



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 each month. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

SPEED READING

Aug 7&8	ICSCC Race # 8 – PR	IRDC	Seattle, Wa
Aug 7&8	Stars of Karting – CARTBC		Chilliwack BC
Aug 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 14&15	Regional/Vintage/Solo – PIR	SCCA/OR	Portland, Or
Aug 14&15	CACC Race # 2 – MRP	SCCBC	Mission, BC
Aug 21&22	Canadian Nationals – CARTBC	BCKCA	Chilliwack BC
Aug 21&22	Stock Cars/SCCA/Vintage – PR	SCCA/NWR	Seattle, Wa
Aug 26	META Meeting – Century House	7:30	New West, BC
Aug 28	Ice Race BBQ–5251 Steveston Hwy	3:00	Richmond, BC
Aug 28&29	ICSCC Race # 9 – PIR	CSCC	Portland, Or
Aug 28&29	Westwood Club Race #6	WKA	Chilliwack BC
Sep 4&5	Coastal Club Race #9	CKR	Chilliwack BC
Sep 4&5	ICSCC Race # 10 – MRP	SCCBC	Mission, BC
Sep 4&5&6	Columbia River Classic – PIR	SOVREN	Portland, Or
Sep 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 11&12	Regional/Vintage – PIR	SCCA/OR	Portland, Or
Sep 18&19	Westwood Club Race #7	WKA	Chilliwack BC
Sep 22	META Meeting – Century House	7:30	New West, BC
Sep 25&26	ICSCC Race # 11 – PIR	CSCC	Portland, Or
Sep 25&26	Coastal Club Race #10	CKR	Chilliwack BC
Sep 25&26	Fall Finale with Enduro – PR	SOVREN	Seattle, Wa

Ice Race BBQ

It's almost that time of year again - no.....not time to get your car ready,
 it's BBQ at Murray's time!!!!

Saturday, August 28th - 3pm 'til Murray kicks us out
 5251 Steveston Hwy, Richmond.

Bring some kind of something to share (salad, desert, chips, veggies/dip, fruit, etc) and whatever you would like to BBQ and whatever you would like to drink. Please call Murray at 271-6598 to RSVP and let him know what you will be contributing to the feast.

Don't forget to bring a swim suit & towel if you'll be hot tubbin', bring lawn chairs for sittin', and a jacket or such in case it cools off later in the evening. If it looks like it might drip on us that day...and you have a canopy that could keep us dry, bring it along as well. See you on the 28th.

Sheree

Important Reminder

The next META meeting will be on Thursday August 26.
 At the Century House in New Westminister

In Praise of Corner Workers

Written by: Rich Conklin
Irvine, Calif. – 7/23/2004

I spent the past two weekends at VIR and Road America, not as an observer of motorsports, but as a participant. I was racing in vintage sports car events, nothing that anyone tuning into the SPEED Channel on Sunday would've seen. Still, there were pretty sizeable crowds at both these beautiful and hospitable road course venues.

But as far as I was concerned, the only people eyeing the action who mattered were the corner workers. Racing is a solitary pursuit. You are alone in the car, and when you pull on the helmet and the cinch up the harness, you shut yourself off from the world and accept a level of personal responsibility that's a pretty lonely prospect.

Like most vintage racers, I don't have an in car radio, or guys spotting for me around the track. The only communication I have with anyone once we roll out of the pits is with the corner workers. The flags they wave are my eyes, ears and mouth.

The speed differentials in vintage sports car racing, especially at track like Road America, can be extreme. You've got to watch your mirrors constantly, and just as important, pick up the signals at every flag station. See the flagger looking back up track, but holding the blue and yellow flag back, and you know you're OK for the moment. See it unfurled and suddenly waved furiously, and you know someone's closing on you, fast. When this happens in white-knuckle sections like Road America's treacherous Kink, you realize as a racer just what level of trust is placed in the corner workers. Every driver in the field is putting his or her welfare in their care.

It's no wonder they dress in all white. These people are angels.

