



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association
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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

Next META meeting will be
JANUARY 27, 2010

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

SPEED READING

Dec 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Dec 12	Open House – Roger and Ann	3:00	Delta, BC
Jan 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 9&10	Ice Race # 1 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 23&24	Ice Race # 2 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 27	META Meeting – Boston Pizza	7:30	New West, BC
Jan 30	META Banquet – Guildford Golf and Country Club		Surrey, BC
Feb 6&7	Ice Race # 3 and Enduro -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 20&21	Ice Race # 4 -- Barnes Lake	WCIRABC	Cache Creek, 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 604-945-4592

Congratulations

to the

2010 META Executive

President: Ann Peters

Vice President: Albert Duncan

Treasurer: Bryan Nuttall

Secretary: Jerold Klassen



Please note: There will be no META meeting in December.

*Have a Merry Christmas and a
Happy New Year*

I would just like to thank on behalf of all the track volunteers the 2009 META executive for all that they have done for the racing year. I believe that this year more than others was a very good year for communication and participation.

I would also like to commend the Rivers Edge Safety Team for their involvement in the walk for Breast Cancer and as well as the fund raising event at the Richmond Indoor Go-Kart Track. The Rivers Edge Track Safety Team as a group has raised over \$1000.00 this year for the Children's Charities and we will continue to participate in 2010 and encourage all META members to do the same.

I would also like to wish the 2010 META executive all the best and I look forward to working with them in the coming racing year.
Lets all work together for "Safety in Motorsport".

Well done META!!

Mike Zosiak

Chief of Emergency
Rivers Edge Racetrack

IWE Soap Box Derby Car with Sponsorship Available

Well, I have a proposition for someone.....
and I am offering it to META first.

I am in possession of a Soap Box Car & am willing to hand it over to someone who will run it in the Mission event June 19th 2010.

I will supply decals for the car & \$100.00 expenses.

Kids 8-14 years are eligible.

Let me know.

Ian Wood

ianwoodesq@gmail.com

Western Canadian Ice Racing Association of BC

2010 SCHEDULE



January 9/10

January 23/24

February 6/7

February 20/21

Open House

Roger and Ann will be holding their annual open house

December 12, 3:00pm onwards.

All are welcome to attend

10952 McAdam Road

Delta, BC

604-581-7189

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.

META
AWARDS BANQUET

With special guest MC

SATURDAY, JANUARY 30th

Guildford Golf and Country Club

7929 – 152nd St

Surrey, BC

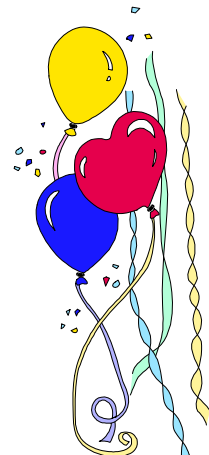
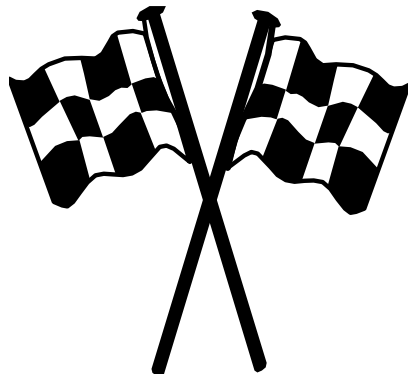
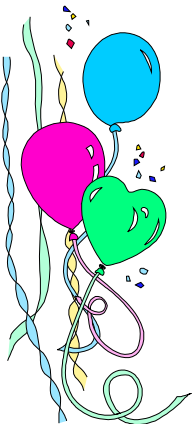
Tickets \$40

RESERVED TICKETS AVAILABLE FROM:

Doris Gildemeister: 604-588-9218

Tickets will also be available at the January META meeting.

Many thanks to Bryan N. for his work in obtaining prizes



2009 Race Officials Divisions "Racing Reflections" Awards

The annual banquet and awards presentation was a great success.

Our outgoing and esteemed Steward, Mike B., did a fabulous and hilarious job of emceeing the event. There was never a dull moment.

I would like to thank Kristine Craine and JC Ceuvas for doing the honour of presenting our hard working and tireless ROD Members with their awards.

