

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. 5 MAY 1991

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ADVERTISING.....MIKKO KAUPPI 533-0260

Size:	Full page	1/2 page	1/4 page	Business card
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Per Issue:	\$80	\$45	\$20	\$10

CLUB MEETINGS: 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

I am considering implementing a new regular feature in the Mayday - a "Spot the Screw-up" contest. Whoever points out the most silly errors in each issue will win a highly coveted prize... How about some old bearings from a Formula Ford? Them I got lots of...

As they say, it never rains but it pours: or, if it ain't one damn thing it's another, and if it ain't that it's both at once. Still in shock from a quick calculation of the cost of repairs to the race car, I took my daughter to the orthodontist for an initial consultation and estimate. After examining her, he invited me in and began to go over his plan of attack. "She will need some surgery", he said, "and probably at least a couple of teeth will have to be pulled... we'll make an incision here, and take a graft from there, and..." Poor Megan's eyes were as big as the new front brake rotor on Olov's motorcycle (check it out - and ask him how the guy at the cycle shop described it). Altogether the bill would be in the neighborhood of \$2000, we were told. Megan was very quiet when we left, and finally, as we rode down in the elevator, she turned to me and, with a very serious expression in her big blue eyes, asked, "Mommy, what's more important - fixing the race car, or fixing my teeth?" Feeling a surge of maternal guilt at my concern for the car, and the money I had already blythely spent on it, I quickly assured her that of course her teeth were of greatest importance, and would certainly be budgeted for. There was a short silence. "Damn!" she said.

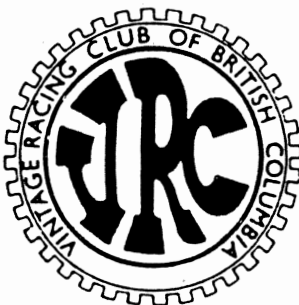
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Once again I must apologize for the lateness of the Mayday... between selling one house and searching for another, not to mention racing and working and raising a family and all that stuff, time has flown. To make matters worse this miserable excuse for a computer has either a congenital defect or a serious neurosis, which doubles or triples the amount of time it takes to type a simple article. We are trying to have it fixed (as we have been for months) and are also developing contingency plans to keep the Mayday rolling in the meantime.

* * * * *

Surely everyone has heard of (if not watched in replay too many times) Mark Dismore's crash at Indy, by now. Mark is liked and respected by all who have had the good fortune to get to know him, and META will be sending him a card with our best wishes for a speedy recovery (no pun intended).

* * * * *



"...to restore, race, and exchange information...
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MEETINGS: 2nd Tuesday of every month
Officer's Mess, 4100 W.4th
Vancouver
7:30 PM

INFORMATION: Ralph Zbarsky, 604-733-4955

WHAT DOES A COURSE MARSHAL DO?

Dave Forster

Your first answer, likely, is to stand around, look important and be in charge. In actuality, that's far from the truth. First, a loose interpretation of the job description.

In the overall organizational flow, the course marshal is responsible to the race chairman for the safe operation of the track during all competition sessions. He has to make sure that all the turns are properly manned and equipped and that all emergency and safety personnel and equipment are in position prior to allowing the race cars out to go play. He is also responsible for the final preparation and maintenance of the race course.

In other areas around the country, the term "course marshal" refers to somebody who is strictly responsible for providing equipment to the turn workers and for maintaining such things as tire walls, broken guard rails, safety barriers, etc. Not only does the Westwood course marshal have to do that, he has to do all the administration and training functions as well. Other titles that are used for the position that we know as course marshal are "chief corner captain", "chief turn marshal", and the much more common "chief of flags".