There were some that were quick to demonize the corner workers at Sears Point last Sunday. But it's important to recognize that there's a huge distinction between the role of corner workers manning a flag station, and fire and rescue crews rolling to the scene of a serious crash.

As Dale Earnhardt Jr.'s Corvette went up in flames, the corner workers did exactly what the situation demanded. They manned the flags, signaling the danger to drivers approaching the corner and preventing a multi-car conflagration.

As one member of the flagging station attacked the flames at the source, the fire and rescue was quickly on the scene. The time Junior was alone in his racecar were terrifying, horrifically-long moments, but the system all racers rely on worked.

Its been reported Junior wasn't wearing his Nomex balaclava. If that's true, then driver indifference was the weak link in the system.

Toward the end of my qualifying race at VIR, I spun on the outside of Turn One, and stalled. Unable to restart the car, I was a sitting duck. Knowing how easily another car could overcook the corner and come barreling into me, I looked back at the flag station and was relieved to see that the corner workers instantly knew, too. After a quick hard wave of the yellow flag, they posted a double yellow, signaling my fellow drivers to slow way, way down and proceed with utmost caution.

It's not easy when you're blasting by during the race itself to look the corner workers right in the eye, to acknowledge your understanding of their critical role in keeping you safe. But on the warm-up and cool down laps, I try to let the SCCA members who man the flag stations know how much I appreciate what they do.

They're not just observers. They are in fact the ultimate participants.

It's not uncommon to see a "Thanks, Workers!" sticker on the back of a club racer's car. I wouldn't be surprised to see one on the back of No. 8 this weekend.

Rich Conklin is a Senior Writer for RACER magazine.



"Come race with us..."

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Practice on August 18 & 19

Contact: terrypritchard@compuserve.com or graham_moffat@infoserve.net for more information

Now a word from your friend and mine.

Bubba's back an' ready to go Racin' in Seattle!!!

I was talking to Bubba the other day an' he asked me, "Whut ever happind to them Rays Pesto cars that wuz racin' at Pacific Raceway last year? He was surprised to find out that the very same cars are still around and will be coming back again in August. They are now being called "Tour / Late Model / Super Stock" Cars. Bubba said "Its sorta like that there Rock singer that wuz reely the same guy that went around as the guy formerly known as a Prince." I wunder if the King knew there wuz a Prince? I explained that Elvis was not involved this time.

Anyway, here is the low down. On August 21 and 22 there will be the "Pacific Raceways 100". The headliner will of course be the "Tour / Late Model / Super Stock" Cars and an assortment of support race groups similar to what we had last year. Friday Aug. 20 will be an open practice run by the track and Saturday will be Practices and Qualifying with Sunday being the main event. There has been a schedule change that will hopefully work out better for all of the workers. If you have looked at the NWR Web site or heard some of the rumors it was originally scheduled that we would be working until 9 pm. We were able to juggle a couple of the sessions that would allow the Tour cars to meet their rules with out wearing out the volunteers. There will be a dinner on Saturday after what will still be a very long day. This is going to be a big event and we really need a good turnout. Last year there was some very much appreciated support from our extended families in Portland and Canada, as well as our many cousins in IRDC and SOVREN. Collectively we all made it happen and I am hoping that you will all once again step in and make it work.

Please pass this on to everyone you know that might be interested in coming out. Please let me know as soon as you can if you will be able to attend the "Tour / Late Model / Super Stock" Cars event. I would like to start putting together the turn assignments.

