

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

Volume 10 #5

May 8, 1985

MAYDAY! · MAYDAY!

### EDITORS' SOAPBOX

Hello? Hello? Testing 1,2,3,...Apologies to those of you who did not receive last month's Mayday because your dues "were in the mail". Well, you were warned. If you are missing any and would like to get caught up contact Joanne or Rick and we'll see what we can do.

Thanks to all who supplied articles and thoughts for the last issue and for this one. It sure helps us out (less writer's cramp - What? - you thought a machine did this?!!) and makes the thing more interesting to read.

Welcome to all new members and old friends who have become members for the first time. We need you and appreciate your support, especially on-track.

### MEETING OF APRIL 24, 1985

Entire executive present plus Racechairmen Danny Totten and Randy Bach.

Eight guests including five new faces (Gail, Brian and Doug being the known quantities.)

Presented by the Racechairmen, the "Powers-that-be" for the season:

Dave Forster.....Course Marshal  
Fran Pelletier.....Registration  
Grace Lassen.....Race Control  
Derek Forster.....Timing  
Larry Hawkins.....Scoring  
Dennis Paul.....Starter  
Jim Kurtz.....Tech Inspection  
Grant Henderson.....Emergency  
Robin Holloway &  
Arlene .....Pre Grid Marshals  
Toivo Hainnonen.....Pit Marshall  
(sorry about the name Toivo)  
Pace Car, Chase Car and P.A. - reporter uncertain  
KDH.....Ambulance Service

They mentioned that the Westwood Honda class is attempting a come-back starting with the May 4/5 weekend. We hope this succeeds as these guys are fun to watch. Good Luck.

Some of our track set-ups are to change in that an emergency vehicle station may be tried in Turn 3 and that the deer lights formerly in 3A will be moved to the advance station of Turn 2. This will give the drivers a better warning as very few deer have ever crossed above this location. (Such is not the case from the middle of Turn 2 on down the track). The emergency crews in Turn 3 are to be under the absolute local control of the Turn Marshall and Communicator.

Following the Racechairmen's address Roger welcomed the new faces and Rick thanked those that turned out to the Turn 2 tire-wall party on the 14th. The chair was then turned over to the Course Marshall for the classroom training session. Dave covered everything from the operational organization Chart to what to bring with you on race days, flags & flagging, hand signals, proper emergency response procedure, turn organization and worker equipment. He was ably abetted, as usual, by Grace, who handled Communications.

Brad has everything on video tape for posterity (we hope). It may have been a bit much all at once for the new people but it was a good refresher for the rest of us and the new folk will find the information that did sink in useful when they start.

Discussion then turned to what will be euphemistically termed the "META Project". President Neyedli suggested the project as a means of unifying the club in a central purpose and to heighten our visibility on the Motorsport scene so that we don't get left behind.

In a nutshell, the project will endeavor to test the effectiveness of various types of barrier/bumper construction under impact with the view to offering the local racing world suggestions and recommendations on construction and maintenance of crash barriers. A committee was struck to investigate the feasibility of the project. Members are Dennis Paul, Grace Lassen, Vic Kennedy, Robin Holloway and Dwayne Mattson.

It was announced that the Vintage Motor Racing Club will be having a meet at Westwood on Sunday, May 11. Dr. Fellows would appreciate any worker help that can make it.

The meeting closed with the usual raffle with the usual result. The editors did not win again.

OLYMPIA AIRPORT - April 20 & 21

Due to a lack of entries the IRDC drivers' school was cancelled. But on a more positive note we were left with a fun, relatively incident free weekend. (not counting the few drivers who bought themselves broken landing lights, and our two novice races)

In the novice open-wheel race Jim Ervan in 331 blue came into turn three a little too hot and spun and stalled on the line at the exit. Dick Swanson (39 red & blue) who was hotly pursuing Mr. Ervan at the time, had no choice but to break hard and slam into him. Fortunately neither driver was hurt. However, both cars suffered varying degrees of suspension and coachwork damage. Dick Swanson survived to get his upgrade and to participate in the SCCA regional on Sunday.

