



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

Volume 10 #7

August 11, 1985

Dawg Day Doldrums Issue

EDITORS' SOAPBOX

With the long sultry days slowly giving way to shorter, damper ones we are reminded that this race season, too, shall pass.. Perhaps more quickly than we realize (or perhaps not). Time to think about whether or not Spokane is possible this time around. (The Editors encourage you to try. This is probably the last race there for a while and almost certainly the last at Deer Park.) Time to think about Laguna and Sears Point in the fall. Time to calculate final log-book/licence requirements and the logistics. needed to fulfil them. Lastly, will the bank balance support any of the above?

Race worker burn-out and finances not withstanding let's all give it our best shot. Racing gets closer and crazier as the fights for championship points become more crucial and those drivers are going to need us more than ever.

Thus ends the pep rally.

IT'S A BOY!!!!!!!!!!!!

Our congratulations to Al and Joan Stewart who are the proud parents of a baby boy. Jonathon Joseph Stewart was born Tuesday August 6. Lots of luck and best wishes to you both, and welcome to Jonathon.

Sorry for the mistake in the announcement of the July meeting, the duplication of some articles and those which went missing. (which, of course, you wouldn't know about anyway.)

We'll try harder.

A PERSONAL NOTE

As most of you may remember there were only two dash plaques available to turn workers following the Pro Weekend at Westwood July 20/21. The course marshall decided to bestow them on the flagger and the communicator who, he felt, exemplified the quality of performance we would like to see all workers strive for. Pam Wood received the communicator's award for her calm, professional reporting of the alert in Turn 2 when the unfortunate Alan Berg became inverted and airborne at the same time during Heat 2 of the Formula Atlantic event. Well don Pam. We're all proud of you.

Rick Smale received the flagger's award as T.M. in Turn 4 and it's on this point that I'd like to make the little speech I should have made at the time but was too flustered to do so.

It's a sad state of affairs when our major race event of the season can generate only 2 dash plaques for 40 or so workers, some of whom travelled a long way to help us and the race organizers out. Somehow, with major sponsorship Copengagen Snuff painters hats seem very much second rate mementos. I'm embarrassed for M.E.T.A., S.C.C.B.C. and Westwood's good name. It seems to me that if the other tracks can come up with plaques for everything down to ICSCC events that the powers that be could have done quite a bit better by the workers than they did.

So thank you one and all for the good graces and manners you displayed at what must have been a disappointing time. In particular my special thanks to the Turn 4 crew who, while doing their usual professional work, each earned a piece of the applause. They were, at one time or another:

Buzz Beley
Don Bolton
Gail Fetterman
Rob Jacobsen
Dwayne Mattson
Chris Morris
Mike Paradis
Ken and Jana Paton
Joe Proud
"Jim from Calgary"
"Patrick from the Motorcycle Club"

The credit is yours.

EXECUTIVE CORNER

Now that the season is more than half over the executive of M.E.T.A. can be proud of its membership for the support they give to their home events and to other race tracks in the northwest. For this I would like to thank everyone.

As usual, any executive is not happy with just your body and mind, we also want your soul. With this in mind a project on barriers was put on the drawing board which has turned out to be a very large task. This project can be done. There is the brains, equipment, limited finances, and most important, a bunch of people stubborn enough to do things that others think are impossible. So let's go for it!

Rick Neyedli

Meetings of June 26, and July 24:

Sorry folks but due to the only people who have minutes from these two meetings taking holidays, I still can't report anything.

RACING NEWS

ICSCC CHAMPIONSHIP RACES - P. I. R. -July 13/14

After considerable soul-searching a few free-spirits abdicated from the Westwood Historic Weekend in favour of "real" road-racing to the south. Under the inspiring leadership of Turn Marshall Chris Morris, Messers. Salomon, Neyedli and Smale held down Canada Corner (Turn 2) at P. I. R. Dave Forster, arriving Sunday, took one look and promptly left for Turn 3. Ah, gee Dave. A word to those who may work Turn 7 in future. It doesn't happen often but when it goes wrong back there it does so in a big way. Something broke on #7 CLW Novice (green/yellow Mini) and he left the track at speed, slamming head-on into the armco barrier on the outside hard enough to buckle the fence. The car was completely bent in front with the steering column doing a couple of interesting jogs from box to wheel. The driver was taken to hospital and soon released, fortunately with only bumps and bruises and a sore chest. So remember, try and stay in the game back there.

The rest of the weekend featured some good racing pertinent details of which will be contained in the race results in Conference Memo 6.

WESTWOOD PRO (FORMULA ATLANTIC, FORMULA FORD
CIVIC/DRC, TUBTENDER SPRINTS) WEEKEND

Hot? Yes, it was a tad warm. But no one complained too loudly in case we provoked the omnipotent Wetwood Rain God who seems to have been hibernating for the last few weeks. It was great having the Atlantics back again and a pretty respectable field put in an appearance. Subject to results, which were still provisional as of last week because of the truncation of Heat #1 after 19 laps of 25, we find Dan Marvin #1 overall after placing first in both heats. John Richards was second. The name of the third place driver escaping this reporter at the moment (shoddy). Ross Bentley was back a ways battling an ill-handling Pierre Phillips Ralt experiencing life with Ground-effects for a change. It would have been nice to see what he could have done with a sorted-out car.

