



# MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

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META Website: [www.meta.bc.ca](http://www.meta.bc.ca)

**January 2008**  
**Volume 33 Issue # 1**

**Next META meeting will be**  
**January 23, 2008**

**Our 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

Jan 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 12&13	Ice Race # 1 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 23	META Meeting – Boston Pizza	7:30	New West, BC
Jan 26	META Banquet – Guildford Golf and Country Club	5:45	Surrey, 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 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 23&24	Ice Race # 4 – Barnes Lake	WCIRABC	Cache Creek, BC
Feb 27	META Meeting – Boston Pizza	7:30	New West, BC
Mar 1&2	Ice Race # 4 – (Alternate Date)	WCIRABC	Cache Creek, BC
Mar 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 26	META Meeting – Boston Pizza	7:30	New West, BC

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline or check the website before traveling. [www.carsonice.ca](http://www.carsonice.ca) 604-945-4592

## Western Canadian Ice Racing Association of British Columbia

### 2008 Race Weekend Schedule

**#1 January 12/13, 2008**

**#2 January 26/27, 2008**

**#3 February 9/10, 2008**

**#4 February 23/24, 2008**

February 2/3, 2008 (alternate)

March 1/2, 2008 (alternate)

Watch for updates at [www.carsonice.ca](http://www.carsonice.ca)

## *Mike's Ramblings:*

After the December SCCBC meeting I was asked by Terry Ward what I and the META executive had planned for the upcoming year. The only answer I could come up with was that we would be mending fences, although not quite in those words. As I'm writing this, the new executive and the old executive have yet to get together, so we currently have no agenda. As always I ask for your feedback, since I feel the executive represents the membership.

For those that haven't visited the forum or the Announcements page on the META website recently, the new track configuration was passed unanimously by those in attendance at the December SCCBC meeting, and it was a large turnout of SCCBC members. There will be two versions of the track, the 'Technical' version will include the old turns 7, 8 and 9, the 'Fast' version will have a large sweeper from the entrance of turn 7 that dumps onto the front straight. The Kink is gone forever, turn 1 will be smoother. The hope is that the track now will be easier on both brakes and sheet metal, so lets hope we get more visitors from down south in spite of the rising cost of fuel.

For some, the Ice Racing season is about to begin, the first race will be on January 12 & 13. I hope someone thinks to do a write up for the Mayday & sends me pictures for the website for all to enjoy.

I am currently resisting posting pictures of people on the web site due to privacy concerns, although I've become aware of just how much information is easy to find just by doing a name search.

For instance, the club newsletter is posted in PDF format, which is searchable, although I have tried to limit searches on some parts of our site. However, limiting searches only works if the search engine acknowledges the tag placed in the HTML code – those who are unscrupulous set up scripts that ignore these tags.

I was reminded of this when I did a Google search for “Mike Bailey” and discovered a listing that had my phone number on it, the search item referred to a Mayday Article. Since I am prudent about limiting the amount of personal information that ends up on the internet this was a reminder that the information is out there.

In my case since there are a few hundred other Mike or Michael Baileys out there, even one who is quite competitive in dirt track racing somewhere back east, relating the phone number directly to me requires knowing or learning a few other details about me.

Do a search for yourself sometime and see what you come up with, you may be surprised and Facebook is probably the biggest leak of personal information for those that are careless about their privacy.

## *Mike Bailey*

### **TIME TO RENEW YOUR MEMBERSHIP IN META**

It's that time of year again!!! Please send in your membership renewal as soon as possible to avoid the catastrophe of missing your monthly Mayday. OK, there are other good reasons to join. Look elsewhere in this issue for the renewal form and get your \$20 bucks into Thomas. Thank you for your support.

# LET'S WRAP UP 2007

## IT'S A PARTY!!

Come on out to META's annual awards banquet.

**Good Food    Good Friends    Good Times.**

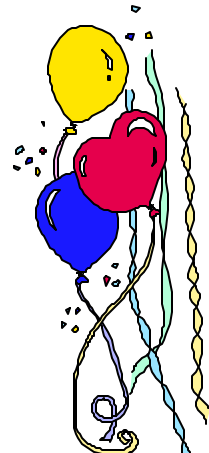
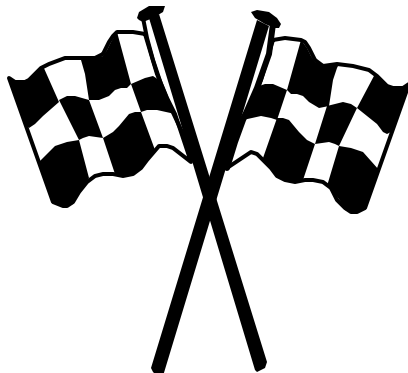
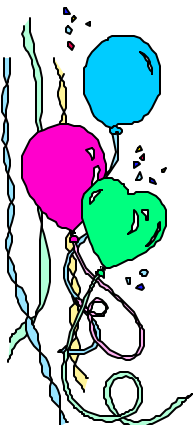
**Date:** January 26<sup>th</sup>, 2008

**Place:** Guildford Golf and Country Club  
7929 – 152<sup>nd</sup> Street  
Surrey, BC (west side of 152<sup>nd</sup>)

**Time:** Cash Bar 5:45pm (last call is midnight)  
Buffet 6:30

**Tickets:** \$40.00 per person

**Contact:** Doris at 604-588-921  
Lynn at 604-501-1503 ([lynnrimmer@shaw.ca](mailto:lynnrimmer@shaw.ca))



## **Star Mazda Championship Announces Standing Starts For 2008 Season**

Pacoima, CA (December 17, 2007)

The Star Mazda Championship presented by Goodyear, one of the top open-wheel racing and driver development series in North America, announced today that it will implement standing starts for all 12 races in the 2008 season.