A short time later there was a coming together of the yellow/green Lotus-Cortina, with which most of you would be familiar and a blue MGB in the novice closed wheel race. The damage being more extensive to these two cars and the ambulance was called to check out the drivers. The extent of the injuries seeming to be a sore neck on one of the drivers.

And then there was the rally cars of which I don't know too much about, but I will say they were interesting. Those of us in Turns 1 & 3 got a good lesson in track clean-up after these guys.

ICSCC/CSCC PORTLAND - April 27 & 28

Approximately 100 entries made up the field for the first full conference meeting of 1985. The weather was unsettled but the rain kept away for the most part except for some of us more unfortunate souls in Turn 1, who were sprinkled on Saturday afternoon during the Open-Wheel session with spins and run-offs all over. No serious injuries to cars (or drivers).

A good representation from META turned out, a dozen in fact. Good for us. Made for some agonizing moments in the morning parade for the john at Gail's though. Thanks, Gail, for putting us up (and putting up with us).

No real serious incidents although Ken Bowin - Club Ford lost a wheel coming out of Turn 2 (yes, Larry Novotny's favourite spot for doing same) and the little yellow boxy ESR broke something in the rear suspension on the straight near the end of the chicane and very nearly-creamed himself on the armco on the outside. Instead, he did a very good imitation of a helicopter doing high-speed-forward touch-and-go's down the track and up the outside bank coming to rest about half-way between the chicane and Turn 1's outside station. Driver was fine but extremely irate since he figured to have the thing won handily. Then his thoughts turned to the impact at that the impact might have on his bank account and started to turn purple. It was at this point that one emergency person debated calling for an ambulance in case of stroke. Fortunately, this vehicle was not required.

All in all a rather uneventful meeting but it sure was good to see all those faces again and to observe several new mugs in the crowd. A final word. While the FF, CF, FC etc. race fielded a relatively small grid it

was easily some of the best racing this reporter has ever seen. Don Crawford and Mr. Hemelstrand in a constant dice, flag to flag for 1st and 2nd in FF (winner Don but, I bet, not by a whole lot) and the Ed Freutel/Mel Nordhagen battle for 1st and 2nd in FC, equally close and not that far off the FF pace Ed took the checkered - his first in sometime. Thanks guys, for a very enjoyable race. (and no, Ken Bowen did not get his wheel repaired in time to participate. Racer's luck.)

Then.....the long drive home.

Another Note from the Unknown Scribe...

Well, who caught the article on the local aspiring hero? (weekend Sun Edition on Saturday March 30th) I was impressed with the job done by James Lawton, an obvious racing supporter.

Ross dedicates a lot to his driving career, and through his efforts he supports us all. When we can get this kind of coverage, we can only prosper. He is an obvious driver of skill and a thrill to watch. He represents the spirit of the sport well, by contributing in driver training and as an active committee member. I respect and admire that kind of dedication with a schedule load like he maintains.

We have seen a lot of talented people try to make their mark in racing. Yet it takes an undaunting attitude, and a clear vision of the dream, to see it really happen. Ross never seems to let up on his dream, and he continually attracts and surrounds himself with people who also believe in him.

