



# 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**  
**FEBRUARY 27, 2008**

**Our meeting location is Boston Pizza**  
**1045 Columbia Street, New Westminster, BC**

## SPEED READING

Feb 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 23&24	Ice Race # 4 – Barnes Lake	WCIRABC	Cache Creek, BC
Feb 27	META Meeting – Boston Pizza	7:30	New West, BC
Mar 1&2	Ice Race # 4 – (Alternate Date)	WCIRABC	Cache Creek, BC
Mar 9	IRDC Enduro – PR	IRDC	Seattle, Wa
Mar 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 26	META Meeting – Boston Pizza	7:30	New West, BC
Mar 29&30	Driver Training – MRP	SCCBC	Mission, BC
Mar 29&30	Regional	SCCA/OR	Portland, Or

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline or check the website before traveling. [www.carsonice.ca](http://www.carsonice.ca) 604-945-4592

*Congratulations*

*to the*

*2006 META Awards Winners*

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

*\*\* Ann Peters \*\**

*META Rookie of the Year*

*\*\* Leena Vander Von Axander \*\**

*Non-META member Worker of the Year*

*\*\* Cory Wong \*\**

*Rick Neydli Memorial Award*

*\*\* Bryan Nuttall \*\**

*Buzz Beley Memorial Award*

*\*\* Tasma Wooton \*\**

## *Mike's Ramblings:*

A lot has happened in the past month, and I hope someone has a report on Ice Racing for this issue. Our club banquet has come and gone, a write up is probably elsewhere in this Mayday. Our new executive has run it's first meeting. Joe Proud and a few other META members are getting ready for their support of the Telethon, and I have signed us up to Support Big Brothers. Leslie Skinner with some help from David Bell and some others are getting ready to host the Rivers Edge Open House on March 2.

Last year I was involved in the Bowl for Big Brothers through work and had a lot of fun, so thought it may be a good time for members of our club as well. This also has the added advantage of getting our club name out there and raise money for a good cause. I'm sure that there are five of us that are definitely committed for this, however I booked space for 10 to 12 of us to bowl so there are spaces still available. The date is Mar 15 from 6pm to 8pm at Revs Bowling in Burnaby. I have some pledge books and pledges can be collected on line. I have more details linked on the website, but feel free to contact me if you wish more information.

I believe the Variety Club is still looking for drivers, I have some details on the website, however Joe Proud would have the most up to date information. In the past META has given good support to the telethon and I hope we will continue to do so.

The Open house planned for March 2 is intended to introduce those that have never been involved to see what it is all about. There are a number of volunteer roles involved in a race weekend that go unnoticed if done well, unfortunately some of these roles have become vacant. One of these roles is race registration. We hope we can get some new turnworkers from the open house as well. The game plan is to start training new recruits on the Drivers Training weekend.

The Abbotsford Collector Car Show will be Saturday February 23, 10:00am to 9:00pm and Sunday February 24, 10:00am to 6:00pm.

Robert Barg is arranging for a car should room be available for an SCCBC display. Should things fall together for this one (they usually do) his would also be a good show for us to look for potential volunteers. Vic Kennedy will be there on the 24th, it would be nice if we could get some META members volunteer their time as well.

I would like to remind the membership that it is imperative that someone step up and fill the role of club secretary, Mark Miller will not be able to do it. There are some personal rewards for those that serve any organization, so do not consider this as a chore, but an opportunity for Personal growth. Don't let this opportunity pass you by.

*Mike Bailey*



## 2008 Bowl for Big Brothers Classic

**META is taking part in The 2008 Bowl for Big Brothers Classic. It's beach party themed, tons of fun and you're invited!**

Sign up as a bowler, collect pledges online and join us for some bowling fun! Your contribution will support Big Brothers' quality mentoring programs for children. With your generosity, Big Brothers of Greater Vancouver will realize its vision to put a mentor in the life of every child who needs one.

Need more convincing? There are FANTASTIC prizes available.

Care to soak up the Hawaiian sun with 9 of your closest friends? It's easy! The team (of up to 5 people) to refer the most new companies to participate in The 2008 Bowl for Big Brothers Classic wins a TRIP FOR 10 TO HAWAII!

