



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: maydayeditor@hotmail.com

META Website: www.meta.bc.ca

November 2006
Volume 31 Issue 11

Next META meeting will be
November 22, 2006

Note that our new meeting location is
Boston Pizza, 1045 Columbia Street, New Westminster, BC

CLUB EXECUTIVE

PRESIDENT:

Ann Peters
604-581-7189
ann_peters@telus.net

VICE PRESIDENT:

Nick Roche
604-599-9260
nickr@infinet.net

SECRETARY:

Mark Miller
604-241-2302
mark_miller@telus.net

TREASURER:

Max Thompson
604-591-5205
courtney_max@shaw.ca

PAST PRESIDENT:

Lynn Rimmer
604-501-1503
lynnrimmer@shaw.ca

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@hotmail.com
fax: 604-882-9783
(attention Andrew)

MEMBERSHIP

Thomas Liesner
604-501-1503
tliesner@shaw.ca

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

Nov 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 11	ICSCC Banquet - SeaTac Marriott		Seattle, Wa
Nov 18&19	Totem TSD Rally	WCRA	BC Interior
Nov 22 AGM	META Meeting – Boston Pizza	7:30	New West, BC
Nov 18	VRCBC Banquet – Beluga's	6:00	Langley, BC
Nov 25	CACC Fall Meeting – Douglas College	9:00am	New West, BC
Dec 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 6&7	Ice Race # 1 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 13&14	Ice Race # 1 -- Alternate Date	WCIRABC	Cache Creek, BC
Jan 20&21	Ice Race # 2 -- Barnes Lake	WCIRABC	Cache Creek, BC

Please Note: Ice Races are *subject to Ice and Weather conditions*. Please check the website before traveling, www.carsonice.ca or call the hotline at 604-945-4592

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 22th

Boston Pizza, 1045 Columbia Street

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, and Treasurer*

Vol-un-teer (vol-uh n-teer)

noun.

1. a person who voluntarily offers himself or herself for a service or undertaking.
2. a person who performs a service willingly and without pay.

It seems like a simple enough word, so when did it become such a dirty word. For the last several years, 4 to my recollection, workers have been complaining about the WSC race. This is not a new problem that has just arisen as was stated at the worker meeting by a SCCBC driver. The poor turn out of entrants, coupled with the late days (we usually run late on the weekends but the WSC race still gets it full time) make for unhappy workers. There is also the safety factor. After standing on the turns for 2 or 3 days of 8-10 hours, workers are tired and sore. To stand there for an hour to watch 6-10 cars in a parade has its risks. I've fallen asleep on this race and I'm sure others have nodded off also. This is not good especially since we are supposed to be watching each others backs. I know that META has been trying to bring our concerns to the attention of the WSC and SCCBC for several years, but they seem to fall on deaf ears. It's gotten to the point where it is costing us workers. There are several workers that will not work the CACC events anymore, and have not for the last couple of years.

At the August META meeting the workers were fed up. A motion was passed that if the WSC did not have enough entries and they still ran the 1 Hour race, META would not work the race. At the September race a SCCBC driver came to the worker meeting and asked that META work the race and we address the issues in the off season. I am still puzzled why the driver came and not someone from the SCCBC or WSC, I guess we were not important enough for them. META had an impromptu meeting and we decided after much arguing to leave the decision to the individual on what to do.

I was disappointed in the actions of E-Crew. They were quite happy to sit in the META Truck and not even bother to hear our side of the issues. I have already heard rumblings from some workers about how E-Crew, who aren't META members, are quite willing to drive our truck and use our support when it suits them, but are unwilling to give us the consideration of even hearing our position.

I am disappointed that some META members have decided to resign from META over this issue. This problem can't get solved by running away. We need everyone's input and involvement to solve this. That means coming to meetings and getting involved with the club. If you don't show up don't be surprised when things get approved that you don't agree with.

I am disappointed in the actions of the SCCBC executive and some members over this issue. The SCCBC has been led to believe that the proposed boycott was Lynn's fault. There is no one person to blame, we were all involved. They have been giving her the silent treatment at race events since that weekend. It is quite obvious, quite rude and quite juvenile. I outgrew high school but I guess they haven't.

