



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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Speed reading

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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.

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
Oct 2&3	ICSCC Race # 12 – PR	IRDC	Seattle, Wa
Oct 2&3	Motorcycle Races #3 – MRP	WMRC	Mission, BC
Oct 9&10	Westwood Club Race #8	WKA	Chilliwack BC
Oct 9&10	Regional/Vintage – PIR	SCCA/OR	Portland, Or
Oct 9&10	Maryhill Hillclimb	SOVREN	Goldendale, Wa
Oct 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 16&17	Coastal Club Race #11&12	CKR	Chilliwack BC
Oct 16&17	CACC Race # 3 & Enduro – MRP	SCCBC	Mission, BC
Oct 16&17	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 23&24	Westwood Club Race #9	WKA	Chilliwack BC
Oct 27	META Meeting – Century House	7:30	New West, BC
Oct 30	Midnight TSD Rally	WCRA	Nanaimo, BC

Mark your Calendar's for Saturday, October 23, 2004,
'cause you don't wanna miss

META's 2nd Centennial
"Libra Fest" Celebration
at the
Giggle Dam Theatre

2616 Shaughnessy St, Port Coquitlam

Giggle Dam is a "live" comedy dinner theatre, and the show runs from 6:30 – 12:00 p.m. (Do NOT be late....). This visit's theatre theme is a western. On META's last visit, George wound up dancing on stage in drag, Mark became a lipstick model, everyone in the room shot Steve, and we can't even tell you all the stuff that happened to Tim.....

Dinner/Theatre tickets are \$48.00 plus GST. META is holding 30 seats in our name, and all seats must be finalized and paid by 2 weeks in advance. To put your name on one of these seats, contact the theatre at 604-944-4453 or reserve on line at www.giggledam.com.

Contact Steve Bibby for more info: bibbys@integrate.ca or 604-942-6041

There are no minutes this month due to the August META meeting being cancelled.

There were not enough members present for a quorum.

From META policies and procedures:

“A Quorum, at any regular or special meeting of the Association, shall consist of twenty per cent (20%) of the total paid up membership, or a minimum of 3 members.”

First Notice of
Annual General Meeting

*META's Annual General Meeting will be held on
Wednesday November 24th*

Century House-620 8th St New Westminster at 7:30pm

*Please plan on attending this meeting as our annual elections will be held at
this time.*

The positions available are:

President, Vice President, Secretary, Treasurer



A sad note to let you know that Bernie's Dad, Leonard Hamm, passed away at 4:30 am August 28th. The funeral will be held on Thursday September 2nd at 2PM. The Location is North Side Community Church, 33507 Dewdney Trunk Road, Mission, BC. Mr. and Mrs. Hamm were well known to many of the META members. Please call if you need any more information.

*Bernie and Cathy Hamm
604-826-3686
hamcb@telus.net*

It is with great sorrow to tell you that on Tuesday August 17th Patrick Flanagan died in an auto accident. Patrick was just 24 years old. Not all of you knew him. But to know him was a great honor. He raced with ICSCC in Group 2 and Group 5. Usually in Steve Ingersal's car. He will be missed deeply, especially by my son Christian. My heart goes out to the family at this time.

Ric Heideger

Let The Walk Begin

Hello there racing friends. Well, I can't believe it, but it's really gonna happen ... this weekend I'll be setting off on my "Weekend to End Breast Cancer" 60 kilometre two day walk here in Vancouver! I'll be heading down to BC Place tomorrow to register. Saturday morning we start from the Plaza of Nations, meeting there at 5:30 a.m. for the opening ceremonies, and we begin our trek at 7:00 a.m. We'll head around Stanley Park Seawall, over to City Hall and on to Killarney Park, where we camp overnight. Sunday morning we head for Point Grey Academy then through Kits and back to BC Place for closing ceremonies. I am so thrilled to have raised \$5,200.00, with another \$500.00+ to take the morning of - and the most amazing thing is that 70% of those donations have come from my racing family - I've said it before, and I'll say it again ... you folks are awesome! At one of the training walks I was interviewed and the camera crew was VERY interested when I told them the story of how my training tee-shirt came to have all those signatures on it. They took a lot of close-up shots of the signatures and car numbers, so maybe you'll be famous! I'll be proudly wearing my shirt while walking on Saturday, so if you're anywhere along the route, give me a holler and I'll stop and give you a hug - but please don't offer me a ride, I might be tempted! I'll let you know how I make out - there's a sweeper van to pick up stragglers, so I know I won't be left hobbling out there on my own. Thanks again guys and gals for your contributions and support, it means the world to me - and to my sister-in-law Brenda, who I am happy to report is finished all her treatments and doing great!

