



# MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association  
M.E.T.A. c/o: Suite #469, 104-1015 Columbia St, New Westminister, BC, V3M 6V3  
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META Website: [www.meta.bc.ca](http://www.meta.bc.ca)

**April 2006**  
Volume 31 Issue 4

Next META meeting will be  
**April 26, 2006**

Note that meeting location has been changed to  
**Boston Pizza, 1045 Columbia Street, New Westminister, BC**

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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.

## Speed reading

Apr 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 14&15	Defrost Kickoff – PR	SOVREN	Seattle, Wa
<b>Apr 15</b>	<b>SCCBC Test &amp; Tune – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Apr 22&23	Single Regional	SCCA/OR	Portland, Or
Apr 22&23	Coastal Club Race #2 – CARTBC	CKR	Chilliwack, BC
<b>Apr 26</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
Apr 29&30	Heart of Darkness TSD Rally	WCRA	Fraser Valley, BC
Apr 29&30	Double Regional	SCCA/NWR	Bremerton, Wa
<b>Apr 29&amp;30</b>	<b>CACC Race # 1 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
Apr 29&30	Westwood Club Race #3 – CARTBC	WKA	Chilliwack, BC
May 6&7	ICSCC Race #1 – PIR	CSCC	Portland, Or
May 6&7	Coastal Club Race #3&4 – CARTBC	CKR	Chilliwack, BC
May 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May 12-14	National / Regional	SCCA/OR	Portland, Or
May 12&13	Grand Prix of Houston	OWRS	Houston, Tx
May 13&14	Coast to Coast TSD Rally	IRC	Vanc. Island, BC
May 13&14	Spring Sprints – PR	SOVREN	Seattle, Wa
<b>May 13&amp;14</b>	<b>CACC Race # 2 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
May 20&21	ICSCC Race #2 – PR	IRDC	Seattle, Wa
May 20&21	Knox Mountain Hillclimb	KMMS	Kelowna, BC
May 20&21	Monterrey Grand Prix	OWRS	Monterrey, Mexico
May 20&21	BC Regionals #1 – CRP	BCKCA	Quesnel, BC
<b>May 24</b>	<b>META Meeting – Boston Pizza</b>	<b>7:30</b>	<b>New West, BC</b>
<b>May 27&amp;28</b>	<b>Historic Motor Races – MRP</b>	<b>VRCBC</b>	<b>Mission, BC</b>
May 27&28	Westwood Club Race #4 – CARTBC	WKA	Chilliwack, BC
May 28	Indianapolis 500	IRL	Indianapolis, Indiana

Just a reminder that the next META meeting will return to the usual 7:30 start time at Boston Pizza on April 26.

Also, a reminder that SCCBC will have a "Test and Tune" at Mission on Saturday April 15<sup>th</sup>, and the first race of the year at Mission will be at the end of this month. CACC on April 29<sup>th</sup> and 30<sup>th</sup>.

## President's Report

It never rains but it pours (and no, I am not talking about the weather in California or Mission these days!) We have been given not one but two opportunities to promote our club and hopefully attract some new volunteers. We have been sharing space with SCCBC at the Vancouver Auto Show and have passed out many information brochures and flyers, and this weekend we may have a table at the BCIT open house, where they expect about 25,000 people each day. My thanks go out to all of you who have volunteered to take part in both of these activities, Mark Miller, Vic Kennedy, Mike Bailey and anyone else I may have missed. Thanks also to SCCBC who have given us the chance to be there. I am hoping that we get at least a few interested people call or contact us through the website – the more the merrier!

Don't forget the META meeting on Wednesday April 26<sup>th</sup>, at Boston Pizza at the normal time of 7:30 pm. There will be one door prize given out at each meeting – as the name suggests, you have to be there to win! Hope to see you there and at the track at the end of April.

