executive position to be filled, Ann cannot run again. I am undecided as to whether or not I want to serve another year, and I do not know about Mark and Doris, although I am sure they are happy in their positions. Although I have enjoyed serving my tenure as VP, I know it has been a tough balancing act and I am not sure I have done as good a job as others could. Ultimately, that is up to the membership to decide. I am, however, glad that we as a club have had decent attendance at most meetings in the past year. I am also proud to have served with an executive that has worked well together and has always been open with the membership about what has been going on. That said, it is time for you to think about what you can do for your club.

Some ongoing issues need to be voted on at the AGM:

- *The spending limit for the executive without approval from the membership.*
- *The possibility of the club selling the truck.*

I consider the spending limit to be easy business and I suspect from my discussions with some of the club members it is an issue that should have been dealt with long ago: it is just nobody ever thought to bring the motion forward to be voted on. The consensus seems to be that the executive should be able to pay annual expenses to keep the club in good standing without having to go to the membership.

The issue of the truck is one I've been flip flopping on because in many ways it signifies what the club stands for: Safety in Motorsports. On October 27 at Brian Meakings birthday dinner I had a discussion with Steve Bibby who was on the committee that purchased the truck. Steve had some enlightening facts to bring forward, one of which was that there was a Truck Regulation document that was to be signed by anyone driving the truck on public roads, something I do not think has been happening when the truck has gone for repairs.

The SCCBC executive has expressed interest in the META truck. To my knowledge, as an SCCBC member that attends most SCCBC meetings, this offer has not been brought up with the SCCBC membership. Therefore we should not consider this a definite offer, more one of interest. Because I am an SCCBC member, I will probably abstain from any vote to consider selling the truck to SCCBC since it may possibly be construed as a conflict of interest.

Other issues that are a bone of contention to some past members of META (and probably some current members as well) include the "Champ Car-ing" of Rivers Edge and the loss of first response to the turns. Getting permission to go on track from race control is taken as an insult to the intelligence of some experienced workers. I certainly understand that Race Control would not want us to go on track when we have minimal persons at a turn, on the other hand, none of us probably would, since personal safety comes first. I think all of us have enough experience that we do not respond when our backs are not covered and certainly not with our backs to oncoming racecars that do not slow for a waving yellow flag (especially considering the number of passing under yellow infractions that happened this year).

I am concerned that the separation of E-crew from META, which I understand only started to happen the last two to three years of the Vancouver Indy, might ultimately be detrimental to Rivers Edge, in spite of the fact that we probably have the best response team of any amateur road course in North America. The reason I see it as possibly detrimental, is that it has caused a separation in the way incidents have been handled. It was once that the corner crews did first response, if a doctor or the truck was needed the TM made that decision based on the hand signals from the first responder, or possibly due to the nature of the incident (one Formula Ford landing on top of another would have been an immediate 'Scramble' – to use an antiquated term), response would always be sent from the turn regardless. When the 'Crash Truck' arrived, it was to supplement the first response person, not take over from them. I see control of a turn being slowly taken away from the TMs.

(Cont'd)

(Ramblings Cont'd)

Another complaint is Burn Out, something I am currently having first hand experience with both at work and with the club. One of the reasons I say I have not been doing as much for the club as I feel I should be as a VP is that I've been putting in far too many 7 day work weeks, working several different shifts and 12 hour days. This is something I'm trying to rectify – but burnout has already started to impact on my job performance. Some, like Brian and Charmaine, who have volunteered many hours for both META and SCCBC, have hit the point of burnout. If we all did our part we would both be rewarded (and there are rewards – if only from the satisfaction of doing something worthwhile) and lessen the burnout experienced by those that get conned into doing it. I say conned, because I look at how I got the ball rolling for our nominating committee, I singled out an individual that has already devoted much time to the club this year (sorry Taz, but I knew you would likely say yes and that the job would get done).

For those that don't know, Robert Barg is wanting to get out of doing the car shows, and has suggested that he transition me into the job (probably knowing that 'no' is a word that I seldom use). I do admit that I do enjoy doing the car shows; this can be a fun time.

