



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

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AUGUST 9, 1987

Hy humble apologies, race fans (pronounced "rackafans" for the uninitiated). I am very late with the July issue and a day early with the August one! Some of you are still waiting for June's. Well, if you did not pick yours up at the M.E.T.A. meeting, it is enclosed herewith. Thought I'd save the club some postage. (Now there's an idea - I could save up all 12 issues and mail 'em around Christmastime - you'd have them by, say, March... No, I guess it's not such a good idea. We'd have no one at parties or meetings or anything).

The life of a famous writer is just jam packed with things to do. But I really blew it on this deadline thing. It seems I can't follow my own instructions. But someone has. Mr. Merv New, worker of the cool clothes, dark shades and British demeanor, handed me his literary contribution well before deadline. And an amusing piece it is, too. Please, race fans (remember that pronunciation) do enjoy!

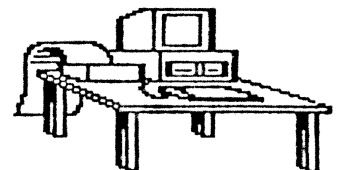
Also in this issue is a schedule of practice nights and the names of the M.E.T.A. members to work them. We have made an arrangement to provide our services to the Sports Car Club drivers for a substantial fee and we ought to hold up our end of the bargain (we were paid the most recent installment a couple of weeks ago). Please read Nick's article for further info.

The Pro Weekend is fast approaching and with it the unmistakable whiff of a party. The Formula Atlantic drivers are contributing cash to our annual steak dinner and so, as all good workers know, there is work to be done to make this bash special. See "Tech Punch and Other Hallucinogens" for instructions.

I guess the MAYDAY deadline is now a moot point. But I'll ignore that and tell you that it's - SEPTEMBER 10TH.

So long 'til next page!

P.S. A little bird just told me that one of our members is getting married in the not too distant future. Read on for more clues.



IMPORTANT NOTICE

We all know that our track operates with far too few personnel. There are some lessons we learn as we go along (and obviously we can't before they happen - it's impossible to anticipate everything). One of these lessons is crucial to the operation of an undermanned course. When you are alone at a station and responsible for communications and flags, do not leave your station if an incident occurs. The drivers must be warned of an incident by the flags and if you take off to the scene, there is neither a flag to back up you or the incident. It is preferable to call for the appropriate help or even that the event be stopped if the incident is serious enough. But stay where you are - your responsibility is the safety of all drivers and yourself and your best job will be done at the station.

The other point to be made (and this applies to shorthanded and fully-manned situations) is regarding deer. On a normal call to race control, you will advise that you have a deer problem and turn your lights on (at 3A and the Leap), and wave your yellow flag at around the same time. Race Control can then take action through the stewards to red flag the event or whatever is appropriate. However, sometimes, you may not be able to override whoever is on the radio that moment, to advise Race Control of your situation. If this happens, and you are at 3A or Deer's Leap, turn your lights on and wave your flag, if this is necessary before your call to Race Control. It's most important that the drivers are warned immediately - radio reports can be made as soon as possible. In other words, do not hesitate to take action to make your area safe.

If you have any questions or need clarification on these points, please see Dave Forster, Course Marshal or Grace Lassen, Chief Communicator.

WORK, WORK, WORK - TOTE THAT BARGE, ETC!!! or Tech Punch and other Hallucinogens

As mentioned on the preceding page, the Pro Weekend bash is scheduled to be the highlight of the social season. As the drivers are contributing to our special night and will be invited to attend, we must make the Turn Two area into a Party Palace. And that, my friends, will take some serious cleaning up. There will be lots to do, including straightening up the biffy, sweeping out the clubhouse, cutting some brush and generally making the place liveable. Budding interior decorators are welcome! We don't want to clean everything up too soon, just to have various vandals trash it again. So, the Practice nights before the Pro Weekend will also be work party nights.

Please, if you can make it on

TUESDAY, AUGUST 18 and THURSDAY, AUGUST 20

it would be much appreciated. Every little bit helps, even if you can only stay for a short while.

We'd like to make this event extra special and with your help, we will!

PRACTICE NIGHTS

The following are the dates of upcoming practice nights and those members scheduled to work.

If you are unable to make your appointed night, it is up to you to make arrangements for replacement. Perhaps you can exchange a night with someone else. Try to give your fellow members reasonable notice.