I am insulted by the cheap shot that SCCBC has taken at us workers in the October Pit Pass (page 36 the WAV flyer) "to those who have never turned their backs on us and who have never walked away from us". I feel it is a slap in the face to all workers who have supported SCCBC over the years. I feel that SCCBC has not had the workers backs over the years and it shows to me that the whole underlining issue here is the same issue that I've seen for the last 17 years. It is SCCBC's lack of respect for the workers. This has been an issue for as long as I have been around and every time that we seem to make some headway; SCCBC takes us back to square one. I believe they owe the workers (I say workers-not META) a big and public apology, but I won't hold my breath.

So what is the answer? Unfortunately I don't have one. I do know that there is a word missing in the definition at the top of the page. It is chooses. As a volunteer I choose to volunteer my services at the track. I choose to work races, and have done so at Mission (and Westwood) for 17 years now. I do so because I have fun working races. If it is no longer fun for me to work races at Mission then I will choose to do something else. SCCBC needs to realize and accept the fact that workers have the right to choose, and if they don't, then the workers will choose to go elsewhere. Others have already chosen.

Thomas Liesner, VOLUNTEER

CACC Fall Meeting

Please attend the CACC Fall General Meeting on Sat., Nov. 25th at Douglas College,
700 Royal Ave, New Westminster.

Meeting starts at 9 a.m. until 4 p.m. with a working lunch,
\$10.00 for a soup & sandwich buffet.

Come and vote for new executive and discipline directors!

Come & vote for rule changes!

Come and see who's winning the awards!

Come and help build a new team!!

Just be sure to attend!!

Any questions, call me at 604-271-4651 after 3 p.m.

Lorne Stead,
CACC Vice President.

WCI RABC Ice Race Meeting

Well hi everybody!!!! Guess what? It's time to think about registration and tech inspection for the upcoming season.

We will be having a registration/tech

At: 3741 Oakdale Street
Port Coquitlam
604-945-4592

On: Saturday, November 18th

From: 12:00 - 4:00pm

Bring your cheque book, bring your car, bring your questions...tires, tech, point structure, schedules, etc.

This registration/tech event is also open to all workers! We would love to see you all there to talk about the 2007 season. Bring some friends.....

Anyone traveling a long distance, please feel free to bring along a sleeping bag & pj's if you want to spend the night - lots of room.

See ya then!!!!

Sherree

sherann@shaw.ca

Ice Racer for Sale: Very Fast 4WD Subaru with 13B rotary engine, street ported, 4bbl Holley, Stainless steel exhaust, 4 core rad, twin oil coolers, 4 wheel disc brakes, rear sway bar.

Optional front wing and lexan fence(unique to ice racing) Custom dash, dual batteries(batteries not included!!!) racing seat, full cage. Lots of tires and rims. Studded, Screwed, and Rubber to Ice tires, also set of slicks used for hillclimb. 13",14" steel rims, 13",14",15" mags. Lots of spare parts, also spare engine. Photos available on request.

Contact Andrew at 604-942-4974 or atc16@shaw.ca \$2995cdn.



W A V



Worker and Volunteer ~ Fund

...and the winners are:

Formula 1 Light Fixture
Camcorder
Digital Camera and Dock
Best Buy \$250 Gift Card
MP3 Player
MP3 Player

Stacey Bell
Barbara Fairservice
Elsie Afaganis
Kim Moore
Mike Kaerne
Bob Manaton

(Both Dave Nex and Kryss Mitchell were originally drawn to win the MP3 Players, they both own one and decided to put them back into the draw)

Thank you Dave and Kryss for your generosity.

Best Western \$100 Gift Card
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Genevieve Iwata
Darren Phillips
Jerrold Klassen
David Bell
Mike Thiessen
Perry Afaganis
Sandy Meggyesi
Bryan Nuttall
Sandy Meggyesi
Ed Smart

**Also provided from this fund;
travel vouchers for our out of town volunteers.**

**SPECIAL THANKS ARE EXTENDED TO
ALL THE CONTRIBUTORS TO THE
WORKER AND VOLUNTEER FUND "WAV"**

FUNDS GENEROUSLY DONATED BY THE PARTICIPANTS AT RIVERS EDGE RACEWAY



LOOKING FORWARD TO A GREAT 2007



Westwood Reunion

Thanks for the Westwood Reunion 2006 write-up by Joe Proud. It was indeed, a good day to meet old Westwood friends and tell stories about the Westwood days. I remember fondly racing my 72 Cortina there from 74 to 76 and later a Camaro in 1980.

