



MAYDAY

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

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Who said school was poor preparation for reality? Here I am again, eyeball to eyeball with a deadline...Just like the good old days. CART is rapidly approaching, and with any luck, so is summer. We have had a few warning signs of its impending arrival - evening practise sessions are now noticeably longer. This has given us an opportunity to make an important observation relating to the personal safety and effectiveness of all workers: you will be pleased to learn that it is possible even during the heat of a race to distinguish between a Honda and a Westwood mosquito. If you are relying on visual clues, simply remember that the Hondas have advertising painted on them: Honda drivers have more business sense and less pride than the average member of the fly family. Should you have to trust to your ears alone, listen for the shift: if you get that "for God's sake. SHIFT already!" feeling, it's probably a mosquito. Attention to these guidelines will reduce anemia and improve blue-flagging.

Blue-flagging has also been improved by the arrival of our new flags, which we all enjoyed using during Atlantic weekend, although Dave apparently found parting with them rather stressful. The drivers like them, too - so much that four Honda drivers couldn't resist a quick detour near the Turn 3 station for a closer look.

Also having a closer look at some racing flags were members of Mrs. Judy Burton's Grade One class at Emily Carr Elementary School. Mrs. Burton is a race fan and welcomed by daughter Megan's suggestion that I visit and tell the class about our work. It was a challenge making it understandable to six- and seven-year-olds, but we all had fun, and the kids went home with a new interest in racing and schedules in their pockets! And in ten or fifteen years, watch for a young Chinese woman named Keturah...if the questions she asked and the gleam in her eye are any indication, she'll be goin' racin'!

Co-Editor Danielle

My editorial this month takes place following the CART race in Portland. I have to admit some mixed feelings about that weekend, mostly because I did not experience that excitement, nervousness, and incredible clarity of purpose I felt at the 4 previous Indy Car events in the City of Roses. I'm unsure as to the cause, if there is indeed one on which to blame it, but it occurred nevertheless. I imagine that everyone has this kind of episode on occasion, and I have certainly felt less than "with it" at Regional events, but it has never happened to me at a race such as this.

A conversation I had with a fellow worker went something like this: "It fascinates me that we all feel we have the right to say 'Why the ---- did you do that' to someone's face in racing, where we would never be so rude in any

other circumstance". My friend replied, "Maybe it's because we rely on each other to do the correct things when it's a matter of life and death". That shook me up, much the same way as Danielle was shaken upon the realization that her "job" as a turnworker entailed enormous responsibility.

I realized that in my own question about feedback from others, I was acknowledging something I really appreciated about the best "bosses" I have worked with and for. I got immediate constructive criticism about what I was doing wrong and immediate praise for what I was doing right. As ours is a sport where catastrophes can be measured in seconds, it is important to make corrections along the way, not later that day, not next week or next weekend. Even small errors, allowed to continue, can become mistakes of great magnitude under different circumstances.

This doesn't mean that all chiefs and turnmarshals have to become dictators- there are appropriate and even gentle ways of improving performance and it should be even easier to mete out accolades.

I know that as a worker with 12 seasons under my belt from which I hang my radio and scissors, I still have lots to learn. I still require feedback to ensure I do my job well. If it's important for me, it will be doubly important for new workers to be treated similarly - let 'em know if they can improve, let 'em know when they do a great job. Let them know they are an important part of the team, whatever they are doing. They will be better and more confident workers for it.

In spite of my experience this past weekend, I have resolved to keep plugging away, confident that my "ordeal" can be different. It took some conversations with myself, and with another friend, to determine that this was an isolated incident and not a foretelling of things to come. To paraphrase the words of my co-editor, I really wouldn't give working races up for all the Jif Peanut Butter in the United States!

Robin

CASC LICENCES

Included in this issue is a CASC Application for Official's Licence. If you have not already completed one, please do so now. It really is imperative that all club members have licences to work, however much or little they may mean, in order to be considered as experienced workers when CART 1990 rolls around.

Some pointers to help you complete this form:

- 1) Under Category of Licence applied for: If you have less than one year's experience, request National C. One year, but less than two, request National B. Over 2 years, request National A.
- 2) Under Member of Club: put "M.E.T.A. - Motorsport Emergency & Turnworkers Association"
- 3) Under Experience in the Event Status column, put Regional, National or International. If you are unsure, leave blank.

The rest is fairly straightforward. But to ensure you have not short-changed yourself and/or to assist with information you might not know, this application should go to Dave Forster who will review it, sign it off and forward it

for you (you may even get a higher level than you asked for!). So, send or give the completed application to Dave, then prepare to be licensed!