And there's more! For every new company you refer, you will be entered in a draw to win 1 of 5 barbeques! It's the perfect way to bring a bit of Hawaii to your very own patio!

The fun doesn't stop there either. Every person who collects more than 5 online pledges will be entered in a draw to win a Nintendo Wii!

Click on the link below to join our club team or sponsor us online.

<http://my.e2rm.com/TeamPage.aspx?TSID=177689>

Club Team Information

Club Captain - Mike Bailey

Club Name - META

For more information, please visit [www.BIGbeachparty.com](http://www.BIGbeachparty.com).

I look forward to seeing you on the lanes!

Aloha,

*Mike Bailey*

## 2007 META Banquet

The support by members for this year's banquet was somewhat disappointing although understandable in that it coincided with an Ice Racing weekend and a Robbie Burns dinner. Apparently our new Vice-President's significant other felt haggis was better than what we were having. In spite of the Scottish blood in me I preferred our choice in cuisine over haggis, I've never acquired a taste for it... but like a true Scotsman I can still squeeze a nickel.

Once again Lynn and Doris did a fine job, although Lynn tells me Doris did most of the work. The banquet expenses came in under budget, a testament to Doris's creative abilities.

I think we had more drivers in attendance this year than we have for a long time. Mark Finnis and his other half, Denise, drove all the way down from Quesnel to attend. Brian and Charmaine Meekings attended; Brian discussed with some of us his driving plans for the upcoming season. Kevin and Leslie Skinner represented the SCCBC executive. Something I realized however is that all three drivers that attended had been turnworkers at one point, and two of them were past META members.

Brian Nuttal did another excellent job of collecting door prizes this year, ensuring that everyone that attended went away with something. I think almost everyone left with a door prize worth what they paid for their ticket, Nick Roche being the biggest winner with a car he could just about have driven home in.

*Mike Bailey*

## 2008 ICSCC Event Schedule

February 17	Driver Training	TC	P.I.R.
February 23	RATS Meeting	All	Best Western Peppertree, Auburn
March 7	Driver Training	TC	P.I.R.
March 8	Driver Training	IRDC	P.R.
<b>March 9</b>	<b>Enduro</b>	<b>IRDC</b>	<b>P.R.</b>
March 15	Driver Training	CSCC	P.I.R.
March 29/30	Driver Training	SCCBC/CACC	Mission
March 30	Track Day	IRDC	Bremerton
April 4/5/6	Driver Training	NWMS	Spokane
April 5/6	Driver Training	VMSC	Western Speedway
April 25	Driver Training	CSCC	P.I.R.
<b>April 26/27</b>	<b>Race #1 (rotn. 2)</b>	<b>CSCC</b>	<b>P.I.R.</b>
<b>May 10/11</b>	<b>Race #2 (rotn. 3)</b>	<b>IRDC</b>	<b>P.R.</b>
May 16	Driver Training	TC	P.I.R.
June 6	Driver Training	CSCC	P.I.R.
<b>June 7/8</b>	<b>Race #3 (rotn. 4)</b>	<b>CSCC</b>	<b>P.I.R.</b>
June 13/14/15	Driver Training	NWMS	Spokane
<b>June 21/22</b>	<b>Race #4 (rotn. 5)</b>	<b>SCCBC</b>	<b>Mission</b>
June 28	Driver Training	TC	P.I.R.
<b>July 18/19/20</b>	<b>Race #5/6 (rotn. 6/1)</b>	<b>NWMS</b>	<b>Spokane</b>
July 19/20	Driver Training	SCCBC/CACC	Mission
<b>August 2/3</b>	<b>Race #7 (rotn. 2)</b>	<b>IRDC</b>	<b>P.R.</b>
August 15	Driver Training	CSCC	P.I.R.
<b>August 16/17</b>	<b>Race #8 (rotn. 3)</b>	<b>CSCC</b>	<b>P.I.R.</b>
<b>August 30-Sept. 1</b>		<b>Race #9/10 (rotn. 4/5)</b>	<b>SCCBC Mission</b>
September 12	Driver Training	CSCC	P.I.R.
<b>September 13/14</b>	<b>Race #11 (rotn. 6)</b>	<b>CSCC</b>	<b>P.I.R.</b>
<b>Sept. 27/28</b>	<b>Race #12 (rotn. 1)</b>	<b>IRDC / TC</b>	<b>P.R.</b>
October 3/4/5	Driver Training	NWMS	Spokane
<b>October 11/12</b>	<b>Race #13 (rotn. 2; tentative)</b>		<b>TC Oregon Raceway Park</b>
<b>October 25</b>	<b>Enduro</b>	<b>CSCC</b>	<b>P.I.R.</b>
November 1	Track Day	IRDC	Bremerton
November 15	ICSCC Banquet	All	SeaTac Marriott
November 15/16	ICSCC Fall Meetings	All	SeaTac Marriott

