

“BOA Bytes”



Where has the month of April gone.....?

We definitely were busy with two events, and I was pleased to see so many attend our first event. We were a little shy on the Conference weekend but we were able to do the job at the standards we have set out for ourselves. We welcomed some new faces and we hope to see them continue, and become a part of our “racing family”. (Some have already become addicted.)

Talking about the Conference weekend, I would like to send “kudos” to the folks who responded to the incident in Turn 2. Dave Bell, Angus Glass and Bryan Nuttall along with E-Crew for a job very well done! “Nothing ever happens in Turn 2” does it Dave?

Darren, your experience and professionalism sure did shine through, along with the E-Crew personnel that assisted. This is why it is so important to be vigilant with our training.

Our next event will be the Vintage weekend May 24th and 25th, always a great weekend.

Please let me know if you will be able to attend, even a maybe is helpful as I plan for the weekend.

I would like to thank Peter Weedon for donating the use of three radios for communication training.

Thanks to Pam Stec and SCCBC for the beautiful Tulips for the ladies at the first event of the year.

See you at the races.....

Irene

604-944-7759 or chambersw@shaw.ca

**"When a team of dedicated individuals makes a commitment
to act as one...the sky's the limit."**

From SCCBC Newsletter, May 2003

WESTCOAST SPORTSCAR CHAMPIONSHIP – ROUND ONE

Written by Dave Pontifex

The first event of the 2003 West Coast Sportscar Championship was a soggy affair. This seven-race series of one-hour endurance races opened its second season at Mission's River's Edge race track under conditions that persuaded event steward Pat Gleason to start the race in single file to discourage any first lap misunderstandings in the chicane leading to turn one.

The off-season had seen several track upgrades including resurfacing of turns five and nine, which eliminated a few bumps and increased wet traction.

The starting grid consisted of 6 cars, which included seven competitors in each of the P1, P2 and P3 classes and five starters in P4. Considering the weather conditions and that most competitors were shaking off their winter cobwebs, the race was amazingly incident free.

I ran the first half of the race in the newly suspended, painted and braked Mr. Noodles Suzuki before handing off to team owner Robert Johnston. The off-season adjustments to the Suzuki had transformed an indifferent dry handler and forgiving wet-weather car into a responsive dry-track car that required some attention in the rain.

The early laps found me trailing a couple of Porsches that had the courtesy to run wide in turns three and seven respectively. This provided some open track for a few laps until eventual P4 winner Jim Hargrove, who had the good sense to dump last year's Corolla in favor of a CRX, out-braked me in turn one and was soon lost in traffic.

Overall winners Simon Parker and Ian Thomas in their P3 A&J Racing/Standard Building Supply Acura were having no problems laying down the power. Second overall and first place in P1 went to Chris Souliotis in his intimidating black and be-winged Speedway Motors Porsche. Third overall and second in P1 was Scott Brodie's Best Choice Auto Rentals rotary-powered Datsun 510, which seemed to be working exceptionally well in the wet, given its drive-train layout.

P2 gold was snagged by Peter Weedon in his Quaker State WSR sports racer who finished fifth overall and was probably wishing he had a car with a roof. Second place in P2 went to Malcolm Karl and Lorenzo Constantino in the Pacific Dawn Management Integra.

(West Coast Sportscar Championship Cont'd)

Paul Bunbury took second place in P3 and fourth overall in the Forks Café CRX, while the Mr. Noodles Suzuki managed to hold on to second place in P4 when Martin Berryman, Peter Skinner and Shaun Roberts all DNF'd due to mechanical problems.

A special thanks to all course workers and officials who braved the elements to provide us with a safe racing environment, as well as to Fred Hendy and Kerry Brown who stepped in to replace our missing pit crew.