There are those that take the responsibility of membership seriously and contribute by serving on a committee, taking on a project whenever asked, or when no one else steps forward. Are you truly a member in good standing, if you read our constitution you may be surprised to find that some paid up members may not be members in good standing?

Steve Bibby also pointed out that in the past, new volunteers were insulated from the politics; this may be something we all need to work on. I hope Steve will be present for the AGM, as I suspect that he has much to offer to any discussions that takes place, even though he is currently not a member. However, he has suggested that META has never pursued its options, potential power, or the benefits it could obtain with being both a non-profit organization and its affiliation through CACC with the FIA, This I found both interesting, and potentially worth further pursuit.

I do have to be aware that some opinions I express may be viewed as an executive position by some, however nothing in this column should ever be considered as anything but my view of the world. I hope I have given you all fodder for thought and discussion and set the tone for a successful AGM

Mike

Annual General Meeting

META's Annual General Meeting will be held on
Wednesday November 28th

Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm

Please plan on attending this meeting.

Greater Vancouver Motorsport Pioneers Society 2007 Induction Ceremony

On Sunday, October 14, 2007 the latest induction ceremony was held by the Greater Vancouver Motorsport Pioneers Society. Formed in 2001 the purpose of the Society is to recognize and honor people from various forms and aspects of motorsport.

Among the various types of motorsport recognized are Sports Car and Road Racing, Motorcycling, Oval Racing and Hot Rod, Custom Car and Drag Racing as well as Power Boat Racing.

This year, from Sports Car and Road Racing the inductees are Ed A'Court, Ken Finnigan and John Randall. Ed A'Court who passed away in 1969 had his award accepted by his former wife Dorothy. Ed, born in 1932, was an early member of the SCCBC, raced at the Abbotsford Airport and built several "specials" which were based on production vehicles but were highly modified.

Ken Finnigan, present at the ceremony along with wife Lorraine, was also an early member of the SCCBC, and was noted for racing mainly MG's and locally starting at Abbotsford, then onto Westwood. As a career-long employee of The BC Telephone Company he was instrumental in installing the land line telephone system at Westwood, complete with telephone booths!

John Randal, and wife Pri were there to accept his reward as well. He was the third member of the family to be inducted into the Society, following father Bob [2001] and mother Hilda [2005]. Best known for the pale blue BT8 Brabham 1600cc car [it was actually a BT5 which had the rear body section replaced] he ruled Westwood during the late 1960's and early 1970's. Rumour has it that he may be looking for car to race in vintage class.

In the past others from Sports Car and Road Racing inducted into the Society include Mike Balfe [2004], Bert's Automotive which is to say Bert Laakmann, supporter [2003], David Brown [2005], Murray Chambers, who used to do a lot of photography at Westwood as well as many other forms of racing [2003], Laurie Craig [2006], Ron Farmer, supporter [2001], John Hall [2001], George Hollinger [2006], Vic Kennedy, supporter [2003], Jim Lee [2006], Fred Leverington [2002], Bob McLean [2003], Doug Morgan [2004], Tony Morris [2006], Dave Ogilvy [2006], Al Ores [2002], Arleigh Pilkey [2003], James Rattenbury [2003], Bob Sayle [2005], Roy Shadbolt [2001], G.B. Sterne [2004] and Claire Wilson [2004].

One very interesting person to meet and talk to was Kaija Kalevala from Oval Racing who, in her native Finland, drove trucks during WW II. After the war she drove for the film industry rushing movies from cinema to cinema in Helsinki. She then began racing both on dirt and ice, winning many trophies and setting track records. After moving to Canada she ended up in Vancouver because she heard that there was a speedway there. She started racing at Digney speedway [then located in South Burnaby very near to the current site of Burnaby South High school] and did quite well in many races.

Joe Proud

META Annual General Meeting

Wednesday November 28th

Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm

Please plan on attending this meeting.

ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing.

Please submit to Joe Proud at jjproudca@yahoo.ca.

Please offer a brief explanation as to why you wish to nominate a given person for an award.

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate _____ for the President's Award for the following reasons:

The META Rookie of the Year

Criteria: Rookie of the year is a volunteer who participates in racing and must attend 50% of the races to qualify.

