



CLUB EXECUTIVE:	PRESIDENT.....	ROGER SALOMON	581-7189
	VICE PRESIDENT.....	BRIAN MEAKINGS	467-7510
	SECRETARY.....	DANI KASBURG	251-4591
	TREASURER.....	RICK SMALE	464-0179
	PAST PRESIDENT.....	LORI NEWBY	584-4641
MEMBERSHIP:	RUSS & RAEMAR MITCHELL		464-8309
MAYDAY STAFF:	EDITOR.....	DANIELLE BRANDFORS	533-8851
	ASSISTANT.....	MIKKO KAUPPI	533-0260

#### ADVERTISING

Size:	Full page	1/2 page	1/4 page	Business card
Per Year:	\$130	\$85	\$50	\$25
Per Issue:	\$80	\$45	\$20	\$10

CLUB MEETINGS: September 25, October 23, November 27;  
Moody Park Recreation centre, 7:30 p.m., Oak Room.

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, the club executive, or the members of the Motorsport Emergency and Turnworkers' Association.

Deadline for newsletter submissions and advertising for inclusion in the next issue is the 21st of the month. Articles and advertisements should be camera ready, and ideas and suggestions should be written as clearly as possible.



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## EDITORIAL COMMENT

Once again I beg your indulgence in the matter of a late issue of the Mayday... First my computer went on the blink, and it took two trips to the shop to get it working again. Then I had a call from the Mayday's foreign correspondent, Doug Taylor, who informed me that an article was on its way to me by post. Also coming by mail was a notice from Charmaine regarding the banquet... Doug's arrived after a week, but after two weeks Charmaine's was still out there somewhere in the postal ozone so I gave up and improvised. Happy reading!

The 1991 META AGM has come and gone, leaving us with a new executive that looks very much like the old one. After swearing she would never be talked into another involvement in club politics, Dani serenely accepted nomination as a candidate for the position of secretary and was re-elected. Likewise Roger for the position of President, and Rick Smale for Treasurer. In the position of Vice President we bid a fond farewell to Brian Meakings and a warm welcome to Dave Forster.

The 1991 ICSC Meetings and Awards Banquet were held November 16 at the Doubletree Suites in South Seattle. The main piece of news from the Race Officials Division meeting is that it was proposed (and later accepted by the powers that be) that ICSC adopt the following policy for flagging when a pace car is required on track during a race: standing yellow flags all around the course, with waving yellow at the incident as required, and the pace car covered by white flags as is standard when an emergency vehicle is on track. (This is the gist of it - official wording to be found elsewhere.) This replaces the former "waving yellow in all turns", and argument in favour of revising the procedure cited the advantage of our being able to give drivers more precise information about what is happening and where: the conclusion was that we are then better able to do our job of communicating with the drivers, and if they choose to ignore the information and act like baboons that is outside our responsibility and control. (This business of being both a driver and a worker puts one in the delightful position of being guaranteed to receive insulting comments at any gathering of race people.) Further on in this issue you can read Dani's report on the rest of the doings: awards, etc. Let me mention here only that the Worker of the Year was none other than our own Douglas Taylor! Warmest Congratulations to a tireless (no pun intended) worker for the cause! (What did they give you, Doug - a case of Rain-X?)

### META BANQUET

*Join the fun at the META Awards Banquet, January 25, 1992  
MANDO'S Restaurant, 5505 Kingsway, Burnaby. Tickets are  
available through:*

CHARMAINE DEFERY	467-7510
DANI KASBURG	251-4591
ROGER SALOMON	581-7189

*Members \$10 (after \$10 club subsidy), non-members \$20.*

SPEED READING

January 18	Ice Racing Banquet	Chum's Restaurant, Cache Creek
January 25	META Banquet	Mando's, Burnaby
February 1	IRDC Banquet	Triples Restaurant

**CONFERENCE BANQUET**  
Dani Kasburg

If you didn't go to the Conference Banquet, boy did you miss a party! The food was great, the awards presentation was entertaining, the decorations were really colourful (with helium filled balloons adorning the ceiling and a Nash Metropolitan on the floor), the music loud and danceable, and the people were the best. It was well worth the drive to get down and get happenin'! It's so amazing to see drivers out of their nomex suits (get your minds out of the gutter) and in dress suits. It's amazing, but they really don't all look alike! (I'm very glad to hear it - Ed.)