I would be remiss if I did not extend a thank you on behalf of all the ROD Members to the PRO3 group for the awesome 2010 PRO3 personally signed calendars, so generously and thoughtfully given, as a bonus award.

Congratulations to the following on their awards:

RED:

*John Bradshaw
Gail Fetterman
Mark Miller
Ann Peters
Roger Salomon
Dan Wilkins*

BLUE:

*Donna Adams
Scott Ahrens
David Bell
Ralph Hunter
Rob Jacobsen
Ken Killam*

*Ali Montgomery
Russ Newhouse
Holly Remington
Nick Roche
Julie Winslow
Tasma Wooton*

SILVER:

*Linda Blackburn
Richard Breen
Adam Jacobsen
Thomas Liesner*

GOLD:

*Jim O'Keefe
Lynn Rimmer*

The last award was for the ICSCC "Worker of the Year" for which I would like to thank Michael Shulman for so graciously presenting this award.

2009 WORKERS OF THE YEAR:

DONNA ADAMS & JULIE WINSLOW

Congratulations to both of you.

Let's get ready for 2010 !!!!

Lynn Rimmer
ICSCC ROD Director

Westwood50 videos

(1) Westwood50 DVD

The Westwood50/Historic Motor Races at Mission in July were a great success. Now Shane Davis has finished producing the Westwood50 DVD. This is a two disc (two hour) set, which includes the following segments:

- Intro
- Visitor's Cars
- Cars on Track
- Cheetah
- Officials & Former Drivers
- The Feature Race
- Celebrations & Westwood Revisited (including the banquet)
- Credits

There are two versions available:

1. With regular plastic disc cover - \$20 plus postage
2. With deluxe commemorative cover - \$25 plus postage

Postage for either is \$2 to Canada, \$4 to the U.S. For postage rates on multiple orders, please contact me.

Payable only by cheque. Cheques are to be made out to Vince Howlett. US people please put "US Funds" on your cheque. Here is my mailing address:

3565 Happy Valley Road
Victoria, B.C.
V9C 3X1
Canada

(2) Westwood50 Photos on CD

Also, Gerry Frechette has produced a CD of photos from the event. Go to <http://www.dotphoto.com> and log in as a guest with User Name: gerryf and Password: RAINBOW For more info, contact Gerry at gerryf@telus.net

(3) Westwood - Everyone's Favourite Racing Circuit

As well, Tom Johnston still has copies of his Westwood book available. More info at this link: http://www.granvilleislandpublishing.com/our_titles/sports/

(4) Weekends of Glory

Martin Rudow also has copies of his book, "Weekends of Glory" (local sports car racing including Westwood, '62-'71). More info at this link: <http://www.rspubs.com/books.htm>

Hope to hear from you soon.

Vince Howlett,
phone/fax 250-478-6198

*24 Hours of **Chumpcar** at Portland International Raceway*

“So There I Was...

It was the DAY AFTER I put my previously owned driver's suit, shoes, Nomex, etc. (last used in a racecar 18 years ago!) in the Silent Auction at the Conference races benefiting the Doernbecher Children's Hospital. My friend, Becky, who later bought my driver's suit which fit her to a "T", says....Hey, why don't you sign up to drive in the ChumpCar race?" Well, of course, I'd heard of ChumpCar but didn't know that there was going to be a car called "Workers Revenge" to be driven by race workers (corner workers, emergency workers, corner workers, grid workers and starters....). So, knowing full well that the "race driver instinct" never leaves the body, no matter what the age, I signed up!!! Of course, then I had to borrow a suit, shoes, Nomex, helmet (THANKS, DUCK!) Here's the whole list of drivers of the Workers Revenge" car:

Bonnie Aarseth* Kim McFarland* Erin Ebelmesser * Micah Dolim * Scott Goodrich * Jeff Hanken *Teresa Hanken * Marty Martin * Russ Newhouse * Becky Phelan * Grace Skinner * Dan Zenner * Scott Haun * Dave Marden

SPECIAL thanks goes to Kim McFarland,, our primary organizer/sponsorship finder, as well as "organizers/advisers", Bret Biernerth and Micah Dolim.

