



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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August 2008
Volume 33 Issue #8

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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

AUGUST 27, 2008

Our meeting location is Boston Pizza
1045 Columbia Street, New Westminister, BC

SPEED READING

Aug 8&9&10 Aug 9&10	Double Regional Karting – Canadian Nationals with IKF – CARTBC	SCCA/OR ASN	Portland, Or Chilliwack, BC
Aug 13 Aug 16&17 Aug 16&17	SCCBC Meeting – Best Western, ICSCC Race #8 – PIR Historic Motor Races – MRP	North Road CSCC VRCBC	Coquitlam, BC Portland, Or Mission, BC
Aug 23&24 Aug 27 Aug 30&31 & Sep 1	Coastal Club Race #6 – CARTBC META Meeting – Boston Pizza ICSCC Race #9&10 – MRP	CKR 7:30 SCCBC	Chilliwack, BC New West, BC Mission, BC
Aug 30&31 & Sep 1	Columbia River Classic – PIR	SOVREN	Portland, Or
Sep 6&7 Sep 6&7	Regional Westwood Club Race #6 – CARTBC	SCCA/OR WKA	Portland, Or Chilliwack, BC
Sep 10 Sep 13&14 Sep 20&21	SCCBC Meeting – Best Western, ICSCC Race #11 – PIR CACC Race # 4 with CCGP special race – MRP	North Road CSCC SCCBC	Coquitlam, BC Portland, Or Mission, BC
Sep 20&21 Sep 20&21	Fall Finale – PR Coastal Club Race #7 – CARTBC	SOVREN CKR	Seattle, Wa Chilliwack, BC
Sep 24 Sep 27&28 Sep 27&28	META Meeting – Boston Pizza ICSCC Race #12 – PR Double Regional	7:30 IRDC/TC SCCA/NWR	New West, BC Seattle, Wa Bremerton, Wa

International Kart Federation Gold Cup

The Westwood Karting Association is wondering if any of the Meta members are interested in assisting us with the International Kart Federation Gold Cup race Aug 8-10. They are expecting about 150 entries which includes about 100 coming up from the US.

The positions for turn workers pay about \$80 and lunch is provided - we try to make sure workers are not 'out of pocket' for assisting with the weekend.

Contacts for the event are either:

Stan Crocker VP Road Race
stan.crocker@cablespeed.com

Glen Dumore VP Sprint
gldumore@shaw.ca

Mike's Ramblings:

It is always interesting to talk to drivers at the end of the race day. In one case it was a little embarrassing too. I had stopped by to ask James, AKA the purple tortoise, why he made the interesting exit at turn one along with the more interesting manoeuvre across the track before finally getting back under way. He offered me a beer saying it was a long story, which I will skip since there were things that led up to the problem that caused the entertainment (definitely a one beer story). Because I had spent most of the day in the sun on Turn Three the beer went straight to my head (in spite of all the water I'd been drinking), so when I got up to go after finishing the beer I just sort of rolled and staggered out of his trailer, fortunately I passed on the second beer that was offered. I'm sure James will be reminding me of that drunken stagger the next time he sees me.

Sometimes talking to drivers is informative and has us questioning how we do things. Having raced I do have some perspective as to what a driver sees when racing, unfortunately my experience is now a quarter of a century past. When we hold out a flag we need to bear in mind that it needs to be held in such a way that a driver can clearly see it, angle is everything. This is something that I have caught myself doing poorly on occasion, a yellow flag held in so a driver just sees a yellow pole is useless, always make sure a flag is held and waved in such a way as the largest area possible is visible to the drivers. Remember that a driver, especially when chasing or being chased by another car, has a lot on their mind: the mark on the pavement that they use for their braking point, the spot on the FIA curbing he/she uses for an apex point, the gear they need to be in to quickly accelerate, the ideal spot to 'put the power down' to most effectively exit the corner, and sometimes how to gain the advantage on the other car. On some turns finding the flag station is a conscious effort contrary to these other concerns, so a quick glance is all you are going to get (lord help you if he/she has to find the turn station first – although the turn 8/9 station issue is probably settled). Giving a flag a bit of motion is probably helpful on some turns, but making sure the flag is squarely viable to the driver is a must. Some flags, like the Bermuda, are easily mistaken for another flag if not held flat. Think about it, if the white part of the Bermuda flips down or the flag is not held square on, it could be mistaken as a black flag or a white flag. In fact on one occasion this year a driver pitted for the Bermuda simply because he wasn't 100% sure which flag he was given, and felt that it was better to error on the safe side then risk the penalty of failing to pit for a black flag. Unfortunately this particular highly visible driver was already having a bad weekend in a car he is still sorting, something I didn't think about when making comments to him. Trust me; he already knew he screwed up a few times on a weekend he would prefer to forget. This is something I'm far too familiar with, so can certainly empathise with him. One of my bad weekends cost me my car, although I now joke about it. Jo Adair tells me that was when she learned to expect a car to land anywhere (and probably to never trust the nut behind the wheel).