*Ann*

## Edmonton Grand Prix Champ Car Race July 21/22/23

March 26, 2006

Hello There,

The time has come to start the registration process for the 2006 Grand Prix of Edmonton. The form is online at <http://www.nascc.ab.ca/>

Please go there and fill it out as soon as possible. The deadline is May 30 2006.

I look forward to seeing old friends and meeting new ones.

This year will be bigger and better than the last.

Rudy van Woerkom  
Chief Course Marshal

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February 5, 2006

Hi All,

For anyone thinking of going to Edmonton for Champ Car...

I called the Yellowhead Motor Inn & they're booking rooms again this year under the META name. Singles are \$79.00 & Twins are \$84.00. They appear to still have rooms available.

Their toll free number is 1-800-343-8533 ; remember to mention META.

I've also been checking other places on the net & several have blocked availability although they have rooms if you call them direct. It appears they're all aware of the Champ Car event as their rates go up all over town on the Thursday night. The best internet rates everywhere else appear to start around \$90.00/night.

Cheers,  
Steven Bibby

Some changes to Conference flagging procedures you might be interested in reading about.

## 2006 ICSCC Competition Regulations

### White Flag

1. Steady: Ambulance and/or other official vehicle or slow competitor is on the course. ***First lap of any practice session to be standing white at all manned stations. Pass with caution. (Spring 2006)***
2. Waved: Emergency vehicle is travelling through or may be stopped beyond this station. Pass with extreme caution.
3. Pace Car: Until the entire field catches the pace car, waving white flags will follow not only the pace car, but also the last car in the main group. Once all cars have joined, the pace car white flags will only follow last car in group.

### Red Flag (Spring 2006)

1. ***A red flag shall be positioned at all manned turn stations and the Starter's stand.***
2. ***When a red flag is displayed, it shall be waved only. EXTREME DANGER - THE SESSION HAS BEEN STOPPED. No passing allowed when a red flag is displayed.***
3. ***Should a driver encounter a red flag, it is the driver's responsibility to come to an immediate and controlled stop with regard to other cars, at the side of the track. Stay in your car and wait for instructions from an Official. When released by an Official, proceed with extreme caution to the hot pits.***
4. ***This flag shall only be used on instruction from the Race Chair/Race Steward or their nominee(s) and will be shown around the entire circuit.***

### 709. Starting procedures.

All classes shall utilize the rolling start. The rolling start shall be a mass start commencing from a false grid. The driver holding pole position will have the option of choosing from which side of the false grid that he/she wishes to grid. The pace car or car in the pole position shall set the pace as directed by the starter. ***THERE WILL BE A SINGLE STANDING YELLOW FLAG SHOWN AROUND THE CIRCUIT FOR THE INITIAL PACE LAP.*** The grid must be orderly, in a tight formation and be moving at a constant and moderate pace prior to receiving the green flag from the starter. UNLESS PROHIBITED BY SUPPLEMENTAL REGULATION, TIRE SCRUBBING IS ALLOWED ON THE PACE LAP(S) PRECEDING THE INITIAL GREEN FLAG STARTING THE EVENT and during a full course yellow under the pace car control, but not in the area under the waving yellow. (Spring 2006)

A. In the event of more than one pace lap, the race length starts at the completion of the first pace lap. ***Where the pace car is not present for subsequent pace laps, all turn stations will display a single yellow flag.*** The car in the pole position shall set the pace as directed by the Starter.

## Worker Profile: Roger Salomon 2006

Family: *Ann, Cat and Dog*

Birthplace: *Chevenez Switzerland*

Occupation: *Contractor*

Hobbies/Activities outside of racing: *Golf*

Customary/favorite job at track: *Flagging*

How and why did you get involved in race working and/or META.

*Through a friend. Love racing*

When did you get involved? *1969*

What do you like most about it? *Camaraderie*

What do you like least about it? *Rain*

If you could attend any race, in any capacity, where and what would you choose?

*Flagging Mexico City*

Do you have any racing or race working "heroes"?

Who are they?

