

# MAYDAY

THE OFFICIAL NEWSLETTER OF M.E.T.A.

Volume 8 Number 4

June 27, 1983

## F.Y.I.

PARTY, PARTY, PARTY - Yes, once again Al & Elsie Allinson have graciously donated their home for one of our raucous META meetings. It will be just wonderful if the weather will cooperate, because it is also a barbeque. So bring your meat to cook (or whatever) and what you want to drink and be prepared to have a good time! The date is July 27th, *between 6:30 + 7 p.m.* will likely do. For those of you who have not had the pleasure of attending a do at Al & Elsie's, a map follows later in this issue. I imagine the rest of you could find your way with your eyes closed!

## Race Dates

July 23/24	Conference Race - Westwood
July 30/31	IMSA - Portland
August 6/7	Conference Race - Seattle
August 20/21	CASC/SCCA Race - Westwood
Sept. 3/4	Conference Double Points Race - Spokane
Sept. 10/11	SCCA Regional/National - Portland

## CONFERENCE RACE - WESTWOOD June 4/5

An interesting weekend it was - it certainly seemed an event designed to test all involved.

As the last ICSCC race was fraught with problems and of course the tragedy of Steve Phillips' death, officials were very hesitant about everything. A drivers' meeting on Saturday introduced a new symbol on course - The waving white and waving blue together to warn of animals near the track. "Just something else to replace the yellow flag" was a comment much heard.

Firstly, entries were down and everyone hoped for a lot of latecomers. Workers were sparse and needed some juggling around. In early practice, one of the two Minis (guess which one) dropped his oil plug and consequently his oil from the top of the hairpin through to the pits. A mass cleanup was in order and when

## CONFERENCE RACE Cont'd

drivers were asked to help in sweeping etc., many did (thank you thank you). The schedule needed to be changed because the Sports Racing group ran last in the previous race, which unsettled a few people. A fire in the pits in what appeared to be a motor home caused a headache or two. Sound like fun so far?

Well... owing to lack of staff, inexperience in some areas (not for lack of trying) and problems such as late P.A. announcements, delays, etc., a Conference Board Meeting was held during the qualifying sessions. Matters were resolved for the time being and racing went on, though not without a few tempers flaring. And, in spite of all this, which seems to be the way of the world, some good racing happened. In the Formula Vee event (with a total of 4 entries) Al Ores and Clayton Sturge battled it out for almost the whole 20 minutes and in the process, set a new Formula Vee record for Westwood (dont have the official time yet but will endeavour to secure for next issue). If you noticed the way Al breezed by Sturge towards the end, you'll have an idea of the fun and showmanship Al likes to put into a race.

As usual, the 510s gave us some excitement, although the real panic came at the end of the day. John Broekhuysen, who had some problems during the race, was being towed in by flat tow. Now most drivers know why it is a good idea to wait until at least 15 minutes after the end of the race day to load trailers in the pits. This is what occurred - as the car was being towed up to the upper pits, a car was being loaded on to the trailer right near the entrance. Mike, our tow truck driver had a very difficult time even getting the truck to remain stationary, let alone move at this point (clutch problems). John, naturally, was having a hard time hanging on to the rope and the car began to turn, then flip on its side facing down the hill. John was hurt (his arm was in a sling at last sight, but he had not visited a doctor - Good Samaritan of the weekend goes to Joey Humphrey who was on the spot taking care of him in top emergency-person fashion). More than a few people were upset about the whole incident.

Racing is so much fun, isn't it? Well, yes it is - These things happen so we'll know how to handle them, I figure, so we can get on with what we are all there for - good racing and good times. I mean, it sure would be boring if everything went tickety-boo all the time!

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## DRIVER TRAINING - Westwood June 17/18

An alternately dry and wet (all the time cool) Saturday greeted the initiates to (gasp!) Race Car Driving. With a crew of hardy RDC members and a few volunteers, we managed to man the track, albeit sparsely.

Some quick cars were in evidence: a Porsche 911SC, a Toyota Supra Turbo, a BMW along with a number 510s. Larry Hawkins, Chief Timer for Westwood, took up the challenge and headed out in a (rented) Mustang.

Deer plagued Turn One and Turn Two for most of the afternoon and the solution was to hang the motorcycle "ambulance" flag out at Start/Finish to let the drivers know of animals on track. (This does not include the RDC members, of course).

DTs Cont'd

At the drivers' meeting before the ending sessions, Tony Morris mentioned that unless the instructors said ok, the participants would need to go out with someone in the car with them. Well, our trusty Porsche driver thought "Oh great. I'll go out with my friend". A black flag was naturally forthcoming and when he realized what he had done, he was extremely apologetic and in fact quite worried about the whole thing. Assured that he wouldn't be sent home to Calgary with nothing but worn-out brakes, he settled into making the rest of the weekend worthwhile,

Sunday rolled around with worse weather in the morning than Saturday. With all due respect, the students did well in the pouring rain and didn't fall off too many times. A good group! When the sun came out for the races (Westwood hasn't let us down in that respect for awhile), these guys were ready and eager. Our friend in the 911 got his tail in gear (rear engined, you understand) and lapped the field  $1\frac{1}{2}$  times, doing about a 1:30. As the last lap board came out, us tapers and charters were breathing a sigh of relief, knowing our chore was done. But wait...! as our leader came around, he pulled into the pits! Panic city in the tower. "What is he doing?" was the united cry. Well, Danny Totten calmly got things under control and screamed at him to get out there and take the checkered. Whoo - that was close!

