



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 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.

Next META meeting will be

Aug 22, 2007

Note that our new meeting location is

Boston Pizza, 1045 Columbia Street, New Westminster, BC

Speed reading

Jul 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 13&14&15	ICSCC Race #5&6 – SRP	NWMS	Spokane, Wa
Jul 14&15	Westwood Club Race #5 – CARTBC	WKA	Chilliwack, BC
Jul 21&22	Driver Training – MRP	SCCBC	Mission, BC
Jul 21&22	Edmonton Champ Car	OWRS	Edmonton, AB
Jul 21&22	Coastal Club Race #5 – CARTBC	CKR	Chilliwack, BC
Jul 25	All Volunteers Meeting – Boston Pizza	7:30	New West, BC
Jul 28&29	Double Regional/Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa
Jul 28&29	San Jose Grand Prix	OWRS	San Jose, Ca
Aug 4&5	Historic Motor Races – MRP	VRCBC	Mission, BC
Aug 4&5	ICSCC Race #7 – PR	IRDC	Seattle, Wa
Aug 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 11&12	ICSCC Race #8 – PIR	CSCC	Portland, Or
Aug 11&12	Road America Grand Prix	OWRS	ElkHart Lake, Wis
Aug 18&19	CACC Race # 4 – MRP	SCCBC	Mission, BC
Aug 18&19	Gold Digger TSD Rally	WCRA	Squamish, BC
Aug 18&19	Grand Prix of Denver	OWRS	Denver, Colo
Aug 22	META Meeting – Boston Pizza	7:30	New West, BC
Aug 25&26	Regional	SCCA/OR	Portland, Or
Aug 25&26	Westwood Club Race #6 – CARTBC	WKA	Chilliwack, BC

Vancouver Chinese Motorsport Club track day at Mission

Our track day is planned on Thursday July 19th, at Mission. We are looking for anyone who can lend us a hand with course workers. If you can help, please contact Ann Peters, ann_peters@telus.net or 604-581-7189, to let her know.

Thanks

Gary Fung

VCMC

www.vcmc.ca

Please Note there will not be a general membership meeting this month. In place will be an All Volunteers Meeting. Same time, same location. Please plan on attending this important meeting. See elsewhere in this issue for more details.

All Volunteers Meeting

META would like to invite any track volunteer to come to a meeting at 7:30pm on July 25th at Boston Pizza, 1045 Columbia Street, New Westminster.

Please pass the word around to other volunteers and encourage them to attend.

Before coming to the meeting, we would ask that each person come prepared to give constructive ideas and to give some thought to what is important to them in volunteering at the track. This way hopefully we can find some common ground and start to work on bringing people closer together again.

Please note that this is not a META membership meeting night. Our next regular meeting will be on August 22nd.

Ann Peters
META President

April 28, 2007

I wanted to thank all of the workers who assisted me this weekend. I also wanted apologize again to those workers when I lost my cool as a result of my car being towed off the course. My emotions got the best of me! The fire emphasized, very dramatically, that all of the emergency crews and turnworkers are there to help us and for that I am very grateful.

Howard Whitlock
Car #42 Green/White
(Proformance/GT1)

Victory Lane

The Vintage and Historic Racing News Magazine

META members can receive a free 2 year subscription to Victory Lane magazine by contacting Ian Wood to have your name put on his list. ianwoodesq@aol.com
For more information on Victory Lane go to www.victorylane.com

A 2006 study found that the average American walks about 900 miles a year.

Another study found that Americans drink an average of 22 gallons of beer a year.

That means, on average, Americans get about 41 miles per gallon."

Not Bad...

VP Ramblings:

Apparently I really put my foot in it last month by commenting on something that was on the private section of the META forum. However I hope this moves us towards some positive changes on how META and non-META volunteers work together at the track.

The META executive was accused of being out of touch and off course, or to quote an email: *“urge the executive of META to get its head out of its collective arse”... “META, an organization which seems to have lost its rudder and/or compass”*.