Now that I've given you a bit of a history of the job, I'll give you a run down of the things that happen before, during and after a race event. In the "before" section, the competition chairman usually holds a pre-race competition meeting to rehash the previous race, provide information on the upcoming race, and solicit input on each department's various needs. Typically, I will attempt to solve problems that occurred between my department and various other departments, ensure that the equipment that you guys require is of sufficient supply for the upcoming race, provide a report on the anticipated number of workers expected, and provide feedback based on comments that I received from the flagging and communications crew the weekend before.

During the course of the week preceding the race, I attempt to organize a worker roster based upon the input I get from your pre-registration by telephone. (At Indy, I had to provide this upwards of two weeks in advance.) Most often, I will prepare this on the Saturday morning as there are invariably a large number of people that turn up on Saturday that I'm not 100% sure are coming. It gets to be a bit of a scramble trying to put anywhere from 30 to 60 names together in about ten minutes. Aside from all that, what I try to do (and it doesn't always happen) is to try and ensure that everybody gets to work a different turn and work with different people. I also have to take into consideration the level of experience required for each turn, the level of experience of each worker, who the best people are to try and train the new workers, who doesn't like to work with who, who has put in a request to work a specific turn, who has requested to work with a certain individual, who can only be there for one day, who's coming the next day, who's arriving late, who's leaving early, who's got to have access to a bathroom (!!!), who's travelled in convoy and as a consequence has to work with the same person because their turn gear is in the same car, etc., etc., etc. As I hope you can appreciate, it's not the easiest thing in the world to try and do in the span of five to fifteen minutes. And you guys wonder why the meetings are sometimes five minutes late!

Once the worker list has been finalized, what I attempt to do is cover off in the morning meeting certain points that I think are relevant for the weekend. Things such as different flagging rules for different sanctioning bodies, new procedures that may be implemented, old procedures that have become lax, information that the race chairman or race stewards have requested that you know about, where worker refreshments and goodies will be available, upcoming race events, upcoming meetings and training sessions, etc.

This past year, not only was I the course marshal, I was also Bruce's assistant in the tower and consequently, the "during the day" routine for the course marshal changed somewhat. In previous years, once the turnworkers were all out at their stations, I stayed at start finish and supervised the release of all vehicles onto the race track. This included not only race cars but in particular emergency vehicles when responding to an incident. Usually I would be the last one to attend an incident but if I was there, I usually tried to assist the turn marshal in executing a timely clean up of the incident. Throughout the rest of the weekend I made myself available for drivers who needed somebody to talk to about a particular problem that concerned them and to be available to the turn crews to solve any problems that may have arisen. During the rest of the time, what little there was, I would watch race cars go by like you guys do! This past season, due to my dual role, a lot of the "on the ground" (start/finish) duties were phased into other people's areas of responsibility, but I still tried to be available to the turn crews for any concerns that they had.

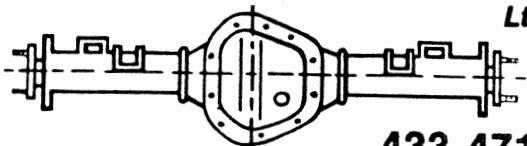
Ultimately what I foresee the course marshal's responsibilities to be are pretty much the way they evolved at the Vancouver Indy race. That is, once the pre-race organization and management was done, to be able to circulate around the race course and ensure that the proper procedures were being followed, that new workers and old workers were receiving any necessary training, and that people were basically happy and enjoying the environment that they were provided with.

I'm sure there are other little things that the course marshal does that I haven't mentioned but I think I've covered the majority of them. In retrospect, I can say that the responsibility of being course marshal is extremely challenging and rewarding. Not only have I learned a hell of a lot from the experience, but I've also met a lot of people and made a lot of friends.

I welcome any person who is interested in becoming course marshal to let me know so that training can be arranged. It certainly doesn't hurt to have more than one person trained to do the same job!

