

20 years



MAY DAY



year 20



The Official Newsletter of M.E.T.A.

VOLUME 16, NO. 2

FEBRUARY 1991

The Mayday staff has now swelled to truly impressive proportions. It consists of, officially, assistant editors Mikko Kauppi and Bernie Hamm, and columnists Olov Brandfors and Douglas Taylor (yes, you are official; and yes, that means I expect regular installments of your deathless prose); and unofficially (for all the good that will do her) editorial consultant and freelance journalist Dani Kasburg. The Mayday is already feeling the benefit of this infusion of enthusiasm and ideas. My thanks also to those who took the time to answer the Safety Questionnaire: results are in this issue.

Rumours are once again flying regarding the possibility of racing at Westwood this year. I had hoped to be able to provide some news on this subject, but so far none has been forthcoming. I have become very cynical about the whole thing, and will believe it is real only when I am standing out there in the rain watching the cars go by - or, even better, when I am rolling out of pre-grid... However all is not lost, as there will plenty of activity at S.I.R. and Portland. The tentative ICSCC schedule is included in this issue. See you at the tracks!

MEMBERSHIP RENEWALS NOW DUE

META membership renewals are now due. Please send your cheque or money order for \$10 CDN, payable to META, to:

Russ and Raemar Mitchell
META Membership Directors
3032 Armada Street
Coquitlam, B.C.
V3C 3S3

META MONTHLY MEETING, JANUARY 19, 1991
(Held in conjunction with the META banquet.)

Meeting was called to order at some time around 9:30 p.m. by Roger Salomon, president.

A lot of members and guests were present.

Old Business: None.

New Business: None.

Lori Newby motioned that the meeting be adjourned: the crowd seconded. Motion carried.

Respectfully submitted,

Dani Kasburg, Secretary.

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META BANQUET

Wow! What a party! It seems that every year the banquet gets bigger and better. The food was delicious and plentiful (I noticed a few trips for seconds and thirds...) and the bar was within reeling distance. I think we should give another round of applause to Brian and Charmaine for a job well done. And of course, they are hired to plan next year's event...

The Non-Member of the Year was Glen Debert, who wins a free membership in META (we caught another one, guys!). Rookie Worker of the Year went to Margaret Ledlin, who got her own set of flags with which to terrorize the drivers. Worker of the Year went to Roger Salomon, who was almost speechless. Roger wins a free driver training course - this may be a good time for turn workers to consider leaving the country. (What about drivers?! -Ed.)

These were not the only awards - no banquet would be complete without acknowledgement of some of the humorous moments of the year. There were more than a few chuckles (ha, ha. -Ed.) and red faces from those thus recognized. I'll show a little compassion by not listing them here, but I won't promise not to point and laugh throughout the coming season.

There were also many door prizes this year, from wallets to turn buckets to beautiful Yokohama jackets. And many smug smiles from winners, of which I was not one. Hey, no hard feelings. The META Players treated us to their first production, undoubtedly to be followed by many more theatrical masterpieces.

This is a great "family", this bunch of crazy people, and I look forward to 1991 with all of you!

Dani

### THE BEST SEAT IN THE HOUSE

A friend and I were talking about a recent auto race on television when we were interrupted by an unenlightened soul who proclaimed, "Hell, that's not sport. They're just machines!"

"...Just machines!?" Of course not. Auto racing is a very demanding sport which combines both car and driver in competition with other drivers and their machines. It is the cars that are raced, but it is a human being driving the car. Granted, the car and it's preparation is important. Proper preparation allows a driver to put the car on the race track where he or she can drive it as fast as they are able for the duration of the race. A reliable, well prepared and properly set-up car will make the driver's job a lot easier, just as a poor set-up will leave them wrestling a grunting pig around the track; but in the end it is all up to the driver.

Driving a race car competitively is extremely demanding, both physically and mentally. A driver must be well prepared by being in good physical condition to perform the tasks and absorb the stresses and strains for an entire race while producing peak performance. Eye-hand coordination has to be exceptional, balance is essential, as is quickness of reflex. Total concentration is absolutely necessary, as is emotional stability and a certain degree of self honesty if a driver is going to get faster through experience. The intense mental effort combined with the athletic demands of driving a race car flat out for the entire length of a race makes auto racing a sport of people, not just cars.

