



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association
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August 2010
Volume 35 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 25, 2010

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

SPEED READING

Aug 6&7 Aug 7&8 Aug 7&8 Aug 7&8	Mid-Ohio Grand Prix Indy 200 at Mid-Ohio Regional – PIR CACC Race #5 & Children's Charity Grand Prix– MRP	ALMS IRL SCCA/OR SCCBC	Lexington, Ohio Lexington, Ohio Portland, Or Mission, BC
Aug 11 Aug 14&15	SCCBC Meeting – Best Western, ICSCC Race #11 – PIR Can-Am Challenge	North Road CSCC and SCCBC	Coquitlam, BC Portland, Or
Aug 21&22 Aug 21&22 Aug 25 Aug 28&29 Aug 28&29	Road America Grand Prix Grand Prix of Sonoma META Meeting – Boston Pizza Grand Prix of Mosport Double Regional with Vintage(SOVREN)	ALMS IRL 7:30 ALMS SCCA/NWR	Elkhart Lake, Wis Sonoma, Ca New West, BC Bowmanville, Ont Bremerton, Wa
Aug 29&30 Sep 4&5&6 Sep 8 Sep 11&12 Sep 18&19 Sep 18&19 Sep 18&19	West Coast Kart Race #9 – GMR Columbia River Classic – PIR SCCBC Meeting – Best Western, Westwood Kart Race #7 – SIMA ICSCC Race #12 – PIR Fall Finale – PR West Coast Kart Race #10 & #11 – GMR	WCKC SOVREN North Road WKA CSCC SOVREN WCKC	Chilliwack, BC Portland, Or Coquitlam, BC Sumas, Wa Portland, Or Seattle, Wa Chilliwack, BC
Sep 22 Sep 24&25&26 Sep 25&26	META Meeting – Boston Pizza Westwood Kart Race #8 & BCKCA Race - MRP ICSCC Race #13 – PR	7:30 WKA / BCKCA IRDC	New West, BC Mission, BC Seattle, Wa



Mission Raceway Park Roadcourse - Mission, BC
August 7/8, 2010

Presidents Report

I came across this quotation recently

“The only way to make a man trustworthy is to trust him” (Henry Stimson).

I believe that this simple statement is behind every successful team - it is important to have trust in the other members of your team, whatever part of the team they belong to.

When we work at the track, our own safety relies on being able to trust others to do their job properly. If the trust is not there, then the team cannot do its best and becomes dysfunctional. I think that maybe this is what has been happening over time with our various groups – we need to know that we are trusted to do what we do very well and there have been many occasions over the years where this has not been the case, for a variety of reasons.

It is true that we need to change with the times and avoid being stuck in a rut, or becoming complacent, but we should keep in mind that we are all out there for the same reason, which is to ensure everyone’s safety and to have some fun. We have enough stresses and strains in our everyday work lives that we don’t need to add to them at the weekends when we are supposed to be doing things we enjoy.

Personally I think that much has improved recently, but we still have some way to go. I hope that each of us can find a way to start to rebuild the trust in others and help us all become a true team once again.

I started with a quote and would like to end with another one, this time a Japanese proverb.

“None of us is as smart as all of us”.

Ann



Sports Car Club of British Columbia



& Cascade Sports Car Club

presents

Can-Am Challenge Weekend

August 14 - 15, 2010

at

Portland International Raceway

This is a *Chicane* race run from the Pro Pits

This race is sanctioned by ICSCC, under the 2010 Competition Regulations
as a championship race.



An Invitational Event

Mission Raceway Park Roadcourse – Mission, BC
August 7/8, 2010

June 16th, 2010

For Immediate Release;

The Children's Charities Grand Prix is back for another exciting year! The 2009 race thrilled local race fans with an amazing display of beautifully prepared, high-horsepower GT machinery in a fierce battle on the very challenging 1.33 mile 9 turn Mission Raceway Park Roadcourse - Mission, BC.

We are very happy to announce that the 2010 The BMW Store Children's Charities Grand Prix has a new date and some exciting new features. The BMW Store General Manager and CCGP P1 Driver, Rocky Elli, is thrilled to be continuing his sponsorship of the 'Biggest Race in BC since the Vancouver Molson Indy'. The CCGP concept is derived from the ultra-successful fan-favorite SCCBC Invitational that ran along with the Vancouver Molson Indy from 1990 through 2004.

The combined donations from the 2008 and 2009 The BMW Store Children's Charities Grand Prix events have reached close to \$60,000 for the BC Children's Hospital Foundation and the Children's Wish Foundation.

For the 3rd year in a row, CCGP drivers will be racing for a \$10,000 prize purse. The race will take place during round 5 of the Pacific Region CACC Championship. The weekend will also feature a variety of exciting classes including the feature support race; The Honda Challenge, Formula Cars, Vintage racers and everything in-between.