I wish to nominate _____ for the Rookie of the Year for the following reasons:

The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate _____ for the non - META member Worker of the Year for the following reasons:

The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons:

Nomination submitted by _____ on ____/____/____.
D M Y

CHAMP CAR ANNOUNCES 2008 SCHEDULES

INDIANAPOLIS, Indiana (Nov. 5, 2007)--Champ Car today released its 2008 schedule, opening the season in Long Beach to celebrate the premier Champ Car race's Silver Anniversary; introducing a new Champ Car World Series event in Jerez, Spain, to expand its profile in Europe; and featuring an enhanced Atlantic Championship schedule that includes two stand-alone races in Utah and Canada.

"We have succeeded in improving our schedules for next season, offering Champ Car fans, sponsors, teams, drivers, TV broadcasters and other stakeholders a cohesive, strong calendar of events," said Champ Car CEO and President Steve Johnson. "We will stabilize our base in North America, begin a steady growth plan for Europe, and provide a balance of temporary and permanent circuits."

The Champ Car World Series, set to conduct its 30th season in 2008, will feature eight permanent road circuits and six temporary circuits. It will hold six U.S. races, three races in Canada and one race in Mexico to maintain its solid base in North America with 10 races. The open-wheel racing series also adds one new event in Europe to expand to three European races in 2008. The schedule is pending ACCUS/FIA approval.

"By pairing Jerez with Zolder and conducting them in June, we now will be in Europe during two different times next season rather than just one as we were in 2007," Johnson said. "Assen will remain in September, where it was very successful this year. The two 2008 trips expand our reach in Europe and establish two footprints for future growth there."

The Jerez circuit was built to host the 1986 Spanish Formula One Grand Prix, which was held there for seven years. Since 1989, Jerez also has hosted one of the most popular MotoGP races in the world, and the circuit continues to be used by Formula One teams for testing. Jerez features a 2.752-mile racing circuit in the south of Spain, set in a deep valley blessed with great weather and beautiful scenery. Jerez also hosted the European Grand Prix in 1994 and 1997, the latter a memorable race for Champ Car fans as Jacques Villeneuve, who won the Champ Car title in 1995, locked up the Formula One crown at Jerez. The circuit was resurfaced in 2005 and features updated corporate, media facilities, control tower and pit boxes.

The Champ Car World Series and Cooper Tires Presents The Champ Car Atlantic Championship Powered by Mazda will utilize three testing dates in February and March prior to the season-opening races in Long Beach and Houston (scheduled back-to-back on April 20 and 27, respectively). The year will officially kick off with the Toyota Grand Prix of Long Beach, one of Champ Car's premier events that will celebrate its Silver Anniversary (25 years) with Champ Car in 2008. After the Champ Car Grand Prix of Houston at JAGFlo Speedway, the Series will return to Mazda Raceway Laguna Seca in Monterey, California, with a race scheduled May 18. The Champ Car World Series then will head to Europe for back-to-back races in Zolder (June 1) and Jerez (June 8).

The summer will feature a return to Cleveland (June 22) and the three events that make up the Champ Car Canadian Triple Crown (Mont-Tremblant, Toronto and Edmonton on June 29, July 6 and July 20). Champ Car has moved its race in Portland, Oregon from its early June date to July 27 so it can capitalize on a better weather period, immediately follow another race (Edmonton), test Atlantic Championship teams and drivers in the market ahead of the race in May, and conduct an Atlantic Championship double-header. The Portland race also celebrates its Silver Anniversary at Portland International Raceway in 2008. The Champ Car World Series summer in North America wraps up at the Road America Grand Prix in Elkhart Lake, Wisconsin on August 10.

The Atlantic Championship, which will celebrate its 35th season in 2008 as the longest-running open-wheel driver development series in the world, will race on August 17 when it returns for the first time since 2003 to the streets of Trois-Rivières, QC, Canada. The Atlantic competition will serve as the feature event at Trois-Rivières, pending City Council approval later this month. Additionally, the development series' teams will race at Miller Motorsports Park in Tooele, Utah, outside Salt Lake City, on September 21, concluding its championship season.

After its second trip to Europe to race in Assen on September 14, the Champ Car World Series will finish with its traditionally strong events in Surfers Paradise, Australia (October 26) and Mexico City, Mexico (November 9). The Atlantic Series will conduct a non-championship race in Mexico City, a new feature at the Champ Car season finale event.

