



VOLUME 15, NO. 4

OCTOBER 1990

Once again I find myself apologizing for the lateness of this issue. At least this time I have a reasonably good excuse, having had a sudden and unaccountable urge to jump off a moving motorcycle. (Actually the bike, in a fit of jealous pique, threw me... saw me as direct competition for its owner's attentions, it seems. I suppose certain parallels could be drawn, but it can relax: I'd never pass tech, (especially not now!) "Maybe as a Vintage model..." he says.)

Our first Indy race is now behind us, leaving us with time (and food) for thought. Many of us are still reacting to the death of Jean Patrick Hein and the injury of Steve Kinch and Brad Weeks. Coming to terms with an event like this is different for everyone: some of us are angry, some of us are confused, some question our commitment to racing, some are simply grieving. We seem to be doing an impressive job of supporting each other in crises both collective and individual, and for that we should all take time to commend ourselves and each other. I have been given articles for publication by several members, and these I have included in this issue, which I dedicate to "J.P.", in the hope that from this we will emerge a stronger, more cohesive, and more highly skilled team.

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It is important that we remember the good times, too... J.P. gave his life to this event, and I don't think he would want us to overlook its (and our own) successes, even in our grief for him. Take a few minutes to remember the racing, the sunshine, the view, the largest crowd at any sporting event in the history of Canada. Remember the satisfaction of a day's work well done, and the pride of being an essential part of it all. Forget the food...

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NOTES FROM A BRAINSTORMING SESSION

The following ideas are if anything more an introduction than a conclusion. They are bound to be controversial to some degree. If they provoke a response in you, don't tell your mate or your parakeet and then forget about it. Tell the rest of us: better yet, write it down and send/hand/fax it to me (Fax # is 942-0769) for inclusion in further debate. This is not an academic subject! And in our sport we cannot afford apathy...

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Safety is a vitally important aspect of racing! Everyone stresses safety measures for the driver and car, for the pit crew, and for the emergency crew. But what about the corner workers? The **first** people at the scene of any mishap? Who put themselves in the most perilous places? What protection have we? Precious little. At present our greatest protection is our attitude, our training, and our co-workers. But is this enough?

Our feeling is that it is not. There are a variety of measures we could be taking to better protect ourselves in the course of our work. These should certainly be discussed. Some of them should be implemented by and for the group as a whole, while others may be left to the discretion of individual workers, after being brought to everyone's attention. They include:

- Head protection for response workers
- Orange visibility vests for response workers
- Worker identification including essential medical information and emergency contact
- Visible identification of rookie workers, equivalent to that carried on cars of rookie drivers
- Visible identification of workers' area(s) of expertise
- Some serious guidelines of our own, perhaps based on the worker licensing program we worked so hard to design for CASC, regarding the relationship of demonstrated level of experience to turn and position assignment.
- Establishment of a safety equipment fund (in memory of J.P. Hein?) which would make available not only large pieces of equipment, but also personal safety equipment, for use by workers who wish for a greater degree of protection than they may be able to afford personally.

The aim and effect of some of these measures are obvious enough: others may seem puzzling.

Identification of area of expertise gives everyone, and particularly turn marshals, an easy way to tell what a worker does best. The patches worn by some workers showing the years they have been involved in the sport are a gauge of experience also: to have the two in conjunction would reflect our own pride in our experience as well as providing other marshals anywhere with the information they need to assign us most effectively.

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Brainstorming, continued...

Proper worker identification is essential: any vital medical information should be readily apparent, along with name, address, and phone number of next of kin. This would prevent both unnecessary (and possibly life-threatening) delays in treatment, and either delays or confusion in notification of family in the event of an accident.

Some discussion of some of these ideas has taken place since this was written: a beginning! But only a beginning. Keeping these issues alive may someday result in keeping one of us alive.

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The following article was submitted anonymously. I have edited slightly (it's habitual - I hope the author will forgive me) but the content is unchanged.

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TURNWORKING: A RESPONSIBLE DECISION

As turnworkers we know that motorsport is dangerous. The danger is all around: in the paddock, grid, pits, and on the racetrack. We accept this danger as part of the sport we love. We work within accepted guidelines designed to protect us. But these guidelines are not a shield.

Each of us accepts the responsibility for and consequences of our own actions, and has made a conscious decision to be a turnworker. We must also remember that not only ourselves but all turnworkers have accepted their own responsibility for that decision. It is especially difficult to keep this in perspective when disaster has struck down one of our own, but we must.