If you are still stuck, as a LAST resort, please call me at 535-1287 and I'll see what I can do.

Nick Roche

August 13	Julie Wilkinson Larry Wiseman Pam Wood
August 18	Robin Bentley Gail Cross Noel Foley
August 20	Dave Forster Shari Forster Glenn James
August 27	Vic Kennedy Grace Lassen Duane Mattson
September 3	Brian Meekings Ralph Merk Barb Moewes
September 10	Merv New Rick Neyedli Lori Nerada
September 15	Fran Pelletier Tom Popovich Joe Proud
September 17	Nick Roche Roger Salomon Rick Smale

(By the way, we can always use extra help whenever possible. If you are free one of the evenings you are not formally scheduled and wouldn't mind giving a hand, you are always welcome. ED.)

Hint: The young lady's name is Lauri Lehman, a former worker from Seattle...

FLAGGING IN THE RAIN or THE FIRST CONFERENCE RACE

One worker's view of a wet weekend at Westwood

So, anyway, how come it drips down the back of your knees? We're talking 8:35 a.m., Saturday morning.

So, anyway, how come I can barely see the bottom of Turn 3 through the ground mist?

It's still only 8:36 a.m. It's still raining, the back of my knees are still wet and in all probability, spray and mist will obscure anything from view and the first few intrepid souls (sole's?) who try out the wet practice track.

As usual, a quick glance out the window at English Bay told me what the weather would be like for the next two days. Right? Fat chance. My totally inadequate "Rain Gear" is now completely saturated. Let's just say everything is cold and clammy and I mean everything.

I guess it must be coming up to Nine-ish. Oh, try 8:37. The static and crackles of the radio suggest that I'm not actually on the "Solo" segment of "Outward Bound", although the top of Turn 3 sure feels remote; in the murk, I can see sensible rain gear plus a suitably proportioned umbrella that Roger and crew (Barb and Shari) have rigged up.

Uh-oh, "Green and Ready", "Cars on Course" and away we go. Practice. This is the first time I've actually been entrusted not to drop a radio in a stream or lose it or some such calamity, so this is practice for me as well. So far, so good, except that now I really am wet, none of your 'Oh, it's a bit damp but I'll dry out by, oh, er, lunch maybe'. I mean, squelch, and I don't mean the radio.

Changeover time, as I glop back to the bottom station where Roger and I rotate, as it were. As I slither back, my whites are stuck to the backs of my legs (the whites of my thighs?). Now it's windy (as well), not that I'm whining (honest). My condition is completely and totally my own responsibility, however, I can thank Barb Moewes for the loan of her ex-Expo rain poncho that I didn't contract terminal pneumonia. Without wishing to belabour a point, be prepared! Especially any and all rookie workers, as I obviously still am. Extended discomfort can soon turn into exposure whether it be cold, wet or heat; probably the quickest way to warp a person's outlook towards turnworking.

Sunday, of course, I had everything. Yellow sailing boots, Floater jacket, waterproof pants. I mean the whole survival bit - quinine, collapsible oxygen tent, everything.

It cleared up around lunchtime, I sweated off and on for the balance of the day, (Turn One tirewall rebuilding notwithstanding), even got my too-white whites dirty, filthy actually. Oh well, I guess that's Racing.

Great, isn't it?

EDITORIAL

At a recent M.E.T.A. meeting, Dave Forster, in his capacity as Course Marshal, handed out an article written by a worker about the yellow flag. It was an interesting piece, with good points to be made, most of which we all seemed to miss in the ensuing discussion. One of the more off-topic harangues centred on whether GCR's (General Competition Rules) stated the proper use of the yellow flag. Apparently, SCCA is quite vague as is Conference, hence the gist of the article (ie. interpretation, credibility, consistency). I thought I would print the explanation from the most recent CASC GCR's (taken from the FIA Yearbook) as they are very specific on the how to's of the yellow flag.

C. Flags used at marshal's posts. Flags used by the marshals may be shown either motionless or waved, a waved flag emphasizes the flag's basic meaning.

1. YELLOW FLAG. The yellow flag signals a situation of danger, whatever its nature. The cause of the signal may be temporary or permanent. When waved, it signals the existence of such a situation in the sector following the display of the waved flag.