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PLAYDAY AT MISSION

On Sunday, April 14, Mission Raceways held a Playday for minisprint cars. For those of you who have not seen these, they are like a Skagit sprint car that shrunk in the wash. Six META members turned out to work (unlike some who came late and sat in the stands). Vic, Thomas, Bernie, Don, Charmaine and yours truly were there, strutting our stuff and looking very professional in our whites. This was the first time that many of these drivers had driven minisprints and it was the first practice of the season for all. As such, there were a few incidents although most were minor spins or mechanical breakdowns (including the push car). Unfortunately I had magnetic shorts. One car lost it's steering and went straight off the back straight at speed, through a tire wall and halfway through a spectator fence. Only his top wing stopped the car from continuing onward. The driver walked away unhurt once we removed the fence that had wrapped around the car. As if this was not enough physical labour for your vice, one driver decided to test the concrete wall across the track from me. The damage this time was restricted to pride only, as driver and car quickly hid in the pits. All in all it was a fun, rewarding experience. I for one, intend to make all races possible. Standing in the middle of a 1/8 mile clay oval, with half a dozen screaming, dirt throwing mini race cars buzzing around you is enough to keep any worker on his or her toes.

Brian Meakings

SPEED READING

May 31/June 1	TC Drivers' School	P.I.R.
June 1	NASCAR Northwest Tour	Wenatchee
June 1	Mini Sprints	Mission
June 7/8/9	Player's/GM, Honda/Michelin, etc.	Calgary
June 8/9	ICSOC	S.I.R.
June 8/9	Yokohama Formula 1600, etc.	Calgary
June 15	Mini Sprints	Mission
June 15	NASCAR Northwest Tour	Portland
June 15/16	Rose Cups	P.I.R.
June 16	WMRRA Motorcycle Races	S.I.R.
June 20/21/23	Jim Raper Memorial Super Dirt Cup	Skagit
June 21/22/23	Budweiser/GI Joe's 200 (CART)	P.I.R.
June 22/23	WERA Motorcycle Races	S.I.R.
June 29	Mini Sprints	Mission
June 29/30	ICSOC	P.I.R.
June 30	NASCAR Winston West	Portland
July 5/6/7	Player's/GM, etc.	Calgary
July 6	Mid-Season Championships & Fireworks	Skagit
July 6/7	SOVREN Vintage Races	S.I.R.
July 13	NASCAR Northwest Tour	Monroe
July 13	Mini Sprints	Mission
July 13/14	SOVREN Vintage Races	P.I.R.
July 14	NASCAR Winston West	Monroe
July 19/20	IRDC Drivers' School	S.I.R.

TWO-WHEELED VIEW

Olov Brandfors

S.I.R.'s first motorcycle races of 1991 are now in the books. All the changes made to the bike in the off-season paid off in improved rideability and confidence-inspiring handling: I expect to improve my riding more quickly now.

Saturday, April 13, I arrived at S.I.R. before sunrise, with the Course Marshal in his ancient Ford Falcon van (with exposed wire starter mechanism). The morning would be devoted to the Rider Clinic, for new racers, in which I would be instructing. After lunch the track the Mini-Enduros would take over. For the clinic the straightaway is used for slalom and braking exercises; Turns 3 and 4 for testing smoothness and control; and Turn nine (little Indy) for getting the students used to the lean angles in faster corners. Quite a few students were riding very fast bikes, which seriously hampered their learning progress. WMRR is considering a 600cc limit for novices to stop this foolishness.

After running through each exercise the students were paired off with instructors, who led them around the course at increasing speeds, eventually putting them in front. My student, Allen, (there were supposed to be two, but I couldn't find the other) was very receptive and learned quickly. He did drive off in Turn 9 when I was following him - he now has a better idea of the concentration required when under pressure! The students worked the corners for the Mini-Enduros, thereby fulfilling a new novice requirement (borrowed from us?)

