

40 years



MAYDAY



year



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

THE OFFICIAL NEWSLETTER OF THE MOTORSPORT EMERGENCY AND TURNWORKERS ASSOCIATION  
M.E.T.A. BOX 82435, NORTH BURNABY, B.C., V5C 5P8

VOLUME 16, NO. 3

FEBRUARY 1991

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Size	Per Issue	Per Year
Full page	\$80.00	\$130.00
1/2 page	45.00	85.00
1/4 page	20.00	50.00
Business card	10.00	25.00

CLUB MEETINGS: March 27, Wednesday June 26, Wednesday  
April 24, Wednesday July 25, Thursday  
June 26, Wednesday August 29, Thursday

Moody Park Recreation centre, 8:00 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.

## EDITORIAL COMMENT...

Our thanks to everyone who offered comments and suggestions on last month's Mayday. Ever onward and upward! It has been pointed out that it is only fair when encouraging reader feedback to include an address to which it may be sent, so here are some choices:

M.E.T.A.	Mayday Editor	Assistant Editor
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In this issue you will find a list of current club executive members and others you may wish to reach, along with their phone numbers: this will be a regular part of every issue from now on.

I would appreciate hearing from anyone with knowledge of motorsport events anywhere in B.C., Alberta, Washington, or Oregon which they think may interest M.E.T.A. members. And always from anyone who can no longer suppress the urge to write an article for the Mayday!

\* \* \* \* \*

I have been slightly preoccupied lately... under the influence of the February blahs Olov and I have decided to become race car owners. It has been explained to us that racing is a sickness, rather like alcoholism, so we plan to make the most of the time before we end up in some treatment centre. Thus we shall campaign this season in our 1978 Tiga, which you may recognize as last year's #43, blue and white (Canon/Yokohama series). My next task is to get into something approaching good physical condition. In this I am being guided by our 1990 Non-Member of the Year, Jennifer Mah, who looks harmless enough but is entirely without mercy. I am still at the stage at which I appear to have been indulging in some sort of bizarre medieval rite of self-torture, and as Ross is preparing likewise for his continuing Indy car adventures, we both hobble about the office, creaking and moaning like a couple of fir trees in a high wind. My children find the whole business extremely amusing, and watch my food intake like a couple of Revenue Canada employees supervising an audit... I am forced to hurry past Purdy's, surreptitiously wiping my chin, and cursing the unfairness of it all: I can handle the money problems, and not having a local track, and I'll try to accept it gracefully if it turns out I just don't have what it takes, but can you imagine Alain Prost's talent being lost to the racing world because he couldn't get his butt into the car?

\* \* \* \* \*

The Mayday staff apologizes for this issue being slightly late: unfortunately we have had the lack of foresight to all get sick at once. Mikko has been having problems with his back and is now under strict orders to rest. My (unofficial, for all the good it will do her) editorial consultant suggested that Mikko's condition was directly related to his hearing that I will be on track in a Club Ford this season: I leave it to your imagination what she is currently recovering from. My computer developed the unaccountable notion that it had neither a hard drive nor a keyboard, and went into a sulk. And I have had one of those flus that never gets bad enough to justify my staying home from work, but leaves me so exhausted by day's end that I fall asleep in my dinner. So we are a little behind schedule - but as we all know, that's racing!

THE TWO-WHEELED VIEW  
By Olov Brandfors

Welcome to 1991 and another soon-to-be racing season! I hope your holiday season was as interesting as my visit to Sweden, and my first Christmas with my relatives in 12 years. During my travels I drove past Karlskoga, one of two road-racing tracks in Sweden (the other being Anderstorp, the site of the former Swedish Grand Prix) but as it was nowhere near racing season I didn't bother to actually take a look.

Preparing for next season is nonetheless on many of our minds (if not already in progress) and I'm hard at work on the bike. The primary concern on the Kawasaki EX500 is keeping the rotor from turning itself into a useless piece of warped, blue artwork after just a few races. During this creative process it only brakes effectively for 3 - 4 laps and after that you just pump up and pray at every braking zone. The solution is to mount a larger rotor and caliper, which are hand-made by elves in California. Not cheap! I've also mounted a different rear tire so that my concentration won't be affected as it is by the wanderings of a medium compound street tire. The only problem with all this is that I will eventually run out of excuses and have to learn to ride fast.