DATES TO REMEMBER

July 1/2/3	30th Anniversary Race/Honda Michelin Challenge/ 3 Hr. Enduro/Vintage/etc. Westwood
July 8/9	GM Motorsport/Players 500, Calgary
July 8/9	SCCA National, Portland
July 9	Motorcycles Westwood
July 15/16	Conference Race Westwood
July 15/16	SCCA Double Regional, Seattle
July 22/23	Vintage Westwood
July 22/23	Honda/Michelin Challenge. Calgary
July 26	M.E.T.A. Meeting - 8:00 p.m. Moody Park, New Westminster
July 29/30	IMSA. Portland
August 4/5/6	Players Pacific 2 - Toyota Formula Atlantic/ GM Motorsport/Honda Michelin Challenge/Canon Yokohama Formula 1600 etc. Westwood
August 12/13	Driver Training Westwood
August 12/13	Conference Race, Seattle
August 19/20	Toyota Formula Atlantic, Seattle
August 19/20	GM Motorsport/Honda Michelin Challenge/etc., Calgary
August 20	Rothmans Motorcycle Nationals Westwood
August 23	M.E.T.A. Meeting - 8:00 p.m. Moody Park, New Westminster
August 26/27	CASC/3 Hr. Enduro Westwood

From the M.E.T.A. meeting of May 24, 1989, come the following items of note:

- A decision has been made on how to flag from the Esses for a problem in pit lane: "Pit entry is part of the racing surface: flag as usual and use 'Pit Lane Closed' sign if necessary".
- The Executive has decided that the M.E.T.A. Against Substance Abuse grant is not worth pursuing. (The club's second application for funding was turned down recently - Ed.)
- Prizes are needed for the August Atlantic weekend: exert your influence, call in a few outstanding favours, and tell Shari how you can help.
- Congratulations to Angie Sluka and Ross Bentley on their success at Knox Mountain! It is also noted in the report on the Hillclimb that Mike Elliot set a new record for flying upside down in a Formula car...with all due respect to Mr. Elliott, if this is a sanctioned event, I shall retire my flags and become a Tiddlywinks Official.
- The July 15th Flea Market draws ever nearer - make your donations to Jan Smale.
- All M.E.T.A. members should have CASC Officials' Licences! They may be essential for CART next year, and they encourage various sanctioning bodies to take us more seriously. An application is included with your MAYDAY: Robin's comments and instructions will help you fill it in.
- Headgear is required for the August Atlantic Party! Keeping in mind that for this occasion, baseball hats are passé, come up with something kinky to insulate your attic.
- Plan Ahead! The CASC Annual General Meeting will be held November 10 - 12, 1989 at the Bayshore, hosted by the Vancouver Chinese Motorsport Club. We should be well represented at this event, especially as planning and information regarding CART will be a major part of it. John Frasco and an as yet unidentified Indy driver have been invited to attend.
- A form letter to all clubs that might be interested in training, preparatory to CART, is planned. Several groups, including the Porsche and Jag/MG clubs have inquired about this.
- And... (Just when s he thought it was safe!) Happy now-belated birthday, Robin: (Thanks, Danielle - I think...- Ed.)

THE ANNUAL SKAGIT EXCURSION

On July 8th, our Social Committee of one (Joe) has organized the Annual Skagit Excursion. For you who haven't made the trek, here's the drill. If you want to meet for dinner, plan to be at Kovac's at 5:00 p.m. Head down I-5, to Exit 252. The restaurant is on the north side of the shopping centre there, across from Albertson's supermarket. If you are already full, continue south on I-5 past Bellingham to the Alger Exit 240. Turn left over the freeway, go to the first lights (and the Alger Tavern, do not stop here!). Turn right until you get to the track, which will be on the right side of the road - you can't miss it for the swarms of people. Racing starts at 7:30 p.m., so plan to be there early. Bring a seat cushion, cuz the stands are hard and perhaps some Wet Ones to wipe the grime off your face at the end of the evening. Sprint car fan Danielle tells us that this is the Mid-Season Championships complete with fireworks - so bring your oohs and aahs, too.

ALL THE NEWS THAT'S NOT REALLY FIT TO PRINT

I dislike being the bearer of bad tidings. In fact, I'd do just about anything to avoid it. So, it is with great trepidation that I reveal the following:

The next race will not take place Friday, Saturday & Sunday.

It will take place Saturday, Sunday and Monday.

Now maybe it's not so bad after all. But there's more.

If you were planning to go to the 30th Anniversary Banquet on the Friday, it's been cancelled.

If you were planning to go to the 30th Anniversary Bar-B-Q on the Saturday, it's been changed to Sunday.

If you were planning to take a much deserved rest on Monday before heading back to work on the 4th, forget it!

Let's see, now that I'm on a roll here...

The Toyota Formula Atlantic race in Kennewick has officially been cancelled.