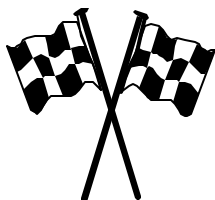
My comment was intended to make sure all members keep the club on track, and make sure the executive is in line with the entire club. The impression I got at the last meeting was that the executives unanimous response on the truck issue was very much in line with the membership, that being, *that the truck is there to serve the safety crew at the track regardless of membership status, and promote safety in motorsport.*

As a response to this we are replacing our July meeting with a general volunteer meeting (open to all Rivers Edge track volunteers) to encourage dialog and bring all of us closer together. I think we all have the same goals, although I'm not sure we all agree on how to get there. We all want to promote the sport, and we all have a love of racing. I don't expect us to resolve all our differences, but perhaps we can find a way to live with them. I fully understand why the E-Crew has it's own organization, and I understand they are raising money for safety equipment and there own truck, this need not be at cross purposes with META. All attending this meeting are encouraged to bring solutions to the issues they have, and please keep an open mind to the views of others. Understanding someone else's position is the first step to working towards a solution all can live with.

As some of you know my old racing partner, Mark Finniss, and I are resurrecting his old DRC/WRC Datsun 510 so he can run the remainder of his novice races, consequently I haven't been out to the track on Saturdays. The down side of this is that I missed a large portion of Kevin Skinner's presentation/speech on the WSC. Personally I would have liked to have seen a response sooner, but I did have a brief talk with Kevin before I went back to work on the 510. I will continue the chat as I have opportunity, since I do not see all things his way, although he did have some valid points. On a positive note the WSC races so far this year have had a good field and lots going on so the hour seems short, proving the age old adage the time flies when your having fun. Lets hope this is a sign of things to come.

Some issues now need to be addressed with the turn station at turn three. There are no proper stairs up to the platform (apparently I was oblivious to this in March, I must still be agile enough to jump up on the concrete blocks and swing by the railing to get up there) and the trees along the strait between two and three have started growing over the track obstructing the blue flagger's view. I hope these will be addressed quickly. If you work turn three be aware that the stairs are currently just leaned against a block and are not fastened, so there is potential for them to slip off while you are going up or down them, so please use them with caution.

Mike



The following is a copy of the speech given at the worker meeting (Mission), June 23, 2007,
by Kevin Skinner, Westcoast Sportscar Championship Administrator.
(Printed with his permission)

The WSC is the only semi-professional/professional road-racing event that is coming to the Rivers Edge now or in the foreseeable future. CACC and Conference are regional sanctioning bodies whose only interests are in amateur racing. ASN Canada seems only interested in Champ Car and Formula One and appears to be making no effort to establish any national series. Honda Michelin, Players GM, Players Atlantic, Rothmans Porsche etc are all gone and no replacements are in the offering. The SCCBC believes strongly in amateur racing; fully supporting CACC and ICSCC but wishes to offer our members something more that can be promoted to the public and the corporate world. Both the WSC and the CFDA are the entrants and SCCBC's present choice. To grow our form of motorsport in BC these two series are our only choice; and for them to succeed we need the support of the whole motorsport community.

I want to give you a little history of how the WSC evolved and who controls it. The WSC grew out of the SCCBC Endurance series operated by the RDC for many years. As racing got more expensive the number of entrants declined at the longer races, especially at Mission due to brake and tire wear costs. A large and well-attended meeting of the entrants was held to brainstorm specifications for revising the endurance series and the WSC was born.. The SCCBC's roll in the formation of the WSC was to maintain the safety and financial interests of the club but to allow the entrants as much freedom as possible to create a series which they could support. The two contentious issues in the WSC format, with both the entrants and the volunteers are the bracket type of classification and the length of events. Both of these issues were originally incorporated at the entrant's request and were again discussed at last years rule proposal meeting. As the administrator, I proposed revisions to both. The bracket type of racing was fully supported with no revisions. The options of shorter or heat racing was soundly defeated. This makes sense, as one of the main attractions of the WSC is the ability to share the driving and costs between two or more drivers. Any thing shorter and the entrants felt they might as well stick with the regional sprint races and not invest in the WSC. The term invest in the WSC is important as every car and every driver must buy into the WSC before being allowed to compete (\$100 per car & \$100 per driver). This non-refundable registration fee is returned at year end in the form of prize money for every point earned.