The second group was less eventful, though it began interestingly enough. The Volvo in the 2nd grid position noticed his hood was loose and it was decided that the RDC would try to get him to come in before the pace lap was through. This necessitated the pace car slowing to virtually a stop around the pit entrance and some very alert students followed suit. I do hope they were told that this does not happen under normal race conditions. We don't usually issue invitations to disaster!

The most improved driver of the weekend went to a fellow in a Datsun F10, who really flew (considering what he was driving - with no apologies to Tom Roy) in the Group B event. The Supra Turbo walked away or drove away with the honours in Group B. The gentlemen, who co-fielded this entry, are friends of former worker and gadabout Don Johnson. They are in the process of building a Trans Am entry, so are really involved. Another honourable mention goes to a brother/brother combination who ran a Datsun 510 wagon - both handled it very well.

All the students at this Driver Training passed - it was a weekend of steady and overall intelligent driving ( a rarity in racing some might say), and a super effort was put in by very inexperienced workers and RDC members, particularly on comm - maybe we should recruit these guys!

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CREWING (or Life in the Pits)

I have now had my first real experience of being a member of a crew - and no, not sailing. A fascinating weekend it was in Seattle, what with the all-star attraction of Trans-Am and the promise of a competitive Formula Atlantic (or Mondial or whatever) and various supporting events.

I could take you through all the steps of seeing things from the other side of Pre-Grid, as it were, but I will stick to the highlights that have remained in my mind. Firstly,

## THE PITS Cont'd

if one does not have an assigned task to perform, crewing can be somewhat frustrating. I'm used to being pretty busy and it was a new sensation. As my designated job took place only a few times during the weekend, I had lots of spare time to wonder what the turnworkers were doing! Visiting with other crews is nice (hobnobbed with Loretta Danny, Bob & Terri McGregor and Bill Welters for a while), but they have work to get on with also. It is nice to have time to just watch a race for the pure pleasure of it, however.

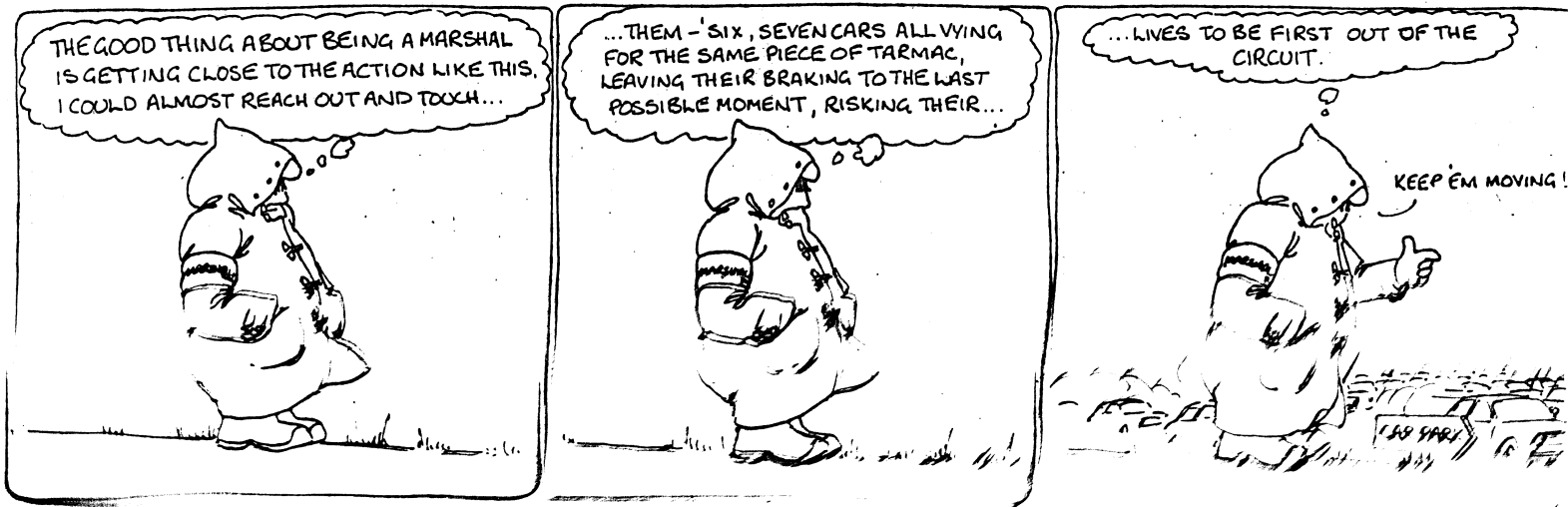
Being in the racing pits can be quite exciting. If timing your driver, you must keep track of all the cars coming in and going out as this can affect his/her position, keep an eye on the leader, record times of other drivers as comparison, count laps the leader has done, how many laps to go, how many laps your driver has done, plus time each lap. Whew! I also tried lap scoring for the heck of it, but that had to be done intermittently.