The Hondas had the Turn 4 crowd on its feet when one left the track at the entrance, cut off the turn on the inside and T-boned a fellow competitor at speed hard at the apex. This chap, who was minding his own business at the time, no-one around him, must still be in shock. When the dust had settled, none of the four or five cars ultimately involved were to be seen, all having continued minus selected body parts and with varying degrees (slight to severe) of body damage. No injuries reported.

The less said about the Formula Ford last lap the better.

The Tubtender Sprints certainly provided the best blue-flagging opportunities with Enduro classes I, II, and III running in both heats. The Moore/Baljet Camaro ran away with overall honours, Toivo and the Tekam Mazda 08 Black supplying the closest, albeit moot controversial racing. A lot of pushing, shoving and being much wider than manufacturer's specs.

All in all a real mixed bag of racing which seemed to be enjoyed by participants, spectators and workers alike. (with the possible exception of Chris Bender (engine), Phil Simon (battery), Alan Berg and Riley Hopkins (crash) in FA, Ken Cannon, who set a new FF record time in qualifying of 1:08 and change but blew the race on the second of 2 last laps, and the crew of the Tekam Mazda who lost the dual with Toivo coming out of Turn 4 on the last lap of Heat 2).

More of this next year please.

A word of thanks to President Neyedli, Al and Elsie Allinson, R.D.C. and those whose names were less prominent in putting on the steak dinner on Saturday night. A good time was had by all who were there. (But wait 'til you see the bill.)

If possible, and it certainly seemed that it was, Portland was hotter than ever.

Ambient temperatures in Turn 1 Saturday were in the 103 F range. I can tell you that we had that beaten handily in Turn 10, the Asphalt Jungle.

Since this reporter still has trouble remembering to be a reporter at the same time as a turn worker readers are referred to the upcoming On Track, likely Vol 5 #14, for good reporting of this event.

IMSA is a great show with fine racing from Renault Alliances on up to the amazing GTP cars and should not be missed. This weekend proved to be no exception and a good time was had by all who managed to master the heat. Sports 2000, Champion R. S. and GTO/GT4 classes rounded out the racing with some great displays of both good and "unfortunate" driving.

Seemed to be a lot of wheels running around without race cars attached to them. Remember to keep your heads up out there.

Lori and Ira Young were well represented by Malibu Gran Prix cars in S 2000 (2 Swifts, Lori and Bill Fickling), GTU (RX-7- Jack Baldwin) and Camel Light (Argo (?) - Mazda, Kline/Young/Baldwin). Lori was an unfortunate DNF after spinning in Turn 4 and was unable to restart. Bill, however, won the race. The Argo came third behind Maffucci/Downing and Pawley/Marsh in Camel Light. No result available for the RX-7.

Al Holbert Cruised(!!) from flag to flag to take 1st in GTP followed by the #44 Jaguar and the #16 Porsche of Dyson/Olsen.

Kal Showkett won the R. S. race followed by Dave Jolly and Dennis Shaw.

My apologies for any errors or omissions. Please help pad out the next issue by printing these out in writing.

It was too much fun to remember to write things down as they happened. Even more fun was the 5-vehicle convoy pounding north on I-5 at 120 KPH behind Roger's radar detector as the sun went down.

ICSCC CHAMPIONSHIP RACES- S. I. R. August 3/4 -----

The first weekend in a long time with clouds. Luckily, no rain. Saturday was oil day. Everybody seemed to want a shot at greasing the track. The unfortunate Peter Smith (#93 Yellow - "D" Prod. 240-Z) stepped in some in Turn 2 and ended up on his lid. He was "upset" as well. Fortunately no damage to the driver and the car was able to come out for its race but definitely not up to its usual form, Don Kitch managing to finally grab a "D" Prod. victory from Mr. Smith.

Al Ores persevered to sling-shot by Leslie Wildgoose at the line to take 1st in a very hotly contested FV event. Four cars could all have won, battling from flag to flag. In addition to the two gentlemen already mentioned were Jerrilyn Sturge and Bob Posner. A very fine run for Todd Cornish in FFF finishing 5th overall and 1st in FFF in his first up-grade race. A weekend of mixed success for ex-turn workers Ryan --- in the blue Pinto and Bob Dukocus (?) in his Four-Forty. Both ending up off-course, mechanical, in their respective Novice races. Bob managed to finish while Ryan came in on the rope. Perhaps the Licence Director will be charitable as he did have enough laps.

Ross Bentley blasted around in the Phoenix Communications Trans-Am sounding very strong. It was good to see everything working so well. Only later did we learn he was running with little in the way of brakes.

Best effort award goes to the #185 MG Midget who gridded at the front in the small Improved Prods race, lost everything on the first lap, and really screamed back to take 2nd overall much to the joy of a fellow midget owner/communicator in Turn 4.

Thanks to Andy Collins and the folks from IRDC for supper on Saturday. Much appreciated.

ANNOUNCEMENTS

Next meetings:

August 28, 1985 8:00 pm sharp.

"The Music Room"
Century House
Moody Park Rec. Centre
8th Street (at 8th Ave)
New Westminster

See you there!!