The evening started out with cocktails and intermingling. After all the "do I know you's" were over and everyone's jaws were well loosened, it was time for dinner which consisted of salad, salmon, steak, veggies, rice and ending with a peach melba. There was a little unfairness when it came to dessert as some people received more than one, but no names will be mentioned.

Next came the awards, emceed by Don Smethers. First up were the worker awards, of which there were many. It seems that a whole horde of workers managed to make 3 or more races on the circuit this year, with 11 actually attending all eight races. The Worker of the Year honours went to a META member: Douglas Taylor. Our congratulations go out to him for an award well deserved. Of course this does not mean that he will become louder than he already is. (Ha. - Ed.)

Next up, the driver awards. In order for us poor workers to recognize which drivers were winning what awards, slides of them and their race cars were projected as their names were called. Some of the pictures were a little unusual (to say the least) and some were quite characteristic, such as the one of Ed Zabinsky.

Novice Driver of the Year was awarded to Jay "Spinner" Colbertson, and yes, his nickname is appropriate. The Driver of Year was a tie between two well known drivers: Gary Bockman and Skip Yocom. Congratulations to all.

With all the presentations over, it was boogy time and boogy we all did. (The secretary of META, ever ready for any race-related disaster, took to the dance floor with Jack Scher who, if he drove like he dances, would start consistently at the back of the grid - if he started at all. - Ed.) My thanks has to go out to Sonjia Gant for a beautifully prepared banquet. It was definitely a great party and this worker can hardly wait for next year. (See you at Turn 8... - Ed.)



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META MEETING  
November 27, 1991

Meeting was called to order by Roger Salomon at 8:08pm. 35 members present, 1 guest: Pam Wood. Minutes adopted as read by Barb, seconded by Dave.

Treasurer: Rick - Books are done, thanks to Pat. 1990 statements had errors so they will be refiled along with 1991 statements. Received \$1500 from sports car club as well as money for flags and entertainment books, sale of crests and decals, and \$100.00 donation from NESA for use of our fire bottle. General Revenue: \$3,217.23 and Equipment Fund: \$2,632.87

Correspondence: Dani - Vantage Newsletter, Minutes of WQMA meeting. Sent card to Hutchings family on birth of their daughter, thanks letter to I.W.E.

Social: Joe - Beer, bottle of wine, Simoniz wax, posters.

Membership: Jan - 78 members and 7 honourary. As Irene Mitchell had paid her dues in March, was unanimously voted into the club.

Mayday: Dani - copies of the last issue on front table.

Historian: Joe - Album is here but pictures are still at Roger's home. Will be starting a new album.

Race Chairman: Bruce - absent.

Course Marshall: Dave - hibernating: has 2 T-shirts for sale and many posters to give away.

Old Business: Roger - Motion to increase META dues to \$15.00. Seconded by Jo. Motion carried. Note that dues are due now. Constitution will not be changed, but Rick and Dani will be putting together policy and procedures manual for the club. Meta worker manuals will be updated and reprinted. Debenture money has been raised, but due to the uncertainty of track ownership, purchase of the debenture will be on hold until more information can be obtained on the status of the track. Awards: As we cannot fulfil our criteria for choosing the winners of our awards as done in the past, the executive will decide on the recipients for this year only. Any suggestions for nominees would be appreciated. Rick N. made a motion: Due to circumstances, we leave it up to the executive for this year only to decide on award recipients. Bernie seconded. Motion carried. ICSCC Banquet was great. Handed out awards to those who did not attend the banquet. Rick N. has a list at the front table of all the races members worked. Please check it over and make any changes necessary. This list will then be kept in the club files.