From the Voice of Race Control

April 12/13

Wow, what a difference. SCCBC tried a re-alignment of the radios on the race net and it worked well. By keeping the trackside radios separate from the others, the traffic was a lot less. A change in the meatball procedure resulted in fewer calls, with turn 8 being a key to the system. Once the meatball has been given at start or turn 6, and acknowledged or not, turn 8 calls the car into the pits or through to the starter and the flag is shown again with no further instruction until the car pits.

Race Chair has established a policy that under full course caution, the pace car will go out. Race control will hand the release of Rescue, Pace, and Emergency to Starter. If the incident is turn 6 or beyond, Starter may get turn 6 to release Emergency. If we ask to quick spot the leader, all we need is one call of the turn with the leader, and turn 8 to call it through for the starter.

For restarts the pace car will go lights out in 6/7 and boot it, the double yellows will be dropped with the field under control of the leader with no passing until they see the green.

Driving home from the race I was feeling tired but good. A safe weekend and new things working well. The radio was playing "Takin Care of Business" by BTO.

I was thinking that's what we had done, takin' care of racers.

Vic Kennedy

Editors Note: The restart procedure was changed slightly after this article was written. Double yellows will be dropped when the green flag is displayed, instead of when the pace car lights go out.

KA-CHING

April 26/27

This whole comm oops thing is getting out of hand. What started out as a fun thing for misidentified turn stations has gone wild. Seeing as I have been appointed to keep records of these oops, I will limit them to wrong turn identifying and mis-keyed mikes. Going from memory from this afternoon, there were four;

turn 6 as turn 4

turn 2 as turn 3

turn 8 for a keyed mike, yes the Canucks will have to work their ____ off to win.

(losing as this is written)

turn 7 as turn 8, however, two Emerald and Anticipatories will offset that.

As in the rally, the decision of the judge is final, or is that the wrong hat.

Ka-ching??????

Vic Kennedy

Roxann Vine, President of IRDC has once again made arrangements with the Travelodge (formerly Microtel) in Auburn to give all race workers a special room rate of \$42.95US plus tax.(two people per room) When you make your reservation tell them you are with IRDC or you won't get the special rate. The rooms are clean and new, and it's only about 10 minutes from the track.

Address:

Nine 16th St NW, Auburn, WA 98001

Phone: 253-833-7171

Directions:

From SR-167: take 15th St NW exit. Go east 1/2 mi.

From I-5: take SR-18 East to SR-167 North to 15th St. NW exit.

From I-405: take SR-167 South to 15th St. NW exit.

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RACE OFFICIALS DIVISION

ROD is the worker division of the International Conference of Sports Car Clubs (ICSCC). Membership is open to all workers in all specialties from all organizing clubs who belong to ICSCC. The annual fee has been waived this year, which covers membership from January to December of each year. Membership entitles you to receive the ICSCC newsletter, a 'year' patch and also makes you eligible to qualify for year end awards, including Worker of the Year. Working two races at your home track plus one event at another ICSCC racetrack will give you a wooden plaque with a red 'year' decal. Also, each member race club has put money into an ROD worker fund, and each race entry has a spot for drivers to donate money to the same fund. A travel fund has been talked about and also free ICSCC banquet tickets are likely. ***Exact details of how the worker funds will be distributed are still to be worked out.***

Here are the different awards for the number of races worked:
(Subject to change depending on the number of races in a year)

All races GOLD
9-11 races SILVER
6-8 races BLUE
3-5 races RED

ROD members are welcome to attend a year end worker meeting which is held on the morning of the annual ICSCC banquet to discuss the past season.

For further information contact your ROD representative: Judy Thacker
6903 NE 134th Ave
Vancouver, WA 98682
360-892-3957

ICSCC RACE OFFICIAL'S DIVISION Application for Licensing of Personnel

Name: _____ Date of Birth: _____ Telephone #: _____

Street Address: _____

City, State/Prov, Zip/PC: _____

Position to be licensed for: _____ If new application, please outline experience and training:

Application is for: Renewal Upgrade New License

Signature of applicant: _____ Date: _____

Signature of Area Rep. _____ Date: _____

Send application to:
Judy Thacker
6903 NE 134th Ave
Vancouver, WA
98682

Hm 360-892-3957
Wk 503-353-4834

Note: Annual License fee has been discontinued.

