



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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META Website: www.meta.bc.ca

September 2007
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Next META meeting will be
September 26, 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

Sep 8&9	Double Regional	SCCA/NWR	Bremerton, Wa
Sep 8&9	Westwood Club Race #7 – CARTBC	WKA	Chilliwack, BC
Sep 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 15&16	ICSCC Race #11 – PIR	CSCC	Portland, Or
Sep 15&16	Coastal Club Race #6 – CARTBC	CKR	Chilliwack, BC
Sep 22	Mission Soapbox Derby		Mission, BC
Sep 22&23	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 26	META Meeting – Boston Pizza	7:30	New West, BC
Sep 29&30	ICSCC Race #12 – PR	IRDC	Seattle, Wa
Sep 29&30	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Sep 29&30	Coastal Club Race #7 – CARTBC	CKR	Chilliwack, BC
Oct 6&7	CACC Race # 5 – MRP	SCCBC	Mission, BC
Oct 6&7	Westwood Club Race #8 – CARTBC	WKA	Chilliwack, BC
Oct 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 13&14	Coastal Club Race #8 – CARTBC	CKR	Chilliwack, BC
Oct 19/20/21	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 20&21	Indy 300 – Australia	OWRS	Surfers Paradise
Oct 20	IRDC Enduro – PR	IRDC	Seattle, Wa
Oct 24	META Meeting – Boston Pizza	7:30	New West, BC

THANKS

to all

who organized and participated
in the

First Annual Road Hockey Rumble
at the Rivers Edge

A good time was had by all

(despite the sore legs and minor owies!!!!!!!)

VP Ramblings:

August was an eventful month, with an incident in Seattle reminding us why it is so important we be alert and able to respond quickly. The sad demise of a vintage Alfa at Rivers Edge during the VRCBC Historic Motor Races was potentially as dangerous, but left the driver relatively unscathed and able to attend evening festivities in keen spirits. The mid-August race at Rivers Edge had a much more positive tone with the wedding of Bob Williams and Pam Vidulich taking place on Saturday evening. It was somewhat unfortunate we were severely short workers again – not that I'm one to talk, since I chose to pit crew on the Saturday.

Although I wasn't at Seattle I've seen some pictures taken by a spectator that shows how quickly Steve Pfeifer's car went from rolling across the track to bursting into a ball of flames. My understanding is that Steve is alive and well. Survival in a race car crash like that may start with preparation (the roll cage, 6 point race harness, Nomex and other safety gear). The next step is Tech checking all safety gear to ensure it is present and in good condition, and Pre-grid ensuring the driver has the necessary gear on before they enter the track. However we are probably the final link in that chain. Although we may not always be able get a yellow flag up fast enough to do any good for any cars directly behind an incident, certainly we can prevent things from getting much worse by warning other drivers on the track that something has happened and alert race control to dispatch E-Crew. If we are fortunate enough to have adequate workers we may even be able to either help the driver out of the car or keep any flames away from the driver with a fire extinguisher. At Rivers Edge, E-crew, along with any necessary equipment followed by a doctor hot on their tail will probably be there before we have time to do much more. Oddly enough the check for safety gear became quite an issue on the Saturday of the Historic Races at Rivers Edge, with a driver losing his temper at the pre-grid marshal because he was held in Pre-grid until he put on his gloves. The driver showed poor judgement burning out of Pre-grid, putting both himself and the marshal in danger. Even after George's Alfa bounced off the wall in turn one on the Saturday some drivers argued the need for balaclavas on Sunday. Having been a driver and being involved recently with getting an old DRC car to meet current rules I know well the frustration from the other side of the fence. As a driver and/or crew all you want is to get the car out on the track, Tech and Pre-grid are just hurdles in your way. Always keep this in mind when talking to drivers that don't have all their equipment, as this may be just one of the issues they have had that day, and may possibly be just a lapse of memory. In the case of the vintage weekend, my understanding is that not all drivers comprehended that the supplemental regulations they were given were supplemental to CACC rules and were not the rules they were used to running under. Sometimes when drivers arrive on Pre-grid they have dealt with Tech officials that seemed unreasonable, especially if they are going through Tech with a car built under the rules of a different sanctioning body than the one running the race: in many cases they have run many races and never failed Tech before. A good example of this would be Mark, for whom I've been crewing, who studied the rule book on seat support (in the CACC rules I believe) while bringing the car he uses to race up to current regulations. He found great detail about a seat where the head rest is integral to the seat, but on seats where it is not integral the rules just state that the head rest be securely supported, and about the construction of the seat itself (nothing stating the seat also needs a back brace – unless he missed something). Bear in mind I don't have either rule book with me as I write this in Kelowna so I do not have exact wording (I also do not have internet access where I'm staying – I have to the Rec. Center to get a 'hot spot', so I am going by memory). This had been the second time Tech looked at the car so we were somewhat frustrated that once again we had failed to pass Tech on July 7th in a car that had been raced at Westwood with lesser safety equipment, especially since they had not mentioned it the first time they inspected the car. If it had only been a quick fix that could be done at the track to pass Tech Mark would simply not have been in the best state of mind upon arriving in Pre-grid if told he had to go back and get gloves. However I doubt Mark would have missed putting on safety gear, since we both are well aware of the consequences when things happen on the track. Both Mark and I have turnworked and seen the results when things go wrong, Steve's mishap in Seattle was just a reminder of how far wrong things can go, and Just how fast they can get there.