From the flag stations we get to see the racing from up close; close enough to see drivers working the steering wheel, to see the suspension reacting to what the driver asks the car to do, and close enough many times to make eye contact with the drivers. Even through the thick face shields it is possible to look into a driver's eyes and watch them performing one of the most difficult feats in sport, driving a racing car as fast as it will go.

Working on a turn crew is very much like driving a race car. Turn crews must be well prepared physically, and their equipment, from their shoes to the communications radios, have to be in top shape if they are going to perform at their best and have an enjoyable time doing so. Working the turns requires much the same level of concentration as driving when you are working flags or communications. When you are working quick response, total concentration is critical. Just as a racing driver must be aware of what the car is doing and what and where the other cars on the track are doing, quick response personnel must have this great awareness along with keeping in sharp focus the immediate task at hand.

Driving a racing car is a thrilling experience, and likewise, working turns can be very exciting. If working the first turn during the first lap of a Conference Production or Formula Ford race doesn't raise your pulse five or ten counts, check and see if maybe you have a pulse at all...Race car driving is a dangerous sport and so is working turns, particularly quick response. If this job doesn't get some adrenaline pumping when you're asked to respond to an incident and help a driver out of a tight spot, you might have a serious physiological malfunction.

I'm told that winning a race is a heady experience...I wouldn't know. But I do know that driving your very best, putting out your finest effort with the fewest mistakes and finding a respectable finish as the end to be very rewarding. A turn crew is never going to win a race, but performing a very important role with the turn crews to the best of your abilities is also a satisfying experience, as is sharing with the other workers on the crew the thrill of close, exciting racing and the rewards of sharing a big, sometimes tough and difficult job done well.

Turn workers have a unique role in sports. We are both spectators and participants. Sometimes we are referees, and sometimes lifeguards. We are individuals, and we are a team, and as I have rediscovered this past year, the turn workers in these parts are very much a family.

Turn workers are an odd breed of cat, too. We willingly stand out in the pouring rain for hours, days, and (this past Spring) sometimes consecutive weekends. Because we promised that we would...and because we have friends out on the track racing. The turn workers arrive at the track early Saturday morning and again on Sunday, well before most drivers have staggered out of bed. And we drag our weary, sometimes soggy bodies back off the turns long after most drivers have packed up and headed for home. But in that time we can witness some really fine racing. We will see drivers trying their best, finding the limits of their cars, and reaching to extend their own personal limits. And of course, some times we see these same people exceeding these limits and otherwise violating the laws of physics...Sometimes we will even see them get away with it...

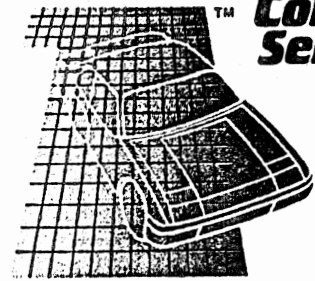
"...Just machines!?" Hell, no! Auto racing is certainly sport, and to paraphrase Ernest Hemingway, excepting bull fighting and mountain climbing, everything else is just a game. And auto racing is not just a sport of individual achievement, though drivers can attain it...Auto racing is a team sport, from the people who help prepare the race cars to the workers on the course who help make the sport safe.

Given my 'druthers, I 'druther be driving race cars. It's really exciting, very challenging and the experience made me feel more alive than any other time in my life. All summed up, driving race cars is one hell of a lot of fun.

Alas, my car is crashed and my license has expired. But I do love the sport of auto racing and working the turns is the next best thing to driving. Auto racing isn't "just machines!", it is a sport of people. Some of the finest people I have ever, or will ever meet have been racers; drivers, crew, and most of all, the turn workers.

So I won't be driving next year...instead I'll be back to working turns. After all, if I can't be strapped into a racing car, the turn stations are the best seat in the house.

