



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

Volume 9 No. 3

April 24, 1984

WORKER TRAINING

On Saturday, May 5, META will be conducting a training course. There will be fire training (how to put one out, not set one!) with the kind assistance of the Coquitlam Fire Department. Flags & emergency procedures, etc. will also be covered. Bring your friends - experienced or inexperienced workers are welcome. This worthwhile course will commence at 10:00 a.m., so please be at Start/Finish at that time or a bit earlier. Plan to spend about 3 hours or so and pray for sun! (The worthwhile part may come in the form of Roger burning his leg hair off again...)

CART WEEKEND - JUNE 15, 16 & 17

If you are interested in working this prestigious event, please see Dave Forster and he will ensure you are put on the list. The amount of workers is strictly limited, particularly communicators, so make your decision as soon as possible. First come, first served. Anyone who wishes to know the latest in comm at Portland can get in touch with me. I have a copy of the new procedures from Carol Humes, Chief Comm at Portland.

On Track reports in its "Full Chat" column that Portland "will spend more than \$750,000 on improvements to the circuit, upgrading its safety aspects, track surface and communications." They include a couple of photos of Turn Nine and the location of the chicane in the front straight, but it will definitely mean more when we see it up close and work with it. A lot of repaving has been done around the course (slippery when wet!) plus the addition of safety barriers, fencing and a new ground system for comm will be completed soon. Apparently, with all this newness going on, Turns 0 and 7 will be renamed with alphabetical titles. Of course, this doesn't mean you'll want to work there! Same ole turn stations! Oh, well - it will be interesting to see. Try to make it to Portland for a race before CART if you can, to get used to the track and new systems. It will make the job of the Specialty Chiefs a lot easier if you are familiar with these things before the CART race.

LETTER FROM EUROPE

Yes, we have received another letter from Dennis Paul. And for a treat, we will publish it in its entirety (well almost - Dennis forgot to send some of the pages!) I received a postcard with a picture of Hockenheim on it, which Dennis will tell you about in the letter. It looks like a track we would appreciate here, somewhere, wherever we can get one built. So here it is -

April 6 & 7 - The formula 2 race at Hockenheimring. Turn 1. There are eight "streckenposten" with bright orange coveralls and two wearing white. One of the two odd-balls is a Geology professor from Arizona. The other, of course, is Yours Truly.

They put us out here because the TM can sort of speak English and we can sort of speak German. Fortunately, the language barrier hasn't turned out to be as bad as I expected.

This track is quite a mixed bag. Here in the front part, you're surrounded by "the Stadium" - huge concrete grandstands, reminiscent of Indianapolis. The back part of the course is two LONG straights connected by the infamous "Ostcurve". It all cuts right through the forest, so you're always surrounded by trees (behind the double armco, of course). This morning it's cold and foggy with a touch of rain. I feel right at home! Time to put a META decal on the turn station shack and get to work.

I've always found it fairly easy to adjust to a new track, but turn working in Germany is ... well, ... different. The flags are the same (the blue is used a bit differently, though) so that's no problem. And handling an incident is the same... until you need to call for a wrecker or tow. There are no hand signals. None. That's OK. Race control can wait a little bit. No problem.

Anyway, let's take inventory of the equipment on the corner.

"Fire bottles?"

"Check."

"Pry-bar?"

"Check."

"Cement?"

"Check."

"Three sets of wire cutters?"

"Huh?"

For the catch fencing."

"Oh."

Nasty stuff, catch fencing. (As one driver will find out). It's, shall we say, not good for your skin if you're a formula driver. But the drivers are the ones who asked for it in the first place...

I've been looking for some sort of communications set-up all morning.

"Well," says the professor, "there's a telephone over in the shack. If they need something, the TM puts in a call."

"You don't know what's going on at the other turns?"

"Nope."

"Can you communicate with another turn?"

"Nope."

"Do they have course clearances?"

"Nope."

Different. How could this

Well, stay tuned for the rest of this letter, likely taking a vacation on the Riviera before arriving here! Thanks, Dennis for the goods on Germany and taking the time to write.

ARTY-ALL TURNS WATCH FOR SPILLING BEER, LOOSE CLOTHING, SMOKING EXCESSIVELY

Keep May 12 open for a barbeque at Grace & Roger's place. Bring your own steak, refreshments and hibachi, if you have one. I'm sure everyone knows how to get there, right?

If you don't, go with someone who does! The address is 10952 McAdam Road, Delta and the phone number is 581-7189. 6 p.m. seems about a reasonable hour.

FLAGS AT WESTWOOD

In the past few years, there has been some confusion as to what flags to use at what sanctioned events, what occurrences, etc. After researching rule books and doing a little mind probing, here are the flagging procedures which apply to all Westwood races.

Slow moving race car

- use standing and waving white flags, exactly as you would if a wrecker were proceeding around the course.

Red flag (shown at S/F) Ed. note - that's Start/Finish, not San Francisco.

ICSCC - waving yellow around the track.

CASC/SCCA - waving black around the track.

Communications out

- all flags stations on the turn affected to display waving white and yellow flags.

Pace car on course

- all turns to standing yellow except for the incident area. Waving yellow at the incident.

Black flag "All"

- waving yellow all around the track (used only in practice and qualifying).

Animals

- use a standing or waving yellow depending on its proximity to track.

SUGGESTION - everyone re-read their worker manual to refresh your memories.

NASCAR AT SEATTLE

July 6, 7 & 8 will see NASCAR returning to the Northwest with a race at Seattle International Raceway. Hopefully, there will be a respectable field - these guys are something to watch on a road race course. Plan to go to work or watch.

WELCOME NEW MEMBERS

Steve Bibby, who has worked at Westwood previously, came out to our last meeting with loyal 'estwooder Brian Meakings & joined our illustrious ranks that evening. Glad to have you aboard, Steve. And Dave Adair, Joey's hubby, was voted into META in absentia. Boy, it was tough, Dave. It went a few rounds of ballots before you squeaked in! (Just kidding...)