Sincerely,

Michael David Evans

Northwest Region Sports Car Club of America

Flag Chief

Water Boy

Canopy Guy

Go Fer & Hey You

Organic PA System

Email: mdel2@earthlink.net

NORTHWEST INVITATIONAL ROAD RACES

Late Model Stock Car Race

***Restricted SCCA Regional / Vintage / Spec Miata's / SOLO 1
August 21-22, 2004, Pacific Raceways, Seattle, WA***

Saturday August 21st

7:00am – 2:30pm Registration and Tech

9:00-9:15	Solo 1	Practice
9:20-9:35	SCCA	Practice
9:40-9:55	Vintage	Practice
10:00-10:15	Spec Miata	Practice
10:20-10:35	Solo 1	Qualifying
10:40-10:55	SCCA	Qualifying
11:00-12:00	Stock Car	Testing
12:05-12:20	Vintage	Qualifying
12:25-12:40	Spec Miata	Qualifying
12:40-1:40	Lunch	
1:40-2:40	Stock Car	Testing
2:45-3:10	Solo 1	Race
3:20-3:40	SCCA	Race
3:50-4:10	Vintage	Race
4:20-4:50	Stock Car	Testing
5:00-5:20	Spec Miata	Race
5:20-5:50	Dinner	
5:50-7:50	Stock Car	Qualifying Session: (five at a time, European style staggered starts, three laps, best time determines starting position)

Sunday August 22nd:

7:00am – Noon Registration and Tech

9:00-9:15	Solo 1	Practice/Qualifying
9:20-9:40	SCCA	Qualifying
9:45-10:05	Vintage	Qualifying
10:10-10:30	Spec Miata	Qualifying
10:35-11:20	Stock Car	Test & Tune
11:30-11:55	Solo1	Race
12:05-12:30	SCCA	Race
12:40-1:00	Vintage	Race
1:10-1:35	Spec Miata	Race
1:35-2:35	Lunch	
2:35-5:00	100 Mile Stock Car Race	45 laps. After 20-25 laps, mandatory yellow. Everybody into the hot pits for 8-12 min. (midway break)

SCCA Race Group:

GT1-5, E-HP, CP1-3, AS, T1, T2, SPO, SPM, SPU, GTA, GTB, RX-7, PRO-7, ITA-D, ITS, ITE, CR, SSA-C, PCA1-PCA2-PCA3-PCA4, BMW, RS

Stolen Race Car Found

Vehicle was spotted 'aggressively' racing on streets of Surrey

By Matthew Ramsey
Staff Reporter

Whoever stole Rick Chandler's race car put a few fast and furious kilometres on the odometer tearing along the streets of Surrey.

Sgt. David Attfield of the Surrey RCMP said he was at the scene of an accident Friday when he heard the unmistakable throaty roar of the souped-up 1994 Acura Integra.

"They were certainly driving it around fairly aggressively," Attfield said.

"I don't think we would have tried to pursue that thing."

RCMP located the Calgary driver's stolen Acura race car parked in an underground parking lot Friday afternoon, just a few hours after Attfield heard it accelerating away. The sergeant suspects whoever was driving the car noticed the police vehicles at the accident scene and put the pedal to the metal.

The Integra was reported parked at a residential complex at 144th St. and 103rd at about 4:45 p.m. Friday. Police don't have any leads or suspects in the theft, but Attfield said the car was being driven around Surrey streets for at least a couple of hours before it was found. RCMP got two calls reporting sightings of the vehicle.

When the car was found, distinctive racing decals and sponsor stickers were peeled off the body, as was the large No. 38 emblazoned on its side, but initial inspections didn't show any major damage.

Chandler and the Team Chandler racing team worked feverishly yesterday to prepare the car for a 12:30 p.m. qualifying round in advance of today's 4 p.m. race. Chandler won the 2003 Sport Car Club of B.C.-sponsored race in the Acura.

The \$60,000 car, race-car trailer and the truck used to haul the trailer were stolen Thursday morning from outside a Vancouver hotel. The truck used to haul the trailer was found Thursday in Langley.

The 8.5-metre trailer, emptied of most of its contents, including the car, was found Thursday night at a rest stop along Highway 1 just outside Abbotsford.

Unfortunately, said Team Chandler member Ken Staples, a lifetime's collection of high-tech tools and 10 racing tires and wheels were missing from the trailer.

"They pretty much cleaned it out," he said.

After news of the theft broke Thursday, members of the Sports Car Club of B.C. decided they would do what they could to help Team Chandler out. Assistance came in the form of Vancouver police Const. David Bruce-Thomas, who agreed to lend Team Chandler his Nissan 200 SX for the event.