- Douglas Taylor



January 16, 1991

To all members of META,

Since we will not be racing at Westwood in 1991 and a new track is still some time in the future, this seems an appropriate time to express our thanks to you all for the years gone by.

Even though we knew it was coming, the actual loss of Westwood has now focused us on how fortunate we've been to have had that facility these many years and we must all work hard to replace it. It takes more than a race track and race cars however to enjoy the sport we all love. The people of Motorsport (Fans, Workers, & Drivers) are what bring it all together and when it comes to Workers - you are the Best.

During the emotional highs and lows of a race weekend we often forget as drivers to express the thanks we feel for your contribution in providing us the opportunity to go racing. Anyone who has ever raced at other tracks in Canada and the U.S. knows how well META measures up.

The big difference has been the quality of your people and their dedication to doing the job right. The days you spent in the rain, cold and occasional hot sun (very occasional) so we could drive around in circles would have to be questioned by any sane person. Late entries, cars not ready for tech, expired licenses, constant last minute requests for help, the list goes on and on.

Through all of this your group has consistently proven themselves to be professional and serious participants in the sport. It's good to know that while we've lost our race track for now, we still have the best race workers around. For all these reasons and the many many more left unsaid, we thank you all.

Yours in Motorsport,

A handwritten signature in black ink. The signature appears to be 'Ian &amp; Ken McIntosh'. The 'I' and 'K' are large and stylized, with the rest of the names written in a cursive script.

Ian and Ken McIntosh

6

A SWEDISH ROAD REPORT  
Olov Brandfors

As there is really no racing news, motorcycle or auto, in the Northwest U.S. at this time, I'll give you some interesting tidbits from my trip to Sweden over the holidays. Surprisingly it was a visit to warmer climes, since Scandinavia is having another mild winter. The ground froze two nights while I was in Stockholm, and other than that it was bare and wet or even sunny, for the whole three weeks.

Sweden has four-lane divided highway only on the major Euro-Roads approaching larger cities. The rest of the Euro-Roads are wide two-lanes, with wide shoulders which you drive on when being overtaken. Unless you are passing a large truck or an uncooperative motorist, you never have to cross the centre line. A typical overtaking manoeuvre goes like this: car being passed moves over onto the shoulder, passing car flashes highbeams while alongside to warn oncoming traffic (oncoming cars may be doing the same trick!). Passing car shows alternating left-right-left turn signals to thank slower car. Passed car moves back into the lane, clearing the shoulder - could be a car stopped on the shoulder ahead. Pretty smooth, huh? It really works very well, except in summer when a plethora of camping trailers clogs the roads.

The highways are usually tinted red or white to make them visible through the long, dark winters, and negate the need for street lights. Most cars are equipped with fog, driving, and high intensity lights anyway, to be properly prepared for driving in fog, snow, and moose country.

A mixture of sand and salt solution is sprayed on the roads when it freezes, and suddenly the size of the windshield washer fluid reservoirs in Swedish cars starts to make sense! The VW Golf I was driving used almost as much washer solution as gasoline. Any car over three years old has severe body rust, unless it has been washed at least once a week. Imagine a top-of-the-line Volvo with gaping holes in the fenders!

Gasoline goes for about \$5.30 per gallon (second highest in Europe, after Italy) and with a 25% Value Added Tax suddenly even Canada's prices start to look good. The cost of servicing your car is also very high, and since you are more likely to have it deemed unsafe due to rust damage than to engine failure the engine oil is changed only once the dipstick has glued itself into the block.

Sweden has two road-racing tracks: Anderstorp and Karlskoga. A serious competitor has to travel to the continent a lot to get his fix. There is tremendous pressure to race pro, and do well enough to get sponsored. Still, racing is probably cheaper than the most common hobby in Sweden - alcoholism - with a drink in a bar costing about \$16.00, and beer at \$7.00 a pint. In case you're wondering, I'm glad to be back!