I was also reminded by a driver, and good friend of mine, why turnworkers are supposed to wear white. This subject came up while we were talking about the visibility of the turn 8 station (which is actually in turn 9). One of the issues with the station being on the drag strip, or against the fence on the track side of the drag strip was the 'visual noise' behind where the station is. Most drivers at Rivers Edge have also become accustomed to looking for the white shelters to find the flag station (a visual cue); since the flag platform wasn't wide enough to fit the shelter it was often behind or beside (even this hasn't been consistent). My understanding is that a platform is being arranged that is wide enough for the shelter, and a white background is being set-up for the back of the shelter to raise the visibility of flags at that turn station. This brings us to the answer to the question of why we wear white. White helps make us less noticeable so the flags are what the driver sees. On the other hand we do stand out from the track surface (but not the concrete barriers), so we should be seen when doing track clean-up, although that is something we no longer do very often on a hot track.

I'll leave it to Dave Nex and the communicators how they actually will be calling in the turns; my understanding is that they will not be using the official turn numbering. The map currently on the META web site showing the turn numbering (and turn names) is the official SCCBC map for Rivers Edge and I have been told by Kevin Skinner will be the one that will be used for SCCBC publications. Although some are referring to turns 7a and 7b as the Chicane, SCCBC has not officially approved that name.

Mike Bailey

VRCBC Annual Historic Motor Races

August 16 & 17

The Vintage Racing Club of BC (VRCBC) is wanting to get an idea of how many META members to expect at their annual Historic weekend on August 16 & 17, this year it's called Germania, and will include a special Formula V race celebrating a milestone for that class.

VRCBC has concerns over the conflicts of Monterey and ICSCC races on the same weekend.

If you plan on turnworking that weekend please contact me:

president.meta.bc.ca

(or use the web form accessible from the META contacts page

http://meta.bc.ca/contact/president_contact_sf.htm).

Thanks

Mike Bailey

Westwood Reunion cancelled for 2008

The annual Westwood reunion held at LaFarge Lake Coq. is OFF for '08. We have lost our venue as the Sunday in the Park Festival has been cancelled (at least for '08).

Instead, I am advising all interested parties to visit at Tom Johnston's "Geezer Central" race pit at the VRCBC HMR at Mission on Aug. 16/17 and learn about the 50th Gala plans for '09.

Thanks.

Robert Barg

Posted on the SCCBC Forum:

Seasons End HONDA Challenge

posted on: Jul 29th, 2008, 7:30pm

ONE final Honda Challenge race will be run on the last weekend (Oct 11 - 12th weekend)

Get your Hondas repaired, tuned, and ready to run.

Due to the support of CHEVRON and the gas Coupons supplied for the previous Honda races, I will be calling this Race : ***The Chevron HONDA CHALLENGE***

Once again we will be going with the STANDING START

I hope to see a few more Hondas out who have come through our Novice program and a few more guys who have purchased Hondas

I count over 25 HONDA/ACURA racecars at our track and would love to see them all out for this race

If you are unsure about which class your car fits into please email me.

Chris Doodson

HONDA CHALLENGE series director

Vintage Racing Club of BC
presents
The 2008 Historic Motor Races
August 16th and 17th
at

the River's Edge Road Course at Mission Raceway Park.

The 2008 HMR will feature German racing cars including Porsche, BMW, F.Vees and VW Beetle's and maybe the odd Opel or Mercedes.

There will also be a special Formula V race (45th Anniversary of Formula V)
which will be named after Al Ores
(this is his 40th year as an FV driver).