"For 2008, our prime objectives are to stabilize our events in North America and carefully foster growth in Europe by expanding into Spain while strengthening the two events in Belgium and Holland that we introduced this season," said Johnson. "We also will more fully integrate the Atlantic Series into our business operations, and continue to grow it as the premier open-wheel developmental series in the world."

*Champ Car World Series 2008 Schedule**

EVENT DATES, NAME, LOCATION, VENUE

April 20 Toyota Grand Prix of Long Beach, Long Beach, California
Streets of Long Beach - Temporary Circuit

April 27 Champ Car Grand Prix of Houston at JAGFlo Speedway, Houston, Texas
JAGFlo Speedway at Reliant Park - Temporary Circuit

May 18 Champ Car Grand Prix at Mazda Raceway Laguna Seca, Monterey, California
Laguna Seca - Permanent Circuit

June 1 Champ Car Belgium at Circuit Zolder, Zolder, Belgium
Circuit Zolder-Heusden - Permanent Circuit

June 8 Champ Car Spain at Circuito Permanente de Jerez, Jerez, Spain
Circuito de Jerez - Permanent Circuit

June 22 Champ Car Grand Prix of Cleveland, Cleveland, Ohio
Burke Lakefront Airport - Temporary Circuit

June 29 Champ Car Mont-Tremblant, Mont-Tremblant, Quebec, Canada
Circuit Mont-Tremblant - Permanent Circuit

July 6 Steelback Grand Prix of Toronto, Toronto, Ontario, Canada
Exhibition Place - Temporary Circuit

July 20 Rexall Grand Prix of Edmonton, Edmonton, Alberta, Canada
Rexall Speedway - Temporary Circuit

July 27 Champ Car Portland, Portland, Oregon
Portland International Raceway - Permanent Circuit

August 10 Road America Grand Prix, Elkhart Lake, Wisconsin
Road America - Permanent Circuit

September 14 Champ Car Holland at the TT Circuit Assen, Assen, Holland
TT Circuit Assen - Permanent Circuit

October 26 Gold Coast Indy 300, Surfers Paradise, Australia
Gold Coast, Australia - Temporary Circuit

November 9 Gran Premio Tecate Presentado por Banamex, Mexico City, Mexico
Autodromo Hermanos Rodriguez - Permanent Circuit

* Pending ACCUS/FIA Approval

*META Annual General Meeting
Wednesday November 28th*

*Champ Car Atlantic Championship 2008 Schedule**

EVENT DATES, NAME, LOCATION, VENUE

April 20 Toyota Grand Prix of Long Beach, Long Beach, California
Streets of Long Beach - Temporary Circuit

April 27 Champ Car Grand Prix of Houston at JAGFlo Speedway, Houston, Texas
JAGFlo Speedway at Reliant Park - Temporary Circuit

May 18 Champ Car Grand Prix at Mazda Raceway Laguna Seca, Monterey, California
Laguna Seca - Permanent Circuit

June 22 Champ Car Grand Prix of Cleveland, Cleveland, Ohio
Burke Lakefront Airport - Temporary Circuit

June 29 Champ Car Mont-Tremblant, Mont-Tremblant, QC, Canada
Circuit Mont-Tremblant - Permanent Circuit

July 6 Steelback Grand Prix of Toronto, Toronto, Ontario, Canada
Exhibition Place - Temporary Circuit

July 20 Rexall Grand Prix of Edmonton, Edmonton, Alberta, Canada
Rexall Speedway - Temporary Circuit

July 27# Champ Car Portland, Portland, Oregon
Portland International Raceway - Permanent Circuit

August 10 Road America Grand Prix, Elkhart Lake, Wisconsin
Road America - Permanent Circuit

August 17## Grand Prix de Trois-Rivières, Trois-Rivières, QC, Canada
Streets of Trois-Rivières - Temporary Circuit

September 21 Tooele, Utah
Miller Motorsports Park - Permanent Circuit

November 9 Gran Premio Tecate Presentado por Banamex, Mexico City - Non-Championship
Autodromo Hermanos Rodriguez - Permanent Circuit

* Pending ACCUS/FIA Approval

Two races (Double-header)

Pending City Council Approval

META Annual General Meeting

Wednesday November 28th

Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm

Please plan on attending this meeting.