One small point, it was not Jake Rempel's Camaro #81, but Dennis Repel's Camaro on display. Jake was there in person and I enjoyed talking to him. Dennis, of course, was a long time Westwood and now Rivers Edge racer.

It has been decided to hold Westwood Reunion #3 at Lafarge Lake next year on Sunday Sept. 9/07, so please let everyone know about next year (no excuse for not knowing about it).

In closing, I would also like to express my appreciation for all the work that META does throughout the racing year. This year my Datsun 510 #62 was rescued from storage, and despite some mechanical problems through the year, it finished the season on a high note with Chris Field driving. We had a good season and hope to be back next year.

Cheers,

Robert Barg
VRCBC Race Director and SCCBC member

Submitted by Gail Fetterman, from www.telegraph.co.uk

Ferrari pit stop saves Alexander's life

By William Greaves
(Filed: 29/08/2006)

As 18-month-old Alexander Barham was wheeled into intensive care, his survival depended on the expertise of the medical specialists all around him and, in no small part, on the split-second precision of the Ferrari Formula One motor racing team.

Prof Martin Elliott had just performed a three-hour hole-in-the-heart operation and watched in silence as three members of his surgical team began the practised routine of coupling a bewildering array of tubes to drug supply, ventilation and monitoring equipment above the young patient's head.

"This is perhaps the most critical stage of the operation and a year or two ago it would have been full of noise and movement as everyone, including me, got into the action, often getting in each other's way," he whispered. "But that was before our research work with Ferrari transformed the way we work."

It was after what he described as "a particularly bad day at the office" that Prof Elliott, the head of cardiac surgery at the Great Ormond Street Hospital for Children, and his colleague, Dr Allan Goldman, in charge of paediatric cardiac intensive care, slumped into chairs in front of the television.

On the screen was a motor racing grand prix and, as they watched, the two men became aware of the similarities between the handover disciplines from theatre to intensive care and what they were seeing in the pit of a Formula One racing team.

From that moment began a collaboration between the leaders of Great Ormond Street's surgical and intensive care units, first with the McLaren F1 racing team and then with Ferrari's team chief Jan Todt, technical guru Ross Brawn and, in particular, race technical director Nigel Stepney.

They worked together at their home base in Modena, Italy, in the pits of the British Grand Prix and in the Great Ormond Street theatre and intensive care ward.

(cont'd)

(Ferrari Cont'd)

The major restructuring of the patient handover procedure, resulting directly from the input of the F1 pit technicians, will soon be described in two scientific publications.

"It is not too early to say that, when we look at the number of critical instances we encounter, they have reduced markedly since we introduced the modified training protocol developed from what we have learned from Formula 1," said Prof Elliott.

The single A4 sheet of paper, which contained the flow diagram of Ferrari's pit procedure, became several pages of twice that size when Mr Stepney and his colleagues at Ferrari were confronted with the critical transfer from operating theatre to recovery room at Great Ormond Street.

"They were quite shocked at the complexity of what we did and the kind of kit we had at our disposal," said Prof Elliott. "They saw us operating on a solid table with the child under a heating or cooling blanket and all the vital connections to the various bits of equipment and then having to unplug everything and use a hand-operated ventilator as we took the patient out of the theatre, into the lift and along the corridor to intensive care.

"Their first thought was why didn't we do everything on a bed trolley that was equipped with everything we needed and didn't require disconnecting and reconnecting.

"I pointed out that the manufacturer did not exist who would invest that sort of money in such a specialised product and that's when they started investigating human solutions and training methods to solve our problems." He spoke as his surgical team went through the structured process of connecting Alexander to exactly the same life-sustaining equipment which had seen him through the highly invasive ToF - Tetralogy of Fallot - repair operation he had undergone in the operating theatre.

"Alexander was born with a hole between the left and right ventricles - the heart's main pumping chambers - and the way out of the right ventricle was narrow and muscle-bound, so we had to put a patch to close the hole, divide the muscles and enlarge the pulmonary valve," said the surgeon.

"It's something we do between 20 to 40 times a year but I've just bashed his heart about pretty drastically and I want to get to him to feel his brow, fingers and toes because, as always at this stage, he looks very pale.