(Photo: <http://www.bertsauto.com/>)

Cascade Sports Car Club
Presents
Jim Swanson Memorial XII
August 16th & 17th 2008

This is a Chicane race run from the Pro Pits

This race is sanctioned by ICSCC, under the 2008 Competition Regulations as a championship race,
organized by Cascade Sports Car Club and held at Portland International Raceway.

Sports Car Club of British Columbia
presents

The "Twice Is Nice" Weekend
August 30, 31 & September 1, 2008

This event is sanctioned by ICSCC as a championship points race conducted
under the 2008 ICSCC regulations and organized by the
Sports Car Club of British Columbia at Mission Raceway Park in Mission, BC.

**"AN INVITATIONAL EVENT"
at
RIVER'S EDGE ROAD COURSE**

Sept 20-21, 2008

Morris Promotions and the Sports Car Club of BC are very excited to announce the first ever

Children's Charity Grand Prix

This event is intended to showcase amateur road racers in a professionally-presented event at River's Edge Road Course. The vehicle classes are specific to this event only and are structured to ensure close, competitive racing.

The 2008 CCGP will be open to P1 (GT1, GT2, GTO) and P2 (GT3, IP1, GTM) cars

A \$10,000 Prize Fund will be available along with a variety of contingency awards.

There will only be 32 spots available for this groundbreaking event.

Press Release:

River's Edge Raceway – Mission, BC

September 20/21, 2008

Since the departure of the immensely popular Vancouver Molson Indy, local race fans have been starving for a Professional-style event providing them with the sights, sounds and thrills that go along with Motorsport Entertainment.

The Children's Charities Grand Prix is the most exciting Motorsport news in British Columbia since the Champ Cars last graced the streets of Downtown Vancouver in 2004.

The first CCGP will take place September 20th and 21st at the new and improved, River's Edge Raceway. The CCGP concept was derived from the ultrasuccessful fan-favorite SCCBC Invitational that ran along with the Vancouver Indy from 1990 through 2004.

The SCCBC Invitational thrilled the Vancouver Indy crowds with its wheel-to-wheel racing action and fan-friendly format. Huge grids of up to 60 cars kept fans on the edge of their seats with lots of passing, close calls and diverse grids.

The CCGP will continue to feed the fans need-for-speed by featuring a vast array of beautiful P1 and P2 class, big-horsepower cars and amazing driving talent from all over Western Canada and the Pacific Northwest racing for a \$10,000 prize purse.

The CCGP race will take place during round 4 of the Pacific Region CACC Championship. The weekend will also feature a variety of exciting classes from Open Wheel Formula Cars right through to Vintage and everything in between.

The Children's Charities Grand Prix will benefit the BC Children's Hospital and Children's Wish Foundation. Partial proceeds from gate will go to both charities as well as funds raised from a silent auction and the infamous 'Hot Laps 4 Kidz'. This unique offering will give fans the opportunity to go for a ride on the newly configured 9-turn 1.3 mile race track in a variety of Supercars and Race cars with Professional Drivers at the wheel.

This concept offers a fantastic opportunity to all those involved in Motorsports (and beyond) to come together to benefit sick children and demonstrate on a grand scale that great road racing action is alive and well in BC.

For further information please contact Tony Morris Jr at 604.341.3884 or CCGP@proracing.ca

Children's Charity Grand Prix

The Spirit and Intent of the Event:

This event is intended to showcase amateur road racers in a professionally-presented event at River's Edge Road Course. The vehicle classes are specific to this event only and are structured to ensure close, competitive racing. Drivers with a clean, professional driving style will be given preference when applications for entry are being reviewed.

Body contact of any kind will not be tolerated and will be subject to substantial fines and/or exclusion from the event.

Entry Details:

This event is open to CACC-legal cars in the following classes:

P1: CACC GT1, GT2, GTO

P2: CACC GT3, IP1, GTM

Sports Racing Cars are not eligible for participation in this event.

Maximum Grid – 32 Cars

Paddock and Start - Main Event:

With crowds expected to be large all competitors are encouraged to either push the cars to pre-grid or have two crew members ahead of the car to help with crowd-control.

When the signal is given, teams will push their cars out of the Hot Pits directly on to front straight and up to their predetermined grid position (we will ask other crews to help with teams that have multiple cars and not enough crew members to push).

