

20 years



MAYDAY



year 20



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

~~APRIL~~ March

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Per Issue:	\$80	\$45	\$20	\$10

CLUB MEETINGS: April 24, May 23, June 26, July 25, August 29;
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

Another issue of the Mayday, already... we are working to keep this thing on a somewhat regular schedule, but help is needed: my assistant editor has had to relinquish his duties due to health problems, and my (unofficial, for all the good that will do her) editorial assistant is severely overworked. I am also encountering work load problems (yes, I know I asked for it, buying that formula car thing). Thus we are now in search of a couple of capable volunteers to take care of a few essential tasks in the production of the newsletter, such as:

- delivery of each issue to the printer, and pick up of the finished product. Rampart Graphics in Port Coquitlam has been doing a most satisfactory job for us, and we would like to have them continue; however as I no longer work in the area I need a volunteer to courier the original to them and the finished product to the mailing coordinator.
- labelling and stuffing of envelopes: the labels are printed from a list in my computer, so you will not get stuck hand addressing!
- regular part-time reporters: as you may have noticed, almost all my regular reporters/columnists are DRIVERS, past or present! We all have a worker's perspective, but it would be great to have someone write an article after each race describing the action from the corner, and mentioning the triumphs and tribulations of the workers at that event. We have had plenty of driver's eye accounts lately, and we need an equally active worker's voice.

I don't expect anyone to take on the onerous task of writing an article after each race, but several people writing one article apiece could keep us all in touch, especially those who must miss races away from home.

Anyone interested in becoming part of the Mayday staff is encouraged to call the Editor at 879-9029 or 244-0232.

* * * * *

After Olov and I worked frantically to get the race car ready for a test day March 29 at S.I.R., and I dragged the kids out of bed at 5:30 a.m. so we could get to the track at a reasonable hour, we spent a very productive day taking turns getting acquainted with the car. For me that consisted largely of peeking into the vast abyss of my ignorance and inexperience: I found that because of my lack of familiarity both with the car and the track, it was very difficult to isolate the specific cause of any problem. This is where my lack of experience not only racing but simply driving really hampers me: I started late, at 25, and the Formula Ford is the first manual-shift car I've ever owned! (Is this a sign of audacity or of idiocy?) It would have been so much easier to get acquainted with the Formula Ford at Westwood, or with S.I.R. in the Lotus... as it was I felt I was groping in the dark. But I did "make friends" with the car, finding in it an irresistible mix of exhilaration and contentment. And I now have

MEMORANDUM

TO: Turnworkers

DATE: April 4, 1991

FROM: Dave Forster and
Roger Salomon

RE: Constructive Criticism
of the 1990 Vancouver
Molson Indy Race

The following was sent out by Roger and myself to all the turn marshalls of the Vancouver CART race in 1990. In order that we can get a good cross-section of ideas from both the young and the old (experienced), we encourage everybody within the readership of this rag to send along your written thoughts as well.

* * * * *

Roger and I would like your comments, thoughts and ideas on how improvements could be made to next year's race. What we are looking for is primarily geared towards flagging and communications, but also other areas that interlock with the flagging and communications crews. Some of you have already provided both written and verbal comments, but to assist us and whoever may be the ultimate chief for 1991, we would like you to provide us with some written thoughts based upon your experiences and any comments that were made to you by your crews. To give you an idea of what we are looking for, the following is a list of points for your consideration:

- 1) flagging and communication stations (adequacy, placement, visibility, etc.);
- 2) crowd control;
- 3) morning meeting location;
- 4) worker parking;
- 5) registration;
- 6) worker refreshments and meals;
- 7) numbers of workers (do we need more, could we have done with less);
- 8) advertising signs;
- 9) communications equipment;
- 10) turn equipment;
- 11) the level of your crew's experience as provided to you;
- 12) the cooperation or lack thereof between you, your crew and other track officials;
- 13) was the information provided to you in your turn marshall packages sufficient;
- 14) due to the cross-section of workers from various regions, was there any problem in standardizing the use of hand signals and flagging procedures.

I'm sure there are probably several other topics that could be discussed and if you happen to see something that was left off the above list, talk to us and tell us what your thoughts are on these topics as well as the ones above. This is meant to be an open format to solicit constructive ideas on how the operation of the flagging and communications crew can be bettered this year.

To those out of town turn marshalls, please feel free to send a copy of this on to somebody within your crew who could provide valued assistance. This questionnaire is being circulated in the newsletter of our local turnworkers club.

Thanks in advance for your anticipated cooperation. Please send your comments to:

Dave Forster
2 - 1336 Pitt River Road
Port Coquitlam, B. C. V3C 5Y7

Atlanta. SOCA also organizes various levels of professional racing series which potential aspirants to higher levels usually progress through.