For those that missed Pam & Bobs wedding at Rivers Edge I can't give it full justice, but I'll try. The altar was an archway covered in flowers and set up in the pit lane just past the start finish line in front of the grand stands. We were told they were going to drive around the track in their Formula Fords, we had assumed that one of them was going to turn around mid track, so most of us lined up on either side of the pit straight and prepared to do the 'Monkey Dance' while a few others proceeded to blow bubbles. The wind was blowing in the direction of the altar, so the effect was quite good; however it turned out that the intention was for Pam to go down the straight and Bob through the pits. Consequently Pam was the beneficiary of the 'Monkey Dance' — Bob just saw it from the back side. Pam drove around the end of the pit exit and they met with their cars nose to nose in front of the altar, where they read their vows (apparently Bob's were written for him, probably to keep it brief). Everyone at the track was invited to the reception and we had quite a feast of prawns, roast pig, and other fine cuisine.

Mike

(Submitted by Lynn Rimmer, ICSCC ROD Director)

August 7, 2007

Dear Lynn:

I hope you'll let me speak for all of the drivers I know, if not for those I don't know.

I want to make sure that you and all of the race officials know that their work is deeply appreciated. We're happy that they can stand in the blowing rain and beating sun for us. This simple sentiment is often expressed at drivers' meetings.

But I'm afraid the magnitude of our gratitude is too often left unexpressed. Each of our workers is an expert in their field; from radio maintenance to flagging, from negotiating track time to the responsibilities of being a first responder. An expert, in my book, is someone who not only knows what to do, but knows what to do when things are going completely wrong. If they can't set things straight, they can make the best of it.

While the events at the Seattle race at the beginning of August were absolutely awful, I have no doubt that every issue, large or small, was handled as well as it possibly could have been. True experts will always learn more and do better next time, but I hope everyone we work with or rely on believes their responses to these events were both appropriate and excellent.

Thank you for your work and time.

Anonymous by Request

WESTWOOD REUNION

Sunday September 9 (10-3)

Lafarge Lake Park, on Pinetree Way, Coquitlam (opposite Douglas College)

Come and join us for the 3rd annual WESTWOOD REUNION.

All former and present drivers, crew, SCCBC members, workers, and spectators who remember the "good old days" at Westwood are invited.

There will be a display of race and street cars of the era.

This event is part of the "Sunday in the Park" festival and refreshments will be available including the Lion's Club pancake breakfast.

Just bring your stories and photos and meet old friends.

If you would like to display your race or sports car, let me know.

Contact Robert Barg @ 604-942-6685 for more info, or email rgbarg@shaw.ca.

META THE BEGINNING

I have just finished reading the most recent issue of MAYDAY and could not help but reflect on the beginning of META and why it was formed.

From the outset META was formed to give us a voice in what was happening with racing at Westwood and what we could do to help promote safety and get away from “us versus them”.

For those old enough to remember I remind you of the great times held at the clubhouse at turn 2 for burgers and beer every Saturday of race weekend. This gave us the opportunity to mix with drivers, crews and other workers. GREAT FUN

In my opinion the best way to create unity is to CARE

Care About Safety

Care About Racing

Care About Others

It Is Through Caring That Teamwork Is Achieved

Wally Walker

Founding Member

P.S Great to see you getting back to basics.