Drivers will be introduced as cars are being pushed to grid positions. Once in position on the front straight grid, drivers are to stand next to driver's window with crew and support personnel (car movement assistants) lined up from car to wall, shoulder to shoulder. Once all teams are in place, the Canadian National Anthem will be played.

After the anthem, the support crew must clear grid over the wall to the side that the car is gridded and only 1 crew member will remain to help the driver get belted in. Please have belts, radios and window nets all ready for quick driver entry.

Engines will be started ONLY at the "Drivers Start Your Engines" command. One Crew Member must stay with car until engine has started and will then clear the grid immediately. If a car is unable to start, the crew member will wave and summon the other crew members back on to the track to push the car off to the side and then immediately clear over the wall on the side of track the car is gridded.

Once the entire grid has cleared (for pace laps), tow truck(s) will be called in to push any car(s) clear, or if possible, re-start. Any car that has to be bump-started by crew or tow truck will catch up to the back of the pack and will then start at the back of the grid.

After the complete grid has cleared out for pace laps, all remaining crew and vehicle assistants will the cross track (if located on opposite side of front straight) to hot pits/paddock

The Race will have no less than two (2) Pace Laps. If needed, Pace Laps will be added to allow Safety Crew(s) to get into position. Yellow Flags will remain out until the all clear is given by the Starter, followed by Pace Car "Lights Out". The Race will have a Rolling Start.

Schedule: Exact Schedule TBD

There will be at least two sessions on each of the 2 days, with the CCGP Invitational run as a ½ hour Feature Race.

Only one (1) driver is allowed per car. Refueling is not allowed in the Hot Pits.



Race marshals must love it since there's no pay

But they have best seats in the race and a good time watching cream of motorsport crop

Norris McDonald
Motorsport Writer
Jul 12, 2008

One of the contradictions, for me, of major league road racing is that while the drivers are being paid really obscene amounts of money, the track safety people they all depend on are doing their jobs for free. While the millionaire Lewis Hamilton and the multi-millionaire Kimi Raikkonen were racing their billion-dollar Ferraris and McLarens around Le Circuit Gilles-Villeneuve in Montreal a month or so ago, the people doing the flagging and the assorted other odd jobs associated with the event (including getting broken-down racing cars off the track) were working for a box lunch.

Welcome to the volunteer world of motorsport marshalling, where one weekend you might be working at a Grand Prix in Montreal (or Monaco), the next an IRL race at Watkins Glen and the next a round of the Ontario regional (amateur) racing series at Mosport, Shannonville or Calabogie.

And you'd better be in love with the sport because the pay (as noted) is non-existent (in fact, you pay your own way to get to where you're wanted), you're going to have to stand outside for hours on end in either the blazing sun or the soaking rain and in places where the nearest facilities might be behind a bush and where the black flies and mosquitoes are starving for blood.

Yours.

And while it can be terribly rewarding in terms of satisfaction, let us never – ever – forget that it can also be very dangerous. In the words of marshal Robert (Robb) Dobbie of Bobcaygeon: "We play in a very hostile environment."

But ask a marshal if it's all worth it, and you'll get a resounding "yes."

I was at Mosport a few weeks ago where the folks who make up Motorsport Marshalling Services were celebrating their 30th anniversary. As well as meeting and talking to an enthusiastic and exuberant bunch of people, I also found out who to blame for this working-for-free business.

The late Harvey Hudes, who owned and managed Mosport from 1969 until his death in 1996, was known to be tight with a buck. When the Canadian Race Communications Association, which had provided paid marshals at Mosport since its beginnings in 1961, approached him in 1977 about a raise, Hudes told them to get lost.

"He wasn't interested in continuing (to pay the marshals)," said Dorothy Manganelli, who's been marshalling for 33 years. "So Peter (her husband) and I went to see him to see if we could work something out.

"He agreed to provide us with lunch on race weekends and a reception (translation: beer bash) on Saturday night. We were happy with that."

And so Motorsport Marshalling Services was born. In addition to the Manganellis, Anja and Larry Giguere, Ralph Frisken, Dennis Trott and Barry and Cheryl Alexander (McCune), among others, were instrumental in its formation.

And guys like Reid Milburn are the driving forces behind it today.