Vice President: Brian - Has a letter from Matt Scaife regarding Knox Mountain. Start thinking about working it next year. At the CASC elections this past weekend, Brian was elected Race Director (tentative applause). In that capacity has set up a 2 race ice racing series with Wicker Basket Racing and Okanagan Auto Sports Club.

Break: 8:57 - 9:09pm

President: Roger - Goal was to keep the club together during this time when we have no track to play at. Thanks go out to Gail, Jo, Barb for the META Shuffle; to Vic and his co-horts for the fun rallies, to all the membership and executive for their support.

## New Business:

Elections: President - Roger Salomon  
 Vice-President - Dave Forester  
 Secretary - Dani Kasburg  
 Treasurer - Rick Smale

Banquet: Date January 25, 1991. Tickets for \$20.00 on sale now - see Charmaine. META will pay for \$10.00 of members' tickets. Cocktails 6:00pm with dinner at 7:00pm. Vic - Next rally will be harder and will be held in March. New policy: Pre-registration is \$10.00 and late registration \$15.00. - Telethon is in February. Interested in participating see Vic. Lori - Made a motion to change the meeting time to 7:30 starting in January. Seconded by Rick S. Motion carried. Roger - As we have enough money for debenture, should we continue to play and put proceeds towards equipment fund. All agreed.

Good & Welfare: Vic - Wavemakers will be at Dell Hotel for belly flop competition with proceeds to charity. Be there for a wet time at 8:30pm. Roger - Collecting money to buy Gail F. a camera as our thanks for the use of her hotel. See Rick and Ann. Jo - Dani's birthday this Friday. Derek - has chamber music available. Roger - needs a name for his new female kitten. Best name will win a prize.

Swap & Shop: Lori - Panasonic Microwave \$200.00. Bernie - 2 - 15" bias ply tires.

Raffle: Gerald - Beer; Barb - First Aid Kit and bottle of wine; Jan - Popcorn and cup; and Shirley wins \$14.00 on the 50/50 draw.

No meeting in December. Motion to adjourn meeting at 10:00pm by Jo, seconded by Bernie, carried.

Respectfully submitted - Dani Kasburg, Secretary.

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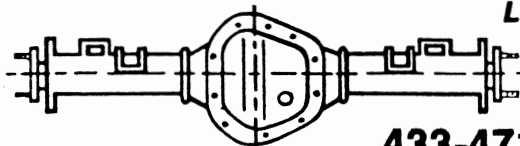
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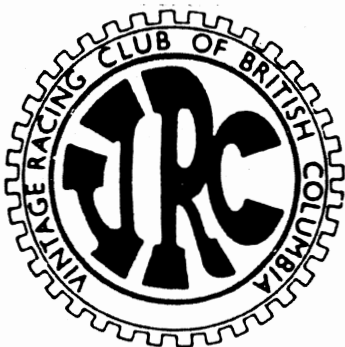


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## ANNOUNCEMENTS

**ALERT! ALERT!! ALERT!!!** Congratulations to Jane and Kerry Hutchings on the birth of their daughter Sara, weighing 9 lb. 15 oz. (!), on October 21, 1991.

META is selling ENTERTAINMENT '92 coupon books to raise money for the club. The cost is \$43.00 per book, of which \$8.00 goes to META. Contact Roger Salomon (581-7189) or Ann Peters (327-1171). Christmas is coming...

Please check EVERYTHING on your mailing label, and on the membership list! If you know of a member who is not getting their newsletter, tell someone on the Mayday staff! Call either Mikko (533-0260) or Danielle (533-8851) and help us cut down the cost and frustration of misdirected mail and neglected club members! If we don't know about it, we can't fix it.