*My brother Roland who raced Formula 3000 in Europe*

What is your Favorite:

Track? *Laguna Seca*

Turn? *Corkscrew*

First year event? *Formula Atlantic Westwood*

Event? *Westwood Pro event*

Race group? *Atlantics*

What race stands out the most in your memory, and why? *Trans Am Portland 1970 got to help Paul Newman in a crash*

What things would you be sure to tell a new worker if s/he asked for your advice? *Have fun, play safe*

What is your favorite:

Food? *Steak*

Relaxation activity? *Driving my Lotus*

Book? *My Sweetest Victory (Alex Zanardi)*

Movie? *If you could see what I can hear*

Magazine? *Any car magazine*

Car? *Bugatti (any year)*

Dream car? *Mercedes Gull Wing*

Are you a frustrated racer? What car would you race? *Renault Five Turbo*

What was the:

Most embarrassing thing you ever did at the track?

*Pushing a car on track when it had four flat tires*

Funniest thing you've seen or done at the track?

*Mooning a driver on victory lap with his wife in the car.*

Most dangerous event you've seen or been involved in?

*Motorcycle race with sidecar Turn 2 Westwood. Bike flew by the turn one side of us, sidecar flew by us on other side.*

Most awe-inspiring? *Honda race with 28 cars, no body contact*

Biggest thrill so far? *Seeing Alex Zanardi finish his last 13 laps at Lausitz, Germany.*

What thing would you most like to have an opportunity to do?

In Life: *Sailing around the world*

At the Track: *Get a ride in the two seater Champ car*

Accomplishment: *Being a wonderful person and so modest with it.*

## Worker Profile: Roger Salomon 1996

as told to Vic Kennedy

Hometown: *Meiringen, Switzerland*

Occupation: *Apprenticed as a baker for 3 ½ years, worked for 1 ½ years in Ostad, worked 3 years in Beam. Moved to Montreal in 1960 and worked at the Hotel Windsor. Moved to Vancouver in 1964 and worked for Supervalue*

Main Activities outside of racing:

*Beach Bum for 5 years*

When did you first get interested in racing?

*At the age of ten watched his first Fl race in Beam*

Racing History:

*Introduced to Westwood in 1969 by Jim McRae, who he met roller skating.*

*Was Assistant Starter in his 1st year*

*Was Assistant Turn Marshall for 3 years, then Turn Marshall of Turn 2 for 3 years*

*Course Marshall for 8 years*

*Was Vice President of SCCBC for 1 year*

*Joined Meta in its 1st year*

Customary Job at Track:

*Course Marshall*

What do you like most about Turnworking:

*Challenging yourself to put forward your best performance*

Pet Peeve

*Too many talkers, no doers*

Favorite Track:

*Laguna Seca*

Favorite Turn:

*Turn 4 at Portland*

Advice for New Workers:

*There is no such thing as a safe place, you never finish learning*

Most Embarrassing Racing Moment:

*Pushing a car hung up on a rock, got it off the rock only to find it had three flat tires*

Biggest Thrill in Racing:

*Wheel to wheel racing*

Most Embarrassing Motoring Moment:

*Backing out of driveway with the car's backdoor open and hitting a pole with the door*

Favorite Food:

*Beef/Steak*

Favorite Relaxation:

*Walking the dog, smoking a pipe*

Favorite Movie:

*If You Could See What I Hear*

What Would You Like to Have the Opportunity to do?

*Turnworking Full Time*

What Would You Like to do Three Years from now?

*Buy a motor home and follow the Indy Circuit*

What improvements would you like to make in racing?