“We are making this change to keep our series in line with other top open-wheel racing series, including Formula One, Champ Car and Champ Car Atlantic and, all of whom utilize standing starts at many events,” says Star Mazda Championship President Gary Rodrigues. “In keeping with our mission to provide the best possible training for young drivers on their way up the open-wheel racing ladder, we have made the decision that a well-rounded education must include experience with standing starts. This new phase in the evolution of the Star Mazda Championship will begin at our season-opener in Sebring on March 14, 2008.”

The technology used in the new standing start format is unique and currently undergoing final testing and development at the headquarters of the Star Mazda Championship in Pacoima, California. A series of 18 x 18-inch mobile LED panels, all wirelessly connected to the starting computer, will be placed at intervals alongside the starting grid, so that all drivers in the typically large Star Mazda Championship starting field of 30+ cars have a clear view.

Horizontal rows of super-bright red LED's will begin to glow, moving up the screen like a thermometer. When the final row of lights comes on and the screen is full red, the starting computer will randomly select a delay of between .5 and 2.5 seconds, after which all the red LEDs will go out simultaneously and the entire screen will turn green, signaling the official start of the race.

“This system will have to be absolutely bullet-proof and we'll be doing extensive on-site testing at various racetracks before our debut at Sebring,” says Tony Rodrigues, the Star Mazda Championship's Director of Timing and Scoring. “There will be challenges, particularly with a wireless system such as this, but once we get all the bugs ironed out, we'll have something completely unique that will enhance the quality of our races.”

The entire process will be viewed by series officials in race control on multiple live TV feeds, making it immediately apparent if any driver jumps the start. If for any reason officials abort the start, the screens will remain red, fading back down toward the bottom of the screens. The situation that caused the abort will be resolved, with the Race Director imposing penalties on drivers if warranted, and the sequence will begin again.

“Having thirty or more cars smoking their tires off the starting line will provide a more spectacular show for the fans at the track and on TV, but will also be safer for the drivers,” says Star Mazda Championship Race Director Kent Williamson. “Rather than have them all bunched up and at top speed going into the first turn, as happens with a rolling start, they'll be spread out a bit more. Not only will this reduce the incidence of first-lap, first-turn multi-car accidents, but it will also give them room right from the first lap to start racing and making safe passes. I think this is a great idea and I'm looking forward to seeing it in action at Sebring.”

The Star Mazda Championship open-wheel race car is a single-spec, high-tech machine with a carbon-fiber chassis, push-rod suspension, Goodyear radial racing tires and a 6- speed sequential gearbox mated to a race-prepared 250-horsepower Mazda Renesis rotary engine. The entire package is designed for strength, speed, easy maintenance, and reliability.

“Although this will be the first time we've used standing starts, the car was originally designed with them in mind and we have documented over a thousand test launches without a single failure of any existing driveline part,” says Star Mazda Competition Director Ron Roland. “Individual teams will, of course, be practicing standing starts during pre-season testing, and we'll be in touch with them to be certain, but the engine, tires, transmission and clutch are all easily up to the task and we're not anticipating any mechanical issues.”

A post-season test of the standing start concept utilizing a Star Mazda Championship car owned by the series and with 2007 champion Dane Cameron at the wheel produced an enthusiastic assessment. “The car has so much power it's easy to light the tires up and do a smoky burnout, and seeing thirty or more cars all doing it at the same time will be spectacular,” says Cameron. “But that isn't necessarily the fastest way to get going. It's definitely going to be a learning process for the drivers, but they'll be better-prepared when they eventually move up to other series.”

## More.....Tools And Their *REAL* Uses

**E-Z OUT BOLT AND STUD EXTRACTOR** : A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

**RADI AL ARM SAW** : A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

**TWO-TON ENGINE HOI ST** : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER** : A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**AVI ATION METAL SNI PS** : See hacksaw.

**TROUBLE LIGHT** : The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHI LLI PS SCREWDRIVER** : Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER** : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

**AIR COMPRESSOR** : A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

**PRY BAR** : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HAMMER** : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Often used to make gaping holes in walls when hanging pictures.

**MECHANI C'S KNI FE** : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts Especially useful for slicing work clothes, but only while in use.

## 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)

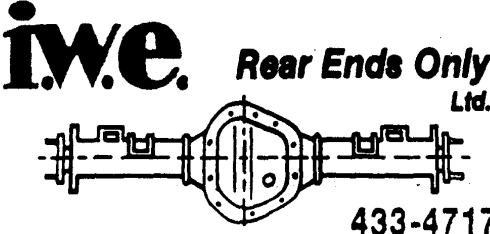
## Club Shirts

*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
1/2 Page	\$140.00	\$35.00
1/4 Page	\$80.00	\$20.00
Bus. Card	\$40.00	\$10.00
Contact the editor for more info		



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## Membership

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Phone No.-- Home: \_\_\_\_\_ Work: \_\_\_\_\_

E-mail Address: \_\_\_\_\_ Newsletter via E-Mail Yes No

Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31  
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 maydayeditor@hotmail.com