Many of SOCA's professional series have a competing series within the framework of the International Motor Sports Association (IMSA). The main difference is IMSA does not sanction amateur racing. IMSA's premier series is for prototype cars. These cars are almost identical to the cars that run in FISA's **World Sports Prototype Championship - WSPC**. The main difference here is in the engine and weight rules. IMSA allows almost any type of engine, subject to weight restrictions, whereas the WSPC cars are progressing to a strict formula of non-turbo charged 3.5 litre engines. IMSA and SOCA sanction races strictly within North America.

The most popular racing series in North America is the Winston Cup series for stock cars. This is sanctioned by the **National Association for Stock Car Auto Racing (NASCAR)**. This is primarily an oval racing series that runs mostly in the southern states. NASCAR has many support series and several divisional series all across the United States and Canada. These are affectionately known as "roundy-rounders" racers. There are other stock car groups as well. The **American Speed Association (ASA)** and the **Automobile Racing Club of America (ARCA)** are the most prominent ones.

The drag racers (straight line racers) are administered by the National Hot Rod Association (NHRA). They have various levels of amateur and professional racing. There was and may still be a competing group called the International Hot Rod Association (IHRA).

In the Pacific Northwest there is the International Conference of Sports Car Clubs - ICSOC, or "Conference", that organizes local amateur racing. It tends to cater to the little guy who wants to have fun without spending a lot of money. It operates in Oregon, Washington and British Columbia.

If you restrict your travel to Vancouver, Seattle and Portland or points in between you can either work at or spectate at all of the above types of racing with the exception of the FIA events and NASCAR's Winston Cup.

All the various sanctioning groups have memberships available. Most do not require a membership to work their races: the exception is SOCA. Because of an insurance requirement, SOCA requires that you belong to their club when working their races in the U.S. As many of the professional sanctioning bodies do not have a worker base within their membership, they make contact with the local SOCA region to provide workers. Prime examples are CART and IMSA. CART doesn't require membership, IMSA shares the same insurance policy with SOCA and as a result it may be difficult to work an IMSA race without belonging to SOCA. CASC, ASN and ICSCC do not require you to be a member. I encourage you to join the groups that you wish to work for because there are many benefits to be gained; extra insurance, monthly magazines, regular mailings, and opportunities to voice your opinions and contribute your talents towards the organization of the various events.

[illegible]

Finally, I'd like to be able to have drivers spend more time with us out on the turns and assisting in the timing and scoring rooms. Each driver must spend time with us to get through their Novice period, and for many it does leave some impression about who we are and the job that we do. Yet over the years I think the impression fades. We need to continue to build our relationship with the drivers, and at the same time build their awareness of just what it is we do...and I'll bet one result will be a decline in the reported cases of the dreaded (passsing under the) Yellow Fever.

WITNESSES ARE A GOOD THING TO HAVE, IF YOU WANT THEM...

I've had some mighty good times in my years working turns. I've traveled and met a wide range of really fine people. And some things have happened during and after racing hours that I'm glad to have shared with others just so that folks won't think I'm telling tales. One night at Deer Park was one such time...

James William (Bilbo) Campbell and I were camped out at the start/finish line at the old airport circuit north of Spokane. Bill's a fellow traveller and card carrying member of the Party Party like myself, and as the evening grew long our bottles grew empty. Come midnight and we were at the peak of our powers, but just not the sort of shape you'd want to be in when you spoke with the Sheriff.

We'd noticed some cars coming into the paddock and toasted their arrival when a peculiar lumpy idle outside our tent announced the presence of one of Spokane County's finest. Pulling ourselves up to full and wobbly height, we went out to confront the constable. "You go first and do all the talking." said brother Bill.

Sheriff Don (deleted) explained that he had escorted some lost racers to the track and was told I was in charge. I recognized him as a student from a high-performance driving school a couple years before, so when he asked if he could do a lap or two, I gladly obliged him. No sooner said then he tattooed a Y turn into the concrete and roared off down into turn one, a tight 135° hairpin.

Tires screamed in protest as he threw that ol' Dodge into the turn and slammed into the sand as he went off at the exit. The engine bellowed as he accelerated down the long back straight into turns two and three where the tires again howled like a cat with it's tail in the fan. Up into turn four he got lost and as he passed the turn threw the wheel hard left, damn near finding the pucker bushes closer to us than the proper apex. More tortured tire shrieks tore the still night air.

We thought he'd crash in turns five and six...First we saw taillights going in, then right side marker lamps as he apexed turn five, followed by headlamps and Oh Lord, LEFT side marker lamps. That dude never lifted though, and steered his big sled out of about the hairiest powerslide I'll ever see. Romping down the front straight he slammed on the brakes and skidded to a stop in front of us.

META MONTHLY MEETING

March 27, 1991

Meeting was called to order at 8:07 pm with 30 members present.

Minutes of the previous meeting were adopted as read, moved by Vic and seconded by Bruce.

Treasurer: Rick

We are poorer. Still don't have the books back. General Revenue: \$737.74. Equipment Fund: \$2,556.86. Received \$50.00 from the Social Fund from Joe and Rick S. paid for his ad in the Mayday.