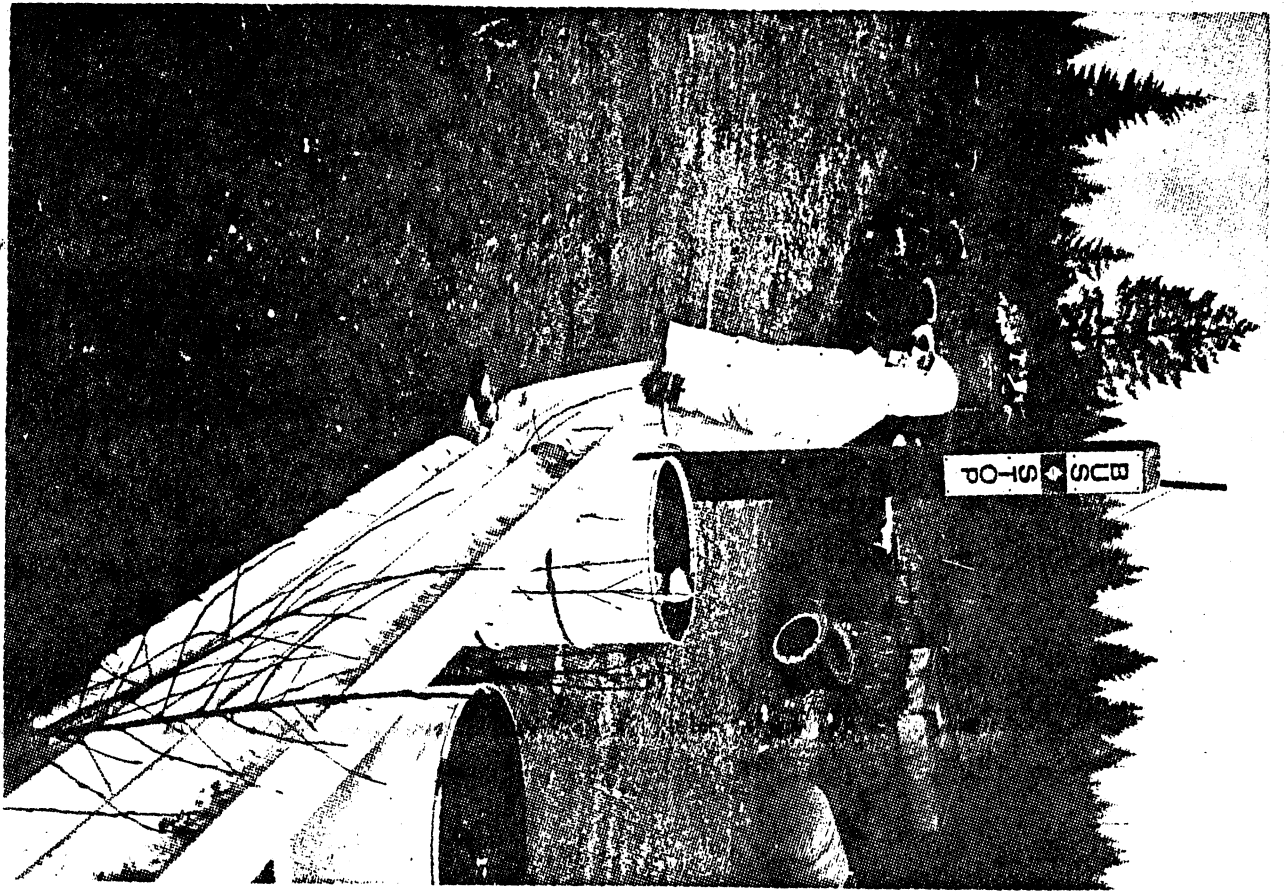
I know that talking to prospects for sponsorship, manager Mike Holloway has crossed paths in other cities with the likes of Alan Berg, in the same search for sponsorship. Berg, who also has the vision of running at the famous brick yard. Mike says trying to find that much money is a full time job, and Ross is always working on his obsession, everyday, year round.

The day we will be standing on a corner flagging Ross in an Indy or F1 car is hopefully coming soon. The feeling to have seen this driver reach it from our region is exciting and warming from pride.

I know that, like some of the real pros' he will remain accessible for all to talk to and share their sport with him. Therefore I'm in agreement with Lawton when he says, "Bentley, arguably the most talented racing driver ever seen in these parts." I hope he gets his chance, soon!

The Unknown Scribe

WHO IS HE AND WHAT IS HE DOING?



SOME PEOPLE HAVE TO SHOOT THEIR PONIES  
BUT THIS ONE CAME BACK TO RUN ON SUNDAY

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