"We're all racers, so we all help out when we can," Bruce-Thomas said. "It's a racer to racer thing."

The Sport Car Club race runs today at 4 p.m. on the Molson Indy Vancouver racecourse.

mramsey@png.canwest.com

Handy Cleaning Tips

Dirt:

Layers of dirty film on windows and screens provide a helpful filter against harmful and aging rays from the sun. Call it an SPF factor of 15 and leave it alone.

Cobwebs:

Artfully draped over lampshades reduce the glare from the bulb, thereby creating a romantic atmosphere. If someone points out that the light fixtures need dusting, simply look confused and exclaim "What? And spoil the mood?" (Or just throw glitter on them & call them holiday decorations.)

Pet Hair:

Explain the mound of pet hair brushed up against the doorways by claiming you are collecting it there to use for stuffing hand-sewn play animals for underprivileged children. (Also keeps out cold drafts in winter.)

General Cleaning:

Mix one-quarter cup pine-scented household cleaner with four cups of water in a spray bottle. Mist the air lightly. Leave dampened rags in conspicuous locations. Develop an exhausted look, throw yourself on the couch and sigh, "I clean and I clean and I still don't get anywhere."

As a last resort, light the oven, throw a teaspoon of cinnamon in a pie pan, turn off oven and explain that you have been baking cookies for a bake sale for a favorite charity and haven't had time to clean...Works every time.

CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

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META Pins \$3.00 each

Club Shirts

*White, short sleeve, 'Golf Shirts' with
META logo embroidered on front.*

\$26.00 each

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes

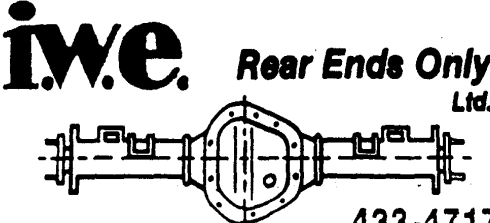
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For all club merchandise contact:

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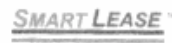



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maydayeditor@hotmail.com

Book Captures Wild West Racing History

Airstrips played key role in early days of auto speed

By Gordon McIntyre

Sports Reporter

The words jump off the page.

"It drove like a pig," the local builder of the loco Wise Special said in an excerpt from the June 3, 1968, edition of The Province beside a photo of the car exploding in bits of metal and rubber after a crash at Westwood.

The book is called Sports Car Road Racing in Western Canada by West Vancouver's Tom Johnston and, suitably, it appears 100 years after the first road race held in the West, in 1904 at Winnipeg.

Just published, it's a beautiful 404-page coffee table book with 700 archival photos, 50 of them in colour, and interesting tidbits about tracks, many long gone, from Winnipeg to Vancouver Island. It took Johnston two years to research, including visiting long-dead tracks across the West.

"People think Billy Foster from Victoria was the first Canadian to race in the Indy 500, in '66," Johnston says, pointing out one of the sundry nuggets to be found in the book. "But the first was Pete Henderson of Fernie in 1916.

"And Tim Gee from Whitehorse is the only Canadian to win a main event in the World of Outlaw sprint car races. He did it twice."

The photos give the book a historical feel. The trivia gives it warmth.

Other gems uncovered by Johnston include how many race tracks of the '40s and '50s started out as airstrips to train Second World War pilots and the story of the U.S. Army officer who told Sports Car Club of B.C.

volunteers helping organize a race at Fort Lewis: "If that red light come on, on top of that pole, get the hell off the runways!"

While a significant number of the book's pages are devoted to B.C., the Prairies get their due, too, not surprising given Johnston grew up in Regina.

"There was probably as much racing in the Prairies in the 1960s as there was in B.C., Ontario or Quebec. It was a real hotbed," he said while sitting on the front porch of his home on a quiet cul-de-sac in West Vancouver that belies the organized chaos of his rec room, which houses six of Johnston's race cars and a museum of other race memorabilia.