I.R.D.C.'s race and drivers' school dates are now in the W.M.R.R.A. motorsport calendar, along with our hot line number. When I called Mike Burris to give him the dates, he told me his room mate is building a Mazda RX-4 and will probably take a drivers' school to check it out. We should probably encourage him to keep it on all four wheels, at least to start with.

A group of W.M.R.R.A. riders made the trip to New Zealand to run in their series (similar to Formula Pacific's series). Unfortunately they returned minus one rider: Shawn McDonald's back was broken after he crashed his Yamaha FZR600 and was flicked into the path of oncoming bikes. He has been in the hospital for three weeks and is starting to show some early signs of recovering mobility in his lower extremities. Apparently the Kiwis have been annoyingly friendly, visiting him at all hours of the day and night. I am sure we all wish a speedy recovery to a fellow racer.

On a lighter note, I.R.D.C.'s Dick and Joanne Gadsden, Rob McElfresh, and Bob Christolear received awards at the W.M.R.R.A. banquet on January 26. Congratulations! If I had not been rebuilding the transmission in Danielle's Mustang (we had put it off for almost a year) I would have been there!

Speaking of workers, there are plans afoot to contribute to Westwood's (I know, I know) motorcycle worker's club, in exchange for their help at W.M.R.R.A. races. This might be something to consider with respect to M.E.T.A. (Motorsport Emergency and Turnworkers Association) at our own races, to ensure a good worker base. There are always several Canadians that work I.R.D.C. races, but more is better.

Lastly, don't forget that S.I.R. work days are coming up. See you (saw you?) at the banquet!

" Usually, when they discover I race  
they ask "have you ever won?"  
They misunderstand. The big thing is to be out there."  
Peter Scott

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February 8, 1991

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ATTN: MR. ROGER SALOMON, President

Dear Mr. Salomon,

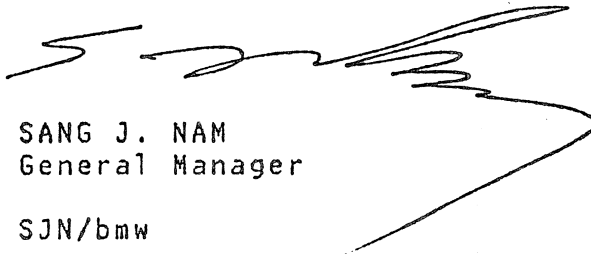
Please accept my apologies for missing you when you paid a visit recently to our office. I was away on a business trip.

I would like to take this opportunity to express my thanks to you and everyone associated with Westwood Park for the wonderful picture of you all. Everytime I look at the picture, I will remember that we enjoyed a very successful year of racing at Westwood and feel a sense of loss that the race track is now closed forever.

I would also like to thank everyone involved with the race track for the excellant job they did. Because of their hard work, our races would not have been as successful as they were.

Again, thank you very much for the picture and I wish you and everyone associated with Westwood much success in your future endeavours.

Yours truly,



SANG J. NAM  
General Manager  
SJN/bmw

**SUDDENLY THE OBVIOUS CHOICE**

META MONTHLY MEETING  
February 27, 1991

Meeting was called to order at 8:00 pm with 39 members present and 3 guests: Douglas Thomson, Ron Farmer and John Buczynski.

Minutes of the previous meeting were adopted as read, moved by John and seconded by Dave.

Treasurer: Rick

General Revenue: \$1,068.69 as per January 31, 1991 statements

Equipment Fund: \$2,544.86

~\$500.00 in payables. Books are presently being audited. The signing officers have been changed. Please remember: No receipt - NO cheque.

Thank you letter from the Organization Sun Youth Inc. was read in both English and French (and read eloquently).

Correspondence: Dani

Vantage Yearbook, Vantage Newsletter and Firehawk Enduro Newsletter.

Social: Joe

Raffle prizes are beer, 2 Yokohama calendars with secondary prizes of Honda patches.

Mayday:

The new format is popular. We will sell ads in the Mayday to help with the costs of printing and mailing.

Membership: Russ

Dues are now due. Current paid up members is 27.

Historian: Joe

Album is here. There are more pictures to be put in.

Guest Speakers: Ron Farmer and John Buczynski from the Mission Track

Ron and John spoke about the clay oval track and drag strip and how it operates. 4-8 workers are needed for these races as well as starters and people in timing and scoring. Races run only on Saturday nights from 7:00 -10:00 pm. Vic Kennedy has agreed to be the co-ordinator for these events. The track is having a playday on April 14th if people are interested in seeing the track and its layout.