*A local racing facility that could do multilevel events*

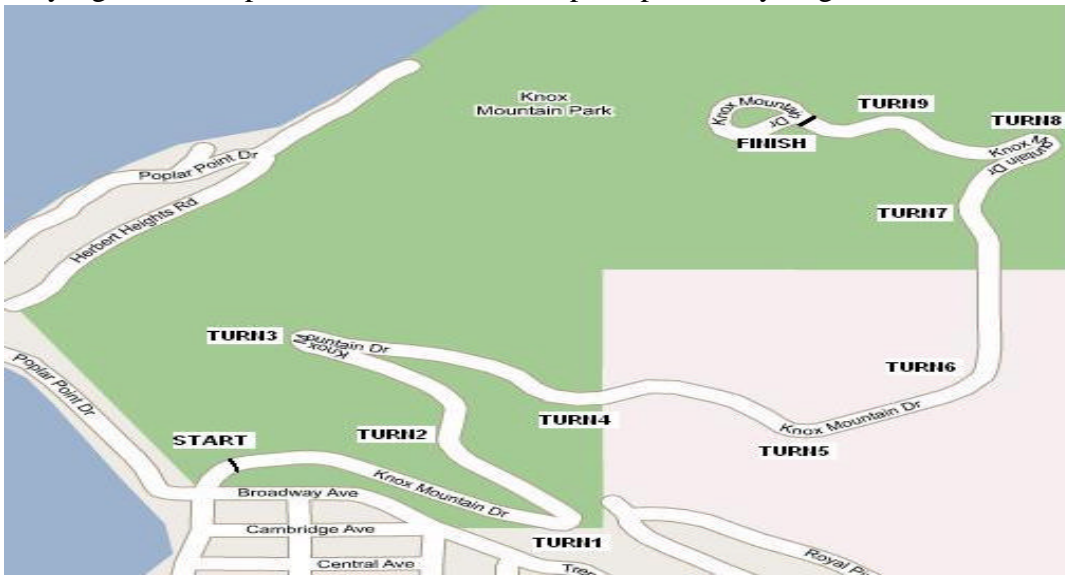
### About The Knox Mountain Hillclimb

The Knox Mountain Hillclimb, is run annually on Knox Mountain Park Road, in the City of Kelowna. The road, while paved, is narrow with off-camber corners, and steep grades; a nice Sunday drive, but hardly a race track. It is 2.2 miles (3.5km) long, and climbs approximately 800 feet (245 meters) in elevation for an average grade of 6.7%.

In its 49th year, Knox Mountain is the longest running paved hillclimb in the world. The event attracts top drivers from throughout the Pacific Northwest, looking for the challenge and thrill of being fastest. Cars are run one at a time, each trying to reach the top in the lowest elapsed time. Drivers/cars compete in various classes from open wheeled formula cars to powerful large engined GT cars. But, each hopes to be "King of the Hill", earning the fastest time of the weekend.

The current hill record is 1m:38.969, held by John Haftner of Vancouver, British Columbia. Times under two minutes are considered exceptionally fast, with few drivers achieving that and even fewer sedans having ever achieved that. Most times fall between 2m00s and 2m30s. To achieve top times, speeds in excess of 160kph must be reached on the short straights.

The road corners are known by their "numbers" and include three switchbacks; each corner has its own features varying from steepness to camber, to steep drop-offs if you go too wide.



Turn 1 - The first switchback, comes in off a rise in the slope, often misjudged carrying in a bit much speed.

Turn 2 - The steepest part of the hill, but narrow and dark shade of the trees.

Turn 3 - Second switchback, again very steep especially if your line is too close to the traditional apex. Secret is to go wide.

Turn 4 - For many the scariest turn, with a steep dropoff on the right. Be bold.

Turn 5 - Frequently mis-judged as drivers turn away from open slopes to the inside part of the course. Be cautious of drifting too wide.

Turn 6 - High speed turn, flat out for many, unless your car is very quick.

Turn 7 - Another high speed turn, leads into hard left switchback.

Turn 8 - Hard braking into left hand switchback, drop a couple of gears and prepare for another short but steep climb.

Turn 9 - Lift off a bit and quickly back on for a blast to the finish. Don't drift too wide, another big dropoff.