### **2008 S.C.C.B.C Schedule**

Mar. 29 – 30	Driver Training
Apr. 12 – 13	CACC #1
May 31 - June 1	CACC #2
June 21 – 22	ICSCC #1
July 12 – 13	CACC #3
July 19 – 20	Driver Training
August 16 – 17	Historic Motor Races (VRCBC)
Aug 30, 31 & Sept 1	ICSCC Double Race Weekend
September 20 – 21	CACC #4
October 11 – 12	CACC #5

## Remembering Neil Swanson

Cascade Sport Car Club and Northwest racing lost a long time friend on Sunday, January 20th. Neil Swanson passed away following a 6 week struggle with complications from heart surgery.

Neil and Margie were high school sweethearts at Wilson High School in Portland, Oregon. They went their separate ways. Margie married a service man and Neil a school friend. They both divorced and got back together in 1974. In 1980 they "officially" got married and have been together for over 30 years.

Neil was a long time participant in northwest motor sports. He started in 1971, but a career in law enforcement coupled with weekend work kept him away from the track until Margie purchased tickets to the Rose Cups in 1982. They've been working races ever since. Neil was very involved with SCCA in the early years on grid and flagging, Solo Steward from 1985-1995 and more recently as Regional, Divisional and National sound Administrator till 2006.

Neil has been a Cascade Member since the early 80's. He and Margie were fixtures at all PIR events. Margie working on grid and Neil working sound, timing or any other specialty that needed him.

Our thoughts and prayers go out to Margie.

*Mike Volk*

Thank you to Sherri Masterman for much of the information in this article

From Speedtv.com

## Cotman Headed for IRL

Robin Miller

January 31, 2008

As speculated the past two weeks on SPEED, Tony Cotman will be named vice president of competition for the Indy Racing League on Friday.

"I'm just going where I think the future of open-wheel racing is going to be," said Cotman, who quit as Champ Car's executive vice president earlier this month. "It's a good job. I'm going to oversee anything that has to do with competition, technical issues, tracks and assist Brian (Barnhart) in race control."

The 40-year-old native of New Zealand went to work for Champ Car three years ago after serving as team manager for Barry Green's CART team and the Andretti Green operation in IndyCars.

Cotman earned the overall respect of the Champ Car paddock with his fair officiating and common sense approach. He played no favorites, be they drivers or owners, and he'll run the Indy Pro Series events in addition to assisting Barnhart at Indianapolis and other IRL venues.

"Officiating is like calling a race and I had a lot of experience doing that, so it seemed like an easy transition and I enjoy it," said Cotman, who is also the youngest member of the FIA's Circuit Commission. "It's about communicating with people and you can't just fly in, officiate a race and fly out.

"It should be a little easier in the IRL, because in Champ Car a third of the field was the series owner's cars."

He chuckled at that last statement because it was well known that series co-owners Gerry Forsythe and Paul Gentilozzi wanted Cotman removed as chief steward after his first season because they were mad at some of his calls.

Despite his frustration with Champ Car's hierarchy, Cotman had nothing negative to say about his last three years.

"I think I've been pretty fortunate, I've seen it from all sides," he said. "I got to work on good teams in CART and IRL and then I got to work on the other side of the pit wall at Champ Car and now I get to do that with Indy cars.

"I think this new job will suit me and I'm looking forward to contributing to the future of open-wheel racing."

