



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

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Vol. 11 No. 3

July 1986

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Hi Gang!

Well we made it through June without any problems. The Conference race weekend May 31, June 1st went really smooth. Hats off to Jim McRae for all of his hard work as "Temporary" Race Chairman.

WCAR is just around the corner July 19-20, and our course marshall Dave Forster would like to hear from everyone who plans to work that weekend, by July 10th, phone 420-0472. It will be a lot of fun with Atlantics, Sport 2000, Sedans & our crazy Hondas running. Rumor has it that the motorcyles will also be running on Sunday. It is also the weekend of our third annual steak feed, put on by M.E.T.A.. Working all those practice nights really pays off!!!

Also in July is a Vintage race the 12th&13th. The Vintage club is expecting a large entree and many new cars are anticipated. Please phone Nick Roche at 535-1287 if you plan to work that weekend.

Keeping in mind that "MAYDAY", is your newsletter, its success depends on the support and confidence of M.E.T.A. members. Should you be interested in participating in the production of "MAYDAY", please feel free to phone us at:

Ludy Penuta  
326-8460 Ackroyd Rd. 277-5760  
Richmond, B.C.  
V6X 3E9  
270-3903

Barb Moewes

Shari Forster  
420-0472

### Special note \*

The META membership would like to give a special THANKS to our past Editors, Rick Smale and Joanne Henderson, for their time and hard work. Thanks for a job well done!!!!







## Rose Cup Races - P.I.R.

For those who didnt go, you missed the best weekend, racing wise, of the year. Friday was an unofficial practice day for anyone who wanted to ante up some money. Saturday was practice, qualifying, and racing for all regional race groups, not to mention time for S2000 and the Rose Cup race group. Needless to say, it was a very long day ending around 7:45. Each of the regional races had an average of 30-40 cars in each group, this made for exciting racing. I don't remember who won what, but then I didn't know I'd be railroaded into this article, so I didn't make it my business to remember!

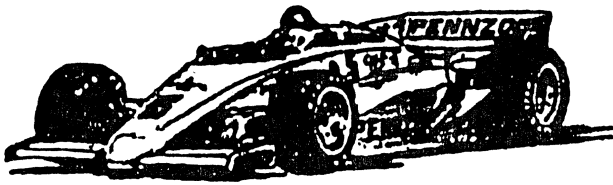
The main topic of conversation on Saturday was whether Monte Shelton would be allowed to race in the Rose Cup Race. The race was for the big bore sedans, ie; SP, GT1, GT2, GT3. Monte bought Gianpiero Moretti's old twin turbo Porsche 935 for the race. Technically an IMSA GTX car, but maybe a SP car? Right? Wrong! PROTEST!!! Not in the spirit of the race you say. Tom Hendrickson could enter his illegal S2000, a S2000 with a Mustang grill on it, and call it a SP car! Why not Monte's car? All this you say for a total purse of \$2500! After hours of E.S. Monte was finally allowed to run in the race with 500lbs. of additional wieght. They probably bottled the wrath of all the other drivers and bolted it into his car.

Sunday, Race Day. Monte had qualified 4th or 5th, the car looked like a pig wallowing in mud as Monte got used to the extra horsepower. The start of the race was perfect. Nobody wanted Monte to win. Dave Schroeder and Frank Pool occupied the front row and as they crawled out of turn 10 and down the straight, the starter threw the green. Shelton being off the boost, was eaten alive by V-8s as they roared into turn 1. Dave Long the starter, passed the Bill Merwin school of starting Monte Shelton! Monte eventually passed everybody except for Schroeder, It was obvious Schroeder wasn't going to allow Monte to win even if it meant blowing up. Schroeder's engine eventually went sour and although it sounded like minor damage, smoke began billowing from the exhaust. It got so bad it looked like St. Helens had blown again. The smoke was so thick you couldn't see a thing down the straight from turn 1! Monte just hung back and waited for Schroeder to park it and then cruise to victory with the help of DNF's and a blotched pace car situation.

The National races were all good but with smaller grids. The FF race was exceptionally good with many lead changes. The S2000 race was rather uneventful after many front runners dropped out or dropped back with mechanical problems. There was some good racing in the middle of the pack, but the front runners were spaced out by about 5 seconds. Rod Granberry started from the pole and led all the way. Other names to watch when they come to Westwood are: Randy McDaniel, Bill Fickling Bob Schroeder, Carlos Bobeda, and Peter Hastrup. About 90% of the S2000 guys have never raced a Westwood, so it should be an interesting WCAR weekend.