Date Received:
Date Issued:
License Number:

Submitted by David Bell from ten-tenths.com website.

SO YOU WANT TO BE A MARSHALL

By Terri O'Leary (EvilPumpkin)

No probably not. Marshaling has received a lot of bad press over the last couple of years and if that's all you know about marshaling then you probably have no interest at all in trying it out!

So why do we do it? Well there's a simple answer to that question - we love motorsport.

If you've ever been to a race meeting at any circuit then you already know that the atmosphere is incredible. The excitement, the sheer fun of being with a group of like minded people all there for the same reason - racing! In fact, it's probably the main reason you go to spectate.

OK, now take that feeling - and multiply it by 100 - and that's the reason we marshal.

Marshaling is one of the most rewarding ways to spend your time in motorsport. You get a fabulous view of the racing, you get to meet and become familiar with the competitors, you gain a unique insight into the world of motor racing and you learn new skills at the same time. There are many different forms of marshaling - too many to write about here! From Rallies to Circuit Racing, from Lawnmowers to Monster Trucks, from Karts to Superbikes and any other kind of racing you can think of that involves at least 2 wheels and an engine! No matter what your preferences are, there's a marshaling niche for you.

Different racing classes have different marshaling duties and duties also vary from country to country depending on the organisation of the marshals' clubs involved. But two duties that are reasonably constant are course marshaling and flag marshaling.

Course marshaling ranges from the basic - pushing a car out of a gravel trap - to the more complicated such as providing fire cover. Flag marshaling is an art form and is something you learn to live and breathe if you're one of the good ones.

I'm not going to lie about it - marshaling isn't easy. It takes up quite a bit of your spare time (although how much time is entirely up to you) and there are days when you have to stand in the pouring rain for 8 hours - days when you don't get a lunch break - days when you get a really boring post. Days when you feel downright unappreciated and wonder why you bother.

But for most of us, those days are outweighed by the good days. Days when you deal with an incident and know that you did a really good job - and that someone out there is still racing because of the role you played. Days when you work seamlessly with the members of your crew and enjoy a camaraderie that you may never find anywhere else. Days when you laugh so hard, your ribs are sore. In most of our lives, we work 40 hours a week in a job where sometimes you wonder why you

bother and whether anything you did made any difference at all. Marshaling fills that gap in your life. It makes you feel useful. Everything you do as a marshal, no matter how small, makes a difference to someone's life. Whether it's helping a driver out of a gravel trap so they can continue racing or assisting at a more serious incident - it makes a difference.

Very few things in the world can beat the adrenaline rush of watching a field full of cars flying off the grid towards you at top speed into a hairpin corner!

You're probably wondering how safe it is. Well, that depends on your point of view. Is it as safe as staying home watching TV all weekend? No definitely not. Is it safer than crossing a busy road during rush hour? More than likely, yes.

Accidents do happen. Sometimes - very rarely - those accidents are fatal. When that happens, the worldwide community of marshals mourn together and share our pain. But fatal accidents are very rare. Overall, marshaling worldwide has an excellent safety record. The worldwide community of marshals. Interesting phrase, but it's true. With the advent of the Internet and websites like 10-10ths, it's become easier to contact marshals in other countries and discuss marshaling issues. I have marshaling friends in the UK, US, South Africa, Netherlands, Germany, Australia, New Zealand, Malaysia...the list goes on. Marshaling is a great equaliser - it is a community - and it's not confined by location, creed, colour, gender or whether you love or hate marmite!

So those are some of the things that I love about marshaling and what keeps me doing it - even after a rainy no-lunch day.

When I went to my very first training session, the instructor told us "Marshaling isn't for everyone. But if you find it's for you and you work hard and learn, you'll find it the most rewarding thing you've ever done - and it will greatly increase your self-confidence."