## SAFETY QUESTIONNAIRE RESPONSES

A total of 11 completed worker safety questionnaires have been returned. From a total membership of more than 90, this is disappointing - especially as some of the most outspoken members did not take the time and opportunity to voice their concerns and suggestions in a formal club-wide forum. But those who did have provided some interesting reading! While opinions are divided on such issues as specialization and/or rookie worker identification, there is general consensus that we are inadequately prepared and equipped. This sounds discouraging, but we believe that an awareness of one's own weaknesses is a very healthy thing: from here we can make some constructive changes, based on a focused sense of what those changes need to be.

Most of the respondents to the questionnaire wrote additional comments on one or more of the questions, sometimes at considerable length. A simple tallying of "Yes" and "No" answers would therefore be inadequate. As we have our own opinions on all of the questions (it was from a strong feeling about the issue as a whole that the project arose, after all) and can not be sure of impartiality should we endeavour to summarize and give the trend of opinion from the responses, we chose instead to let each person who spoke to us, speak to you.

Question 1: Would you wear protective headgear if it were available?

Response: Yes - 2; No - 6; Depends on type - 3.

There was concern about vision and hearing being impaired by any head protection that might be worn, and an awareness that the less obstructive the headgear the less protection it would offer. Workers in other parts of the world use head protection - it would be interesting to hear how they decided to do so and what their experience with it has been. Hearing protection was mentioned by one respondent as a greater priority.

Question 2: Would you wear protective clothing, visibility vests, etc., if they were made available?

Response: Yes - 10; No - 0; Depends on type - 1.

With one exception all respondents favoured the idea of high visibility clothing for turn workers. That exception expressed concern about the style, fibre content, weight/heat factor, etc. of such clothing. The general consensus was that a day-glo orange coverall type garment of a flame retardant fabric would be ideal: highly visible under even the worst weather conditions, and much safer than the T-shirts, nylon jackets, etc., that many workers wear now.

Question 3: Would you be willing/could you afford to spend your own money to buy these items?

Response: Yes - 9; No - 0; No Response - 2.

The Yes answers to this question included those who would be willing but were concerned about the cost.

Question 4: Do you support the idea of comprehensive identification for all workers?

Response: Yes - 10; No - 0; Maybe - 1.

The Maybe response apparently resulted from uncertainty about the intended meaning of "comprehensive identification". Otherwise it was unanimously felt that all workers should carry easily accessible and recognizable identification giving any and all information

Safety Questionnaire responses, continued...

that could be required in case of injury, illness, or death. The benefits mentioned are faster treatment and/or notification of next of kin - possibly the difference between life and death, and especially important when travelling.

Question 5: Do you support the idea of visible identification to be worn by rookie workers?

Response: Yes - 6; No - 3; Maybe - 2.

The No and Maybe responses were all accompanied by comments expressing concern that rookie workers would feel stigmatized by such identification, and that it might affect their response to a situation on track, and a feeling that every TM should be aware of the status of every worker in their area. The Yes respondents (33% of whom were worker/drivers) placed their emphasis on the importance of maintaining awareness and realistic expectations of rookies, and of monitoring and evaluating their skill development. As for new drivers this is seen as a normal and necessary phase, and as for drivers the identification need not have any significance to anyone outside the group.

Question 6: Do you support the idea of visible specialization identification to be worn by all experienced workers?

Response: Yes - 4; No - 5; No opinion - 2.

The arguments against workers wearing identification (a patch, for example) showing the duties they "specialize" in were that it was potentially discriminatory, and again that all TMs should be aware of the experience and preference of every worker in their areas. The responses in favour cited the desirability of having all workers' areas of greatest experience and confidence known to their TMs, without any assumptions being made on the basis of how long they have been involved in the sport, etc. They argued further that as every position is an essential one, no one should feel more or less worthy on the basis of what area they are most comfortable working in; also those who have taken training and gained experience in a variety of areas can be recognized and placed where there are most needed, both at home and at other tracks.

Question 7: What measures and/or equipment might make you feel more secure while doing your various jobs around the track?