ChumpCar was kind enough to not place a limit on the number of drivers for our team. The only eligibility requirement was that the driver have a valid state issued drivers license (or an international drivers license). Thankfully, no age restrictions were applied, although I can definitely state that I was the oldest driver on our team!!!! The car was donated to us, a former Conference race car that had been in an "accident".....it's an 89 or 90 (I heard both) Honda CRX which, fortunately, already had a cage and a motor that worked (once our mechanics figured out which loose wire wasn't connected!) I'm going to mention names in this story because, although many of you might not know these people, credit is certainly due to all of those who made our race possible. The car "slept" at Russ Newhouse's house and we had "work parties" about once a week for everyone to come and work on the car. However, Russ, Scott Goodrich and Mike Smith did much of the "putting together in racing condition" of the chassis, motor and other "running parts". Dave Marden and Joe Harlen helped a lot, as well. Various people tracked down parts via Craig's List, etc. Since the only glass in the car could be the windshield (which needed replacing), Russ found a "glass guy" who GAVE us the windshield in exchange for all of the other glass AND he installed the windshield! Cindi Lux donated Lexan for us to use on the rear hatch and side corners and Mike and Scott cut and fitted and riveted it into place. Others who donated time and parts and the BIG "etc" include Mike Helton, Johnny Humphreys, Jacqui & Jeff Mincheff, Rod Powell, Jeff Zurschmeide and Cascade Sports Car Club Board of Directors. Many, many thanks to "Ken" (sorry, can't remember his last name) who provided us with a beautiful black transporter in which to stow stuff AND get the necessary R & R !!!

Our "theme" was "Workers Revenge" so we wanted to depict various aspects of race workers—the car was white with a black hood, so we painted a big circle on it (indicative of a meatball flag). However, since the race was on Halloween, we made it into a jack o'lantern (idea credit goes to "The Duck). The rear was painted a bright "emergency" yellow and the word "Safety" put before our car # (3). On the roof were names of our worker friends who are no longer with us who were watching us race "from above".

Naturally, most of us did not already own racecar driving gear so a big search was put out to find gear that could be borrowed, that would meet the specs, that would FIT, and, if necessary, be passed around! Some of the people who stepped up to the plate include Cindi Lux, Jeff Niess, Howard Allen, Joe Harlen, among others. On Friday night, Oct. 30, we all gathered at the track for tech and, since we were all ChumpCar novice drivers, for "Driving School" hhhmmm...I think we had the ground school pretty well down pat, it was the "driving" part for which we needed school (and had none in this car prior to the start of the race!) For myself, I had not driven a racecar for 18 years and had NEVER driven at speed at Portland International Raceway!

The race was a “charity race” for The Portland Community Transition School and Portland Community College’s automotive engineering dept. Teams could receive “bonus laps” for donations of school supplies to the school.....MANY MANY supplies were received. In addition, ChumpCar presented a check for \$11,900 to the school and a \$1000 donation to PCC. Our car made it through Tech ok (thank goodness, after all that work)! There was also “costume judging” that night and many teams had some very interesting costumes. We didn’t have very many of our team in costume except for our “team nurses”, Kim McFarland and Erin Ebelmesser, who definitely did us proud in that department!

For those of you familiar with P.I.R. (north, as Judi puts it), there is a very long front straight with a major chicane (the “Festival Curves as referenced on TV) and, also a long back straight. The organizers felt that it might be a good idea to have a “chicane” on the back straight as well, so used some plastic barriers filled with water (and promptly dubbed “LEGOs” by the workers!) There were several rows on the left to narrow down to one lane on the right going in, then a couple of barriers on the right to create a “slalom”...which is exactly how most of us treated it. The ‘penalty’ for hitting the barriers was 2 HOURS in the “penalty box” (aka “impound”) so that was a pretty good deterrent for the most part (plus the \$250 per barrier charge!). Of course, as we all know, they were hit eventually, so the race had to be shut down to rearrange and refill the LEGOs. They were hit again, after dark, and pretty much destroyed so, from then on, we did not have a chicane on the back straight!

This is “my” point of view, so you’ll be hearing about “my” experiences in the race. Erin was our first driver out, around 12:30 on Saturday (half hour delay due to fuel truck not showing up on time!). It was POURING rain (it’s Portland, what else?) So, she had the first hour of trying to keep the car on the VERY SLICK track and in one piece for the rest of us to be able to drive it....AND SHE DID A FINE JOB OF IT!!! I was up next.....