I hear rumours once again about some and I repeat only some workers who are boycotting or planning to boycott the WSC events. I do not normally respond to rumours as I have always felt that I am accessible should any body wish to express their opinion, and that it is my responsibility as WSC Series Administrator to listen and act on all suggestions. Should these rumours be true then I ask these individuals to please reconsider and ask themselves if this action will achieve their goals and benefit motorsport. The complaint as I understand it is too few cars on track for too long a period of track time equaling a boring (read dangerous) situation. Back in the sixties when I worked turn two at Westwood our turn marshal always took the time to impress upon new workers that if they wanted to watch racing then they would be better off and safer if they sat in the grandstand. Drivers depend on the corner crew every lap to keep them informed on what is ahead so they can commit to driving on the edge. When it all goes wrong you are the first and most important people that the drivers need. The volunteers that make up a WSC event are as committed and vital to the events success as are the drivers and entrants. I stress to the drivers that as a semi-professional series we have a responsibility to entertain the public and the sponsors. Our series rules provide such things as requirements for pit uniforms, vehicle decals and a victory celebration among others. The racing on track, because of the bracket system, is very close and intense. Please don't take my word for it but spend the time to talk to the participants. The number of cars on track is a real concern to all involved with the WSC and is the major goal of growing the series. A word of caution however before you judge the series solely on the number of cars on track.

Part of the appeal of the WSC is multiple driver teams and there were 20 drivers entered last weekend for race #1 in 12 cars. If, in fact anybody turned their back and walked off last weekend before or during the WSC event, then they were responsible for putting 20 drivers along with the remaining corner and emergency crews at increased risk. If any body refuses to work the WSC events they are appearing to say that the WSC is not worthy of their time. They should maybe step back and look at the WSC entrant/drivers list. Are in fact Terry Ward, Brian Helivang, Ray and Rolland Stec, John Cartwright, Keith Robinson, John Campbell, Steve Paquette to name just a few not really worthy of your respect and support. Their support for our volunteers is legendary. Is our long term sponsor, Ian Wood of IWE, or our latest sponsor Deanne Lenson of Advance Spa Technology not worthy of your respect and support. Is it in the best interests of motor sport to protest this way at a race series being extensively featured in Western Driver and PRN publications? I choose not to believe that this is the prevailing attitude of our volunteers, based on my past experiences and my pride of our workers. I have never been personally informed by anyone that this is their choice of action and so I prefer to believe this to be an unsubstantiated rumour which I think we need to stop circulating for all our benefit.

Let me give you some fact and figures of the WSC and it's benefit to SCCBC and motorsport in BC. The SCCBC and CACC need the WSC. With CACC, ASN or ICSCC not offering any professional series at the Rivers Edge the WSC is the feature series of choice for the SCCBC to offer to the public, the sponsors and the media. With a total of 80 entrants for the 6 races and a WSC race entry of \$230 the 2006 season generated \$18,400 for the SCCBC in entry fees, not including spectator and crew passes. The 2006 club race season was not financially successful for the SCCBC, approximately breaking even. Without the revenues generated by the WSC we could have conceivably been looking at a \$20,000 loss! Those 80 entrants gave us an average of 13.2 cars and 18.8 drivers entered in each 2006 event. With a high of 17 and a low of 11 cars to average 13.2 over the full season is a good indication of how committed to the series success are the participants. Had mechanical problems not shortened some season budgets our average would have been??

Are 11 to 17 car fields acceptable? Do we need to attract more entrants? These are just some of the questions the WSC committee wrestles with. Working on the principal that growth of the WSC is the course to success we are actively seeking additional sponsors, more prize money, more entrants, venues outside of Mission, etc. Rumours and negative publicity are counterproductive stifling the growth of the series. Again I emphasize that the WSC is the only semi professional series presently available to run at Mission. It is not perfect but if we are all in it together we can create a much needed feature race for the fans and our own enjoyment. The WSC needs your help, your enthusiasm and you constructive comments. It does not need destructive criticism and rumour mongering. I am very aware that the majority and probably all of you gathered here this morning are dedicated and enthusiastic motorsport volunteers; part of the solution not the problem. Should any of you take offence to my comments, I apologize and repeat that I am responding to persistent rumours. Until anybody identifies himself or herself to me I will continue to believe in the enthusiasm of the volunteers that I have experienced for the last forty years.

Thank you so very much for your time and your dedication to our sport. *Kevin Skinner*

“CACC would like to have an up to date count of how many members CACC actually has (voting and non-voting) as well as a mailing list to ensure that everyone is contacted about CACC General and Annual General Meetings. To that end, we are asking that all member clubs send us a copy of their membership lists. The rules of the Privacy Act would be strictly adhered to in that we would only use said information for the administrative purposes of CACC and the mailing of meeting notices. Mailing lists in our possession will never be used for any other purpose, nor sold or given to any other person(s) or organization(s).”

META's general policy is to not share it's membership list with non-META members for any purpose. If you wish to be contacted by CACC regarding meetings and updates please send your information to:

Sheree Wall
CACC Secretary
sherann@shaw.ca

WCI RABC Summer Barbeque

There seems to be some interest in the bbq.....how many would like to have a summer BBQ??