Submitted by Don Souter

The Basic Principles

Focus on the situation, issue, or behavior, not on the person

Maintain the self-confidence and self-esteem of others

Maintain constructive relationships

Take initiative to make things better

Lead by example

International Race Drivers Club
Presents the 2nd Annual
“4 Hours of Pacific Raceways”
Saturday, October 20,2007

Enduro Classes

- PØ 3501 & Up
- P1 2500cc – 3500cc & 13B Rotary Engines
- P2 1650cc – 2499cc & 12A Rotary Engines
- P3 1649cc and under
- SR Sports Racer: open only to cars eligible to compete in ICSCC

Note: Engine displacement excluding an overbore allowance of 1.2mm (.047)

Schedule

Friday:

4 pm – Dusk Set-up, Registration and Tech Inspection

Saturday:

7:30 am – 10:00 am Registration and Tech Inspection

9:00 am – 9:30 am Enduro Practice

9:30 am – 9:40 am Break

9:40 am – 10:10 am Enduro Practice

10:10 am – 10:20 am Break

10:20 am – 10:40 am Enduro Practice

10:50 am – 11:30 am Lunch

11:00am Mandatory Drivers Meeting

11:00am Mandatory Crew Chiefs Meeting

11:45 am Cars on Pre-Grid

11:55 am Pace Lap

12:00pm – 4 pm “4 Hours of Pacific Raceways”

4:30 PM Awards and BBQ

BBQ is being prepared and presented by Team Continental

9th Annual Mission & District Soapbox Derby

Saturday Sept 22,2007

Stave Lake Street Mission

9:00 Start

To volunteer call

Joe Proud 604-543-6690

jjproudca@yahoo.ca

or

Russell (604)-81 4-2417

County explores buying Spokane Raceway Park

Group urges buying West Plains facility

John Craig

Staff writer

August 4, 2007

A group of racing enthusiasts, determined that there should be no checkered flag for Spokane Raceway Park, has persuaded Spokane County commissioners to consider buying the speedway.

The motor sports complex faces sale in court-ordered receivership and, "if it got turned into a mini-storage, that would be a sad end," said former Spokane City Attorney Jim Sloane.

Sloane is the informal leader of a group of amateur race car drivers who convinced county commissioners to get an appraisal of the West Plains racing complex. Others include car dealer Paul Jaremko, Sullivan Homes owner Jim Sullivan and accountant Bill Simer.

"We get together every Sunday morning up at Huckleberry's and lie about how fast we used to be," Sloane said.

None of the veteran racers is a creditor of Spokane Raceway Park.

Although wary, county commissioners have gotten an appraisal of the 592-acre complex at 101 N. Hayford Road, which includes surplus land, a gravel pit and commercial frontage near the Northern Quest Casino. Some of the surplus land adjoins a county off-road vehicle park near Airway Heights.

"We all agreed that we should take a look," Commissioner Todd Mielke said. "I think we all agreed that it is a unique facility, and they are difficult to replace."

A motorcycle rider, Mielke is concerned about protecting the county's off-road vehicle park from residential encroachment. Still, he would want any purchase to have little or no effect on the general fund.

"If it can pay for itself, I think it's a great idea," Commissioner Bonnie Mager said.

Commission Chairman Mark Richard, whose top priorities are roads and public safety, also doesn't want to spend general fund money. But he likes the idea of pumping up the economy while preserving recreational opportunities.

So does Harry Sladich, president and chief executive of the Spokane Regional Convention and Visitors Bureau.

"My job is to put heads in beds, and these racers come from all over the place," Sladich said. "They will be staying in hotels, and they will be eating in restaurants."

Sladich, who races motorcycles, said Spokane Raceway Park has been "very inconsistently run," but he is "excited" about the prospect of promoting a well-managed speedway.

Richard declined to discuss an appraisal that was delivered last week, but said commissioners are still interested in acquiring the raceway.

He said commissioners might consider a bond measure if they can work out a nearly risk-free plan to recover the money and operate the speedway on a self-sustaining basis. Exploiting some of the property's other assets could offset acquisition costs, he said.

Some commercial frontage might be sold to developers while the county Road Division might buy gravel from the raceway park quarry. Also, Richard said, county engineers are studying the possibility of a user-supported project in which a permeable "paleochannel" would absorb storm runoff that hampers development on the rocky West Plains.

All three commissioners said acquiring land for a new jail is not high among their reasons for looking at Spokane Raceway Park.

Richard said the county's appraisal considered the market for racing events as well as for real estate in trying to determine the race park's value.

An unsupported estimate of \$26 million has been bandied in court hearings, but Sloane said a recent sale of nearby land would suggest a \$9.5 million value for the raceway land. Of course, the nearby land didn't have a 2 1/2-mile road course, a half-mile oval course, a 3/4-mile drag strip or grandstand seating for 15,000 to 20,000 spectators.