So as to be able to inform drivers of a new danger of which they are not aware occurring in the same sector, the yellow flag shall be waved for two laps, shown motionless for two laps and then withdrawn, even if it has proved impossible to remove the obstacle. If it is withdrawn WITHOUT displaying a subsequent green flag, it means that the condition of the track in that sector shall remain as during the previous two laps for the remainder of the race or practice. If withdrawn and replaced with a green flag shown motionless for two laps, it indicates that the condition of the track has returned to its pre-incident state.

When necessary during the display of a yellow flag, drivers must be instructed by means of hand signals to keep to the side of the track that is not obstructed. If the track is very badly obstructed, but not sufficiently to warrant the stopping of the race, two yellow flags may be used at the same post to emphasize the danger. Two yellow flags will also be shown if the track is entirely obstructed, until the clerk of the course orders the stopping of the race or practice.

To allow drivers to brake in good time before an incident, preceding posts may display motionless yellow flags. The use of such forewarning flags is at the discretion of the clerk of the course.

If the debris from an Incident is scattered past the post following the incident, that post shall also display a yellow flag. The post preceding the first completely clear sector following the incident shall display a green flag

Drivers must, as soon as they have passed a yellow flag (be, it waved or motionless), slow down, be prepared to stop if necessary and keep their respective positions. They may not overtake until they have passed the green flag.

Interesting, isn't it that we flag the way we do, given the regulations we have. I realize Westwood has always had its own way of doing things for specific reasons and of course, the West Coast tracks have similar departures from certain rules. I noticed, however, that Race City workers (Calgary) followed the GCR's with regard to double waving yellows and green flags shown at the next station. (You may have noticed if you watched the CTV's broadcast of the Player's race on Saturday, August 8th.) Maybe I shouldn't be opening this can of worms or maybe I should - it may be worth discussing. As one of the committee who devised the training program, it is of interest to me that we teach the best or right way in accordance with the rules - perhaps a topic for discussion at an upcoming meeting. In the meantime, take a read of that article again, if you have one, just for the heck of it. It may have more meaning than in the heat of the moment.

Robin Bentley

SPECIAL NOTICE



AUGUST 15 & 16 ICSCC (IRDC) Championship Race - Seattle

AUGUST 14, 15 & 16 Player's Challenge Series
Race City Speedway (Oval) - Calgary

AUGUST 18 & 20 WORK PARTY - WESTWOOD

AUGUST 21, 22 & 23 PLAYER'S PACIFIC - PLAYER'S CHALLENGE SERIES -
HONDA/MICHELIN CHALLENGE - WESTWOOD
(This is the biggie, folks)

AUGUST 26 M.E.T.A. Meeting - 8:00 p.m., Moody Park

AUGUST 29 & 30 SCCA Regional/National - Portland

AUGUST 28, 29 & 30 Player's Challenge Series
Race City - Calgary

SEPTEMBER 5 & 6 SCCA Regional/ICSCC Championship Race
(Co-sanctioned) - Olympia

SEPTEMBER 18, 19 & 20 PLAYER'S CHALLENGE SERIES - CASC REGIONAL -
3 HR. ENDURO - HONDA/MICHELIN CHALLENGE
- WESTWOOD

SEPTEMBER 19 & 20 ICSCC (CSCC) Championship Race - Portland

SEPTEMBER 23 M.E.T.A. Meeting - 8:00 p.m., Moody Park

SEPTEMBER 26 & 27 CASC REGIONAL - ICSCC CHAMPIONSHIP RACE -
HONDA/MICHELIN CHALLENGE - WESTWOOD

OCTOBER 11 & 12 CASC REGIONAL - 7 HR. ENDURO
HONDA/MICHELIN CHALLENGE - WESTWOOD

OCTOBER 17 6 Hr. Enduro - Portland

OF INTEREST

Steve Newby, driver of Sprites, loser of wheels on the front straight and sweetie of one of our members asked me to mention that all that lovely cold beer available to us last race weekend at Westwood was courtesy of Molson's. Thank you, thank you, thank you! As Molson's has been at the forefront of the fight for the CART race, maybe we can show our support to them, too. Next time you head for the brewski shelves or hit the pub, remember Molson's. (And watch for more cold ones next race weekend.)

SO, you read this far to get more clues! Good. I'll tell you then. Brad Velandar is planning to get hitched later this year. He says he will visit at the Pro race and introduce his bride-to-be to us. Congrats, Brad!!

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