Response: Overwhelming! Included such things as:

Jaws of life. More equipment: pressurized water bottles, buckets, miscellaneous. Better communication base station with headset for head comm and open mike for everyone else in the tower. Better maintenance of tire walls, run-off areas. Proper pull-straps for towing cars. Fewer/smaller banners. More comprehensive training in the meaning of flags, for workers and drivers. Enough money for more professional training of workers; videos, etc. Better "people skills", more management meetings, better ability to provide grief counselling right away. More creature comforts for the workers. More "hands-on" training in the type of situation in which reaction time is very important (fire, roll-over, etc.). Better familiarity with the cars themselves - "guided tours"? - we should not have to search or ask the driver to find a kill switch or on-board extinguisher. Stricter discipline at stations - adherence to morning meeting routine, rotation of workers, etc. Consistency. Eye protection at street events. Better turn stations. Greater driver awareness of workers - what we are doing, why, how. Consistent, skill-based criteria for assignments to positions of authority (TM, etc.) rather than a casual tenure system.



Safety Questionnaire responses, continued...

Question 8: Is our training adequate? If not, what improvements would you like to see implemented?

Response: Yes - 2; No - 7; Undecided - 2. Suggested improvements include:

More hands-on training. A "buddy" system whereby novice workers are partnered with experienced workers for one-on-one training and supervision: especially important for street courses where conditions and recommended safety measures are quite different than at a course like Westwood - or Portland! More emphasis on special conditions prevailing at any race, due to the nature of the course, the cars, whatever. More emphasis on co-operation with other workers - recognition of every job as essential. Better awareness of drivers' perspectives, objectives, problems, etc. - ideally, driver training. Basic First Aid training. Use of licensing guidelines we worked so hard on last year - even if they are not officially recognized by anyone (yet) they should be implemented and adhered to: a good thing for our standards and for our over-all credibility.

Question 9: Do you support the idea of an independent fund dedicated to workers' safety, both equipment and training?

Response: Yes - 11; No - 0.

There is enthusiastic support for a worker safety equipment/training fund. There is concern over the source of the money - the feeling is that we should not have to bear the burden of such expenses. Ideally the fund would be supported by donations from drivers and drivers' clubs, sponsoring businesses, and race fans. A fund such as that initiated in ICSCC last year by Skip Yocom would make a most impressive beginning.

Question 10: What have we missed?

Response: Included areas such as tech, pre-grid, timing and scoring. Encourage and recognize initiative in improving one's own training/skills. Emphasis on using our heads to stay safe. \*\*\*\*\*

There you have it. Whether this sample is representative of the whole is hard to say - are the rest of the group equally interested but less articulate, or confident and unperturbed, or merely apathetic? Let us hope that the concerns and ideas expressed here do not become mired in a "lowest common denominator" attitude to safety standards. Ideally this will be only a beginning.

To keep a lamp burning we have to keep putting  
oil in it.

- Mother Teresa

It is far easier to start something  
than it is to finish it.

- Amelia Earhart

As promised, another contribution to the Mayday intended to give us all some insight into the hectic life of a dedicated executive officer... a report from our Ice President, Brian Meakings.

\* \* \* \* \*

Here we are, in mid-winter, when all sane people are at home watching races on T.S.N. But no one ever said I was sane, and after this they never will. I am spending my weekends ice racing, in weather polar bears would find cold: -42 on the first weekend. But it's great fun and I wouldn't give it up for any reason.

The first weekend came too soon. I was building another X 1/9, but due to delays during the heavy snow falls I was caught without a car to run. So as any great race driver would do under the circumstances, I took my wife's street car and put a roll bar in it. (This would likely be frowned upon in Formula 1. - Ed.) I left Charmaine at home with no transportation, and was quite surprised to find her still there when I returned.

I went up Saturday morning, after working on the car all night. After arriving at the lake I had a few technical difficulties, and ended up racing on three snow tires and one summer tire. I went out and made quite a fool of myself: pulling onto the track, going past start /finish, and driving into the snowbank at Turn 1. The banks were frozen, and when you got into one you didn't drive out without help. I decided I needed to practise this, so I tried to hit every snow bank I could. I got most of them, though I did miss a few and swore to try harder on Sunday.