Training: Roger

Planning on 3 training sessions this year with one at the end of July and 2 in August in preparation for Indy. If anyone is interested in trying out for a new position on the track, let someone know.

Race Chairman: Bruce

Retired. It's official! Westwood is not going to run this year. There will be a work party this weekend to save what we can. Starts at 10:00 am on both Saturday and Sunday. You will be fed and there will be lots of Molson's finest on hand.

Course Marshal: Dave

Dave and Roger have prepared another...yes another questionnaire. This one will deal with feedback from you regarding last year's Indy weekend. The questionnaire will appear in the Mayday and the information will be collected to improve this year's Indy.

Break: 8:42 - 8:57 pm.

#### Old Business:

Jan: There are crests and decals for sale.

Roger: Banquet was a success and all agreed to have it at the same location next year. Brian has graciously volunteered Charmaine (who was not present) to co-ordinate it next year.

Vice-President: Brian

The 2 ice races that took place went well. The last 2 were cancelled due to lack of ice.

#### New Business:

Rick S.: has volunteered to be our Sergeant at Arms. All discussions will have a time limit.

Rick S.: has volunteered to head the committee to review the constitution and add by-laws. All proposed changes will be discussed at our monthly meetings. Discussions will close in October and will be voted upon at our AGM in November. Volunteers are needed for this arduous task, such as legal secretaries.

Ann: is in charge of the META shuffle. A choreographer has been found. Roger has kindly volunteered the entire membership for this endeavour. Put on your boogie shoes.

Vic: Telethon was a success with about 25 new drivers. There were a couple of casualties: someone (John) managed to get a speeding ticket on the freeway. Rick S. aroused the suspicions of Vancouver's finest when he fell asleep in his car in the Mount Pleasant area and when asked what he was doing, responded he was picking someone up.

Vic: Co-ordinator of our rally. Dates available are April 28, July 14 and July 21. There will be a \$5.00 entry fee which goes towards the BBQ at the end of the trek. The rally will be 3 hours in length with prizes for 1st, 2nd and 3rd. Rally is open to members and non-members as well. The UBC Sports Car Club, who do serious rallying, are interested in participating.

Roger: We will be having refreshers at each meeting to go over incidents and discuss procedures. Also, in order to work Indy this year, you must work a few races during the year.

If any member has anything they wish the executive to discuss, talk to any of the executives. We get together the week prior to our monthly meetings.

Jan: How about setting up Skagit runs for this year. Joe will get us the dates.

We should also get the dates for Nascar races at Monroe to do timing & scoring.

Rick N: The Sports Car Club had an information session on Cable T.V. regarding the new proposed track in Maple Ridge. There will be another open phone show on Thursday. There is also a petition at Circuit Tire.

Roger: Thank you letters accompanied by a copy of the Mayday will be sent out this week to everyone who supplied door prizes for our banquet.

Barb: Knox Mt. Hill Climb is on the long weekend in May. Matt Scaife is the chairman.

Vic: Race at Mission track on May 18th.

#### Good & Welfare:

Rick N. is going to Australia on March 6. We all wish him a good and safe trip.

John Ridington of the Vintage Racing Club died.

Gail F. who was in a car accident just prior to our banquet, is on the mend and now owns a new Subaru station wagon.

#### Swap & Shop:

Joey: Has good news and bad news. The good news is the Datsun is not for sale. The bad news is she needs the Datsun as someone has stolen the Toyota...and Dave is not to find it!

Rick N.: Smith-Corona word processor for sale. \$500.00.  
Ian Wood: 1957 Skoda for sale.

Raffle: John - calendar & patch  
Vic - beer  
Roger - calendar & patch

Barb moved to adjourn at 9:31 pm. Vic seconded. Carried.

Respectfully submitted,  
Dani Kasburg, Secretary

THANK YOU!

We would like to express our appreciation to the companies who showed their support for our efforts by sponsoring our banquet this year. Our thanks to the Vancouver Molson Indy, Yokohama, Honda Canada, Hankook Tire, Kirmac Collision, and Race Central Canada/D J Salvage. The recognition of these companies and their representatives is a very gratifying accompaniment to the satisfaction of a job well done! (A critical eye which happened to be at a few other (and much larger) banquets recently did not see a finer selection of prizes at any of them.) We all look forward to many more excellent races (and memorable feasts) resulting from our combined efforts! While we are without a local racing facility many M.E.T.A. members will be setting out in search of the geographic cure - hopefully we will have ample opportunities along the way to continue working with these companies and individuals, and to express our appreciation in person.