META BANQUET is coming up on January 25 (changed from original date of January 18), at Mando's on Kingsway, as last year. Tickets are available from Charmaine Defry (467-7510), Dani Kasburg (251-4591), or Roger Salomon (581-7189). Cost is \$20 per person, with META contributing \$10 for members only. Please order your tickets early! **Out-of-town members are encouraged to attend - lots of us have room to put up visitors!**

'92 is drawing near (due da, due da), renewal time will soon be here (due da, due da)! If this hint isn't too subtle for you, get busy and send in your 1992 META membership dues. (If it is too subtle, just turn on a football game.) Please note that as of January 1, 1992 annual META membership dues will be \$15.

Also new in January will be a starting time of 7:30 p.m. for all regular META meetings. Place, dates, etc. remain unchanged.

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## SECRETARY'S REPORT

Dani Kasburg

Oh dear! What have I done?! What do you mean I'm the secretary for another year?! This can't be happening to me.....Oh...it is. Oh well, here we go again. This year I'll have to try imagining all of you wearing "butler" and "maid" outfits...then again, maybe not.

You all thought I was pushy last year, well you ain't seen nothing yet. You thought I was uppity and a royal pain last year (no comment from you, Roger): watch out. I've only just begun.

I would like to see a few more faces helping out and volunteering for various projects this year. It does seem to be the same people giving of their time to help the club. Come on!!!! It's everyone's club and should be represented by everyone. If this sounds repetitious it's because it is. We're always asking, begging, harassing, threatening, cajoling, etc. people to pitch in. Come up with ideas for the club to make money. Help with the phoning. Write a few articles for the Mayday about the races you've worked. Tell us about any concerns you may have. Do something! We can't do it alone and we shouldn't be expected to.

This is your first warning! (If you're not trembling, you should be. - Ed.)

# WANTED

7

## WORKERS, WORKERS, WORKERS

The Western Canadian Ice Racing Association of B.C. (CARS ON ICE) is rapidly approaching another season. 1992 will be the 20th ANNIVERSARY of Ice Racing in B.C.

We are planning a super season, there is a lot of interest from new people putting cars together, we could have 20 - 40 car grids this year.

But.....we can't do it without your help. We need:

Turn workers	12 - 15
Lap Charters	5
(if anyone also has first aid, it would be great)	

Each turn needs 3 people. 1 to wave the flag, 1 to push the car out of the snow bank and 1 for communication.

Yes, it can get very cold out there, but...if you have good boots with thick soles (NO STEEL TOES!!!!), a pair of long underwear (cheap in the Sears catalogue), gloves, hat and layers of clothes, you too will survive, as many of us have for the past 20 seasons.

The Desert Motel will have 2 rooms set aside for workers at a cheap rate. They can be set in dormitory style and you can put as many people in the room as you want and share the cost. The rooms will be \$30 - 35. per night and have 2 double beds and 1 double side-a-bed. (example - 6 people for 1 night = \$5 or 6 each)

For transportation, we have let our drivers know that we are looking for any spare seats, but, if you fill a car up with lots of people who will share the cost, it can be very cheap.

We will be having Happy Hours each Saturday afternoon after the racing, hosted by the club. Also, there will hopefully be Saturday evening functions planned. If not there is always the bar across the street!

If you have any questions, please call any member of the club executive.

For more information, and to arrange rides, etc. why not attend our next meetings? They are held on Monday nights at Douglas College in room 2219. The next scheduled dates are Monday, November 18th and Monday, December 9th at 7:30 p.m.

PLEASE LET BRIAN KNOW IF YOU CAN HELP OUT. WE LOOK FORWARD TO HAVING YOU JOIN IN THE FUN OF THE ANNIVERSARY CELEBRATIONS.

Executive:	Marty McKinney	271-1902 - President
	Dick Estey	689-9092 - Vice-President
	Doug Wall	941-0666 - Treasurer
	Sheree Wall	941-0666 - Secretary/Registrar

.S. If any of you know anyone who has ever Ice Raced or been a worker in the past twenty years, please pass on the information about our Anniversary Celebrations, we are trying to contact as many people as possible to come back for the fun.