With love and gratitude
Bonnie Healy

Race Car Scam

As most of you know, I've listed my (Rick's old) EP Golf GTI for sale through the ICSCC Memo. I recently received an e-mail from someone claiming to be a sales manager from "Wooden Gate Procurement" in Europe. (The Netherlands to be exact). This e-mail was very professional and legitimate looking. He claimed that he had a buyer in Europe for my car, and would cover all shipping costs. All I would need to do is cash the cashiers check they were sending, (which was uttered for double the amount of the car to cover shipping), and send the extra to "their shipper". They would make all other arrangements.

Being a cop, and spending many years as a Detective, I had a hunch that this may be a scam. (Not that I wouldn't have gladly accepted their money). I notified a friend of mine at State DOJ, (Dept. of Justice) and together we decided to follow this out to see where it leads.

Long story short; about a week later they sent a cashiers check from St. Martin Bank in Louisiana. Looks legit. Came via FedEx, check had perforated edges, water marks and all. I searched it through Google and found the banks headline to read "Fraudulent Cashiers Checks". It listed the fraudulent check numbers, and confirming my hunch, this was one of them. Didn't take much of a Detective to figure this one out.

Basically it's a Nigerian money scam. According to DOJ, it's all but impossible to further investigate, and completely impossible to prosecute at the state level. Since they're trying to scam us racers, I thought I'd bring this to your' alls' attention in hopes that no one gets scammed for a bunch of money

There was of course much more to the investigation. See you all at PIR.

Greg Barber
Group 2 EP #81

Dyson Racing clinches victory at Mosport

By Nancy Schilke and Krystyna Mitchell - Motorsport.com

Racing series: ALMS

Date: August 8, 2004

Bowmanville, Ont

Dyson Racing clinched the victory that they have sought since the American Le Mans Series season opener at Sebring this season. The combo of Butch Leitzinger and James Weaver placed the #16 Goodyear/Thetford/Norcold AER Lola EX257 on the top step of the podium at Mosport International Raceway. "It has been a long time coming," said team owner Rob Dyson in victory circle. "The guys have all worked hard for this. We knew we had a good package, it always feels good to win."

The same team won their first overall ALMS last year at Infineon Raceway Sears Point; that win was with the old class rules. They competed in the LMP 675 class versus the LMP 900. It was the only loss that the Audi teams suffered. Today, it happened again but on an equal playing field as both the Audi and the Lola are LM P1s.

"Our car was just in a different class today, it was perfect," commented Weaver. "You could not ask for a more perfect car."

Rob Dyson reflected on the hard work the team has done after the season's gremlin-attack on both cars. "It's a weight off of everyone's shoulders. It's like being a bridesmaid. We have been up front and running hard. We were cautiously optimistic coming into this race. This is a great reward for a lot of work."

JJ Lehto and Marco Werner scored the second-place P1 podium finish in their ADT Champion Racing Audi R8, only 16.318-seconds adrift of the #16 Dyson; they did have the race lead during the two-hour and forty-five minute endurance race. Pit stops made a difference as the two were so close starting with margin of two-seconds during the early laps to the checker flag.

Lehto pitted just past the second hour for fuel only. Minutes later, the Audi was in the tire barrier at Turn 5. Lehto continued and entered the pits for tires only. "The tire blew up on me and that was that," explained a disappointed Lehto. "We should have changed the tires at the first pit stop but we didn't. The Dyson team ran perfectly today and we didn't."