Sunday I woke to threatening skies, and sure enough the rain started falling just in time for practice. The new pavement patches, so welcome the day before, were now to be avoided at all costs. This day would not be kind to the racers - a bike went down in every session. The rain was still light for my first heat race, but that didn't stop the guy in front of me from crashing on the cool-down lap! An experienced racer explained wet-weather racing best: "You still have 80% of your braking capacity, but only 30% of your cornering". The wet track conditions had added 20 seconds to my lap times. By the time of my second heat race the rain was heavy and oil was reported from four turns, so I decided to sit it out.

The Novice heat race was red-flagged after one lap when an FZR600 went into the wall at Turn 10. It was #751 - the student I hadn't been able to find on Saturday. Thankfully the rider was fine, though his bike disintegrated. During lunch Allen told me that he had been right next to the crasher when he went down... "I saw him going over the painted areas we had been told to avoid, and thought, 'Oh, no - not right next to me!' I got sprayed with bits of plastic fairing." The remainder of the Novice heat saw the field dwindle as bikes went off everywhere. (The Novice main race was another interesting event, even though track conditions were better. The piece de resistance, though, came afterward: the Novice race was protested! Yes, you read that right. Definitely some serious egos on the loose.)

Finally the rain stopped and the track started drying: this race would be a lot more fun! I had to start from the back as I had not run the heat race, and the fast bikes would be able to use their power advantage, but a good start and some cautious riding netted a reasonable finish. I even beat several 600 Production riders (all under braking) and most importantly kept the bike upright. I realized after the race that the biggest difference between this and previous races was my new-found ability to relax and concentrate.

Due to the cost of racing both cars and bikes I will not be racing the May 12 bike event, and will have to look forward to June 16. Happy motoring!

META MONTHLY MEETING
April 24, 1991

Meeting was called to order at 8:10pm with 26 members present and 2 guests: Al Allison and Jim Dennison.

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

Treasurer: Rick

We are still poor. General Revenue: \$807.38. Equipment Fund: \$2,569.35. We may have to borrow from the Equipment Fund to cover our costs. We have the books back but financial statements have not been sent to Provincial Government as of yet. That will be rectified as we are now quite late. Dave asked if it would be easier to move our fiscal year end to December 31. Rick would rather not as our AGM is in November.

Correspondence: Dani

2 Firehawk Enduro Newsletters and Vantage Newsletter. Rick read letter from Pat Ross.

Social: Joe - Raffle prizes are case of beer, motorsport calendar, worker's bucket and Armoral.

Mayday: Dani

No dues, no more issues of Mayday after this next issue. We need articles as our 2 columnists are now actively working on race cars and will not have as much time as they used to for writing. Write about your out-of-town experiences and the races themselves, but write.

Membership: Raemar - 71 members and 7 honorary.

Historian: Joe - Album is over at Roger's.

Race Chairman: Bruce - We've lost Westwood and Maple Ridge.

Course Marshall: Dave

-Richland race is definitely off.

-To work IMSA you must be an SOCA member although temporary memberships might be available.

-Only received one response to his questionnaire on Indy weekend. Responses are needed by June. Also, write what you feel should be the minimum requirement needed in order to work the Indy race.

-Has SOCA membership application forms from Oregon region.

-Went to Long Beach where racing was good. There were a few injuries during the weekend but nothing serious.

Old Business:

Vic: Rally material is ready and it has cost the club zilch. Number of people entering varies so please see Vic at break and supply with how many people are entering from your group so that enough packets are made up. Driver's meeting at 10:45am at Brentwood with cars leaving at 1 minute intervals. The Vintage Racing Club is advertising the Rally in their newsletter as well.

6
Vic: Mission minisprints on April 4th was great fun. Some workers actually worked the race while others decided to spectate. Buddy system works well on the oval track. Next race is May 4th. Bodies are needed to work with the regulars of the track. Come and observe and make suggestions.

Dani: Knox Mtn Hill Climb is on. Please sign sheet at head table if you are going and state if you require billeting.

Ann: Meta Shuffle will be ready in about a week or so. Taking names now for volunteers.