From www.pnwmotorsportspark.com.

October 22, 2007

FOR IMMEDIATE RELEASE:

FOR FURTHER INFORMATION CONTACT:
Susan W. Morgan, 804.359.2979, 804.405.5685

Groundbreaking For Pacific Northwest Motorsports Park Thursday, October 25th



BOARDMAN, OR: Boardman's motorsports speedway development will officially make the leap from dream to reality on Thursday, October 25th at 2:00 PM, when state, regional and local officials join the developers of Oregon International Speedway to break ground for Pacific Northwest Motorsports Park at the Tower Road site just off I-84, exit 158. The first motorsports country club in the Pacific Northwest is expected to open to members and enthusiasts in the fall 2008.

Joining OIS officials Bill Gardner, the managing partner and former owner of the NASCAR Cup Championship DiGard Racing Team; Bruce Roth, senior vice president of real estate development and Billie Jean Morris, director of marketing are Senator David Nelson, R-Pendleton; Representative Greg Smith (R) for District 57; Marvin Padberg, the chair of the Port of Morrow Commission, Gary Neal, the general manager of the Port of Morrow; Judge Terry Tallman of Morrow County; Pam Docken, Boardman City Council president; and F.E. (Ed) Glenn, Mayor of Boardman. The invitation list includes dignitaries such as Governor Ted Kulongoski, US Senator Gordon Smith (R), US Congressman Greg Waldon (R) and US Senator Ron Wyden (D).

The construction of Pacific Northwest Motorsports Park marks the beginning of Phase 1 of the developing Boardman Speedway Activity District. When completed in fall 2008, the semi-private, state-of-the-art, \$100 million+ motorsports country club will offer a 6.0+ mile road course comprised of three connecting tracks with eight challenging configurations that provide options suitable for all who love to race, whether novice or experienced, and a separate 1.0 mile Kart course. The 700-acre country club complex will form the heart of the Boardman Speedway Activity district, a destination resort designed to facilitate all types of racing including motorcycles, Formula cars, sports racers, production racers, vintage cars, stock cars and road cars.

For more information about the Pacific Northwest Motorsports Park Groundbreaking on October 25th, contact PNMP marketing director, Billie Jean Morris at 541-481-7000 [office] or 541-561-4998 [cell] or visit www.pnwmotorsportspark.com.

META Annual General Meeting

Wednesday November 28th

Boston Pizza, 1045 Columbia St, New Westminster at 7:30pm
Please plan on attending this meeting.

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)

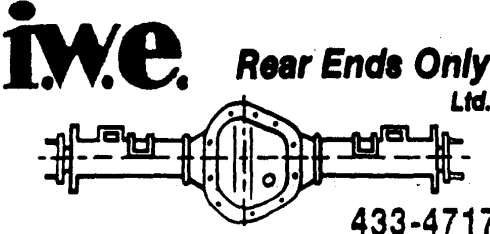
Club Shirts

*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

***Your Ad Could Be Here
 Advertise in the Mayday***

	Per year	Per Issue
Full Page	\$200.00	\$50.00
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1/4 Page	\$80.00	\$20.00
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Contact the editor for more info		



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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 a message at
 maydayeditor@hotmail.com

Did I read that sign right?

TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW

In a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT

In a London department store:

BARGAIN BASEMENT UPSTAIRS

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN

In an office:

AFTER TEA BREAK STAFF SHOULD EMPTY THE TEAPOT AND STAND UPSIDE DOWN ON THE DRAINING BOARD

Outside a secondhand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

Notice in health food shop window:

CLOSED DUE TO ILLNESS

Spotted in a safari park:

ELEPHANTS PLEASE STAY IN YOUR CAR

Seen during a conference:

FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE 1ST FLOOR

Notice in a farmer's field:

THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES.

Message on a leaflet:

IF YOU CANNOT READ, THIS LEAFLET WILL TELL YOU HOW TO GET LESSONS

On a repair shop door:

WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK)

META Annual General Meeting
Wednesday November 28th