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## THE BEST SEAT IN THE HOUSE

What are deadlines for, if not to be broken? So just like past days of my youth, I'm spending a perfectly fine Sunday afternoon inside, slaving over a hot typewriter and knowing full well if I don't get this piece done right now, our dear Editor will publish two gloriously blank pages in the Mayday with my name on them...

Like many META members, I did not fill out and return the questionnaire regarding worker safety. Now that the initial results are in and published I'll respond with a few thoughts and ideas of my own. The first question was would I wear protective headgear if it were available. The answer is no. I don't think that any sort of helmet other than a hard hat to keep the rain off would be of any particular use. Any headgear that obstructs my vision or my hearing will be a far riskier proposition than not. Only at a couple of turn stations, Turn Ten at Portland and Turn One at Seattle would helmets with visor mounted faceshields be handy, and only because of errant high-velocity stones and rubber bits flying about through the stations. Our safety priorities would do far better elsewhere, though I will agree with the one respondent regarding hearing protection...Let's drop the maximum noise level to 102db for 1992 and an even 100db at fifty feet from the racing line by 1994.

Question two concerned wearing protective clothing, visibility vests and etcetera if they were made available. Well, pardon me but at most tracks, the visibility vests are there but I don't wear them when I'm flagging or working quick response. Number one, they're nylon, and second, they tend to flap around and catch on suspension bits of car that I've just push started, causing me to look foolish and uncoordinated. Nylon protective gear, whether it is intended to be highly visible or whatever is bad news for a turn worker. I've had experience with only a few fires on the track, but nylon is no friend when the heat is on as it tends to melt and cause terrible, nasty and altogether avoidable burns.

Instead, I would recommend day-glo orange, double layer suits of PBI/Kevlar mix like those sold by Pyrotec or Simpson for anyone with specific firefighting duties and all quick response personnel. These will not be "made available" however, and until such a time as ICSCC or whomever wants to subsidize our protective clothing, white cotton is still the best compromise we've got. Day-glo orange cotton coveralls would be excellent but I haven't the foggiest notion where to find them.

The third question is a subject near and dear to my heart: Am I willing, can I afford to buy these items? We may not pay entry fees and use up tires like toilet paper, but working turns is somewhat expensive! Yes, I do spend money on my meager safety items, and only what I can afford. If we are looking to update our safety gear to include our clothing, then the majority of the turn crews are going to have to compromise somewhere in their budgets. Instead of putting the burden on the turn crews, I think that the sanctioning body should be willing and able to subsidize improvements we decide upon.

Relax Executive Board Members! This is not a call to Battle Stations. I am not suggesting here a raid on anybody's treasury, including my own!

At this point I will jump to the ninth question: Do I support an independent fund dedicated to worker safety, both equipment and training? Verily! And I will add how delighted I was with the efforts of ICSCC, Skip Yockum and many other racers for their initiative to create and solicit money for a worker appreciation fund. The recognition of the workers as a group and as individuals is both due and very much appreciated.

Yet this is only a start. Within each ICSCC member club and within the ICSCC budget itself, worker and driver safety funds are a very small percentage. Without knowing the specific figures, I daresay the amount is far less than the insurance premiums. If we are going to take a hard look at upgrading our safety gear and training, we should take a hard look at setting up through our own club(s) and through ICSCC an account set up specifically to fund these efforts.

I am in favor of establishing such a fund through ICSCC and it's Race Officials Division. This fund could be used for training and worker promotion material; to provide matching funds for specific personal safety equipment purchases such as gloves, day-glo orange coveralls or fire-suits; or even capital investment in fire-fighting and rescue equipment, and training for ICSCC. Through this organization, large discounts can also be had from various manufacturers of safety equipment. The nuts and bolts of such a fund are not going to be simple to screw together, but it can and should happen. We have the momentum built up from the 1990 ICSCC effort and both worker and driver safety can only benefit from such an effort.