"You'll notice that not a word is being spoken while he's being connected up. The nurse and doctor who'll be with him throughout the night are taking notes from the information being displayed ... now our consultant anaesthetist is with Dr Anne Karimova, the head intensivist ... all the portable equipment is now being removed ... there go the beeps as all the alarms come on line ... another sister moves in to check the drains and urine outlet ... still not a word."

At last comes the moment when Prof Elliott can stride forward to lay inquiring fingers on his tiny patient.

"We had all been doing our jobs for years and we thought we were pretty good at it," said Dr Nick Pigott, the consultant in paediatric cardiac intensive care, who has worked alongside Prof Elliott and Dr Goldman throughout Operation Pit Stop. "Then, after we had been with the Ferrari team, we watched videos of ourselves at work and it was quite a shock to realise the lack of structure in what we were doing.

"Under Prof Elliott's predecessor, we had been working for some time with the aviation industry. But there is no doubt that it is our research with Ferrari that has honed our transfer from theatre to intensive care to the level of silent precision it is today."

With a greater success rate? "Numbers are too small to claim a reduction in mortality but there is no doubt that we now have a reduction in morbidity - that is to say, illnesses that the patient did not come in with," said Dr Pigott.

Back in his natural habitat masterminding Ferrari's first and third place finish in Sunday's Turkish Grand Prix, Mr Stepney had only admiration for Prof Elliott and his colleagues.

"My wife and I have a seven-week-old daughter and, frankly, I scarcely dare think of what those people are doing with hearts no bigger than walnuts. I hope we've taught them something useful, because what they've taught us is humility.

"It takes a long time to establish a team. We have twenty-odd people working together for four to six years to get a routine which lasts little more than four seconds. They work round the clock, every day, with ever-changing personnel, so what they need is a formula to work to."

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Pens on Neck string \$1.00
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 Earplugs \$1.00
 Training Manuals \$1.00 (Free to new workers)

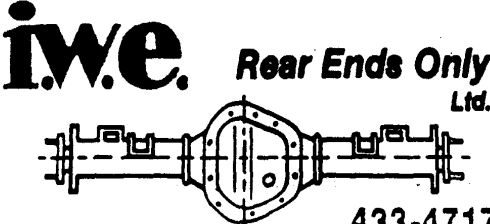
Club Shirts

*White, short sleeve, 'Golf Shirts' with
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 \$10.00 each*

For all club merchandise contact:
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 ann_peters@telus.net

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Membership

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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 a message at
 maydayeditor@hotmail.com

Bubba and The Tazer

My friends are fond of saying that my last words on this earth will be something akin to, "hey y'all, hold my beer and watch this!" Well, I have outdone myself once again. No doubt you will see this true story chronicled in a LifeTime movie in the near future. Here goes: Last weekend I spied something at Larry's Pistol and Pawn that tickled my fancy. (Note: Keep in mind that my "fancy" is easily tickled. I had gone into the Star Market to pick up some milk yesterday and I bought a superball in the checkout line -- 50 cents. What a bargain! It tickled my fancy--still does. That thing bounces soooooo high, and it has provided me with hours of entertainment. It just doesn't get any better than that, now does it?) I'm so easily distracted. That dang superball is so much fun.

So what were we talking about? Oh yeah, I bought something really cool at Larry's Pistol and Pawn last Saturday. The occasion was my 50th birthday and I was looking for a little something extra cool. What I came across was a 100,000 volt, pocket/purse-sized Tazer gun with a clip. For those of you who are not familiar with this product, it is a less-than-lethal stun gun with two metal prongs designed to incapacitate an assailant with a shock of high-voltage, low amperage electricity while you flee to safety. The effects are supposed to be short lived, with no long-term adverse effect on your assailant, but allowing you adequate time to retreat to safety. You simply jab the prongs into your 250 lb. tattooed assailant, push the button, and it will render him a slobbering, goggle-eyed, muscle-twitching, whimpering, pencil-neck geek. If you've never seen one of these things in action, then you're truly missing out--way too cool!