I've now seen the frustration drivers and crews can go through during a weekend. It is much different, even when you know the driver, when you are a worker because it seems easier to remain detached from the proceedings. When working, you have a particular job to perform and enjoy and the problems of a car and driver are not uppermost in your mind (thank heaven - we'd all be a bunch of raving idiots if so!)

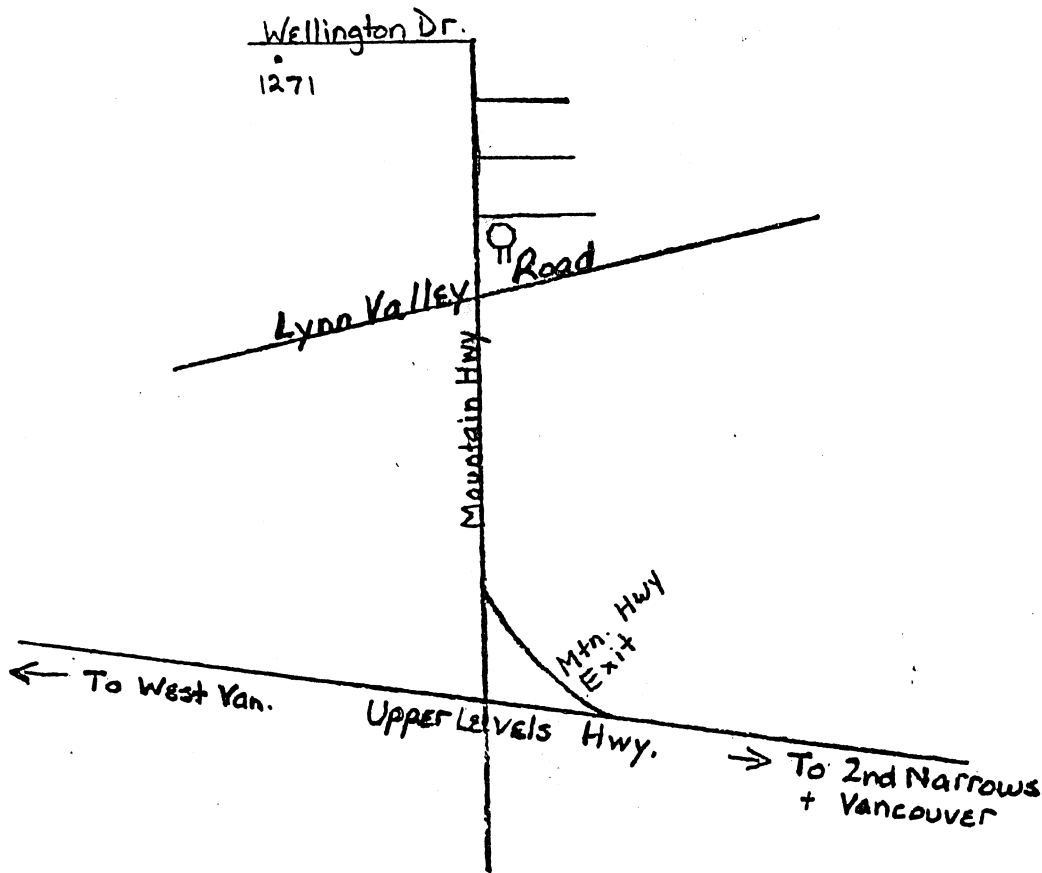
I have to say that my first love is marshalling - it is exciting and fun to me. I would, however, recommend that if you get the opportunity to crew, please do it. It gives a new perspective on racing and a valuable one. I do intend to do more of it myself! Of course, going racing sheds a different light on the situation again, as Joey Humphrey I'm sure will testify. Hmm...

## Catchpole

by Barry Fc



AUTOSPORT, APRIL 7, 1983



↑ This is the map - These are the directions ↓

Take Upper Levels Hwy. to the Mountain Hwy. exit and turn right from said exit. Continue straight (well, not quite - It's kinda curvy) up Mountain Hwy, past Lynn Valley Road (intersection with lights - best to obey them). The first block will have a stop sign (see illustration) then it's your third street, turn left. Go to 1271 Wellington Drive, you will probably see an orange & black van parked there and you will know you are in the right place. Park and prepare for a fun evening!

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P.S. The editor and resident flunkie would like to apologize for the error in the last set of race dates. Assuming everyone ended up in the right places for all the races, hope it did not cause too much confusion.

R.H.

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Next Issue -

Comment on Alert/Scramble controversy

Westwood Conference race

Worker Awards