Break: 8:52 - 9:04pm

Vice-President: Brian

-Ice Racing Club's funtime at Richmond Go Kart will run as long as it doesn't rain. It will be from 12:00-2:00pm, cost is \$5.00-\$10.00 and helmets are a requirement.

-Now taking names of people who would like name tags.

-Ben Doctor of Race City is working on a race track project that will handle Indy and Nascar races. Wants to start construction next spring.

-New track in Edmonton, Capital City Raceway, should be open May 20th for oval races and later in the year for drag and road course.

-Promotions for our Indy race has started and the media has started re-playing last year's accident. Membership should be prepared to deal with this again. Bonnie read a transcript of her phone call to BCTV complaining of their insensitive coverage of the accident. Members should call any media source and their sponsors to complain if they feel it is warranted.

-If any member feels any stress related to this coverage, please do not hold it in but talk it out with someone. Call the executive or Dave who can put you in touch with the Molson counsellor.

-Calgary enduro is Sept. 29th.

-Seattle enduro is Oct. 26th (cars will need snow tires and/or chains...all-season radials are optional).

-Ashcroft track meeting was postponed as government officials didn't make it to the meeting.

New Business:

Joe: Gave business card to Roger of a company that handles sportswear. Possible source for jackets.

Brian: July 13th is Mission Parade with custom cars, etc.

President: Roger

-R.O.D. and ICSCC held a meeting and a book was presented which outlines everyone's job functions and qualification needed to do the job.

-Visited Buzz and Mary-Margaret and presented Mary-Margaret with our signed picture. She was thrilled and it really gave her a boost. Roger showed picture of him and Mary-Margaret in bed together.

-Went to Monroe for Nascar race. Had a great time and everyone broke qualifying records.

-July 14th, there will be another Nascar race. Will write letter asking organizers if they need people to do timing and scoring. Perhaps we could organize a work party for that.

-Executive is working on a few ideas on raising money for the club but we need more suggestions from the membership.

-Conference race at PIR was great. President of Conference, Don Smethers, got caught passing under the yellow, numerous fire, and a 440 somehow managed to roll over. In two weeks is race at SIR - come on down.

Good & Welfare:

- ICBC now owns Jo's Toyota and help yourself to her Datsun.
- Brian ran into Randy Harrit who says hi and is still working on his RX3.
- Kerry is now officially with the Hunter Safety Team.

Swap & Shop:

- Rick N.: Smith-Corona word processor still for sale and he is looking for a 351 Cleveland motor.
- Derek: Has some chamber music he's come across and is willing to share it with the membership.
- Russ: 1971 Datsun 240Z for sale. Also have a humungous garage sale this weekend.
- Al: 510 engine for sale.
- Brian: 1946 Chevy pickup for sale \$1500.00 negotiable and he has 2 formula-1 rear tires which make good tables or planters.

Raffle: Dani - bucket, Jo - beer, Bruce - calendar

Roger moved to adjourn at 9:50pm, seconded by Barb. Carried.

Respectfully submitted,

Dani Kasburg, Secretary

SKAGIT NIGHTS!

It's time for META's annual trek to Skagit Speedway, south of Bellingham, to watch them do it in the dirt! Actually this year we hope to make two trips, on June 1 and on July 20. (A look at the schedule shows that the first conflicts only with a Drivers' School at P.I.R. and mini sprints at Mission, and the second with a Drivers' School in Seattle.)

As Kovak's Restaurant is closed we will meet at Izzy's instead. It is on Guide Meridian Road, across from Denny's: use the 264th Street border crossing (Aldergrove). If you are going down I-5 take the Bellis Fair or Guide Meridian exits. We usually meet at the restaurant at 5 p.m. and head to the track after dinner. Racing gets under way about 7 p.m.

If you prefer to meet us there take Exit 240 from I-5 and go left, over the freeway. Turn right at the Alger Tavern and continue about three miles to the track. We usually sit in the bleachers above Turn 4 (just below the concession stand and washrooms).