In a nutshell, MMS provides trackside safety and support services at professional and amateur race events at Mosport. Individual marshals, once certified (there is a two-day training weekend and then approximately 15 days of supervised on-the-job race experience in order to obtain a licence and logbook), can then marshal anywhere, be it Mosport, Montreal or Monza.

(Wheels Cont'd)

Milburn's marshalled at Road Atlanta and Laguna Seca, Calif., among many other tracks, but his main passion is leading the all-Canadian "Eh? Team" to the 12 Hours of Sebring race each March.

"We set up 'Camp Canada' at Sebring each year and we're responsible for marshalling services at Corners 3, 4, 5 and 6," Milburn said. "We have a ball and we meet and get to work with some wonderful, dedicated marshals from all over the U.S. and the world."

Milburn said it's his love for the sport "and the fact that I have one of the best seats in the house" that keeps him marshalling.

Robin Schavo of Acton said he'd like to be a race-car driver but "funds are not available" so marshalling is the next best thing.

He said the finest time he's had was in 2003 at the 50th anniversary of the Sebring 12 hours. The worst time? "I was marshalling at the Petit Le Mans down at Road Atlanta. I had a Viper impact the wall right in front of me and moved it three feet. If I hadn't moved as quickly as I did, we wouldn't be having this conversation. I didn't see it coming in any way, shape or form. I heard it – and I ran. People say they've never seen me move so fast in my life."

Jeff Hoskin of Bowmanville is chief course marshal and is responsible for all marshalling assignments on a race weekend. "I have people on committees who help out but I have overall responsibility," he said.

"On a regional weekend like this (a recent British Automobile Racing Club/CASC race meeting), I might work a corner just to keep my feet wet. On the major weekends, I'm up in the control tower."

Sarah Symington of Toronto started attending races with an old boyfriend and "it was through Mosport that I met my husband (a doctor with the Ontario Race Physicians Safety Team).

"He proposed to me at Corner 10 on the American Le Mans Series weekend."

Symington tells a wonderful story about one of the pitfalls of marshalling – the lack of nearby indoor plumbing. "It was a couple of years ago on ALMS weekend and it had been a long race. I was down at Corner 5C. I'd had a couple of pops and waters with lunch and by the end of the race I really had to go.

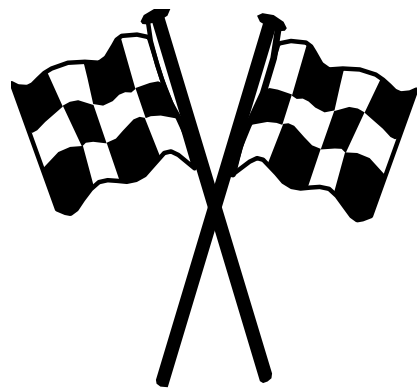
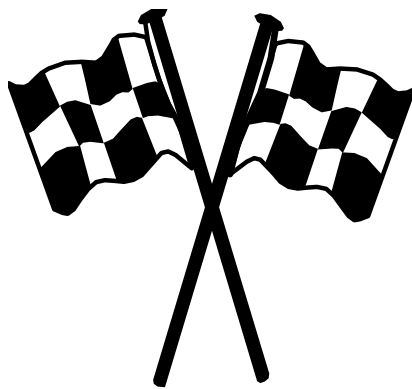
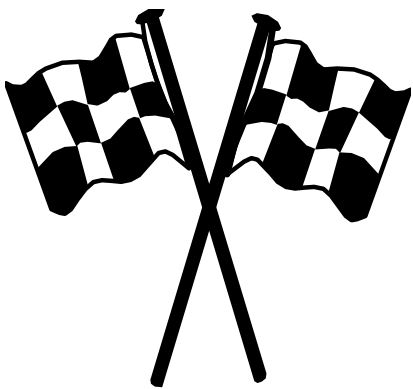
"A lot of corners don't have bathrooms near them so I scooted off into the bush and all I could think was, 'Go far enough back so that you can't see the TV cameras because then they can't see you.'

"What I didn't realize was that I was right near the path where all the spectators who had been down at 5 were going to walk as they headed back to the top end of the track.