Between everyone's holidays and race dates.....here's two ideas.

July 28th (short notice, will need everyone to cooperate and reply right away)

August 11th (not quite as short, but still need everyone to reply right away)

Location: Doug & Sheree's, 3741 Oakdale Street, Port Coquitlam, BC. (Sorry, no hot tub, someone could rent one of those portable ones if they want?????)

We need some enthusiasm here folks. We need to chat about promoting the club, bringing new people out - as well as having a great social time.

Please RSVP to me ASAP via EMAIL regarding the BBQ. If you know anyone that would like to come but doesn't have email, give them a call and invite them along.

As the club does pick up a bit of the tab for this, we will need numbers soon so the shopping can be done and we need to let David Bell know how many jello shooters to make!!!!!!!

For the newbies: BYOB, BYOfood to BBQ, BYOLawn chair, Bring a salad, desert, appetizer, buns, chips, dip, etc to share. Be prepared to share with 40 - 50 people.

Look forward to hearing from EVERYONE (not you Jo, we know you won't be here silly girl!!! We'll phone you.)

Lot's of floor space for anyone wanting to spend the night. Oh yeah, there's a couple of couches & a spare bed too.

Sheree Wall
sherann@shaw.ca



Steward's Soapbox

Do you think it's too early to talk "rule changes" for 2008? Not me!

Over my 20-some years in Conference racing, rule changes have arrived in the Memo, then at our club meetings we decide to accept or reject each new rule proposal. Sometimes we understand the new rule... sometimes we don't.

My thinking is that it would be better to "test drive" next season's rule changes - this season! (Provided that it doesn't impinge on any of our existing rules). As our 2007 season progresses, both drivers and workers approach us with great ideas that could very well make Conference racing even better. Our job, as Stewards, is to expose you to their new ideas, and then you ultimately decide with your vote this fall.

The following are two such shared ideas

1) Added to Rule 1501, something like...

The Green Flag is to be displayed at the next Turn Station not displaying a Yellow Flag.

I call this an "add on" to our existing rule. Your yellow flag rule remains unchanged. Period. By displaying the green flag at the next turn station past the incident, we give the driver a real "validation" that the track is clear ahead.

We have tested this at the Cascade Enduro and Portland Race #1, and the drivers have voted at the Saturdays' Drivers Meeting to continue this protocol. A clear visual scan between you and the next Turn Station that is displaying a green flag shows that you are, in NASCAR terms, "good to go"!

This idea - as I call it "shared information", - was suggested by Ken Killam, CSCC Chief of Safety. Drivers, discuss it amongst yourselves then let us know what you think at the Saturday Drivers Meetings.

2) Added to Rule 1106... something like

The race weight of the car, for each class entered, shall be displayed on an official ICSCC Weight Sticker. The 1"x3" sticker shall be affixed to the windshield of the car. (applies only to cars and classes with minimum weights).

The ultimate goal of this proposed "add on" is to get you out of the scales area, and back to your paddock area, as quickly as possible.

Hal Hilton is currently testing to see how much time this would actually save the drivers at the scales. Since many of you run in multiple race groups, this could be a very good thing! This "shared information" was Hal's from the "get go". Thank you, Hal.

And since we are saying "thanks" to our "shared information" contributors... Let's all thank Margie Swanson, CSCC Grid Chief. Margie took time to compile a complete checklist of safety items and issues to be monitored at pre-grid. It is an excellent learning tool for new workers, and Novice drivers who are seeing firsthand how Conference racing works. We have been distributing this checklist to the pre grid workers at all ICSCC Races.

Keep your ideas coming... and we will keep sharing them.

Ron Muro
2007 Race Steward

More Mayday History:

From August 1996 Volume 21 Issue #8

President: *Ann Peters*, Vice-President: *Marc Rovner*, Secretary: *Irene Mitchell*, Treasurer: *Doris Gildemiester*, Mayday Editor: *Thomas Liesner*

Worker Profile:

Name: *Willy Flaggitt*

Family: *Parents - one of each*

Birthplace: *Pre-grid*

Occupation: *Muffler Bearing Oiler - also experienced in sniveling pin replacement*