Long story short, I bought the device and brought it home. I loaded two triple-a batteries in the darn thing and pushed the button. Nothing! I was so disappointed. Upon reading the directions (we don't need no stinkin' directions), I found much to my chagrin that this particular model would not create an arch between the prongs. How disappointing! I do love fire for effect. I learned that if I pushed the button, however, and pressed it against a metal surface that I'd get the blue arch of electricity darting back and forth between the prongs that I was so looking forward to. I did so. Awesome!!! Sparks, a blue arch of electricity, and a loud pop!!! Yipeeeeeee . . . I'm easily amused.

Okay, so I was home alone with this new toy, thinking to myself that it couldn't be all that bad with only two triple-a batteries, etc., etc. There I sat in my recliner, my dog Molly looking on intently (trusting little soul), reading the directions (that would be me, not Molly), and thinking that I really needed to try this thing out on a flesh and blood target. I must admit I thought about zapping Molly for a fraction of a second and thought better of it. She is such a sweet doggy, after all. But, if I was going to use this thing to protect myself against a mugger, I did want some assurance that it would work as advertised. Am I wrong? Was I wrong to think that? Seemed reasonable to me at the time. *(Cont'd)*

(Bubba Cont'd)

So, there I sat in a pair of shorts and a tank top with my reading glasses perched delicately on the bridge of my nose, directions in one hand, Tazer in another. The directions said that a one-second burst would shock and disorient your assailant; a two-second burst was supposed to cause muscle spasms and a loss of bodily control; a three-second burst would purportedly make your assailant flop on the ground like a fish out of water. All the while I'm looking at this little device (measuring about 5" long, less than 3/4 inch in circumference, pretty cute really, and loaded with two itsy, bitsy triple-A batteries) thinking to myself, "no bloody way!" Bloody way-- trust me, but I'm getting ahead of myself. What happened next is almost beyond description, but I'll do my best.

Those of you who know me well have got a pretty good idea of what followed. I'm sitting there alone, Molly looking on with her head cocked to one side as to say, "don't do it daddy," reasoning that a one-second burst from such a tiny lil' ole thing couldn't hurt all that bad (sound, rational thinking under the circumstances, wouldn't you agree?). I decided to give myself a one-second burst just for the hell of it.

(Note: You know, a bad decision is like hindsight--always twenty-twenty. It is so obvious that it was a bad decision after the fact, even though it seemed so right at the time. Don't ya hate that?) I touched the prongs to my naked thigh, pushed the button, and Holy *&%\$* Chit! DAMN!!! I'm pretty sure that Jessie Ventura ran in through the front door, picked me up out of that recliner, then body slammed me on the carpet over and over again. I vaguely recall waking up on my side in the fetal position, nipples on fire, testicles nowhere to be found, soaking wet, with my left arm tucked under my body in the oddest position. Molly was standing over me making whimpering sounds I had never heard before, licking my face, undoubtedly thinking to herself, "do it again daddy, do it again!"

(Note: If you ever feel compelled to mug yourself with a Tazer, one note of caution. There is no such thing as a one-second burst when you zap yourself. You're not going to let go of that thing until it is dislodged from your hand by a violent thrashing about on the floor. Then, if you're lucky, you won't dislodge one of the prongs 1/4" deep in your thigh like yours truly.)

SON-OF-A-BIAATCH that hurt! A minute or so later (I can't be sure, as time was a relative thing at this point), I collected my wits (what little I had left), sat up and surveyed the landscape. My reading glasses were on the mantel of the fireplace. How did they get there???

My triceps, right thigh and both nipples were still twitching. My face felt like it had been shot up with Novocain, as my bottom lip weighed 88 lbs. +/- an ounce or two, I'm pretty sure. By the way, has anyone seen my testicles? I think they ran away. I'm offering a reward. They're round, rather large, kinda hairy, and handsome if I must say so myself. Miss 'em . . . sure would like to get 'em back.

Yours Truly. Bubba

ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing.

Deadline for submissions is December 31, 2006.

Please offer a brief explanation as to why you wish to nominate a given person for an award.

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate _____ for the President's Award for the following reasons:

The META Rookie of the Year

Criteria: Rookie of the year is a volunteer who participates in racing and must attend 50% of the races to qualify.

I wish to nominate _____ for the Rookie of the Year for the following reasons:

The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate _____ for the non - META member Worker of the Year for the following reasons:

The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons:

Nomination submitted by _____ on ____/____/____.

D M Y