Why not give it a try - the only way to find out is to do it. Go along to your local circuit and look for the boys and girls in orange - or black - or white... and talk to them. They'll be able to put you in touch with someone who can help you find out more. You can go out on the banks for a trial session - there's no obligation to keep doing it! Pop into the Marshals Forum on 10-10ths and have a chat with us there. You could also visit www.marshalspost.com which has details of marshaling clubs all around the world.

Marshaling can help you be a little bit more you.

Silver Dollar Casinos to Sponsor NASCAR Northwest Event at Pacific Raceways

2/3/2003

by: Jason Fiorito

(Kent, WA) - Pacific Raceways announced today that Silver Dollar Casinos have signed on as title sponsor of the NASCAR Raybestos Brakes Northwest Tour event on the Kent facility's road course August 23-24. The event will be the only road course test on the tour's 2003 schedule, and will be titled the NASCAR SILVER DOLLAR CASINOS 150.

"We are thrilled to be forming a promotional partnership with Silver Dollar Casinos and welcome the marketing expertise and experience they will add to one of our most important events of the season," said Jason Fiorito, President of Pacific Raceways. "This relationship with one of the state's fastest growing companies represents a big step for us as we continue to renovate and expand our facility."

The Silver Dollar Casinos chain, started in 1997 by Tim Iszley with the conversion of his Silver Dollar Saloon in Tukwila to one of the state's first private casinos, now has additional locations in Tacoma, Sea-Tac and Mountlake Terrace, with new properties under construction in Everett and South Tacoma, and is Washington's largest private casino company.

"We welcome the opportunity to be involved with the return of big-league road racing to Western Washington with our sponsorship of the NASCAR SILVER DOLLAR CASINOS 150," said Silver Dollar Vice President Mike Iszley. "The NASCAR Northwest event will add a major event to our portfolio of title sponsorships, which includes an Unlimited Hydroplane racing team and the WWE's WrestleMania XIX at Safeco Field in March."

Since January of 2001, Pacific Raceways' Kent facility has undergone a complete renovation, including replacing and expanding grandstands, upgrading concession stands, restrooms and other facilities, and improvements to the race track itself. The road course has been separated from the drag strip so that each track is now independent and certified.

Pacific Raceways will be host to over 300 events in 2003, including bike racing, club racing, sports cars, and the Northwest's biggest drag races, including the nationally televised Carquest Auto Parts NHRA Nationals in late July.

"The NASCAR SILVER DOLLAR CASINOS 150 will be the first major event held on our road course in several years," added Fiorito, "and will demonstrate the improvements we are making to the viewing areas and the track itself. We look forward to the day our revitalized road course will attract CART or the IRL to the Puget Sound Area."

Editors Note: The Northwest Tour Race will be an SCCA supported event. Worker details will be included in upcoming Mayday's.

Also, SCCA has an All Pro Weekend scheduled for September 12/13/14 at Pacific Raceway which will include:

Formula SCCA (SCCA Enterprises formula car, fixed specification car with minimal adjustments, sealed engines, set horsepower, and equal traction)

Pro Spec Racer (identical, purpose-built SCCA Spec Racer, open-cockpit, closed-wheel car)

Miata Cup (Spec Mazda Miatas)

Sports Racing Pro Series (ACRL S2000 Sports Racers)

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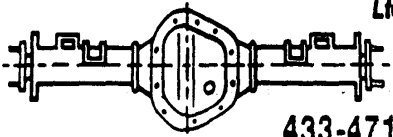
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Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

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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 an email at
maydayeditor@hotmail.com

HOW CAN YOU LIVE WITHOUT KNOWING THESE THINGS?

Every day more money is printed for Monopoly than the US Treasury.

Men can read smaller print than women can; women can hear better.

Coca-Cola was originally green.

It is impossible to lick your elbow.