Leitzinger inherited the lead back for the #16 Dyson. Lehto tried to close the gap but the race now became Dyson Racing's race to win.

"When Champion pitted for fuel only, that was a cause for concern," explained Leitzinger. "Then when JJ (Lehto) hit the wall and only came in for new tires, well, that says a lot about that car."

"I was eating into them (Champion Audi) pretty hard. I think we would have caught them, it would have been a closer finish. At the end. I just kept thinking of Rob (Dyson) pointing at me saying 'Don't wad it up!'"

Oliver Gavin and Olivier Beretta crossed the finish line just 0.240-seconds ahead of their teammates, Johnny O'Connell and Ron Fellows. The #4 Corvette Racing Corvette C5-R took the honors over the #3 Corvette in a much needed win for them. "Pleased that we won. We have had some pretty bad luck so this is great," exclaimed an excited Gavin.

Beretta added, "This is a fast track, glad we had good weather today. When you are leading, it is a good weekend for Corvette Racing (both cars)."

"The two cars were pretty equal today," commented Gavin. "The #3 was faster in the start of each stint and the #4 appeared to do better at the end of stint. It made for a close race which is great."

Intersports Racing's Clint Field and Robin Liddell each took their fourth win this season. "Was a good drive, the car was flawless," said Field. "It shows how good our combination is."

Both Intersport Racing and Miracle Motorsports are in agreement that the series is moving in the right direction with their P2 class. They hope that this trend will continue and that there will be more competition in the future.

"Would like to hope that more teams will come into the class," commented Liddell. "It is something we look forward to, we know we have a good package and would welcome the competition."

Timo Bernhard and Jorg Bergmeister brought their Alex Job Racing Porsche home for the win against stiff competition. Bernhard was able on the final stint to pull out a bit of breathing space (the margin at the finish was just over 17-seconds) toward the end of the 137 laps. (Cont'd)

(Dyson Cont'd)

"We're happy," expressed Bernhard. "We knew for sure to take two tires (the final pit stop). "So the boys hurried up and got me out of the pits as fast as possible. It was a great stop and we won the race because of it." With the exception of the #24 Alex Job Racing's Turn 2 accident while in the leads and later when the Flying Lizard Motorsports #44 spun in Turn 10, from green to checkered, the top five GT contenders on track were all in position to take the win.

Marc Lieb took the early lead from the polesitter before he went off hard into the barrier. The #24 AJR car had a lot of damage and Lieb was checked both at the track medial and local health center in Oshawa. The young driver was released; all tests showed he was able to return home.

"I saw Marc (Lieb) hit the wall," Bergmeister commented. "I called in on my radio to tell the team it was a serious hit. I hope Marc gets better soon."

Nieman had just took over the driving duties in the #44 FLM Porsche from Lonnie Pechnik when he went off and out of the podium contention. "The track was a little slippery in the beginning," explained Pechnik.

That left the #45 FLM and #23 AJR to battle it out with the Petersen Motorsports/White Lightning Porsche toward the closing minutes.

"I had some pretty good fights with 44 and tried to pass at Turn 8 twice before I was able to make it stick," said Bergmeister. "Then 31 got by also. After the battling the wheel took a vibration."

The next exciting race for the ALMS teams and drivers will be at Road America, August 22nd in Elkhart Lake, WI.

Submitted By Thomas Liesner Taken from the Oregonian Newspaper

Champ Car is a GO! With return to Portland next year

August 20, 2004

PORTLAND, Ore. - The Champ Car World Series will return next year, after the IRL decided against putting the road course at Portland International Raceway on its schedule.

The announcement today was made by Portland Parks Commissioner Jim Francesconi and Champ Car President Dick Eidswick.

Champ car officials were reportedly angered that city officials entertained an IRL race. But the deal fell through when the IRL could not agree with Peter Jacobsen productions on dates.

This year's Champ Car race back in June was uncertain from the start after CART declared bankruptcy. The race did not have a title sponsor or a long-term contract with the city.

