



MAYDAY

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

VOLUME 15 NO. 1

MARCH 14, 1990

As I survey the looming mountain of work that threatens to obliterate me altogether, I begin to understand why Robin looked so relieved (in spite of trying very hard not to) as she handed all this stuff over. I hope I can continue her tradition of a quality newsletter. I have already had to call on her several times to 'fuzzify the mudification' for me, but hopefully she will soon have the peace she has earned. (Unfortunately for her, since she chose me as her successor I have begun to work at ProFormance: now, instead of the reprieve she had hoped for, there is a steady stream of 'Oh, Robin...')

As is usually the case when a well-meaning but blissfully ignorant soul takes on a new task, I have all sorts of plans... over the next few months I will be trying to implement some of them. I welcome whatever critical comments you may have (although I'd rather you resisted the urge to hoot and throw things) and if there are any issues you would like to see addressed, any events mentioned, etc., don't hesitate to bring them to my attention. I am still a relative newcomer to M.E.T.A. and to racing, as well as to the Mayday, and there often seem to be an overwhelming number of things going on! Don't let me overlook anything of interest or importance. My thanks to people who have given me articles, ideas, or encouragement already - I'm looking forward to more of all of the above!

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MEMBERSHIP 1990: If you have not yet renewed your membership, you should send your 1990 dues to Russ and Rae Mitchell, our new membership directors. An updated membership list will accompany the next issue of the Mayday: make sure that you will be on it, and that your address and phone number are correct.

C.A.S.C. OFFICIALS' LICENSES

At the risk of lulling you to sleep, here is yet another reminder that it is time to send in your 1990 C.A.S.C. Officials' License applications. Now that you have your 1990 M.E.T.A. membership card (see above) you should have all the necessary documentation. In case your application form got lost, stolen, or strayed, another is attached hereto: complete and forward it, along with copies of 1989 logs and 1990 membership, to Dave Forster. Licenses will be a pre-requisite for working the Vancouver Molson Indy.

1989 M.E.T.A. BANQUET

The 1989 M.E.T.A. Awards Banquet, held February 3, 1990, at the Monterey Restaurant, was worth the wait. Our thanks are due to the organizing committee: Jo Adair, Angie Sluka, Dani Kasburg, and especially Laurie Lamb, who did an excellent job (under more than a little pressure) in selecting a location for our event. The food was good and plentiful, and while there were some doubts about having the banquet so late, it was exciting to get together and discuss the upcoming racing season, rather than the receding one.

The 1989 Rookie Non-Member of the Year was Mark 'Lassen, ne Walters' (ask Robin...) who was so busy applauding the Rookie Non-Member of the Year that he did not notice that his name had been called... Mark is an asset to Westwood not only as a first-rate worker, but also because of his contribution to bringing new workers to the sport. We will have to wait sixteen years or so for the payoff, but we appreciate his effort!

Rookie Member of the Year, chosen from an excellent group of newcomers, was Mikko Kauppi. Mikko is one of the most promising new workers around, in spite of a tendency to attract wheeled objects toward turn stations, and his dedication is appreciated by all who work with him.

Member of the Year was Jan Smale. Most of Jan's work is invisible to the rest of us, and goes unrecognized. In spite of the frequent frustrations of being expected to cheerfully perform the impossible, preferably by 3p.m. the day before yesterday, Jan continues to keep registration running smoothly. My own thanks are due her as well for patiently helping me when I took a break from the turns to be one of those neurotic new drivers who don't know their asses from their air cleaners.

Other Awards were given as well: to Roger Salomon, a pair of socks which we are all waiting expectantly to see him in, and a poster which, if put up in his turn station will probably guarantee him next year's Garbage Can Award. To Kevin Kochi, the Rookie Garbage Can Award: we are all fond of Kevin, but there will likely not be lineups of people wanting to work in his turn this season... To Stephen Newby, the Senior Garbage Can Award: apparently some sort of herd instinct is at work here. One driver spends a session at a turn station, and all the other drivers want to go there too... give them brooms! To Danielle Baxter, a can of peanut butter and three bags of chocolate chips, in recognition of many cans of high-cholesterol toxic waste provided last season, and (I suspect) in anticipation of more. And to Lori and Stephen (the 'Newby-weds') a card and a bottle of champagne, with congratulations and best wishes from us all!

Jumping The Fence

Yet another M.E.T.A. member is forgetting everything he ought to have learned from working races, and venturing onto the track this season. Brian Meakings will be racing a Fiat X1/9 in a team effort with veteran Fiat mechanic Bernie Hamm: hopefully Bernie will not often be called on to demonstrate his off-track skills. Their budget allowing, they plan to take the spring Driver Training, complete their novice programs, and enter an Enduro. Brian assures me that he will still be working as many races as possible - if he goes off in your corner, give him a flag: we wouldn't want him to forget how to use one!