Take along warm clothing, sunglasses (we'll be facing into the sun for as long as it's up) and a seat cushion - a blanket is a good idea, too, as the nights get cold even in July.

Joe Proud

SCORING AND HOW TO SCORE

Many people know what Timing is and how it's done - obtaining lap times of each car during qualifying and ranking each driver in order of fastest lap times to produce a grid. However, fewer people know what happens during a race - Scoring.

The Scoring department's responsibility is to produce results of each race, showing overall and class positions, and lap counts, including all non-starters and non-finishers.

There are several positions in Scoring to staff both the manual and computer method. The following descriptions are somewhat specific to Westwood's department, but can be generalized to all locations and systems.

1. Tapers

Tapers (about five) individually record, on narrow strips of numbered paper called tapes, the numbers of all cars crossing the start-finish line during a race. If possible, they also note cars in and out of the pits and/or paddock as well as any pace car situations, etc.

For the benefit of the computerized system, one taper has an additional job of "marking" randomly every few cars, which places landmarks amongst the elapsed times collected by the electronic timing board and light beam.

2. Line Monitors

This job is required for computerized systems using a timing light. Two people individually listen with headphones to ensure that each car crossing the start-finish line registers a time (heard as a beep). Two cars crossing together register only one time and one car crossing slowly can produce two times. So, the line monitors record car numbers related to such situations on short tapes.

3. Comparers

Each lap, the comparers check the collected tapes from the tapers and line monitors. They fill in any missed numbers and information to prepare full, accurate, legible tapes to pass to the charters and computer operators. This sounds simple, but requires complete understanding of Scoring, especially when each taper's tape is blank or illegible at one point!

4. Charters

From each compared tape in consecutive order, the charters manually place the car numbers onto large graph paper (overall position versus number of laps). This is how the overall order and lap counts are obtained and the progress of the race can be tracked. The charters compare charts with each other after every fifth lap to verify accuracy.

5. Computer Operators

a) Input

Usually a team of two people work together to enter the car numbers from each compared tape into the computer. The difficult part is to ensure that the landmarks in the elapsed time match the information on the tapes. At this point of data input, the operators make any adjustments as indicated by the line monitors' tapes. The computer automatically charts the race as each number is entered.

For Scoring, lap times are not required, but are certainly an added benefit from the use of a computer system based on a timing board and beam.