We all spent the night in Cache Creek. We had a nice dinner and told of the great things we had done, and the greater things we would have done if only we had had some good tires.

Sunday arrived, giving new meaning to the word cold. Nobody could get their cars or tow vehicles started, with the exception of Fred, who lives there, and Noel, who had not only a block heater but also an electric barbecue starter under his oil pan. After about two hours I got my Lada started - I was one of the first. They decided to cancel the races for that day, saying that the four cars that were running would have an unfair advantage. I drove home Sunday afternoon, already planning my next campaign...

Part 2. Having a reputation to live down to, I had decided to return for the second "Barnes Lake Grand Prix for Lunatics", on January 20. Right after that wonderful META bash I went home and got ready to go. Asking myself repeatedly what the hell I was doing this for, I headed out. The drive was pretty routine, until halfway between Spence's Bridge and Ashcroft, where one of the local peace officers, going the other way, noticed that I was rapidly approaching the speed of sound. He hit his lights... as he got nearer I recognized him from the race before, when he had come out to the lake to tell us we could run our numbers and straight pipes in town. Fortunately he also recognized my car

continued on page 11

11

(I.W.E. stickers and big, red numbers) and as he passed he turned off his lights and waved. I would have waved back, but I had been having a little "fast food" and had an egg sandwich in one hand and a coffee in the other, and was steering with my left knee. Wanting to make a rapid exit before he changed his mind, I put my coffee down and took the car out of second gear. But a second thought showed me that a sudden sonic boom might draw unwanted attention, so I resumed cruising speed.

When I arrived at the lake I discovered that my group did not go out until after lunch - time enough for a nap! Have you ever tried sleeping in a car with a roll bar and a racing seat?! Curled up like a pretzel I did manage to snooze for thirty minutes or so. I had to pry my left foot out of the steering wheel before getting out of the car, and I walked around for a while like someone who has just had a lobotomy. The scary part was that I was not alone in this respect.

Now came the time to see if all the changes I had made to my high performance Russian/Italian race car would amount to anything. WOW! What a difference. With four snow tires, and all the wheels pointing in the same direction, I could actually compete instead of just floundering around. First race I was on the pole - I should have been second, but the other car had troubles. I soon made a charge through the pack, and by the third lap I was fourth. I was about to make a move for fifth when a spectating snow bank got too close to the track... being a worker at heart I instinctively chased it back. Re-entering the race I was able to do some body work on a Ford Fiesta. Thinking that some of the others might appreciate the same service, I turned my car around on the front straight and waited for them. No one took me up on my offer, so I continued. I started the second race in style by spinning in front of the chase car, whose driver thoughtfully helped me leave the scene of my embarrassment by giving me a push. By the third race I was starting to get tired, so I took it easy and just finished. After all, there was more fun to come - driving home and getting started changing things for next time.

Those of you who have never been to an ice race don't know what you are missing! Throw on a few layers of clothes (until you start to look like the Michelin man), leave your better judgement at home, and come on up and have some fun! Ice is nice!

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*Life is either a daring adventure  
or nothing.*

- Helen Keller

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## NOTICE BOARD

Wedding congratulations to Shari Forster and Bill Welters, married on January 26, in California! And engagement congratulations to Kimmo Kauppi and his fiancée, Heather Thomson.

The Spirit of Vancouver Supporter Society is preparing for the 1991 CART season. They hope to expand their schedule to at least both Canadian races, and Ross has been persuaded to consider racing once or twice south of the border as well, if the budget allows. Again this year S.O.V. T-shirts, hand-painted by Radical Shirt Co., are available, for \$25 including all B.S.T. They are created only a few at a time, and each is unique: the current artwork is quite similar to that on the team shirts worn by the TeamKar crew last year. They are beautiful shirts, and won't last long - reserve one now! Call Danielle at 942-4762 during regular office hours.

All those wishing to get involved with the development and presentation of the "META Shuffle" are encouraged to call Ann Peters, at 327-1171. Co-ordination not essential; sense of humour definitely required.