Correspondence: Dani

2 Firehawk Enduro Newsletters, Vantage Newsletter, application from Proformance on classes they are holding, a bunch of stuff from Rick N. from Australia's Indy, plus a get well card for Mikko and a sympathy card for Al to be signed by all.

Social: Joe

Raffle prizes are case of beer, Rain-X kit, 1991 Motorsports Calendar, T-Shirt, medical kit from Southside Nissan and microwave popcorn.

Mayday: Roger - Need volunteers! (Contact the Editor, Danielle, at 244-0232 or 879-9029)

Membership: Russ - 52 members and 7 honorary.

Historian: Joe - Album is here with new pictures in it.

Training: Roger - Nothing yet.

Race Chairman: Bruce - Track is now gone.

Course Marshall: Dave

Shook his shoulders. But Roger added we should think about how many races people should work in order to qualify for working Indy.

Rick N. can't keep track of who works where so it's up to individuals to get information to Dave. Nick suggested you keep a record yourself by getting your META log book signed at all races.

Old Business:

Vic: Rally is on April 28. Victims are doing a pre-run on April 7. Entry is \$5.00 per person, BYOB and kids 10 and under get in for free. He guarantees you will have fun. First car leaves at 11:00am and depending on number of cars, they will be let lose every 2 minutes. Everyone meets at 10:00am at the Upper Level Center.

Ann: Music for the META Shuffle will be "Locomotion". Choreographer is working on a routine now.

Vice-President: Brian

Name tags will be \$3.00 each. April 27 the Ice Racing Club is renting Richmond Go Kart and our membership is invited to attend.

New Business:

Joe: During Phoenix Indy race, Dave Hobbs made some less than complimentary comments about the race workers and was wondering what we felt.

CARS ON ICE

On Saturday, March 16, 1991, the Western Canadian Ice Racing Association of B.C. held their annual "Cars on Ice" awards banquet, following their 19th season of racing. Dick Estey took first place in his Honda Civic in the rubber-to-ice, non-conventional drive class. Rubber-to-ice, conventional, went to Dave Doan in a Datsun 510. Street studs, non-conventional, also went to Dick Estey, and street studs, conventional, went to Dave Fairhall in another Datsun 510. The novice class was very close, with Mike Dynneson and Jim Heinekey tied for first place. Dick Estey was honoured as winner overall for the 1991 season. All the drivers are looking forward to the 20th Anniversary Season in 1992.

[illegible]

On the Road Again...

Hooraay! Racing season is about to start... and not a moment too soon. My feet are dry, there is no sand in my eyes, and I am running out of stories to amuse myself (and everyone else) with. But with no racing at home (sob) what do we do? Simple! We go south and mooch off our American friends. After all, what are friends for? Expensive? Only if you stay at ritzy hotels and eat at fancy restaurants. What you can do (remembering that the operative word above is "mooch") is find out who is going to an out-of-town race and join their party. Caravans are lots of fun and give you a chance to get better acquainted with your fellow workers. People at the various tracks are always willing to to open their homes - just bring your sleeping bag and your security blanket. Or if you are the out-doorsy type, bring a tent and stay right at the track - especially nice in the hot weather.

There is really no excuse for missing all the fun at the track(s) this year! Just grab your bucket, PJ's, and teddy (bear,that is) and head on south. The only hard part is learning their language. See y'all there!

Dani Kasburg

MORE ON THE SUBJECT...

As you can see, folks, it's easy to travel! Now all you need is info such as: Where is S.I.R.? Where is P.I.R.? (Where is the next bathroom? - Ed.) Whom do I contact? How do I register? Where do I stay? And so on.

THE SIMPLE SOLUTION...

Ask someone who does it regularly! Better yet, travel with them! Departures for Portland are usually Friday evening right after work, and for Seattle either Friday evening or Saturday (very early) morning. Anyone wishing more information or to arrange to go along, call Roger at 581-7189: also anyone willing to take passengers, or out-of-town members willing to have house guests on a race weekend. Remember, first race is April 20/21 in Portland - hope to see you there!

The Pres.

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

Name _____

Street _____

City _____ State _____ Postal/Zip Code _____

Please note: Your age may limit the areas at racetrack facilities to which you have access

Have you been a META member in the past? YES ___ NO ___

Areas of Interest (Please check as many as apply)

__ Beverage Steward	__ Communications	__ Emergency Team
__ Flagging/Response	__ Paddock Control	__ Pit Lane Control
__ Pre-Grid	__ Race Operations	__ Registration
__ Scoring	__ Security	__ Social Convener
__ Starter	__ Tech. Inspection	__ Timing
__ Track Announcer(s)		

Other _____

Signature _____ Date _____

(All information held in strictest confidence. We do not make this information known to any mailing lists or other persons or agencies other than for legal purposes to event organizers.)

Official Use Only

Approved _____ Amount Received _____ Date _____
Membership Chairman Cash ____ Cheque ____ Money Order ____

Anniversary Date _____

Voted in at Regular Meeting of _____