"The book could have been 10 times bigger, but I had to stop somewhere."

Born in 1941 in Winnipeg, he was 20 when he entered his first of 300-plus races he'd take part in as a driver, car designer and builder, and team owner.

A mechanical engineer, he moved to North Van in '69 and went from student draftsman to president, CEO and principal owner of Keen Engineering.

He sold the business in '99, hoping to race again, but suffered a stroke in 2000 that left him unable to swallow or walk for a time.

"It took me a while to get over that," said Johnston, who was inducted into the Canadian Motorsport Hall of Fame in 1998 and is a lifetime member of the SCCBC.

When he was able to get around again, still with a limp, he visited all the Western road-race tracks, active or abandoned, that ever hosted events.

The book has four parts:

- Tracks that used to exist, the six operating now and 40 that never got off the drawing board;
- Johnston's racing career;
- Drivers and "other interesting personalities"
- Homemade racing cars, of which Johnston built several ("I tried to be nice — I say some are marvels of engineering and ingenuity, others less so.")

There are 1,200 books in print, each numbered and autographed. Nos. 0 (the author's proof) and 1 belong to Johnston. No. 2 resides at the Hall of Fame in Toronto.

Granville Island Publishing. \$120.

Available at bookstores, Wilkinson's Automobilia, Hall of Fame, www.granvilleislandpublishing.com.

Race Worker Relished the Risk

West Van woman whose son was killed at trackside knows the sport's dangers

TORONTO — Gary Avrin never did see the car coming at him.

At the time, neither did his mother.

When the volunteer track marshal was killed in the 1996 Toronto Molson Indy, Ruth Avrin was out celebrating her 70th birthday. Afterwards, when she returned home with her husband, she popped the taped event into the VCR. And then the phone rang.

On the other line was a Toronto race official telling her not to watch the race.

But Avrin did anyway.

And she still does.

These days, Avrin's eyes remain fixed on the cars that zip by on her television screen every summer — not on the sidelines, where her son used to stand.

"I've always had wonderful feelings about the race," she says from her West Vancouver home. "It meant so much to him.

The Toronto native was in love with motor racing, one of a handful of volunteers who paid his own way to be up close to the powerful machines that drove him wild.

"He said, 'You have no idea how exciting it is,'" she remembers. "'The cars come roaring right at you, you'd swear they were going to hit you.

Which is what happened on the 92nd lap, when rookie driver Jeff Krosnoff attempted to pass Stefan Johansson with three laps to go and the drivers duelling it out over 26th place.

The two cars brushed tires and Krosnoff's lightweight vehicle took flight, riding a path towards Gary Avrin, who died instantly from the right tire's impact. From there the car forced its way through a chain-link fence, bounced off a tree and touched down on the other side of the track. Krosnoff died in hospital.

The crash was hardly a rarity in a sport where death is an ever present fear. Maple Ridge driver Greg Moore died in a 1999 race. Two years later, veteran driver Alex Zanardi lost his legs after being hit by Alex Tagliani's car.

Avrin's mother describes him as someone who routinely spoke of how his lifestyle was based around living fast and dying young. The day before the Molson Indy, Gary called his mom to wish her a happy birthday, before offering the prophetic statement.

"He says, 'You know mom, I don't expect to live a long life.' And I was shocked and thought, 'What does he mean?' And he said, 'Look at the kind of life I lead.'" Track workers, because they need to be as close to the race as possible, are sometimes in as vulnerable a position as the drivers doing the racing. Preventive measures have been stepped up, but workers continue to be at the mercy of those behind the wheels.

Molstar Sports & Entertainment vice-president Bob Singleton feels an apprehension that is not unlike the kind felt by drivers' wives during each race.

"Part of you sighs a bit of relief once the race is over. Every year that we run a safe race is a great memory," he said.

Avrin said that Gary, who never married because he did not want to risk widowhood of a future bride, lived the life that he wanted.

"I was also glad when it did happen that he had said that, because I realized it was a conscious choice and he did it because he loved it. He went out in a burst of glory." — CanWest News Service