Champ Car spent an estimated \$3 million dollars to stage the Portland Grand Prix. Champ cars have raced in Portland for 21 years.

The Associated Press

Race Officials Division

If you are a "Race Officials Division" member, *and why wouldn't you be*, please let your local ROD rep know how many ICSCC races you have worked this year as soon as possible.

Please include the last few races in the total, *if you will be working them*. The sooner they know the numbers the easier it is to deal with.

If you are a first year member or require a new wooden plaque, please include that in your reply.

Also a reminder that ROD members who worked 8 or more ICSCC races this year are entitled to a free ticket to the ICSCC year end awards banquet on November 13th.

META ROD Rep:

Thomas Liesner

tliesner@shaw.ca or 604-501-1503

ICSCC ROD Rep:

Judy Even

badboy930@att.net or 360-574-9396

CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

Black Border/Vancouver or

Black Border/Vancouver/25th Anniversary or

Red Border/Westwood \$3.00 each

META Decals Static for inside or

Stick-On for outside \$1.00 each

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

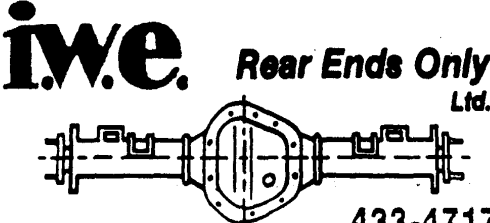
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For all club merchandise contact:

Charmaine Meakings 604-460-9399

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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

A Canadian Traveler's Tale

Our recent visits to the Seattle track have been a barrel of fun. Along with my cousins Jean and Jon, we've made great friends and fantastic memories.

The weekend started like any other, stopping at the border for fifty questions and a few body cavity searches. Fortunately they let us go, although they seized all our margarita recipes because they had pictures of fruit on them. They also took our seat covers, in the name of national security. Apparently the pattern was too much like a Holstein, and those aren't permitted since the "mad cow" scare.

Once we got to the track, we met a man so loud he qualifies as an organic PA system. He usually gets stationed at a turn furthest away from the control tower. We think it's because if his radio stops working, he can still tell race control what he needs. His radio used to stop working a lot, but now they don't give him shovels. One fellow from Portland could have used a shovel in the porta-potty. No, don't be getting any weird ideas, I just mean that he ran into the wrong end of a wasp's nest in the soap container and came out yelling for some drugs. Fortunately the wasp's didn't hit any of the delicate parts, if you know what we mean. After all, he was in a porta-potty.

Out on the turns between races, we had a great game of touch anything football. I was running for a pass when suddenly I fell down like a puppy putting on clothing. I split a seam where it really hurts the most. These e-crew people were lifesavers though, they bandaged up my ball like a full body cast, tattoos and all. Seriously, our football came back with more medical tape than Buka Boy wore after cutting up the Corona limes. I was so happy I didn't know how to thank them, but that NICE lady, Bernie, showed me that all it takes is a quarter. From now on, I'll carry a whole roll in my race bucket.

Two weeks later, we went down again and found the excitement had heated up dramatically. It was a weekend of "alerts" all over the track. It was like a scene from the Wizard of Oz, except it was the E-truck driving to incidents saying "rollovers, rescues, and barriers, oh my". They were so thankful to have a few Canadians helping out, and even Jack forgoed his lunch and took some time to cut up a Porsche instead. Despite all the carnage, the Americans were so friendly! My cousin Jon's group was working their turn so well that the driver's started throwing money at them. Cheques even!

Thanks to everyone for creating so much fun for my cousins and I. Signing off from Tabernack Quebec.

Respectfully submitted,
Johnny Canuck



Dalziel runs away with Road America victory

By Krystyna Mitchell - Motorsport.com

Racing series: ATLANTIC

Date: August 8, 2004

Ryan Dalziel, in the #28 Sierra Sierra/Pro Works car, captured a stunning green to checker victory this Sunday at Road America's 4.048-mile notorious road course, to claim his fourth victory of the season in the 17-lap race and placed himself back into championship contention with three races remaining in the Toyota Atlantic Championship.