## TC Motorsports to Campaign 2008 Ford Racing Mustang Challenge Series

Auburn, WA (Jan. 8, 2008) - TC Motorsports announced today that they will campaign a multi-car effort for the 2008 Ford Racing Mustang Challenge for the Miller Cup Presented by BFGoodrich Tires. The eight-race professional series will be sanctioned by the Grand American Road Racing Association and will utilize the brand-new Ford Mustang FR500S racecar.

Washington State-based TC Motorsports will support a two-to-five-car effort for the entire series, and is now accepting inquiries about their comprehensive Mustang Challenge professional arrive-and-drive programs. Fully-funded race drivers who wish to go racing at a professional level will have the opportunity to drive in this exciting series with an experienced and successful team. Costs to run in this series will be fractional compared to offerings from the SPEED World Challenge and Grand American Cup series. In addition, the team is offering transportation, trackside support and tuning services to teams needing assistance for the entire series. Please direct all inquires about support services to [info@tcmotorsports.net](mailto:info@tcmotorsports.net).

The series will visit some of the most beautiful and historic road courses across North America, with Road Atlanta, Barber Motorsports Park, Mosport, Cleveland Airport Circuit, Lime Rock and Miller Motorsports Park filling the schedule.

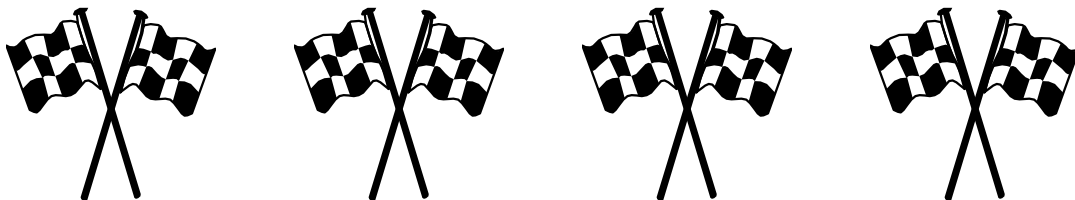
The Ford Mustang FR500S racecar is the first-ever production-line Ford racecar and will provide drivers with an affordable means to participate in a professional racing series with a V8-powered rear-wheel-drive racecar. All cars are built on a production line and every component of the car is spec for the series. Development costs are contained with a dyno-tested and sealed factory engine package, spec BFGoodrich R1 tires, and AIM data acquisition required on all cars to monitor car performance. The spec nature of the series will breed close and exciting racing and a sophisticated double-adjustable Sachs suspension will provide true, modern racecar handling.

Information about the series can be found on the race series website [www.millercup.com](http://www.millercup.com) or you may contact TC Motorsports for additional assistance.

Corporations interested in developing a motorsports marketing campaign at a fraction of the cost of typical motorsports marketing should please direct all proposals to [info@tcmotorsports.net](mailto:info@tcmotorsports.net).

TC Motorsports LLC is a client-based motorsports company that provides racecar preparation, maintenance and transportation, as well as full arrive and drive support, driver coaching and racecar rentals for amateur and professional racing series. To find out more, please visit the company website at [www.tcmotorsports.net](http://www.tcmotorsports.net).

TC Motorsports  
[www.tcmotorsports.net](http://www.tcmotorsports.net)



From ESPN.com website

## Schedule snag, media leaks lead to suspension of merger talks

By John Oreovicz

Special to ESPN.com

Friday, February 8, 2008

Officials from the Indy Racing League and Champ Car World Series confirmed Friday morning that negotiations have recently taken place geared toward folding elements of the Champ Car World Series into the IRL IndyCar Series.

But the ongoing saga of American open-wheel-racing unification took another turn shortly after lunch when Champ Car issued a statement claiming that those talks have stalled.

"Unfortunately, leaks and media reports about a possible unification of Champ Car and the Indy Racing League [IRL] have significantly hampered discussions," said series co-principals Gerald Forsythe and Kevin Kalkhoven. "Over the past three years, we have fielded and offered several proposals regarding unification of the two premier U.S.-based open-wheel racing series, but we have been unable to reach an acceptable solution. Discussions currently are at a standstill, and we therefore are proceeding with plans to continue as Champ Car."

