



## *THE OFFICIAL NEWSLETTER of M.E.T.A.*

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Hi Gang!

Well we must make our apologies for not getting your August Mayday out. We hope you all will understand with holidays, company, busy scheduals, ect., we also were starved for any articals or contributions of any kind. We the editors would like to thank everyone who has helped us out the last few editions, we also are still more than willing to print out almost anything any of you are willing to give us.

September is starting out GREAT, with a conference race weekend already successfully completed. All went really smooth (that is if you don't count our alert in turn #3 - Good work Rick and Pam and Crew! ) thanks to all of your hard work.

If this Mayday gets to you in time, there is going to be a Porche driving school the 20th and 21st of September. Please contact Barb Moewes if you are interested. See you all at the races!!!!

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Our Congratulations to:    Ross Bentley & Robin Holloway who plan a  
   September 20th wedding!  
   Rick Smale & Jan Hammond who plan a September  
   27th wedding!

BEST WISHES TO YOU FROM EVERYONE IN META!!!!!!!!!!

WELL FOLKS HERE IT IS:

As you can see I finally got convinced by the editors of the Mayday to put my share of masterpiece work of art.

Working on different race tracks for years, I often noticed workers in general are very dissatisfied with the higher society such as organizers, stewards, sponserers, ect. and more and more I realize with this attitude in mind we, as workers are ( our responsibility is for the safety of the drivers) losing the whole concept.

Maybe in my experience in different fields such as Course Marshall, Vice President of SCCBC, in charge of R.O.D., President of META I see the different problems that can arise, and some times it creates conflicts between different views. Lets remember we are involved in motorsports because we love the sport and the minute we loose that idea we are losing the interest, and also the confidence we have created with the drivers.

META should be proud of thier achievements and quality of workers such as Course Marshall, Starters, Communications, Pregrid, Registration, ect., and we create a very large area of experience in motorsport. And lets not forget that any conflicts we as members create we also are putting the META name in jeopardy.

I think back on the politician on one of the pro races at Westwood that said it so clearly. Whatever problems we have we solve together. He wishes the politicians could use our motive - stop bitching, and lets solve the problems by working together!

Roger Salomon

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NEW META MEMBERS: Julie Wilkenson & Rick Vanderspeck

WELCOME ABOARD WE ARE GLAD TO HAVE YOU OUT THERE WITH US!!!!!!

THE P.P.G.V.M. W/E JULY 18, 19, 20, 1986

After several days of rain friday dawned with a clear blue sky. now we needed to keep our fingers crossed.

The second Player's Pacific Gilles Villeneuve Memorial Weekend was about to start for many of us.

Workers registered from everywhere. Many thanks to our American friends who were there at registration on friday. We also had many helpers from the Motorcycle Club, and thanks to Rick Neyedli and Dallas Smith for finding volunteers for deer spotting.

We had workers everywhere, a lead station in turn #1 and the esses sure looked good from the air.

At on time in registration we had three lines to process workers!!!

Our saturday night barbeque was the best yet! There was nothing left. Our sincere thanks go to Al and Elsie Allinson for organizing the "BASH".

Sunday was my day! When the registration crew reached the tower at 11:30, we had completed all of our paperwork. Our time was our own.

After lunch I made my way to the Airborne racing tent, I had been promised a ride in the helicopter, and I needed a departure time. My flight came after the two TV camera crews. On departure we noted a collection of Atlantic cars in the hairpin, and one going in on the hook. A trip to Vancouver International for fuel was part of my flight. On our return we saw the last laps of the afternoon Sedan race.

After watching the Sports 2000 at start finish I went up to the honda hospitality tent in turn #1. There I saw the Honda race and the last heat of the Atlantic race. The hosts were good and the spectating was Great!

As Registrar my memorable weekend started at 6:00 a.m. on friday and lasted until 8:30 p.m. sunday, and for the first time in eleven years, I watched not one , but three complete races!

FRAN

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TRIVA QUESTION FOR THE MONTH; What year was META founded & who were the founding Executive??????

ANSWER IN NEXT MONTHS MAYDAY, SO KEEP POSTED!!!!!!