The three-track raceway likely will be sold by court order to pay dividends that a judge said former track operator Orville Moe improperly withheld from investors.

Court-appointed receiver Barry Davidson said revenues have sustained Spokane Raceway Park for 35 years, but are insufficient to pay off investors or their heirs and successors.

Moe collected \$2.5 million from 500 "limited partners" in the early 1970s, and they have yet to receive a dime in return.

Raceway Park is in its second season under receivership, but Davidson said the ongoing operation "is conducted primarily for the benefit of the racing community." It doesn't generate enough money "to be material for the recovery of the

investors," he said. (Cont'd)

(Spokane Cont'd)

"It's not a profitable operation; you could say that clearly enough," Davidson said, declining to be more specific.

With needed improvements, though, the speedway could be profitable, according to businessman Chuck Little, who is a retired amateur stock car racer and the father of 15-year NASCAR driver Chad Little.

"They'd probably have to spend well over \$1 million to improve it," Chuck Little estimated.

He owns Watt's Automotive and used to own the Northwest Speedway at Stateline, Idaho. He also operated the stock car track at the Spokane County fairgrounds for a dozen years, until the track closed in 1988.

Even without improvements, Spokane Raceway Park lures thousands of people and tens of thousands of dollars to Spokane. Just one event – the sixth annual Spokane Grand Prix on July 13-15 – drew 130 cars and about 1,000 people, according to Scott Adare, vice president of the sponsoring Northwest Motorsports club.

"It's an easy \$200,000 in economic impact," Adare said.

He arrived at that figure by multiplying the number of cars by the \$1,500 to \$2,000 he spends on race fees, food, lodging and the like when he travels to out-of-town races. And many cars are driven by additional drivers who also come from out of town, Adare said.

Drag racing draws even larger crowds.

Larry Taylor, the raceway's drag race director, said this weekend's Summer Nitro Extravaganza may draw 40,000 people. There's "a ton of money" in drag-racing events, Spokane businessman and drag racer Todd Hoerner said. For a standing-room-only crowd, one has only to mix alcohol jet cars with free admission for women, he said.

Mike Rice, a regional director in the National Hot Rod Association, said he is "pretty confident" the association would establish a Northwest Division event at Spokane Raceway Park if the track were brought up to the group's standards.

"Someone probably could easily spend \$5 million, but basic improvements would be less than \$1 million," he said.

Because of Spokane's central location in the division, Rice believes an event here could become larger than any of the current six. A divisional event in Woodburn, Ore., now is usually the largest with 400 to 420 top alcohol dragsters and "funny cars," but Rice can "easily see" Spokane attracting 500 cars.

"Anything above 350 cars and they're making money," he said.

After NHRA charges and insurance, a drag strip might clear \$30,000 to \$40,000 on racer entry fees, Rice said. Public admission and concession revenue would be "free and clear," he said.

Sloane believes the key to success is public ownership – allowing revenues to be reinvested, not siphoned away. He points to Portland International Raceway, which operates as a self-sustaining division of Portland's municipal Parks and Recreation Bureau.

In the fiscal year that ended June 30, Portland International Raceway spent about \$1.5 million and collected about \$1.8 million, according to track manager Mark Wigginton.

"Absolutely it can hold its own," Wigginton said of Spokane Raceway Park. "You're never going to make lots and lots of money. ... You could certainly make it pay for itself if you didn't burden it with debt service."

A 2004 study by the Portland-based ECONorthwest consulting firm indicates the real payout is in economic development. The study found Portland International Raceway contributed \$45.3 million to the Multnomah County economy in 2004, including 690 full- and part-time jobs paying \$16.9 million in wages.

Sloane's group believes Spokane Raceway Park may come up for sale this fall. Davidson declined to comment on the timing, but said he won't seek permission to sell the property until he has adequate information on its value.

"I have received no offers that have been credible," Davidson said.

Rice, of the National Hot Rod Association, said he knows of two drag racers, in Portland and Seattle, who are "very interested" in buying Spokane Raceway Park. He declined to identify them.

From the SCCBC Forum:

The following site is posted on the ICSCC forum and for all the drivers/workers that have been to Spokane I would encourage you to take 5 minutes to email them.

There are 3 names under the "Contact Us" header

<http://www.spokanecounty.org/commissioners/>

As the track is under receivership, the discussion has come down to sell it or what?

Let them know where you stayed, ate, bought gas and goodies, casino'd whatever.