If I am to meet my end on a racetrack someday, know that I have accepted this possibility. I will only wish that you remember that which I was able to teach you, and my love of motorsport and especially turnworking.

ANONYMOUS

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It is time again to give thought to upcoming elections. The 1991 executive will face some unique challenges, with our "home track" situation still tenuous, and next year's Indy race certain to draw close scrutiny from many sources, not only race fans. We will need strong and diplomatic representatives who can deal effectively with the various people and organizations, both within racing and quite apart from it, that will influence our future. They must also be able to keep the group informed and cohesive.

I will not be running for a second term as Vice President: adding a full-time job to the commitments I took on when unemployed has left me juggling frantically to cope with them all. My thanks go out to everyone who has given me advice and support! I will continue with the Mayday with help from my new official co-editor, Bernie Hamm, and my ever-faithful unofficial editorial consultant, Dani Kasburg, to whom I am very grateful for their assistance! (One may not be very impressive as a club executive while sitting in the bathtub at 11 p.m., but it's actually quite conducive to writing.)

Danielle

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Upcoming Events:

October 6/7/8	The Last Hurrah	Westwood
October 20	6 Hour Enduro	Portland
November 17	ICSCC Banquet	Doubletree Inn, Southcentre Seattle
November 24	SCCBC Banquet	Transportation Museum

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The following article was submitted soon after the Indy race by Brian Meakings.

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On September 2, 1990, something happened that has affected a lot of people in the sport of car racing. During the first CART race through the streets of Vancouver, on Lap 17, at Turn 5, three turnworkers were strack by a car. They were returning to their station after pushing a stalled car. One worker was killed and the other two were seriously injured. Jean Patrick Hein lost his life doing what he both enjoyed and believed in, trying to make the sport safer for everyone involved. He and his fellow workers, Brad Weeks and Steve Kinch, knew the risks involved in racing, but they chose to take those risks. As a fellow worker and a racer I too know those risks. All of us take them every time we put on our whites and step onto a track. We train constantly, we go over safety procedures every morning before a race. We try not to take unnecessary chances, we always work in pairs so that one person is watching up track. We all try to do our best to make racing safer, both for the drivers and for the spectators. But it is a dangerous sport and accidents do happen. People get hurt and sometimes killed. It is not anyone's fault: not the workers', not the drivers', or the people' who make the rules. Eveyone knows the risks. The important thing is, when something goes wrong you do your best, and try to learn by the experience. Accidents happen every race: most times the damage is only to machine and pride. When something of this magnitude happens it shakes all of us. If it had been us would we have done the same thing? Are we doing the right thing by being there? What if we make a mistake? Some people even consider leaving the sport and, in fact, some do. I have asked myself these questions and more on many occasions. I have seen accidents happen, and I have been injured when an accident happened. I often ask myself if I could have prevented any of them from happening. Jean Patrick Hein, Brad Weeks, and Steve Kinch all knew and accepted the risks when they stepped onto the track: unfortunatley Jean Patrick died from those risks and the others were injured. Some people are saying he died in vain, because racing is too dangerous. As turnworkers we know that racing is safer than driving on the street, and cornerworking is safer than standing on the sidewalk. I don't think Jean Patrick died in vain, not as long as we remember his love for the sport, and as long as we continue to make that sport as safe as possible. I feel we will be doing as J.P. would have done himself. We will all miss Jean Patrick Hein, but we will not forget him.

SAFETY QUESTIONNAIRE

- 1) Would you wear protective headgear if it were available?
Yes ____ No ____
- 2) Would you wear protective clothing, visibility vests, etc., if they were made available?
Yes ____ No ____
- 3) Would you be willing/could you afford to spend your own money to buy these items?
Yes ____ No ____
- 4) Do you support the idea of comprehensive identification for all workers?
Yes ____ No ____

Why? or why not?
- 5) Do you support the idea of visible identification to be worn by rookie workers?
Yes ____ No ____

Why? or why not?
- 6) Do you support the idea of visible specialization identification to be worn by all experienced workers?
Yes ____ No ____

Why? or why not?
- 7) What measures and/or equipment might make you feel more secure while doing your (various) job(s) around the track?
- 8) Is our training adequate?
Yes ____ No ____

If not, what improvements would you like to see implemented?
- 9) Do you support the idea of an independent fund dedicated to workers' safety, both equipment and training?
Yes ____ No ____

Why? or why not?
- 10) What have we missed? Give us your comments and suggestions!