Yes, I kept it in one piece and did NOT get it stuck in the mud, even though I did have a couple of trips off the racing surface. I was just super proud of myself for not letting it stall (notice the lack of the words “kill” and/or “die) and being able to finish my hour....needless to say, the adrenaline really had me riding high! (so much so that I didn’t see my pit person calling me in at the end of the hour and eventually was given one of those “meatball’ flags to bring me in!!!)

So, like all drivers, I wandered up to Race Control to check my times (not too shabby, I must say, given the circumstances) and volunteered to help out Bonnie Aarseth and Teresa Hankin. Not only did these two “power women” have stints as drivers in our car, they also pretty much handled race control for most of the entire 24 hours!!! I worked in Race Control for 4 hours until our scheduled ‘break” when the race was stopped for 2 ½ hours to “celebrate Halloween and have a Halloween Party” (and repair LEGO’s.)

I then went up to the Starter’s stand to work as a starter for 4 hours until midnight. As you can tell, we were VERY short on workers for this event.....especially since most workers had just worked a 12 hour enduro two weeks prior! However, I can definitely attest that the workers who participated in this event thoroughly enjoyed themselves! I went to a van at midnight to try to get some sleep.....slept rather fitfully and finally realized that there was no more racecar noise. I assumed that there had been a red flag (in this event, there would only be “yellow lights” or “red lights” during the night) until I realized that the noise was gone for a really long time! Finally, around 4:30am, I received a text that the race had been halted due to FOG (it IS Portland in the fall....normal!)

The race restarted at about 8:15am on Sunday. Erin was out first again (on a dry track) and I followed her. This time I didn’t feel like I was driving on an ice skating rink and didn’t have to do “the slalom” on the back straight. My driving “confidence” was much better and I managed to “race” without hitting anything or anybody. I did manage to see the pitboard this time when my time was up. (unlike many of the teams, we didn’t use radio—too many different helmets involved!)

I have to say that I was very, very surprised that I was not more sore and/or “weak-kneed” after driving for an hour. Once again, I went up to Race Control, checked my times and found a 16 second improvement over the previous day (different road surface, no chicane!) At the end of the day, my fastest lap was only 7 seconds slower than the fastest lap by any of our team’s drivers so I felt pretty good!! Our team finished 14th overall (40 cars started, 35 or 36 finished the race). We were able to follow ChumpCar’s #1 rule – “keep the shiny side up, keep the greasy side down” and had no major incidents at all! AND, that little ol’ CRX motor just kept on a’runnin’ for the whole time!!!! We finally changed tires at about the 20th hour!!

I then worked in Race Control for a couple more hours, then worked a turn for the last hour of the race. The race was extended due to the “fog break” so ended at approximately 3:00pm.

OHHHHHH and the trophies! You guys had to see these trophies!!!! I’m including a couple of photos that show examples---they were all sculpted from metal car parts....ABSOLUTELY FANTASTIC!!! My assumption is that this type of trophy will be used at all ChumpCar races. In addition to awards for first, second and third place finishers, there were awards for:

Best Theme - #28; La Familia

Best Engineering - #11; Happy Toyz;

Automotive Excellence Award - Cars #1 and #10; Squirrels of Fury;

Maytag Spin-Cycle Award - #15; Government Motors

Timex Award (they just kept on tickin’) - #7; World Rally Chumps;

Most Visits to the Penalty Box Award - #69; Rockerz 'n Dockers;

Most Philanthropic Donation to Portland Community College Award - #00; Breast Men

Best American Iron - #74; Team IROC;

Best International Entry - #13; Geri-at-Tricks-or-Treats

Most Driver Changes in Any Motorsports Event (ever!) - #3; Workers Revenge (THAT WOULD BE US!!)