Hobbies: *Building non-running cars, needlepoint, collector of antique widgets*

Favorite job at the track: *Pace car right hand man*

How and why did you get involved in racing? *My masochistic tendencies*

When did you get involved? *As long as cars have had wheels*

What do you like most about it? *The abuse and the mechanical symphony*

What do you like least? *Waking up the rooster*

If you could attend any race, what race would you choose? *The META car rally*

Who is your racing or race working hero? *A.J. Andretti*

Do you have a favorite type or class of racing? *Close Racing*

What race stands out most in your memory, and why? *The last race I was at - I suffer from long term memory loss*

What would you tell a new worker if he/she asked for your advice? *Measure twice, cut once*

What is your favorite food? Relaxation activity? Book? Movie? Magazine? Car? *Track food, Nervous Breakdown, Dick and Jane, Days of Thunder, Mad Magazine, AMC Pacer*

What was the most ridiculous thing you ever did?

*-Belly flop from an eight foot platform
-Race and turnwork at the same time
-Follow Dave Forster on 1-5 to SIR*

What annoys you most? *Answering worker profile questions*

What do you consider to be your greatest strength? *My gullibility*

What do you consider to be your greatest weakness? *Love watching race cars*

What thing would you most like to have an opportunity to do? *Win the META Car Rally*

What is your most embarrassing moment in motoring memory?

*-Being jailed for speeding while enroute to a racing event
-Having my battery die while parked on a turn
-Having my vehicle hit by a runaway rally car*

Brought to you by the same people who brought you the META Car Rally. Yes the Car Rally Committee is already at it again, and planning the '97 Rally. The above worker profile (created during lap 137 of the Michigan 500) might give you some idea of our state of mind as we plan next years torture drive.

ATTORNEY'S ADVICE -- NO CHARGE

Read this and make a copy for your files in case you need to refer to it someday. Maybe we should all take some of his advice.

A corporate attorney sent the following out to the employees in his company.

1. The next time you order checks have only your initials (instead of first name) and last name put on them. If someone takes your checkbook, they will not know if you sign your checks with just your initials or your first name, but your bank will know how you sign your checks.

2. Do not sign the back of your credit cards. Instead, put "PHOTO ID REQUIRED".

3 When you are writing checks to pay on your credit card accounts, DO NOT put the complete account number on the "For" line. Instead, Just put the last four numbers. The credit card company knows the rest of the number, and anyone who might be handling your check as it passes through all the check processing channels won't have access to it.

4. Put your work phone # on your checks instead of your home phone. If you have a PO Box use that instead of your home address. If you do not have a PO Box, use your work address. Never have your SIN# printed on your checks. You can add it if it is necessary. But if you have it printed, anyone can get it.

5. Place the contents of your wallet on a photocopy machine. Do both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel. Keep the photocopy in a safe place. I also carry a photocopy of my passport when travel either here or abroad.

We've all heard horror stories about fraud that's committed on us in stealing a name, address, SIN, credit cards. Unfortunately, I, an attorney, have firsthand knowledge because my wallet was stolen last month. Within a week, the thief(s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more. But here's some critical information to limit the damage in case this happens to you or someone you know:

1. We have been told we should cancel our credit cards immediately. But the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those where you can find them.

2. File a police report immediately in the jurisdiction where your credit cards, etc. were stolen. This proves to credit providers you were diligent, and this is a first step toward an investigation if there ever is one).

But here's what is perhaps most important of all:

3. Call the two national credit reporting organizations immediately to place a fraud alert on your name and Social Insurance number. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the Internet in my name. The alert means any company that checks your credit knows your information was stolen, and they have to contact you by phone to authorize the new credit.

By the time I was advised to do this, almost two weeks after the theft, all the damage had been done. There are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert. Since then, no additional damage has been done, and the thieves threw my wallet away. This weekend (someone turned it in). It seems to have stopped them dead in their tracks. Now, here are the numbers you always need to contact about your wallet, etc. has been stolen

1.) Equifax Canada: 1-877-249-2705

2.) TransUnion: 1-877-525-3823

We pass along jokes on the Internet; we pass along just about everything. But if you are willing to pass this information along, it could really help someone that you care about.

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)

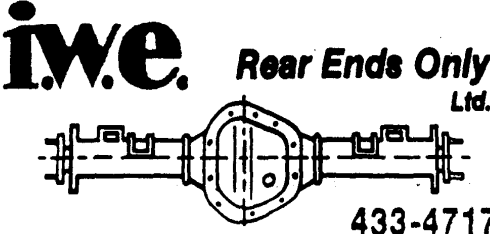
Club Shirts

*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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Full Page	\$200.00	\$50.00
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Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31
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 maydayeditor@hotmail.com