Should we have comprehensive identification for all workers? Yes, in the form of "dog tags" or other easily recognizable and accessible identification giving all vital medical information. Should we have visible identification of rookie workers? Naw, they're easy enough to spot. Besides, every Course Marshall and Turn Marshal should know the experience and abilities of all the people working for them. That's one reason why we have morning meetings. The same goes for specialization identification. ROD and the organizing clubs should have a registry of skills and use them. If you want to wear what you can do, go for it, but please don't require me to sew any more patches than necessary.

Two questions I will skip this month. What measures and equipment that might make me feel more secure, and the question of adequate training will take both too much time and space than is available here. But don't worry, I have some thoughts about the issues that I'll adress next month.

I commend META and the Mayday for initiating this questionnaire, and I hope that the responses and ideas do not stop here. You and I and Steady Freddy don't have to agree with the opinions and issues brought forth here. The Mayday is your forum to air your views...Use it!

Douglas Taylor

## Turnworking

John Mocyk

1990 was my first full season as a turnworker and I would like to share a few things that I have learned over the season. Some of them may be obvious and some not, and some you may not agree with, but I feel all are necessary to mention.

There are five stages to a race weekend and no matter what job you do at the track you could follow these basic points in preparation.

### 1) Pre-race preparation, before getting to the track:

- a) Go over your personal equipment:
  - is everything where it should be?
  - are you prepared for any weather conditions?
- b) Pack whatever food and drink you wish to bring.
- c) Pack some extra equipment and clothes.
- d) Spend some time on mental and physical preparedness:
  - are you awake and alert?
  - visualize how you might respond to a variety of possible incidents.
  - consider whether you have any injuries or unusual circumstances that could interfere with your concentration, reactions, or judgement, or limit your range of activities.
- e) Leave your ego at home, have fun and be a disciplined team player.

### 2) Morning meeting:

- a) Find out what classes are racing, and what special things to watch for with each and how to deal with them.
- b) Find out what the particular hazards are of the track, for example deer at Westwood.
- c) Find out what the usual local procedures are, and what special instructions the Course Marshal may have.
- d) If you have any physical limitations or a strong preference as to which job you perform, let the Course Marshal know about them before assignments are made.

### 3) Corner setup and preparation:

- a) Find out how the Turn Marshal wants quick response to be handled at their turn.
- b) Find out where the high impact zones are and what problems you are likely to encounter at that corner.
- c) Plan all your escape routes and know where all the fire bottles are and what type each is.
- d) Get acquainted with all the people on your corner.

### 4) During practice, qualifying and race sessions:

- a) Throughout all sessions stay alert and aware.
- b) Let your T.M. know of any concerns you have - do not assume that s/he is omniscient.
- c) Know and abide by the agreed order of response: first out, second out, etc. Approach an incident only if your help is specifically required.
- d) Discuss concerns or complaints directly with the person or people involved.
- e) If you have questions - Ask!

- f) Remember that the first few laps of a race have the greatest potential for mayhem.
- g) Remember that your priorities are:
  - i. Yourself
  - ii. Other workers
  - iii. The driver
  - iv. The vehicle and equipment

5) End of the Day.

- a) Discuss how the day went, reviewing positive as well as negative situations. Give and accept constructive criticism: it could save your life in the future.
- b) If you have been particularly disturbed by an incident, find someone you feel comfortable with, and talk it out with them.
- c) Remember - have fun!

## SPEED READING

March 9/10	CSCC Drivers' School	P.I.R.	April 13	First Race of Season*	Skagit
March 16	IRDC Drivers' School	S.I.R.	April 14	WMRRA Motorcycle Race	S.I.R.
March 16/17	TC Drivers' School	P.I.R.	April 20	Vintage Spring Sprints	S.I.R.
March 30	NASCAR Northwest Tour	Monroe WA	April 20/21	CSCC Race	P.I.R.
April 13	NASCAR Northwest Tour	Olympia WA	April 27	NASCAR Northwest Tour	Portland

\* Skagit Speedway has racing every Saturday night, weather permitting, usually until Labour Day Weekend. This year's Dirt Cup is June 20/21/22, and tickets are on sale now: more info after the Motorsport show.

Evergreen Speedway, Monroe WA., also has racing every weekend (again, weather permitting: you know these roundy-rounders), as well as the NASCAR events listed here.

## ADVERTISE...

...in the Mayday! Personal classified ads are free to members. Rates for non-members are listed on page 2. Contact Mikko Kauppi at 533-0260 for more details, or mail your ad to 6711 196A Court, Langley, BC V2Y 1J7. Submission deadline is 21st of month for next issue.