\*\*CARS ON ICE\*\*CARS ON ICE\*\*CARS ON ICE\*\*CARS ON ICE\*\*CARS ON ICE\*\*CARS ON ICE\*\*CARS ON ICE\*\*

## THE BEST SEAT IN THE HOUSE

REMEMBRANCES OF 1991 ... "LOOSE NUTS AND WET GRASS"

What a long time ago this past April seems when I count up the weekends I spent at the race track over the summer. This year my schedule included all eight Conference championship races, six SCCA events, two pro races, two endurance contests plus one vintage meet for a total of nineteen races. Add to this one mad dash to California, a couple hundred hours or four spent alternately stroking and beating a GT-3 Mazda RX-3 (and it's driver) into competitive form, and if not for the great company and good times I had, it's a wonder I remember scenes from the kaliedescope blur that is my 1991 season at all.

It all started with my telephone ringing at 4:00 AM the Sunday morning of the Daytona 500. We were to deliver the old G(I)P Datsun 1600 Roadster to California by 1:00 PM and I had overslept! Brother Bud Reichard and I made the meet a little late but the deal came down right and we made it back 24 hours after we left, the 1991 racing budget folded safely inside my boot. Goodbye "Exxon Valdez" and those time bomb motors...

The Conference opener at Portland started off with a bang, the noise one associates with a rod leaving the rotating assembly through the side of the block at the end of the back straight. Cars started pirouetting and suddenly we had a car on fire! Dani Kasburg called the Alert, Karen Markle and another woman took off running, the second-out right behind Karen with the big fire bottle. These two women gave us a text-book demonstration of "how it's done right". They stopped short, waited for the track crossing signal and hot-footed across track where they extinguished the fire, checked out the driver and were tidying up the mess by the time I breathlessly arrived with the back-up bottle.

I got my opportunity to be a hero the next day, putting out a fire on a thoroughly used up Capri. But don't worry, I turned myself into a goat within the hour! Craig Johnston spun his Crossle Formula Ford in the middle of the pack and collected an innocent passer-by, making his buddy spin to a stop in the outside line in turn eight. I trotted over to the car, ascertained the driver to be just fine and signalled this fact back to Dani who communicated the info back to the tower. Then I decided we really shouldn't leave the car sitting there blocking half the track, so I signalled for a wrecker NOW!

Dani dutifully relayed the message to the tower. I patiently waited for at least seven seconds before I heard the pack twisting through the front five turns and decided that since there wasn't a wrecker or pace car responding, four of us could lift and drag this clumsy tricycle off the track. By the time the pack arrived we had the remains parked off the edge. Moments later Dani signalled that the pace car was coming out and the wrecker was on it's way, about the time we tucked the wreck up against the guardrail. HooBoy, what a mistake! Never make your communicator look bad by calling for a wrecker NOW! and then hauling the offending vehicle off to a safe spot...And that is exactly what I recited all the way home that night.

My last task before putting Bud and the RX-3 on the track was to check all the fasteners on the car. I missed two...One nut backed off the throttle linkage during qualifying and the other backed off the alternator pulley during the race putting us out while running second, just one lap before the leader parked alongside our red Mazda in Turn 1. This was one we could have, should have won.

The opening SCCA National at SIR was a circus. The Stewards declined our request for a wrecker NOW! and left a sports-racer parked on the track for an entire qualifying session. Had they heard me crying "Wolf!" the week before? Anyway, our gears were too short, we didn't get the tall ring and pinion installed until the start of our qualifying session Sunday morning when it started to rain, the same moment we discovered that our wheel spacers for the rain tires weren't properly machined. That fixed, our only hope for the race was to run rain tires and pray the track stayed wet. It didn't, and Bud spent a miserable race slithering around on overheated tires until Steve Mahre destroyed his GT-1 Oldsmobile at the end of the straight. Bud got a puncture from the debris and our race was run.