The percentage of Africa that is wilderness: 28% The percentage of North America that is wilderness: 38%

The cost of raising a medium-size dog to the age of eleven: \$6,400

Intelligent people have more zinc and copper in their hair.

The world's youngest parents were 8 and 9 and lived in China in 1910.

The youngest pope was 11 years old.

The first novel ever written on a typewriter: Tom Sawyer.

Those San Francisco Cable cars are the only mobile National Monuments.

Each king in a deck of playing cards represents a great king from history:

Spades - King David,

Hearts - Charlemagne,

Clubs - Alexander, the Great

Diamonds - Julius Caesar

$111,111,111 \times 111,111,111 = 12,345,678,987,654,321$

If a statue in the park of a person on a horse has both front legs in the air, the person died in battle.

If the horse has one front leg in the air, the person died as a result of wounds received in battle.

If the horse has all four legs on the ground, the person died of natural causes.

"I am." is the shortest complete sentence in the English language.

Hershey's Kisses are called that because the machine that makes them looks like it's kissing the conveyor belt.

In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes the mattress tightened, making the bed firmer to sleep on. Hence the phrase "goodnight, sleep tight".

It was the accepted practice in Babylon 4,000 years ago that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. Mead is a honey beer and because their calendar was lunar based, this period was called the honey month we know today as the honeymoon.

In English pubs, ale is ordered by pints and quarts. So in old England, when customers got unruly, the bartender would yell at them mind their own pints and quarts and settle down. It's where we get the phrase "mind your P's and Q's"

Many years ago in England, pub frequenters had a whistle baked into the rim or handle of their ceramic cups. When they needed refill, they used the whistle to get some service. "Wet your whistle" is he phrase inspired by this practice.

In Scotland, a new game was invented. It was entitled Gentlemen Only Ladies Forbidden.... and thus the word GOLF entered into the English language.

UNOFFICIAL MINUTES OF META MEETING

23 APRIL 2003

Meeting called to order at 7:45 pm, 16 members present. Motion to adopt minutes of the 26th February Meeting by Brian M seconded by Max. Minutes from March meeting read. Motion to adopt by Vic seconded by Don S.

Correspondence: Wheel Spins for March and April. IRDC Newsletter. A letter from the Variety Club thanking us for our donation. ICSCC 2003 Policy and Procedures Manual update. Coast Wholesale appliance booklet.

Mayday: Absent

Membership: No Report

Treasurer: Gaming \$2.41, General \$3684.90, Equipment \$5661.42

Historian: Mayday and Photo Albums present

Training: This weekend we will try to do some on each corner. We have a video from England to watch. Drivers point of view on flags.

Race Chair: Absent

Course Marshall: Absent. Please sign up for next weekend race.

Chief of Emergency: Absent

Old Business: Bryan N. will try and wash the trailer next weekend.

Recruiting Committee: Add for a magazine Irene will check with RPM Magazine. Brian M. makes a motion that Recruiting Committee be allowed to spend \$525 plus taxes for advertising. Don S. seconded. Motion adopted.

Vice President: No Report

New Business: Ann has forms for the Vancouver Indy, please confirm that it is the right information. Brian M. agreed to be ROD rep for SCCBC. IRDC newsletter the May conference race in Seattle, Mission workers will receive travel funds if a request is made in advance. Joe parking will be ok for the next meeting.

President's Report: Lunch for Workers will be Sunday April 27 at Micheal Lensen's Pit. Lunch was postponed from April 13 due to Palm Sunday. Ken Stone, Knox Mountain and Karen France, Soapbox Derby were Emailed with the numbers of our volunteers to work these events. Clubhouse and Contents list of be updated and given to SCCBC. Once list and value assessed . I will check into our own coverage to compare costs. Sovren cleared up the qualifications for workers to work Historic's in Seattle July 4-5-6.

Good & Welfare: Angus do we want to reorder Entertainment Books. To get \$9.00 a book we would have to sell 10 books. We will go ahead and order 20 books. Brian returned Video and Vic Borrowed it.