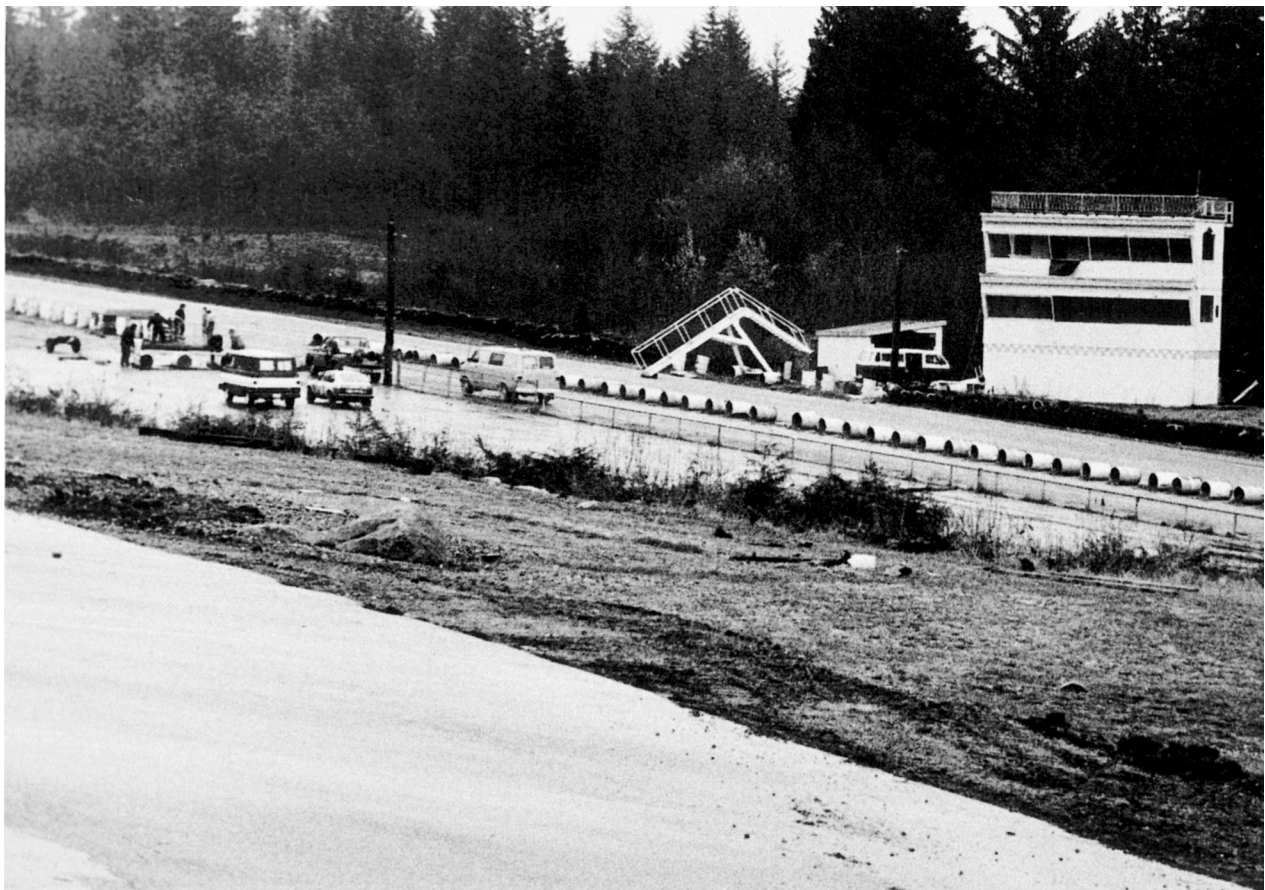
b) Edit

At the end of a race, the data file of elapsed times and matched car numbers is transferred to another computer, leaving the main computer and operators available for the next race. An editor then scrutinizes, and corrects if necessary, the raw results. Finally, the editor prints a hard copy to compare with the charters' result and to deliver to the Race Chairman for posting.

This list of positions can be further enhanced by the addition of people to move paper back and forth in the room during the race, to communicate with the starter, or to do many other miscellaneous jobs which are essential for a smoothly-run department.