The Toyota Formula Atlantic Chief of Tech, Bill Wells, has been fired over a matter in Phoenix, which, from all reports, was not his fault or decision. (As far as I'm concerned, the series will not be the same without him - I remain hopeful that he will be reinstated.)

The Toyota Formula Atlantic organizers and staff are not permitted to assist us with collecting \$\$\$ for the August party - therefore, the donations have been, to say the least, disappointing. Our party may once again be a worker-only celebration as the money will have to come from the club coffers. Stay tuned for more info from Joey...

Are these tidings disheartening enough? They'll have to be, as I have no more to offer, thank goodness.

Robin

PRACTICE NIGHT SCHEDULE FOR THE MONTH OF JULY (AND A BIT OF JUNE)

June 29 Robin Bentley, Jeff Blake, June Blake, Charmaine Defry
July 6 Trent Domich, Dave Forster, Shari Forster, Kerry Hutchings
July 11 Glenn James, Dani Kasburg, Kimmo Kauppi. Mikko Kauppi
July 13 Vic Kennedy, Grace Lassen, Bob Leduc, Al Leighton
July 20 Brian Meakings, Raemar Mitchell, Russ Mitchell, Barb Moewes
July 27 Larry Nerada, Lori Nerada, Rick Neyedli, Fran Pelletier

TRAINING COMMITTEE REPORT

Last meeting, we tried something new - a communications training session for any and all members who were interested. From all reports, it was worthwhile for new and experienced workers alike. Even the training committee, who has probably gone over this stuff too many times to mention, learned from the questions being asked.

We hope to be able to continue to provide this kind of refresher training and it seems to work using the M.E.T.A. meeting space and time. The quizzes we did for both communications and flagging & emergency procedures are gvlng us a good base for formulating some further programs. Of course, any suggestions on what you would like to see covered are welcome. Please let us know.

A special thank you to Vic Kennedy for doing a whole heck of a lot of filming and still photography for the purposes of training. And another thank you for providing the terrific Tamiya calendars for not only our trainees, but the fellow workers from south of the border, who arrived to help us a few race weekends ago.

Robin

2nd in a series of tips for the High Performance Driver...

READING THE ROAD....AND OTHER DRIVERS

It is important to know a road before attempting to drive it quickly. On a road that is totally unknown to you, drive all corners with a late apex. This will allow you a little extra room on the exit if it is a tighter turn than you thought. Remember to look far ahead, reading the road, and identify the early and late apex corners. Apply this to your everyday driving - you don't have to be going fast to drive the ideal line.

Learn to read the road - the direction and the traction capabilities, as well as what is going on around you. On winding country roads with many dips and rises, a glance at the tree line or the telephone poles can give an advanced indication as to the direction and inclination on the other side of hills.

At night, shadows will advise of an impending bump. Since light travels in a straight line, if you see a shadow, the road is dropping at that point. Likewise, if the surface is gathering more light, it is rising. Since oil and antifreeze leaking from cars are more likely to be shaken off and onto the ground by a bump, we can assume that where there is dark stained roadway, there is a bump - possibly to be avoided.

Watch for uphill, downhill, banked and off-camber corners. They will have a great effect on the acceleration, deceleration and turning of any car. The High-Performance Driver uses these to his advantage - and conversely, attempts to minimize their disadvantages. Just remember, a car going uphill or turning on a banked corner has better traction than one going downhill or on an off-camber corner.

Traction capabilities can, and should be checked at very low speeds, whenever possible - especially in adverse conditions. When you are not near other traffic, move the steering wheel back and forth and feel for slip in your front wheels. Or brake heavily to determine where the threshold braking limit is in these particular conditions. Don't wait until you are approaching a stop sign, or in an emergency situation to find out this information. That's too late.

Your next challenge is reading the other driver. Let's begin by looking at the seating position of the driver. Is he alert and upright? Can you see his face in his mirrors? If not, then he can't see you. What condition is the vehicle in? Does it look well cared for? If not, the driver may not mentally take good care of his driving either. This is an accident potential you should be wary of. Does the driver wander across his lane of traffic, or into another lane? Is he tailgating another vehicle?

If the vehicle in front of you has only one person inside, watch for signs of fatigue. If the vehicle has two or more persons, watch to see if the driver is keeping his mind on his business, or turning and talking to the other passengers.

Do everything reasonable to let a tailgater pass you. Don't take the vehicle behind as a personal assault. If you come up behind a slow driver, give him a chance to get out of your way.

To read another driver, look in your mental mirror. What do you look like under various conditions? Be patient while driving. Driving in traffic is like being part of a symphony. Drive to the tune of the traffic. You'll be a lot safer. Read the other driver's, and stay alert for changes in the pattern.

Ross Bentley, Chief Instructor
ProFormance Advanced Driving School Inc.