Swap & Shop: Bryan N is looking for a Vancouver Indy (greg) for a set of twins for their B Day.

50/50: Charmaine won \$9.50

Meeting was adjourned at 9.30 pm. Next Meeting will be Wed. May 28th 2003 at 7.30 pm

META Membership List

May 2003

Please note that the information contained in this list is for the exclusive use of META members.
Any reproduction or redistribution without consent is expressly forbidden.
If there are any errors or omissions please contact Thomas Liesner.

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Forster, Dave	22535 Brickwood Close	Maple Ridge	BC	V2X 9J5	466-0506	
Gildemeister, Doris	1212-13837 100th Ave	Surrey	B.C.	V3T 5K9	588-9218	gildemeisterdoris@hotmail.com
Glass, Angus	112-8772 Hudson St	Vancouver	BC	V6P 4M8	264-1641	liliardsedge@aol.com
Hamm, Bernie	32183 Buffalo Drive	Mission	BC	V2V 4P5	826-3686	
Healy, Bonnie	1105-11920 80th Ave	Delta	BC	V4C 8E8	599-5457	bonniehealy@telus.net
Iwata, Genevieve & Ruthie	8246 153B St	Surrey	BC	V3S 8K6	572-7240	iwata_g@fc.sd36.bc.ca
Jossul, Ann	#203 – 105 E27th St	North Vancouver	BC	V7N 1B3	904-7597	
Kennedy, Vic	1342 East 27th Ave	Vancouver	BC	V5V 2L8	876-5981	vkennedy@infoserve.net
Klassen, Jerold	5-33361 Wren Crescent	Abbotsford	BC	V2S 5V9	853-3192	our3sons@telus.net
Kochi, Kevin	5777 Mayview Circle	Burnaby	BC	V5E 4B7	519-0545	kevkoc@ballard.com
Koehn, Sandy & Noel	40247 Diamond Head Rd, PO Box 3508	Garibaldi Highlands	BC	V0N 1T0	898-5569	newport@mtn.net
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Lomas, Gerald	#61-8889 212th St	Langley	BC	V1M 2E8	882-1246	lomasg@3web.net
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McRae, Jim	19691 46A Ave	Langley	BC	V3A 5G3	514-2343	
Meakings, Brian	#20 20172 113B Ave	Maple Ridge	BC	V2X 0Y9	460-9399	fastline62@hotmail.com
Miller, Mark	#304-5500 Andrews Rd	Richmond	BC	V7E 6M9	241-2302	mark_miller@merck.com
Mitchell, Krystyna	2668 Eagleridge Drive	Coquitlam	BC	V3E 1A6	944-7759	startergirl69@hotmail.com
Moewes, Barb	310-22022 49th Ave	Langley	BC	V3A 3R9		bmovis@hotmail.com
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Peters, Ann	10952 McAdam Rd	Delta	BC	V4C 3E8	581-7189	ann_peters@telus.net
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Wood, Ian	IWE	Rear	End	Only	437-9470	iwerearendsonly.com
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Non Members Receiving Mayday:

(Please note that the membership list is not sent to non members)

Chris	Bowl	President ICSCC	PO Box 59083	Renton	WA	98058
Cal	Herdson	President WCIRABC	#125 - 6080 Russ Baker Way	Richmond	BC	V7B 1B4
Terry	Ward	President SCCBC	1667 McPhearson Drive	Port Coquitlam	BC	V3C 6C9
Fran	Blackman	Editor SOVREN/Officials	13 Algona	Vancouver	WA	98661
Gerry	Frechette		2356 W 5 th Ave	Vancouver	BC	V6K 1S5
BC Custom Car Association			P.O. Box 3421	Mission	BC	V2V 4J5
Community Org. Director		Vancouver Public Library	350 West Georgia St	Vancouver	BC	V6B 6B1
SCCBC			PO Box 2125	Vancouver	BC	V6B 3T5