Dave Forster  
Course Marshal





## U.S.Arm

by Rick Glissman

JOHN KALAGIAN. paralyzed after breaking his back in a pre-race IMSA crash at Riverside in April is said to be gaining feeling in his upper arms. He's in a hospital near his Charleston home. Had he crashed on Thursday instead of Friday, he would not have been covered by the catastrophic major medical insurance program now in effect..... JIM BUSBY's replacement 962 is an American-built machine. Built largely of Kevlar, it is sturdier than the factory 962's..... RICK HENDRICK certainly has a flair for doing things right, as a needed air-to-air intercooler assembly for the new Corvette GTP was in England. He ordered it hand delivered to the Charlotte track, and this was done by a lovely young British lass who brought the hundred-pound unit through as hand baggage. When asked why it wasn't air freighted, Hendrick said it would take too long to get it through customs that way. The sweet young thing only stayed in the pits a couple of hours before heading back to Jolly Ol.....BOB EARL, who recently quit his job as an instructor at Bob Bondurant's School at Sears Point so he could concentrate on driving the Huffaker GTO Pontiac Fiero and Camel Light Fiero, is saying he will open his own driving school when the new Otay Mesa racing complex near San Diego is completed.....BILL WOOTEN, the Southland VP instrumental in getting Seven-Eleven into motorsports in a big way, is not longer with the company. Those who are wearing 7-Eleven colors are now concerned over the future status of their sponsorships.....

Organizers of the Molson Indy street race in Toronto are saying the prize fund of \$600,000 (U.S) (\$840,000 Canadian) will make it the richest sporting event ever held in Canada. Over 25% of the available tickets have already been sold, and final paving is in progress on the 1.78 mile lake-front circuit.....GEORGE HURST, developer of the "Jaws of Life" extraction tool, was recently found dead in his Redlands, CA home. The 58 yr-old bachelor was afflicted with an incurable disease. He developed the tool after an attempt to get a trapped motorist out of a wrecked car with a bumper jack.....The loss of a rear wing at speed was responsible for the crash that killed F-1 driver ELIO DE ANGELIS. Death was due to massive injuries to skull, brain and chest areas.....JO GARTNER, driving a Porsche 956, was killed in a 220 mph crash on the Mulsanne straight during the LeMans 24 Hour endurance race.....DAN GURNEY's Eagles were withdrawn from Indy tests on two different cars were unable to produce the 200+ speed needed to qualify for the event. As Gurney now has no funding, the Eagle will probably not be seen for the remainder of the CART season..... IMSA's new qualifying rule for selected races involves safety wiring and sealing the wheel/tire in place to ensure the car starts on the same tires used for qualifying. This will apply to the top 10 qualifiers for selected races.....AL HOLBERT recently reported to have said the PDK automatic transmission for GTP cars will probably not be used in the U.S. Currently in limited use in Europe, the transmission is heavier than the current one in use, and is still in the development stage..... SHAYLOR DUNCAN, the Nissan team member injured in the fiery pit lane fire at Laguna Seca, is due to be released shortly from the Santa Clara Burn Center. Recovery from the burns, which covered 40% of his body, will continue at his home in Monterey.....The West-Pro Formula Ford Series, originally scheduled for three races at Sears Point, has been cancelled due to lack of entries.



## CASH AWARD

The \$25.00 cash award was donated by an anonymous donor, to be used for the best article submitted.

### Guidelines

- Anyone may enter
- You may enter as often as you wish
- All articles submitted become automatic entries
- One Winner will be selected by membership

SO.....keep track of the Mayday articles you enjoyed most, for ballot submission at the October META meeting. Winner will receive the cash award at the META Banquet.

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## META TRIVIA

Answer to last month's question:

HOW... "MAYDAY" name selected by membership at META meeting  
WHEN.. on February 12, 1976. First issue published in April 1976  
WHY... "MAYDAY" was the term used for an Alert

From 1959 to the end of 1980 Coms used a telephone system instead of radios. Dialing "38" got them thru to the tower as an emergency, and only one call came in at a time. In 1981 SCC switched to radio's and the "Mayday" term had to be changed because the Navy was picking up our frequency. So "Mayday" became "Alerts & Scrambles" instead.

Watch next month's issue for another META Trivia question!

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M. E. T. A.  
BOX 82435  
NORTH BURNABY, B.C.  
V5C 5P8 CANADA