Kalkhoven reiterated those sentiments in an interview with ESPN.com.

"If people really want to see unification, the best thing to do is to leave it alone," he said. "It frustrates me because the parties are operating in good faith, and external influences prevent the transaction from taking place.

"You cannot do a business transaction in the public eye," Kalkhoven added. "When you do a normal business merger, the principals agree to the transaction, then you make an announcement, and then you take it to the stakeholders for comment. When there is a leak like this, everyone and their opinions gets involved and it becomes a complete stalemate. This has happened several times before. It's not helping the process."

In the latest proposal, several Champ Car races, including the Toyota Grand Prix of Long Beach, would reportedly be added to the existing 16-race IndyCar Series schedule, and Champ Car teams committing to run the full slate would receive assistance from the IRL in obtaining Dallara chassis and Honda engines.

Sources at Champ Car and the IRL familiar with the negotiations revealed that the chief hang-up centers around the IndyCar Series race scheduled for April 19 at Twin Ring Motegi in Japan. The preference of the merged series is to honor Champ Car's contract to run the 34th annual Long Beach Grand Prix that weekend.

Motegi has offered to delay its event one week, to the weekend of April 26-27, but that is impossible because the IRL is scheduled to race in conjunction with the NASCAR Truck Series at Kansas Speedway that weekend.

That means the Japanese race would have to move to the autumn, which brings up additional issues: the IRL is adamant that its championship end on American soil, and Chicagoland Speedway's contract stipulates that it hosts the IRL finale, set for September 7. Moving Japan to late September or early October (possibly pairing it with another Champ Car-based event at Surfers Paradise, Australia) would require designating it as a non-championship race. Officials from Honda, which owns and operates the Motegi oval, may balk at that.

"As long as Honda won't move Motegi, there won't be a merger," Kalkhoven told The Associated Press Friday. "It's certainly a major hurdle, but not the only one.

"There are significant advantages in doing [the merger], but I believe there are also significant advantages in not doing it. At this moment in time, there are no discussions until they move Motegi."

IRL vice-president of public relations John Griffin was more optimistic about the negotiations with Kalkhoven and Champ Car co-owner Gerald Forsythe.

"This thing is moving forward, but there's still some work to be done. I don't know how long it's going to take," he told the AP. "We are looking to add some teams and some races. [Retired Honda racing boss] Robert Clarke and Tony are going to head to Japan to talk to the Japanese about coming off their date."

In addition, Honda may view ceding the April 20 weekend to Long Beach as a loss of face because of rival manufacturer Toyota's longtime sponsorship of America's most successful street race. Honda is the sole engine supplier for the IndyCar Series and wields considerable clout within the series.

Griffin confirmed that series founder Tony George, along with key administrators Brian Barnhart and Terry Angstadt, will fly to Japan with Honda Performance Development executive Robert Clarke this weekend in an effort to convince Japanese Honda officials to grant some flexibility to the Motegi event in the interest of helping the overall growth of American open-wheel racing under the IndyCar Series umbrella.

IndyCar Series insiders believe that if Motegi agrees to change its date, the merger talks will quickly resume and official announcement of an open-wheel merger could come as early as the middle of next week.

That's assuming that additional leaks do not materialize that could hold up the process yet again. Champ Car and the IRL have come close to reaching a merger agreement several times before, as recently as last summer. Each time, the talks have broken down when they have become public knowledge.

"We've been working on this for some time and everything was going pretty well behind the scenes," Kalkhoven said. "There is no such thing as the right time; there is only the time of opportunity, which you have to take when it comes."

*John Oreovicz covers open-wheel racing for National Speed Sport News and ESPN.com.*

*Information from The Associated Press was used in this report.*

## 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)

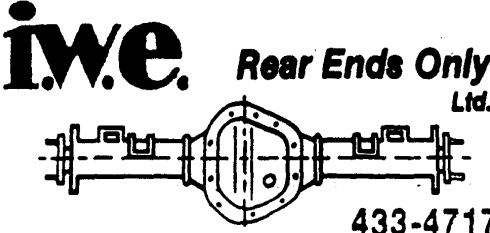
## Club Shirts

*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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