## BIFURCATED BARRIERS, AIRBORNE ARMCO, AND PERAMBULATORY PARTS

Turn #1, Portland International Raceway: An IMSA GTO Pantera hits a 7-ton steel-reinforced concrete barrier square on. The driver is visibly shaken and slightly bruised. The car is 3 ft. on the short side of stock. The barrier? Its now two smaller barriers, 90% to the original position.

An unknown turn, Blackhawk Farms Raceway: An SCCA production car slams the double armco barrier in a "routine" spin. The car suffers cosmetic damage. The driver contracts an inflamed temper over the damage to his baby. The armco? A 15 ft. section of steel is dislodged from its moorings and flies through the air about 15 ft.

Turn #5, Indianapolis Raceway Park: An E-Production MGB hooks a wheel and slams into the 3 ft. thick concrete retaining wall. This time the protective barrier is unharmed. The driver is momentarily unconscious. The car loses several pieces of glass and sharp metal, most of witch continues at racing speed directly over the wall.

Many of us witnessed the first incident; the rest of you have heard it described ad nauseum. The second incident was related by a colleague from the mid-west. The third is from the depths of my own memory (circa 1981). All three incidents serve to remind us just how protective the protective barriers really are.

In Portland, the concrete monolith stood guard over no less than eight workers, including five non-SCCA-members who were required to remain behind the barriers. All turn personel reacted as if there were no barrier, abandoning the station at acute angled with extreme predjudice. No one was in the way of the concrete as it moved through the turn station. No one

was hit by the flying rubble as the center of the slab disintegrated.

In Indianapolis, the reaction was the same. No one was hit by the flying pieces of the finest British workmanship.

At the track outside of Chicago one of our ranks was not so lucky.

When the track goes hot we must always remember:

- 1) A barrier, and anything placed on top of it, is a potential projectile;
- 2) Race cars have been known to climb barriers of all sizes and types;
- 3) A particularly strong barrier may cause parts of a car to become projectiles.

Don't be lured into a false sense of security. Don't rely on a protective barrier as protection.

Dennis Paul

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CONGRATULATIONS TO THE PROUD PARENTS OF A NEW BABY BOY!!!!

Danny & Loretta Totten add a new member to there family. Michael Allen Totten was born 7 lbs. 12 oz. on July 21.

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META MEETING FOOTNOTES:

- \* Practise nights are at this time cancelled until further notice.
- \* Coffe was offered at our last meeting - maybe next time we will get some diet pop too?
- \* Course Marshall urges you to please bring friends out to the track we are really short staffed on the track.
- \* Dont forget about the enduro the 11th and 12th of October contact Dave Forster if you can make it. Dont forget warm clothes and hot drinks for this event.

# T A L E S   O F   T A C O M A

By Julie Wilkinson

If you missed the great street race, you missed the best demolition derby you're likely to see for a while.

Turn 9 turned into a NASCAR parking lot during Saturday's practise and qualifying sessions with the pole car parked and in pieces following a brave attempt to re-design turn 8! And in typical NASCAR fashion the same car sat on the grid Sunday - with hammer marks all over it's nose! Not the prettiest sight.

The RACE, once it really got going was well worth watching - the yellow flags spent more time waving during the first half than not. It was quite the experience for both drivers and workers, with one car travelling backwards between 6 & 7, numerous vehicles missing one more piece of bodywork each lap - amazing that any of them actually finished the race!!

The Atlantics were better equipped to handle the course, although some of the drivers made this hard to believe. The first race lap had its casualties with our own FRANK ALLERS, driving #86 flat bottom, who had out qualified several of the "faster" Ralts, being shunted and breaking his front end - he watched the race from turn 9. Tom Phillips, after a disappointing PRO weekend at WESTWOOD , qualified on the pole and took the chequered unchallenged.

The suprising event of the day was the Formula Russell race, a nose to tail chase from start to finish by the three leading cars, whose agility and antics were great entertainment.

In addition to the automotive casualties , we also suffered a few incidents of our own. Grace, trying to get some attention in turn 6, slit her pants, and Roger , not to be outdone, slit his pinky. All in the course of duty - of(f) course!

Barb also had her moment of glory, appearing on the Front Page of the TACOMA TRIBUNE Sports section -yellow flag in hand. FAME AT LAST !!

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