The BMW Store Children's Charities Grand Prix will continue to benefit the BC Children's Hospital Foundation and Children's Wish Foundation. Partial proceeds from gate will go the charities as well as funds raised from a raffle and the infamous 'Hot Laps 4 Kidz'. This unique offering gives fans an incredible opportunity to go for a ride around the track in a variety of Supercars and Race cars with Professional Drivers at the wheel.

The BMW Store Children's Charities Grand Prix 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 Western Canada.

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





River's Edge Around the Track Walk / Run Challenge

A REMINDER FOR YOU TO REGISTER:

You are invited to participate in our River's Edge Around the Track Walk / Run Challenge in support of BC Children's Hospital Foundation and the Children's Wish Foundation.

Participate in our 5K run or 2K walk/run and experience what the race drivers will see as they race their laps later in the day. This fun, everyone is welcome event, is in conjunction with the Children's Charities Weekend and will start off a great day of competitive car racing.

Run with your training buddies and support a great cause!

It is a great family event where there are plenty of refreshment and draw prizes...

PLUS you can enjoy the car racing show after the run!

So, register yourself, friends, families and crew members.

Event details as follows:

- Date: Sunday, August 8, 2010**
- Time: 7:30 am**
- Venue: River's Edge Raceway Park, Mission, BC**

Registration fee is \$20 per person, and you can register by clicking

<http://www.events.runningroom.com/site/?raceId=5818>

Your race registration includes entry to the race park for the day.

Thanks, and hope to see you there.



Dixon prevails in wild Edmonton finish

By Dave Lewandowski

25 Jul 2010

EDMONTON, Alberta – Scott Dixon was surprised, Helio Castroneves was steaming and Will Power continues to lead the IZOD IndyCar Series championship standings though he was thwarted again in seeking his third consecutive victory.

That capsulizes the Honda Indy Edmonton at City Centre Airport, where the podium finishers on stage were subdued while Castroneves was animated on pit lane. But it's far from the entire story.

Dixon prevailed in the 95-lap race on the 1.973-mile, 14-turn circuit courtesy of a black flag issued to race leader Castroneves for blocking on Lap 93.

Castroneves and Will Power entered Turn 1 side by side following a restart, with Castroneves hitting the apex a car length ahead. As Dixon slipped past Power into second, race chief steward Brian Barnhart immediately called Castroneves for blocking his Team Penske teammate.

“Helio had the inside line,” Power said. “I tried to go around the outside, sort of got pushed wide, and Scott got through. I would say a black flag is a pretty harsh penalty, but it is what it is. It was just one of those racing things. When you’re leading on the last restart you want to keep the lead.”

The call was radioed to the No. 3 car, but Castroneves didn't heed the drive-thru pit lane penalty. Following the race, he received a 20-second penalty, which placed him at the end of the lead lap (10th). A black flag cannot be appealed, according to Indy Racing League rules.

“I never moved my line,” Castroneves said a few minutes after the checkered flag. “I actually did move him outside. When you go side by side like that with your teammate and they just take it away from you, it’s just absurd.”

Castroneves, who was issued a blocking penalty late in the 2008 race on the streets of Belle Isle that allowed Justin Wilson to take the point and eventually the victory, three hours after the decision issued this statement: “Obviously, I disagree with the decisions made by the race officials on the last restart in today’s race, but there is no excuse for my actions after the checkered flag,” said Castroneves, who confronted three IZOD IndyCar Series officials, including grabbing one by the collar. “I apologize to my team, our sponsors, the fans and the entire IZOD IndyCar Series community for my behavior. My actions were totally wrong and I acted inappropriately to some people who are my friends and people I respect very much. Obviously, I am a very emotional person and today I let my emotions get the better of me and I’m very sorry for that.”

The following rules were applied:

Rule 9.3 (B) A driver must not alter his/her racing line based on the actions of pursuing Drivers or use an abnormal racing line to inhibit or prevent passing. Blocking will result in a minimum of a black flag “drive through” penalty.

Rule 7.1 (B) (4) (C) (4) The senior official shall determine the type and length of any black flag. The penalized car shall proceed to pit lane as directed by Officials and may return to the Race only upon the declaration of Officials. In the case of the Driver Violating the Rules, no work may be performed on a Car during the execution of a black flag penalty. Should any such work occur, the conditions of the penalty are unfilled and the penalty procedure must be executed again in its entirety on a subsequent lap. The penalty may not be protested and/or appealed.

Rule 9.2 (A) Race Procedure Penalties are a result of a on Track conduct and are generally imposed during on Track activity. If the imposition of a penalty is near or at the end of on Track activity and Driver/Car does not fulfill it, the Senior Official may reposition the Driver/Car in the posting of results or apply the penalty to subsequent on Track activity to reflect the fulfillment of the penalty. The penalty including without limitation any repositioning in a posting is non-protestable and/or appealable.

Barnhart discussed blocking during the morning drivers meeting.