"And there I was. And all I could do was wave and say, 'Hi, it was a very long four hours ...' "

For more information on marshalling, go to: <http://www.motorsportmarshalling.on.ca/>

Motorsport writer Norris McDonald wraps up weekend racing every Monday at Wheels.ca.
Toronto Star



IndyCar '09 expansion

By Dave Lewandowski
indycar.com

The IndyCar Series in DIRECTTV HD will open and close its 2009 season in Florida. In between will be 16 exciting events, including two first-time venues under Indy Racing League sanctioning.

The IndyCar Series - with a 2009 schedule featuring races on 10 ovals, three permanent road courses and five temporary street circuits - continues to offer the most diverse set of challenges to drivers and teams in motorsports, which resonates with fans around the world. This season already has produced seven different winners on the array of ovals and street/road courses.

Developing the schedule also was challenging for series officials, who met with groups representing venues all seeking an IndyCar Series event.

"We often refer to developing the schedule as three-dimensional chess because you can't just move one (event) and expect another one to drop in at the exact right date," said Terry Angstadt, president of the commercial division for the Indy Racing League, the sanctioning body for the IndyCar Series and Firestone Indy Lights. "It has been a challenge, but a wonderful one to have because of the number of venues that are capable of hosting our races."

Four prime-time races will be featured, including the first IndyCar Series race under the lights at Chicagoland Speedway. The season will be extended by a month, with four consecutive weekends being the longest stretch of racing. Angstadt said talks continue to add another venue, specifically Surfers Paradise, Australia, toward the end of the calendar. Earlier in the day, Surfers Paradise was added to the 2008 schedule for an Oct. 26 non-points race.

"When unification was announced earlier this year, we talked about the opportunity of developing future schedules on a blank piece of paper and with today's announcement we have a solid foundation for developing a consistent, long-term schedule for the IndyCar Series," Angstadt said.

Here's a capsule look at the foundation.

First and last

The season opener will be the fifth Honda Grand Prix of St. Petersburg on the streets of St. Petersburg, Fla., on April 5. This year, Graham Rahal became the youngest winner in major open-wheel racing history by taking the checkers in his first IndyCar Series event. The event was the first non-oval in IndyCar Series history and now will be the first non-oval to kick off a season.

The season finale has been moved to the 1.5-mile Homestead-Miami Speedway on Oct. 11, with the speedway and series developing a championship weekend celebration. Homestead-Miami Speedway had been the season-opening race since 2002.

First-time visits

The Grand Prix of Long Beach will be contested April 19, marking the IndyCar Series' debut at the 35-year-old event. The IndyCar Series will debut in Toronto on July 12. The Indy Toronto, which dates to 1986, will be the first of back-to-back temporary course events in Canada, with the second Edmonton race scheduled for July 26.

"We're very excited about hosting the IndyCar Series here next April as we celebrate the 35th anniversary of the Toyota Grand Prix of Long Beach," said Jim Michaelian, president and CEO of the Grand Prix Association of Long Beach. "It will be a great opportunity for our fans to see some of their old favorites like Helio Castroneves, who won here in 2001, plus all the other stars that make up the competitive IndyCar lineup."

With trips to Toronto and the Los Angeles metropolitan area, the series will add two large markets with strong open-wheel racing fan presence.

(Indycar Cont'd)

Shifting

The Mid-Ohio Sports Car Course event will move from July to Aug. 9, allowing the series to break up what was six consecutive weeks of racing in 2008. With the date change, the Kentucky Speedway event will move back one week to Aug. 1.

The Raceway at Belle Isle Park and Chicagoland Speedway will exchange weekends, with the 1.5-mile Chicagoland Speedway oval being utilized Aug. 29 (Saturday night race) and the temporary street event in Detroit on Sept. 6.

The Indy Japan 300 at Twin Ring Motegi is moving to Sept. 19, which presents more favorable weather, after being held in April since 2003. Danica Patrick became the first female to win a major closed-course auto race on the 1.5-mile oval this year.

Indy and the summer

The IndyCar Series will be a part of the Indianapolis Motor Speedway's Centennial Celebration with the 93rd running of the Indianapolis 500-Mile Race scheduled for May 24. Month of May activities will again feature qualifications weekends and the Firestone Freedom 100 on Carb Day May 22. The complete 2009 Firestone Indy Lights will be released in the immediate future.

The IndyCar Series will return to Kansas Speedway, The Milwaukee Mile, Texas Motor Speedway, Iowa Speedway, Richmond International Raceway, Watkins Glen International and Infineon Raceway at approximately the same time on the calendar as 2008.