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Training Sessions

The Training Committee has announced a series of sessions for new workers. These will be held at Centennial Lodge, Queen's Park, on the following dates:

sun. April 29
wed. June 6

wed. May 2
wed. July 4

Times will be annouced as soon as they are available.

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Post Traumatic Stress: Part 2

Last issue we looked at the effect a serious race incident can have on workers. There is interest in developing our own Post Trauma support program: probably the best approach would be to follow a successful example.

The Vancouver City Police have responded to this need by establishing a Trauma Team. The team is made up of members of the force who have themselves experienced traumatic situations in the course of their work, and after dealing with their own reactions have gone on to make a commitment to helping other officers facing similar situations. Team members learn how to listen actively, keeping their own input to a minimum and asking questions rather than making suggestions. They are reassuring and nonjudgemental. Confidentiality is fundamental to the program, as is commitment to following through with anyone who needs it; being available at any hour to offer continuing support.

Post Traumatic Stress, cont...

Team members are reminded that they are **not** experts, and no matter how similar the situation is to their own experience they cannot know completely what another person is feeling. The program operates under the supervision of a mental health professional who is available should the need arise: sometimes a problem is beyond the abilities of the group to handle, and it is important that team members not over estimate their own capacity to cope. All personnel involved in an incident are spoken to as soon as possible after it has happened, to avoid the stigma of singling anyone out, and to make sure that everyone gets attention regardless of how they appear to be doing. Emphasis is on feelings and reactions rather than on the details of the incident itself: in the case of the police this is for legal reasons, but it is generally best.

For us, the Trauma Team idea has all the beauty of simplicity. It requires neither money nor structure. Those of us who know the fear, the self doubt, the frustration; all the lingering effects of those times when 'shit happens', are our resources. Those who have an interest and are willing to learn more about peer counselling make up our team. Because the team members must be willing to make and keep a commitment to anyone who needs their help, members will join and retire as determined by their available time and energy. We have had an offer from Det. Ian Young of the Vancouver City Police to speak to those of us who are interested in learning more about their program and how to set up our own. Anyone who would like to participate in such a session is encouraged to contact the Training Committee.

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Speed Reading

It's almost here! Time to haul your whites out of storage, shake the spiders out of the pockets, mend the holes... the 1990 racing season is almost upon us! Coming up...

M.E.T.A. Meeting	Moody Park R.C.	March 28
SCCBC Driver Training	Westwood	Mar.31/Apr.1
CASC 3 Hour Enduro	Westwood	April 14/15

The CART Challenge

Vancouver's first Indy race is drawing slowly nearer. For many of us it seems that the warm golden days of late summer are still a very long way off, but they'll be here sooner than we realize... and we have less than six months left to prepare to host this major event. Although we work 'behind the scenes' we are essential to a well-run race event, and if we are to perform to our own and everyone else's satisfaction this Labour Day weekend, we must begin our preparations now.

At Westwood we are accustomed to working whatever position needs to be filled on any given day. This has given us all a certain amount of flexibility, but it has also resulted in more specialized positions sometimes being filled by people who have had little or no training for the job, or who have not had any refresher training in many years. One area of concern in this respect is communications. In order to achieve the level of performance that will be expected by CART and should be expected by ourselves, we must begin now to practise and refine our skills.

All communicators are asked to study and use the following guide. It is recommended that a review of the communications pages in the turn book be a part of every race morning's routine.

- Keep calls short, clear, and concise! Give the information required and no more, unless it is asked for.
- Be attentive to your radio! It is very easy to be distracted by the noise and events in your area, but Race Control is depending on you.
- Do not make unnecessary calls. Even in slow times there is often much that must be done in the tower, and keeping distractions to a minimum speeds the flow for everyone.
- Make a note of questions or concerns, and make sure that Race Control hears of them - if you don't raise your point, it cannot be addressed.
- Listen to how calls are repeated back to you: this will be done in the format Race Control would like you to use.

Westwood workers are welcome everywhere, and we have a deserved reputation for good work. Through the upcoming CART race here we have an opportunity to raise our own standard further still. Let's make the most of it!

Practice Nights

Dave has prepared the practise night schedule for the first month or so, and sent it along with the following note.

"I have used the 1990 paid-up membership to start, so if your name is not in lights here you have either not paid, live too far away, have been forgotten, or you're excused! If you should be on this list, or want to be, and are not, call me, Rick Smale, or Grace Lassen to advise us of such.

Rick and Grace have volunteered to phone and harass you the week before you are on duty. Neither I nor Rick nor Grace can attend every night, so it is the responsibility of the individual to arrange a replacement. If you've exhausted all possibilities call one of us to help you out.

Practice goes from 6 p.m. to dusk. The club gets dinged \$ if we don't fulfill our end of the bargain, which is fair. Thanking you in advance for your anticipated co-operation..."