The next Conference race at SIR found me at Turn 3b where I spent a delightfully uneventful weekend watching baby robins hatch in the nest overhanging the station and recalling old times with Al Allinson. The only hairy moment was when Keith Heinemann hit the tire wall in Turn 2. We heard them call the Alert for #54 blue, hard impact into the tire wall, and then catch fire. We thought it rather odd because moments later he was coming into Turn 3a, but upon closer inspection saw that indeed he had trashed his old Datsun extensively, ripped out his fuel filler causing him to leak huge quantities of gasoline all over the shop and most likely catch fire momentarily as he rebounded out of the tire wall and continued. The Meatball flag stopped him a couple laps later, and just before he ran out of gas!

Portland's second Conference race found me back at turn 8 on Saturday where I got my share of exersize. When race cars spin off onto wet grass, the trueism is that they speed up, and having done it once or twice I can tell you that it certainly feels that way...When a Pinto came sailing through Turn 8 way too fast it certainly looked like it, too. His excursion was halted by a couple sections of steel guardrail which rather shortened the car, shattered the windshield and popped out the rear glass along with splitting his fuel tank and wrapping the quarter panels around the rear tires.

I arrived at the car just as the driver was shaking the cobwebs out of his head. I dashed around to turn off his external electrical master switch and hopped back around to check on the driver. As I stuck my head in the window he said, "You didn't have to bother with that switch out there. It isn't hooked up to anything."! Well, at least he was lucid and otherwise uninjured.

This and the the earlier incidents of the young season certainly point out the real values of having fuel cells and on-board halon extinguishing systems, even on Production cars which these all were. The crash was a very close call, more so because as a turn crew we didn't do very well. We didn't call an Alert, didn't recognize the seriousness of the damage, didn't have the second-out following up with a big fire bottle, and I certainly should have had the driver immediately escorted to the Medical crew...All lessons I won't soon forget.

Sunday morning saw me finally working Turn 3, which in all these years I'd never worked. I must say that if you have an owl's neck, this turn is one of the premier vantage points. You can see the cars all the way from entry to the chicane (used this weekend only) through Turns 1 and 2, pivoting 120° through Turn 3 and dashing down into Turn 4, up into the Turn 5 and 6 wiggles where they disappear behind the trees lining the slough down the back straight. When I get too old to work flags and quick-response, I want to be the permanent communicator here because the view from the comm tower must be exquisite.

From here we all saw and heard Keith Heinemann's first try at the chicane in qualifying. After working all week to repair the damage from his crash at SIR, he made it as far as the chicane where he clobbered the wall behind the gravel trap head-on ("Alert, chicane!"), bounced back and drove around to the Pre 1 area to inspect the damage. Steam rose from the broken nose of his old Datsun Roadster and even across the open field we could see that the front wheels had some very radical toe-out.

Come the small-bore Production race though, here came the same battered blue hulk of a Roadster, eyeball alignment, Bernzo-Matic radiator repair and all trailing the field on the pace lap. Heinemann's drive from (probably well before) the drop of the Green flag was incredible. He passed a few cars going into the chicane(!) on the first lap, and then simply drove around half the field in the first five. By the midpoint of the race he had the lead pack in sight and with ten minutes to go had attached himself as caboose to the leader's train. Two more laps and he was looking to take over the overall lead! Swapping places with at least three other cars he led again as the lead pack took the last lap board.

He led them all the way down to Turn 9 where he left a bit of a gap inside. A Rabbit tried for the opening and only succeeding in drilling Heinemann in the right door and straight into the tire wall at Turn 10 where the car was determined to be a total loss. Three Alerts in two days notwithstanding, his was an inspired piece of driving well representing the gritty intensity of Conference racing.

Wet grass accelerated the demise of another venerable chassis during the big-bore Production race. Ed Humphrey spun his #88 Datsun 240Z on the first lap of the first Portland race and come back through the pack to take third overall in an inspired drive. He was running second in class this time, third overall behind Dick Whittemore's similar Z and Dennis Brookshire's BP Porsche 944 Turbo race when Brookshire spun at the exit of Turn 2. With nowhere to go, Humphrey zigged left and zagged backwards onto the wet grass. He hammered the guardrail with a mighty "Klang".