Best Flat-Spotted Tires Award - #29; Team Zombiata / Produnk

Ugliest Car on the Trailer Award (before the race started!) - #80; Free Range Racing

Best Aerodynamic Modification Award - #20; The Brian Towey Surfing School

Alas, it’s now a week gone by since I started writing this.... I certainly meant to send this much closer to the actual event!! At any rate, for those of you who may be having a ChumpCar event coming to your area soon, (schedule for 2010 at <http://chumpcar.com/events.php>) I HIGHLY recommend it as LOTS of fun!!!! It seems that we may have had the “first and last” 24 hour ChumpCar event at PIR.... Our wonderful neighbors have, once again, raised quite a fuss with our fair city about “the noise” even though it’s been shown many times in the past that there is greater noise from trains, planes, etc. in that area.

If anyone would like to view more pics from this event, check out <http://gallery.shutterdriven.com/p458434576>

“Racegracy”
Grace Skinner



ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. Please submit to Joe Proud at jjproudca@yahoo.ca, Mark Miller, Nick Roche or Doris Gildemiester.

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: The Rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

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

Rolex Series not coming to Laguna in '10

David Coffin Pitstop

Updated: 11/07/2009 01:39:12 AM PST

Mazda Raceway Laguna Seca CEO/General Manager Gill Campbell is scrambling to try to put together a schedule for the world-renowned race track for next season.

Normally, there have been five major events at the 2.238-mile, 11-turn permanent road course. That's the max allowed by contract with the County of Monterey.

The raceway is actually a concessionaire at what is a County park. The Sports Car Racing Association of the Monterey Peninsula (SCRAMP) oversees the operation of the track, which includes scheduling the Skip Barber Racing School, club events and so on. But, the ultimate governing body is the County.

Last year, we only had four major events and, thus far, there are only three on the schedule for 2010.

"I hope to announce the remainder of the schedule within the next 30 days," Campbell said last week. "It's been a frustrating year."

Part of the frustration came with the Grand American Rolex Sports Car Series pulling out for 2010. "They said it was too expensive to come to the West Coast," Campbell said.

That leaves us with the Monterey Sports Car Championships featuring the American Le Mans Series as the season opener May 21-23 with a six-hour ALMS feature on the 22nd. That's two hours longer.

In July, MotoGP will be back the weekend of the 23rd-25th and the Monterey Historics will take place on its usual third weekend in August. In 2010, that's the 13th through 15th during Classic Car week with SCRAMP as the promoter of the Historics.

Campbell boldly stated that we will have five events in 2010, but I don't know where they're going to come from.

Some feel this is an ideal time to bring the IndyCar Series to Mazda Raceway, now that there is a unified series. When I spoke recently with IndyCar officials, they said they love to race here but there were two stumbling blocks, a date and money.

Campbell says a date has been agreed upon, but the fee IndyCar wants is out of our league. Tony George, who founded and operated the series since 1994, long coveted Mazda Raceway but he is no longer in charge.

Apparently, the family put the kibosh on the millions of the family fortune Tony was spending each year. Anyway, we've got a dance date but no one to dance with.

Open wheel fans, email jlewis@indycar.com (that's John Lewis) and let your feelings be known. There is no reason for the exorbitant fee the series wants. If they can come down we can get the open wheel racing back on track.

The American Motorcyclist Association (AMA) has provided the support events for the Red Bull U.S. Grand Prix but I understand from Roger Edmondson, who has ownership in both the Grand Am and AMA, along with Jim France (of the NASCAR family) that that has not been finalized for 2010, though Roger said the deal is close.

He reiterated what Campbell said that the Grand Am will not be here in 2010. "It's a matter of economics," he said.

"Up to the last minute, we've been trying to combine with NASCAR (at Infineon Raceway)," Edmondson said, but that isn't going to happen.

I think it's a big mistake for the Grand Am series to not have a West Coast presence, particularly with the changes being made in the American Le Mans Series. At one time, the Rolex Sports Car Series had three California events; Auto Club Speedway in Southern California, Infineon Raceway and Mazda Raceway Laguna Seca. Now, they have none.

"There's quality fans and quality courses (on the West Coast) Edmondson said. "Hopefully, down the road we can come back; absolutely."

I wouldn't count on the road still being there if I were Roger.

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

*New Shirts on order.
Contact Ann Peters for more
information*

For all club merchandise contact:
Ann Peters 604-581-7189 or
ann_peters@telus.net

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Membership

C/O Thomas Liesner, 8620 154th Street, Surrey, BC V3S 3N6

Name: _____

Address: _____

City: _____

Province/State _____

Postal Code _____

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
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