



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

Volume 9 No. 2

February 25, 1984

MEETING PLACE

Yes, our meeting was held February 22nd and most of the people who showed up knew where it was! And from now on until further notice, our meetings will be held at F1 Automotive, 1127 West 14th Street, North Vancouver, B.C. (See Issue No. 1 for map). Time unless otherwise notified is 8 p.m. And bring your own chair if possible. Next meeting March 28th.

BITS & BOBS or ODDS & SODS

Just a few points of interest for all of you who wish to keep up with the latest in racing in the area:

- Oregon Region Chief of Flags for this season is Skip Yocom - a familiar face to all who trek to Portland.
- Ira Young in his new Mazda RX7 finished 12th overall and 1st in GTU at Daytona 24 Hours. Co-drivers were Jack Baldwin and Robert Reed (SCCA GT2 Champ). This was Ira's first pro race - way to go! Also, Lori will be piloting the March this year - look for some fast times from this quick lady.
- Some Schedule Changes -

July 7/8	Vintage Race	Westwood
April 14/15	SCCA Regional/ICSCC	Olympia
March 31/April 1	Drivers School/Regional	PIR
June 30/July 1	ICSCC (VMSC)	Deer Park
Sept. 15/16	PCRRC	Sears Point

Notice these are in order of how far the tracks are from us!

May 6) 1 day	CASC/SCCA Regional	Westwood
August 26) events	CASC/SCCA Regional	Westwood

- May 5 will be devoted to Worker Training - details to be announced.

TRAGEDY AT PHOENIX

On Sunday, January 22, 1984 at a SCCA National Race, two workers were fatally injured. According to the Oregon SCCA Loud Pedal, they "were working the exit of Turn # One, during the final qualifying for GT1 and they were struck by a Corvette". Frank Rodriguez was killed instantly and Letha Byrns died the Saturday following in hospital. A fund has been set up to help their families with expenses and at our last META meeting, the membership agreed to forward a contribution from the club. We also urge you to donate privately - META will send your pledged donation for you. If you wish to add your support to this very worthy fund, please contact Tom Popovich at 520-1228 before March 15, 1984. You may then make arrangements to reimburse the club. Frank and Letha were a part of our West Coast "family" of workers; please do what you can.

LETTER FROM EUROPE

Well, a letter came winging it's way recently from Roger's homeland of Switzerland. The Cincinnati Kid is eating his way through all the chocolate available and enjoying every minute! Dennis is doing fine, enjoying his research and learning to speak a little German - all to do with food, of course. He has been enjoying the slopes, needless to say, including World Cup scene Kitzbuhel, but as racing has not started yet, hasn't seen any of the good stuff! Since this issue will be winging it's way back to him - hello from all of us at META, Dennis. Hope you get this before you come home - we wouldn't want you to forget to bring us some of that chocolate!

CONSTITUTION OF THE CORNER WORKER - Reprinted from SCCA Newsletter

We, the flagging and commies of the SCCA, CART, and the world, in order to secure more guest passes, dash plaques, establish corner stations, insure tranquility in "race control", provide for the common line of protest, promote the general delays, and yet secure the blessings of the Chief Steward to our Regional Administrator of F & C, and to protect our posteriors, do ordain and hang out this Constitution of Flaggers and Communicators.

ARTICLE 1

Section 1.

All legislative powers, if any herein shall be vested in a group called "flaggers".

Section 2.

No person shall be a flagger who has not endured: long days with no relief, dusty sandwiches, breaded hamburgers, sun, rain, dust, Formula Fords, and registration hassles. Nor shall any person who has seen the start or finish of a "pro" race be considered a flagger until such time as they have slipped in the mud that stains permanently, been bitten by sand fleas, been without toilet facilities, and had the scheduled lunch period cancelled.

Section 3.

The number of flaggers shall never exceed the number needed and considered absolutely necessary by the Chief of F & C, but shall always be more than felt necessary by the promoter.

Section 4.

The flaggers shall cause to have appointed a leader, known as the Regional Administrator of Flagging & Communications, who shall not, when appointed, have any idea what that person has gotten into. Neither the Chief of Flagging or Communications shall receive adequate compensation for their services other than the smell of overheating Stewards or smoking Goodyears.

Section 5.

1. The flaggers shall have the power to lay oil dry, collect debris, and provide for the general condition of the course.
2. They have the right to borrow money or go into debt to pay for campsites, motels, meals and travelling expenses.
3. To regulate the line among competitors.
4. To establish flag stations, observer posts and escape roads.
5. To constitute tribunals at the "beer bust" inferior to the Chief Steward.
6. To define and report such piracies and felonies committed on the apexes as outlined in Appendix R of the GCR's and as taught at every Drivers' School.

Section 6.

1. The privilege of becoming or holding the title of flagger/corner worker shall not be suspended by the Regional Administrator of F & C or the Chief Steward, unless when in cases of rebellion or on-track hysteria, the drivers' safety may require it.
2. No capitation or other direct admission fee shall be laid to the flaggers or communicators or their guest at any course or event.
3. No preference shall be given to any flag station or observer post over those of another no matter how dangerous or uncomfortable.
4. No title of nobility shall be granted to any flagger. Nor shall any corner worker profit from flagging or accept any present emolument of any kind from any Chief Steward, driver, promoter, track owner or R.E.
5. The Regional Administrator of Flagging and Communications, his assistants and all flaggers shall be suspended and removed from office or active service on impeachment by a committee of Formula Ford drivers, rookie Indy-car drivers, S.I.T.s, and Renault Cup D.N.Q. drivers for any conviction of insanity, spectating, on-course streaking, under-use of the "yellow", sobriety, celibacy and/or any other high crimes and misdemeanors which constitute behavior unworthy or a corner worker.

NOVICE'S TRUE GUIDE TO THE FLAGS AND THEIR MEANINGS - FROM THE COURSE MARSHAL

<u>FLAG</u>	<u>MEANS</u>	<u>NATIONAL DRIVER'S RESPONSE</u>
Green	Go	Sees red; charges blindly
Yellow	Same as Green	Same as Green
Waved Yellow	Surprise chicane added to corner	Tries to get around chicane and through corner as fast as possible
Violently Waved Yellow	Same as waved yellow with additional Pace Car challenge	Tries to overtake driver immediately ahead before flag and then tries to get around chicane and through corner as fast as possible
White	Surprise mobile chicane added to course	Tries to get around chicane and course as fast as possible
Yellow with Red Stripe	Surprise skill test ahead	Tries to get through slippery patch as fast as possible, proving virility
Furled Black	Nothing	(Believes starter is warding off mosquitoes)
Unfurled Black	Nothing	(Believes starter is sheltering folks on pit wall from attacking mosquitoes)
Waved Black	Nothing	(Mosquitoes are getting thick)
Violently Waved Black in Hands of Chief Steward	Nothing	(Makes mental note to bring mosquito repellent to next race)
Blue - Pointed at Driver Ahead	Move the hell over	Shakes fist at driver ahead
Blue - Pointed at Driver	Nothing	(Believes flaggers have made some kind of mistake)
Red	Stop; intermission	(Believes excited crowd is demanding encore)
Checkered	Stop; race over	(Thinks to himself: "I would have won if not for (1, 5, 10, 15, 20 - pick a number) drivers ahead of me who cheated")

Reprinted from Sports Car - Feb. issue.

THE LAST WORD - FROM OUR SECRETARY/MEMBERSHIP PERSON

PAY UP! \$10.00 OR ELSE! PLEASE! THANK YOU!!