The car wasn't obviously bent, nor was the driver. But closer inspection of the driver by Dani and Bill (Huggy Bear) Merwin led them to suspect that all was not right with Ed. They radioed a request for the pace car to come around, pick him up and give him an immediate lift to the Medical crew. Further inspection of the chassis showed clues that the body shell had absorbed one too many hits in it's career as a racer. Neither would make another appearance during the Championship season. Humphrey suffered from a long-term splitting headache and even longer neck pain while the body shell has been scrapped...Just don't be too eager to buy that neat old Datsun Z with the curious wave formation that runs from the tail to the nose...

Next Month: "TRAVELS WITH JOHN AND LUCY"

-Douglas Taylor

# Motorsport Emergency and Turnworkers Association

P.O. Box 82435, Burnaby, B. C. , V5C 5P8

## FINANCIAL STATEMENT 1990

Balances as of December 31, 1989

General Revenue	2534.07
Equipment Fund	2275.28

### RECEIPTS

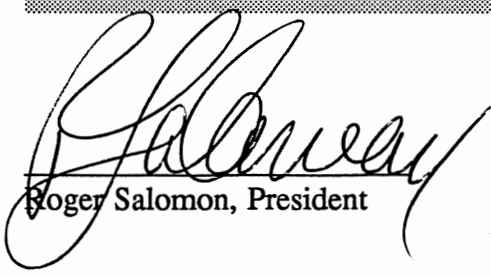
Membership	913.87
Social	1891.92
Bank Interest General Revenue	229.88
Equipment Fund	254.84
Miscellaneous General Revenue	2264.00
Equipment Fund	0.00

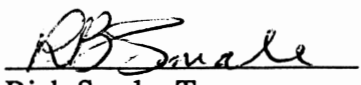
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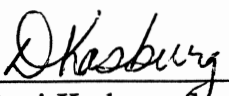
Membership	351.40
Postage and Printing	899.14
Social	3007.31
Miscellaneous General Revenue	1905.42
Equipment Fund	0.00

Balances as of December 31, 1990

General Revenue	1670.47
Equipment Fund	2530.12

  
Roger Salomon, President

  
Rick Smale, Treasurer

  
Dani Kasburg, Secretary

# Motorsport Emergency and Turnworkers Association

P.O. Box 82435, Burnaby, B. C. , V5C 5P8

## FINANCIAL STATEMENT 1991

Balances as of December 31, 1990

General Revenue	1670.47
Equipment Fund	2530.12

### RECEIPTS

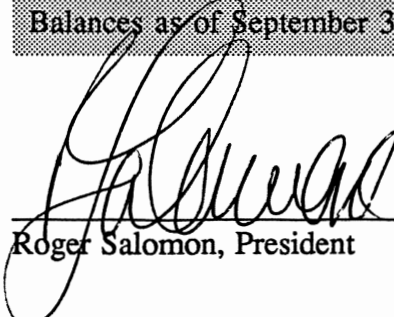
Membership	891.43
Social	500.00
Bank Interest General Revenue	36.63
Equipment Fund	94.49
Miscellaneous General Revenue	1099.00
Equipment Fund	0.00

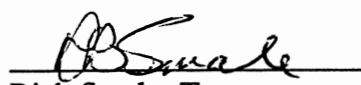
### EXPENSES

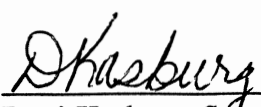
Membership	410.54
Postage and Printing	852.92
Social	299.13
Miscellaneous General Revenue	1387.78
Equipment Fund	0.00

Balances as of September 30, 1991

General Revenue	1247.16
Equipment Fund	2624.61

  
Roger Salomon, President

  
Rick Smale, Treasurer

  
Dani Kasburg, Secretary