April 3	April 10	April 12
Jo Adair	Kerry Hutchings	Kimmo Kauppi
Danielle Baxter	Glenn James	Mikko Kauppi
Robin Bentley	Dani Kasburg	Kevin Kochi
Dave Forster	John Mocyk	Vic Kennedy
April 17	April 24	May 1
Russ Mitchell	Barb Moewes	Nick Roche
Rae Mitchell	Rick Neyedli	Rick Smale
Lori Newby	Joe Proud	Al Stewart
Steve Newby	Roger Salomon	Bruce Yeo

If you wish to work a night for which you are not scheduled - Great! The more the merrier!

CONGRATULATIONS!

To Grace and Mark on the arrival of their daughter! She was born wednesday, March 14, weighing just over 5 pounds, and at last report had not yet been named. Life will be somewhat altered for her parents henceforth... they thought Hondas were noisy!

Motorsport Show 1990: March 1,2,3

(with thanks to Vic Kennedy)

Thursday night we set up the display, obtained by Nick and transported by Rick Neyedli, in the Rollerland building of the PNE complex. Roger brought 'Larry', 'Moe', 'Curly', and 'Shirley'. Be sure to have a look at the pictures from the show, to fully appreciate the canopy with flag borders, etc.. Many thanks to Nick, Rick N., Roger, Robin, Barb, and Jo, for assistance with assembly.

Friday night was quiet, traffic - wise. There were few people passing our way, perhaps because of the out-of-the-way location. Not at all quiet was the car-alarm-and-boom-box-company display behind us... these guys give a whole new meaning to the phrase 'blow your doors off'.

Saturday we can't comment on 'cause we weren't there...

Sunday was much the same as Friday but a little busier. From 11 to 5 was slow but after 5 we had about six serious inquiries about working at Westwood, and a couple more about working the CART race.

Also featured in the Westwood display were Ross Bentley's Formula Atlantic car, a Flag/Motomaster Camaro, Kirk Vaillant's OK Tire Datsun 510, and D & H Racing's Honda.

We had a draw for five Indy Car model kits, and had lots of entries from kids as well as from a few people who indicated on their entries that they wanted to know more about us. Winners of the kits are:

Matt McAllouff	North Vancouver
Ray Robson	Abbotsford
Joyce MacConnal	Vancouver
Carolyn Bauer	Surrey
Mike	North Vancouver

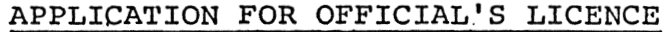
Their prizes will be mailed to them.

Thanks again to all who helped! With the Telethon behind us, the car show receding, and Driver Training just around the corner, here we go again...

Conference R.O.D. License Applications are in the mail to those who have had a Conference Official's License before; otherwise, they are available from Roger.

WESTWOOD MOTORSPORT PARK
1990 Schedule

March 25	Go-Kart Sprint
March 31/April 1	Driver Training
April 8	Go-Kart Sprint
April 14/15	HANKOOK 3 Hour Enduro * CASC Regional
April 22	Westcoast Challenge Series Round 1
May 6	Westcoast Challenge Series Round 2
May 11/12/13	Player's Ltd./GM Motorsport Jos. Louis/Honda/Michelin Canon/Yokohama * CASC Regional
May 13	Go-Kart Sprint
June 3	Westcoast Challenge Series Round 3
June 9/10	ICSCC - CASC Regional
June 10	Go-Kart Sprint
June 16	Go-Kart Road Race
June 24	Westcoast Challenge Series Round 4
June 30/July 1	HANKOOK 3 Hour Enduro Jos. Louis/Honda/Michelin Canon/Yokohama * CASC Regional
July 7/8	Historic Races: Vintage Cars & Motorcycles
July 14/15	Go-Kart Sprint Gold Cup
July 15	Westcoast Challenge Series Round 5
July 21/22	ICSCC - CASC Regional
July 22	Go-Kart Sprint
July 28	Go-Kart Road Race
July 29	Westcoast Challenge Series Round 6
August 3/4/5	Player's Ltd. Pacific (F Atlantic) Player's Ltd./GM Motorsport Jos. Louis/Honda/Michelin Canon/Yokohama * CASC Regional
August 11/12	Go-Kart Sprint Gold Cup
August 11/12	Driver Training
August 18/19	Motorcycle Nationals
August 19	Go-Kart Sprint
August 25/26	ICSCC - CASC Regional
September 1	Go-Kart Road Race
September 15/16	Motorcycle Grand Finale
September 16	Go-Kart Sprint
September 22/23	HANKOOK 3 Hour Enduro * CASC Regional
October 6/7/8	HANKOOK 7 Hour Enduro * CASC Regional Vintage Cars & Motorcycles
October 7	Go-Kart Sprint
October 19/20/21	HANKOOK 2 Hour Enduro * CASC Regional Jos. Louis/Honda/Michelin Canon/Yokohama Player's Ltd./GM Motorsport E/W Shoot-out
October 21	Go-Kart Sprint



Bus: () -

please list only last year's events.)				
Date	Event	Circuit	Event Status	Position Worked

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