"This is a great win for the team. I said that we would go down to the wire this year and I'm delighted our back-to-back victories are keeping us well and truly in the fight," stated Dalziel.

This is Dalziel's fifth podium finish this year, bringing his three-year career total to an impressive 17 podium finishes in 33 starts.

Dalziel claimed the pole position after shattering the previous qualifying record on both Friday and Saturday, even after suffering a brake failure during a major accident in mid-week testing, which caused the #28 car to launch into the tire barriers at Canada Corner and the Sierra Sierra team to prepare the back-up car for Friday's qualifying.

"Everyone worked really hard following the incident earlier in the week and this is just the best way to reward them. The win today really boils down to being given a great car to drive," commented Dalziel.

The 22-year-old has tightened the series point's race (239-233) to a marginal six points behind the current leader, Jon Fogarty. With regards to the championship battle, Dalziel feels confident in both his teams' and his own ability. "We've been very quick every time on the track. We've just had some bad luck, as has Jon."

Fogarty, in the #96 Pacific Coast Motorsports/Umbrella Entertainment started the day in second and would end up finishing in the same position. Fogarty was never really in contention for the lead, as Dalziel won by 1.026 seconds. "We have a positive outlook every weekend," stated Fogarty. "We were strong. I thought that we would be stronger for the race."

The true wheel-to-wheel action was behind the race leaders where third place starter and Dalziel's fellow teammate, Andrew Ranger in the #27 Sierra Sierra Tide car, battled Danica Patrick in the #24 Rahal Letterman Racing/Argent Mortgage Company, rookies Ronnie Bremer in the #4 Polestar Racing Group/PaySystems and Tonis Kasemets in the #6 Brookes Associates Racing/Flexovit Abrasives, all contending for third position.

Bremer fought past Ranger to gain third place, leaving Ranger and Patrick to battle it out. During the heated battle, Ranger had an off course excursion, but managed to return to the track.

A few laps later, Bremer, Patrick and Kasemets raced three-wide through turn one where Kasemets came out on the other end in third place; he would remain running in third for a good portion of the race.

This action would later take fifth place Bremer out of the race when he went off course into the gravel trap in turn 14 and flipped his car in an amazing crash; Bremer was uninjured in the incident.

After taking the white flag, Kasemets, still running in third place went wide in turn three, where Ranger and Patrick took the opportunity to slip by taking third and fourth place respectively.

17-year-old Ranger taking third place makes this his fifth podium finish of the season. Ranger has taken over the lead for Rookie of the Year from Ronnie Bremer, 188-178.

"I tried to draft Kasemets but I could not because I had a push in the front end. In the ninth corner (on lap four), Danica came very fast - (which) put me in the grass. I was able to keep going but I dropped back. I just put my head down and pushed all the time. I am very happy (with the results)," said Ranger.

Patrick taking fourth place is still within the hunt for the championship with 209 points and sitting in third, just 30 points behind Fogarty, the series leader.

Kasemets came in fifth place, his top series finish in only his fifth series start, but did set a new Atlantic course record for the fastest race lap of 2:00.452 (120.984 mph). The previous lap record of 2:02.688 was held by Jonathan Macri, set back in 2001.

Bryan Sellers in the #19 Lynx Racing finished sixth, followed by rookie Josh Hunt in the #15 Lynx Racing in seventh, the #25 Rahal Letterman Racing driven by Chris Festa finished an impressive eight, while Al Unser in the #10 P-1 Racing brought home ninth place after last racing in the season opener at Long Beach. Eric Jensen in the #2 Jensen Motorsports rounds out the top ten.

Alex Figge in the #69 Pacific Coast Motorsports/Umbrella Entertainment would see his day come to an end after having contact.

The action continues when the series heads west to Colorado at the Grand Prix of Denver, Round 10 of the 2004 Toyota Atlantic Championship, from August 13th to 15th.