Finish - Heart pounding? Adrenalin shakes? Good, get ready for another run.

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Contact: Vic Kennedy at [vhkennedy@shaw.ca](mailto:vhkennedy@shaw.ca) or Dave Kirby at [dmskirby@telus.net](mailto:dmskirby@telus.net) if you are planning on going to Knox this year

## **Driver Davis opens race season**

Lingering winter weather tested drivers, including Langley's Adam Davis, 19, at the first FormulaTR Pro Series race of the season, held March 11-12 at the California Speedway in Fontana.

On the way down to the track, Davis and his team were forced to wait out a snow storm at Mount Shasta. The storm closed the 1-5 for 14 hours, however, Davis still arrived in time to have a new seat fitting at Buttonwillow Race Park on Monday afternoon, in preparation to test his Formula Renault 2 litre race car for the first time the following day.

It did not take long for Davis to get used to the more powerful car and his test times soon came tumbling down.

After a test day at Buttonwillow, Davis and his Welch Racing team moved to the California Speedway in preparation for the weekend races.

Even though Davis had only driven the car for the first time two days before, his lap times were impressive.

Davis was recording speeds of 170 mph (260 kilometres per hour) across the start/finish line.

On Saturday, Davis qualified in second averaging lap times that exceeded 100 mph, even after a scary 360 degree spin on the straight-away corner which had the safety truck crews move out.

Saturday's race commenced with heavy rain and hail for the start.

Then, with Davis still running second and after numerous other driver incidents, the race was called by the officials as being too dangerous to continue, and would be re-run on Sunday.

Sunday offered dryer conditions, but it was still cold.

When the first race on Saturday went green, Davis remained in second position, after out-driving more experienced drivers of this car.

Then, close to the checkered flag, Davis was overtaking a car going wide.

The other driver then turned back into Davis's line.

This caused a collision which bent Davis's steering arm, making it impossible for him to finish the race.

"This was a devastating moment for Adam, having driven so well through an incident which was not his fault," said

Roger Davis, Adam's father and a pit crew member.

Three hours later, Davis participated in Sunday's second race.

He started in third position, based on the lap times of the previous race. During the race, there were numerous position changes, but Davis was forced to give up his position to finish fourth.

Davis thanked Langley Hyundai for its help in making it possible for him to compete in Fontana.

## **Best Out of Office Auto Replies**

1. I am currently out at a job interview and will reply to you if I fail to get the position. Be prepared for my mood.
2. You are receiving this automatic notification because I am out of the office. If I was in, chances are you wouldn't have received anything at all.
3. I will be unable to delete all the unread, worthless emails you send me until I return from holiday on 4 April. Please be patient and your mail will be deleted in the order it was received.
4. Thank you for your email. Your credit card has been charged \$5.99 for the first ten words and \$1.99 for each additional word in your message.
5. The e-mail server is unable to verify your server connection and is unable to deliver this message. Please restart your computer and try sending again.' (The beauty of this is that when you return, you can see how many in-duh-viduals did this over and over).
6. Thank you for your message, which has been added to a queuing system...You are currently in 352nd place, and can expect to receive a reply in approximately 19 weeks.
7. I've run away to join a different circus.  
AND, FINALLY, THIS ONE TAKES THE CAKE:
8. I will be out of the office for the next 2 weeks for medical reasons...When I return, please refer to me as ' Margaret ' instead of 'Steve'.

## 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)

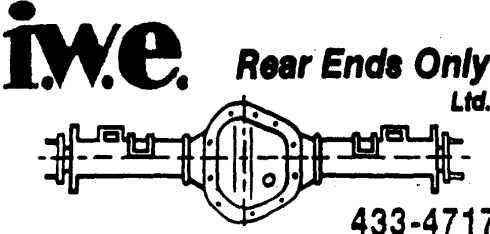
## Club Shirts

*White, short sleeve, 'Golf Shirts' with  
 META logo embroidered on front.  
 \$10.00 each*

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

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