This support is rather important as we all walked a mile in their shoes when we lost Westwood. Not too much could probably have been done to have saved our track, but adding more voices of support to help keep Spokane might make a difference. I want to be able to look forward to going back there next year.



Sports Car Club of British Columbia

Annual Awards Banquet

"Celebrating our Magical Membership"

Saturday, October 27, 2007

Cascades Casino and Convention Centre

Summit Theatre Show Lounge (thru the Casino)

20393 Fraser Hwy

Langley City

604-530-1500

Rooms set aside at corporate rate under SCCBC

if you wish to book

Join us for an evening of live entertainment, great food, a

DJ, and the company of good friends

5:00 No Host Bar & Live Entertainment

6:00 Buffet Dinner

7:00 Awards Presentation

9:00 An evening of Dancing

\$40 per person

Contact:

Pam Stec 604-465-5773 pamstec@shaw.ca or

Erica Campbell 604-575-2555 Mrs.Campbell1@hotmail.com

for tickets

DARWIN AWARDS 2007

And once again, it's time for the Darwin Award Nominees. The Darwins are awarded every year to the persons who died in the most stupid manner, thereby removing themselves from the gene pool.

This year's nominees are :

Nominee No. 1 : [San Jose Mercury News]:

An unidentified man, using a shotgun like a club to break a former girlfriend's windshield, accidentally shot himself to death when the gun discharged, blowing a hole in his gut.

Nominee No. 2 : [Kalamazoo Gazette]:

James Burns, 34, (a mechanic) of Alamo, MI , was killed in March as he was trying to repair what police describe as a "farm-type truck." Burns got a friend to drive the truck on a highway while Burns hung underneath so that he could ascertain the source of a troubling noise. Burns clothes caught on something, however, and the other man found Burns "wrapped in the drive shaft".

Nominee No. 3: [Hickory Daily Record]:

Ken Charles Barger, 47, accidentally shot himself to death in December in Newton, NC. Awakening to the sound of a ringing telephone beside his bed, he reached for the phone but grabbed instead a Smith & Wesson 38 Special, which discharged when he drew it to his ear. (For whatever reason, residents of Southern states always seem to figure prominently among the Darwin nominees.)

Nominee No. 4: [UPI , Toronto]:

Police said a lawyer demonstrating the safety of windows in a downtown Toronto skyscraper crashed through a pane with his shoulder and plunged 24 floors to his death. A police spokesman said Garry Hoy, 39, fell into the courtyard of the Toronto Dominion Bank Tower early Friday evening as he was explaining the strength of the buildings windows to visiting law students. Hoy previously has conducted demonstrations of window strength according to police reports. Peter Lawson, managing partner of the firm Holden Day Wilson told the Toronto Sun newspaper that Hoy was "one of the best and brightest" members of the 200-man association.

Nominee No. 5: [The News of the Weird]:

Michael Anderson Godwin made News of the Weird posthumously. He had spent several years awaiting South Carolinas electric chair on a murder conviction before having his sentence reduced to life in prison. While sitting on a metal toilet in his cell attempting to fix his small TV set, he bit into a wire and was electrocuted.

Nominee No. 6: [The Indianapolis Star]:

A cigarette lighter may have triggered a fatal explosion in Dunkirk, I N. A Jay County man, using a cigarette lighter to check the barrel of a muzzle loader, was killed Monday night when the weapon discharged in his face, sheriff's investigators said. Gregory David Pryor, 19, died in his parent's rural Dunkirk home at about 11:30 PM. Investigators said Pryor was cleaning a 54-caliber muzzle-loader that had not been firing properly. He was using the lighter to look into the barrel when the gunpowder ignited.

Nominee No. 7: [Reuters, Mississauga , Ontario]:

A man cleaning a bird feeder on the balcony of his condominium apartment in this Toronto suburb slipped and fell 23 stories to his death. Stefan Macko, 55, was standing on a wheelchair when the accident occurred, said Inspector Darcy Honer of the Peel Regional Police. "It appears that the chair moved, and he went over the balcony," Honer said.

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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)

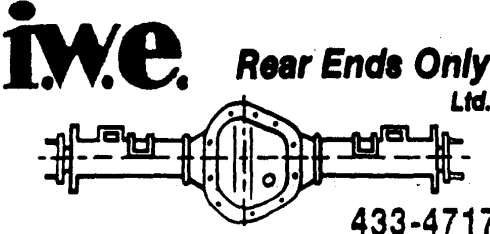
Club Shirts

*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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 maydayeditor@hotmail.com