“You have plenty of options on where to put your car and we should not have any defending or blocking,” he said in the closed-door meeting. “Again, we will be visually dividing the braking point through the entry into the corner in half. You can only be on the inside half if you are attempting to pass someone.

If you are on the inside half because you are under attack from someone else, it is blocking. Don’t move your car in reaction to a following car and don’t impede the progress of a car with a run on you.”

Dixon, who started third, was running third after pitting for the final time on Lap 74 along with Castroneves and Power. He said he thought that because Castroneves and Power were far right of the racing line that they would be in the marbles and he could slip past both.

“Brian always says that if you’re blocking going into any corner and you are on the right side – especially into Turn 1, you’re going to get a penalty,” said Dixon, who won for the second time this season. “We get told every week, so you could see something was going to happen. Obviously, Will had a pretty good run. The only way from stopping him was blocking. So if that's what you call it, yeah, that's blocking.

“All in all, not what I expected to happen at the end. In some ways, I knew those two, Will and Helio, were fighting pretty hard. You could see that the first time Helio passed Will. But to go that far to the right I think in Turn 1, I just continued on with the regular line where it's nice and clean and figured or hoped that they picked up a lot of debris and were going to make it tough through 1 and 2. That's kind of what happened. Pretty strange to not lead a lap and actually win the race.”



Helio Apologizes

Monday, 26 July 2010

Obviously, I disagree with the decisions made by the race officials on the last restart in today's race, but there is no excuse for my actions after the checkered flag. I apologize to my team, our sponsors, the fans and the entire IZOD IndyCar Series community for my behavior. My actions were totally wrong and I acted inappropriately to some people who are my friends and people I respect very much. Obviously, I am a very emotional person and today I let my emotions get the better of me and I'm very sorry for that.

- *Helio Castroneves, No. 3 Team Penske Dallara/Honda*

Castroneves fined for Edmonton actions

By Dave Lewandowski

Monday 02 Aug 2010

IZOD IndyCar Series officials have fined driver Helio Castroneves \$60,000 and placed him on probation for the remainder of the season for his actions during and following the July 25 race at Edmonton City Centre Airport. Castroneves was penalized for refusing to follow the direction of officials as well as portraying unsportsmanlike conduct when he engaged in physical contact with two officials on pit lane after the conclusion of the race. IZOD IndyCar Series officials met with Castroneves at the Indianapolis headquarters Aug. 1. He will issue a statement later.

"This rule is unique to IndyCar racing," said race chief steward Brian Barnhart, who is president of competition and racing operations for the sanctioning body. "It was put in place to protect our competitors, officials and fans, prevent unnecessary damage to these cars and allow for more passing opportunities. Bad things happen when these cars touch and there have been serious incidents with major consequences on temporary circuits throughout Indy car history. With the new wheel interlocking prevention technology that is coming in our 2012 car, we will be re-evaluating this rule in the future."

Castroneves was leading the race at Edmonton when he was issued a black flag for blocking Team Penske teammate Will Power on Lap 93 following a restart. But the driver of the No. 3 car failed to take the drive-through pit lane penalty.

Following the race, Castroneves was penalized 20 seconds and placed at the end of the lead lap (10th). After exiting his car, Castroneves engaged in altercations with two officials on pit lane.

"I fully support the decisions of chief steward Brian Barnhart and Race Control," IZOD IndyCar Series CEO Randy Bernard said. "The drivers have been aware of the blocking rule for quite some time. Brian reminded the drivers of the blocking rule in the Edmonton pre-race drivers' meeting, which serves as the first warning, and the rule was executed during the race just as it dictates.

"This sport is so close and competitive that emotions are always on display. However, that does not justify the post-race conduct of Helio toward series officials. This is a very serious matter and we weighed all options, including suspension. But we felt suspension would hurt the fans more than anyone else. Fans have paid their hard-earned money to watch the best drivers in the world and many bought their tickets for upcoming events with the expectation of watching Helio. He is a great ambassador for this sport and we know his actions after the race in Edmonton are not indicative of his normal behavior."

Unlike other team sports, the penalty solely impacts the driver.

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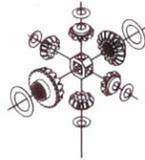
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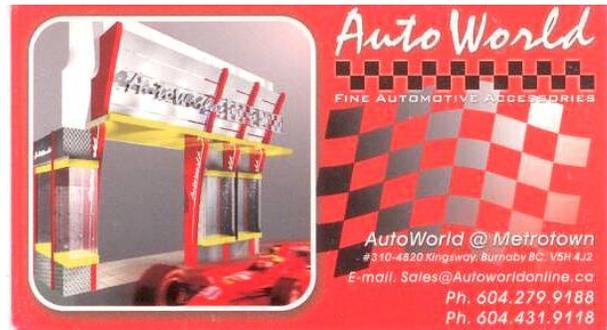
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