A small number of volunteers are sought, to participate in a thorough review of META's constitution and bylaws. Results and recommendations are to be presented to the membership via the Mayday in late summer/early fall, in preparation for a vote on proposed revisions at the AGM in November. Anyone willing and able to commit themselves to this task is requested to call Rick Smale at 464-0179. Experience not necessary, but tenacity an asset!

Rampart Graphics would like META members to be aware that they have some beautiful commemorative plates available, showing an aerial view of Westwood. They range in price from \$42.95 - \$54.95, plus applicable B.S.T.'s, and a portion of the proceeds of each sale is donated to the SOCBC New Track Fund. Custom photoplates (and a variety of other items) can also be created using a photo of your choice - perhaps you have your own quintessential Westwood moment captured on film! Call John, Irene, or Tracy at 941-4222 for more information.

### META MEETINGS

Beginning in February we will once again be meeting at the Moody Park centre. Meeting time is 8:00 p.m., in the Oak Room. Dates are:

February 27, Wednesday  
April 24, Wednesday  
June 26, Wednesday  
August 29, Thursday

March 27, Wednesday  
May 22, Wednesday  
July 25, Thursday

Note that the July and August meetings will be held on the last thursday of the month, rather than the usual fourth wednesday.

# 1991 ICSCC SCHEDULE

| MONTH     | DATE    | EVENT   | CLUB  | TRACK            |
|-----------|---------|---------|-------|------------------|
| February  | 9/10    | School  | TC    | P.I.R.           |
| March     | 9/10    | School  | CSCC  | P.I.R.           |
|           | 16/17   | School  | TC    | P.I.R.           |
|           | 16/17   | School  | IRDC  | S.I.R.           |
|           | 23/24   | School  | VMSC  | Western Speedway |
|           | *30/31  | School  | SCCBC | *Westwood        |
| April     | 20/21   | Race    | CSCC  | P.I.R.           |
| May       | 4/5     | Race    | IRDC  | S.I.R.           |
|           | 11/12   | Race    | CSCC  | P.I.R.           |
|           | 25/26   | Race    | TC    | Richland         |
| June      | 1/2     | School  | TC    | P.I.R.           |
|           | 8/9     | Race    | IRDC  | S.I.R.           |
|           | 29/30   | Race    | CSCC  | P.I.R.           |
| July      | *13/14  | Race    | SCCBC | *Westwood        |
|           | 20/21   | School  | IRDC  | S.I.R.           |
| August    | *3/4    | Race    | SCCBC | *Westwood        |
|           | 10/11   | Race    | IRDC  | S.I.R.           |
|           | **24/25 | Race    | VMSC  | **Mountain Aire  |
| September | 14/15   | Race    | CSCC  | P.I.R.           |
|           | *28/29  | Race    | SCCBC | *Westwood        |
| October   | 5/6     | Race    | IRDC  | S.I.R.           |
|           | 12/13   | School  | TC    | P.I.R.           |
|           | *12/13  | Enduro  | SCCBC | *Westwood        |
|           | 19/20   | Enduro  | CSCC  | P.I.R.           |
|           | 26/27   | School  | IRDC  | S.I.R.           |
| November  | 16/17   | Banquet | ICSCC | TBA              |

\* All Westwood dates depend on agreement for continued track use in 1991.

\*\* VMSC race date is tentative, based on track completion.

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## OTHER EVENTS

May 4/5 - SOCA, P.I.R.  
 25/26 - SOCA Dbl, S.I.R.  
 June 15/16 - Rose Cup, P.I.R.  
 22/23 - CART, P.I.R.  
 July 6/7 - SOCA, P.I.R.  
 13/14 - Vintage, P.I.R.  
 27/28 - IMSA, P.I.R.

August 17/18 - WMC, Mary's PK  
 24/25 - SOCA, P.I.R.  
 September 7/8 - SOCA, P.I.R.

**August 30/31, Sept. 1**  
**CART, Vancouver**

"MAN WE BE EXCUSED..."