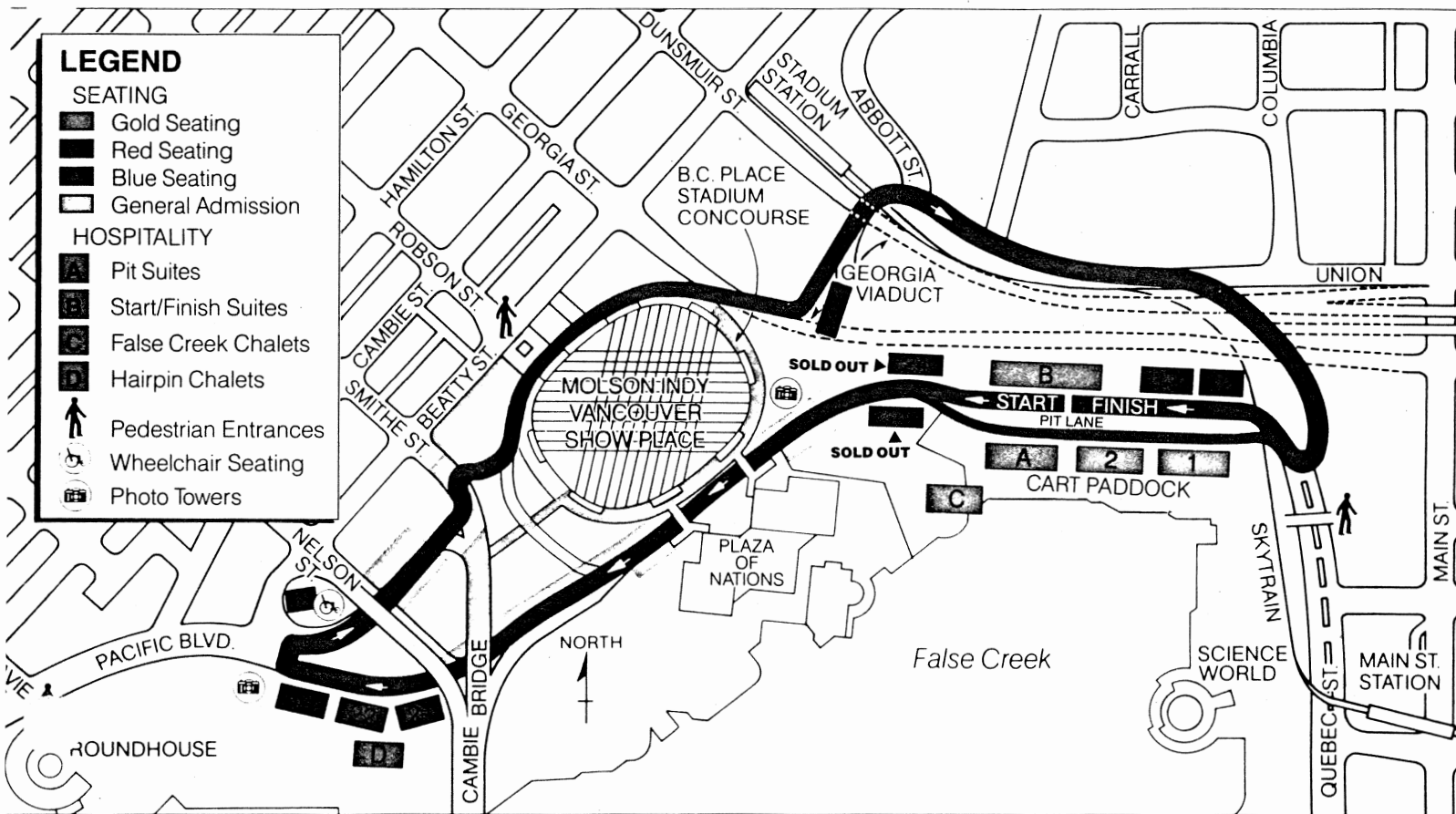
As you can see, there is a spot for everyone and no one person does a job solo or all day because duplication increases accuracy of results and rotation decreases fatigue of workers. Anyone interested in further details or working is always welcome in any Scoring department. Just show up ahead of time to allow for some training.

K. G. F.



MOLSON INDY VANCOUVER

AT PACIFIC PLACE, AUG. 30, 31, SEPT. 1, 1991



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VIP PIT WALK-THRU (available only with GOLD ticket-valid for all 3 days)			\$25	not applicable	
RED GRANDSTANDS (3-day reserved seat)			\$75	see below	
BLUE GRANDSTANDS (3-day reserved seat)			\$45	see below	
PADDOCK PASS (valid for all 3 days) (available with RED or BLUE GRANDSTAND ticket only)			\$20	not applicable	
SUPER PHOTO PASS			\$200	not applicable	
GENERAL ADMISSION (Available for sale after July 1, 1991) -3 days -Sunday only -Saturday only -Friday only			\$35 \$25 \$15 \$10	see below see below see below \$1	
WHEELCHAIR SEATING (allows viewing for one person and attendant)			\$120	see below	
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