"First, I have to commend the Indy Racing League officials for creating such a fair and balanced schedule for 2009," HVM Racing owner Keith Wiggins said. "I think any progress towards a closer stability between road courses and ovals is welcome, as it is for HVM Racing, and I suspect most people feel the same way. Teams, drivers and most importantly, the fans, will be happy to see a more even mix, and this allows for a better job of encompassing open-wheel racing.

"This is a series with fans spanning all over the globe and the schedule is allowing for growth of our sport."

The 2009 IndyCar Series schedule:

Date	Track	Layout
Sun 5-Apr	Streets of St. Petersburg	1.8-mile street course
Sun 19-Apr	Streets of Long Beach	1.968-mile street course
Sun 26-Apr	Kansas Speedway	1.5-mile oval
Sun 24-May	Indianapolis Motor Speedway	2.5-mile oval
Sun 31-May	The Milwaukee Mile	1.0-mile oval
Sat 6-Jun *	Texas Motor Speedway	1.5-mile oval
Sun 21-Jun	Iowa Speedway	.875-mile oval
Sat 27-Jun *	Richmond International Raceway	.75-mile oval
Sun 5-Jul	Watkins Glen International	3.4-mile road course
Sun 12-Jul	Streets of Toronto	1.721-mile street course
Sun 26-Jul	Edmonton City Centre Airport	1.973-mile airport course
Sat 1-Aug *	Kentucky Speedway	1.5-mile oval
Sun 9-Aug	Mid-Ohio Sports Car Course	2.258-mile road course
Sun 23-Aug	Infineon Raceway	2.245-mile road course
Sat 29-Aug *	Chicagoland Speedway	1.5-mile oval
Sun 6-Sep	The Raceway at Belle Isle Park	2.07-mile street course
Sat 19-Sep	Twin Ring Motegi	1.5-mile oval
Sun 11-Oct	Homestead-Miami Speedway	1.5-mile oval

* - night race

Schedule subject to change.

Posted on ICSCC Forum Wednesday, July 30, 2008 - 05:09 pm:

For immediate release: 07/30/08

TC MOTORSPORTS SIGNS ANTHONY FOR BALANCE OF MUSTANG CHALLENGE SEASON

Auburn, WA —TC Motorsports has signed on Kenmore, WA resident Ted Anthony, Jr. to drive the #9 TC Motorsports FR500S for the balance of the 2008 Mustang Challenge series. Ted will join Carlo Sparacio and Rick Edwards to complete the three-car team of Ford Racing FR500S Mustangs in the familiar red and blue TC Motorsports livery.

Ted has proven to be an extremely competitive racing driver in the International Conference of Sports Car Clubs (ICSCC), National Auto Sports Association (NASA), and Sports Car Club of America (SCCA) club racing scene. Ted has collected many class wins and podium finishes on his way to winning the 2006 ICSCC BMW PRO3 Championship. He also works as a Senior Driving Coach with ProFormance Racing School, located at Pacific Raceways in Kent, WA.

Team principle Carlo Sparacio comments, “The team is really excited to have Ted join us. He has demonstrated that he has the talent, personality, and drive to be a great professional racing driver.” Round #5 of the 2008 Mustang Challenge series, which will be held August 16th at Lime Rock Park in Connecticut, will be Ted’s first venture into professional racing and his first visit to Lime Rock Park.

The Mustang Challenge series is a single make professional road race series utilizing the Ford Mustang FR500S. Each car is identical in specification making the racing as close and as fair as possible for the competitors. Each race will have live timing and scoring for all sessions available on the internet, so be sure to visit www.mustangchallenge.com during practice, qualifying and the race to watch all of the action from your computer!

Additional information about the series can be found on the race series website or you may contact TC Motorsports for additional assistance.

Corporations interested in developing a motorsports marketing campaign at a fraction of the cost of typical motorsports marketing should please direct all proposals to info@tcmotorsports.net.

TC Motorsports, LLC is a client-based motorsports company that provides racecar preparation, maintenance, and transportation, as well as full arrive and drive support, driver coaching, and racecar rentals for amateur and professional racing series. To find out more, please visit the company website at www.tcmotorsports.net.

Source: TC Motorsports press release

TC Motorsports
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