

the official newsletter of the Motorsport Emergency and Turnworkers Association.

MAYDAY



FEBRUARY **1992**

M.E.T.A. c/o 10952 MCADAM ROAD, DELTA, B.C. V4C 3E8
VOLUME 17, NO. 2 FEBRUARY 1992

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ADVERTISING

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

CLUB MEETINGS: February 28, March 25, April 24, May 27
Moody Park Recreation centre, 7:30 p.m., Oak Room.

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

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

EDITORIAL COMMENT

Well, here it is. My last Editorial Comment. You may all breathe a sigh of relief... all, that is, except Mikko who has agreed to take over the Editorship of the Mayday. I'm sure he will do an excellent job with our newsletter. He will be depending on all of you for support: get involved! Write an article - there are only twelve issues per year: if each club member wrote an article in turn, each of us would have to do so only about once every six years! I feel like I've said all this before (because I have) but I'm saying it again, in the hope that those of you who haven't yet will volunteer your services.

My thanks to all those who have helped me during my tenure as Editor: especially Dani Kasburg, Douglas Taylor, Olov Brandfors, Brian Meakings, Mikko Kauppi, John Mocyk, Jo Adair, Robin Bentley, Vic Kennedy, Ann Peters, and Roger Salomon. Apologies to anyone I have not mentioned by name! It has been an interesting experience... The greatest source of satisfaction in this sort of job is feedback from readers - I am very grateful indeed to those individuals who took the time and trouble to tell me they read and enjoyed their newsletter! Any volunteer endeavor is a labour of love, but without some encouragement that love will eventually begin to fade.

As a last favour to someone who has been of immeasurable help to me I make the following announcement: Dani Kasburg is not, and has never been, officially involved in the Mayday. She has been of enormous assistance to me, but has been extremely frustrated by the lack of awareness among club members that she is NOT the person to whom suggestions, complaints, ideas, articles, or lost puppies should be directed. PLEASE! when you have information or inquiries for the staff of the Mayday, direct them to one of the staff of the Mayday. Neither of us has rabies, and our telephones are in good working order.

Congratulations to Dick and Joanne Gadsden on their recent move to Vancouver, Washington! Rumour has it that they are living in luxurious surroundings not far from PIR, and may have room for a few guests of the racing variety... See you all there!

Congratulations also to Lise Murray, META's 1991 Non-Member of the Year, and to Ann Peters, 1991 Member of the Year. We appreciate their enthusiastic and unselfish contributions to META's success!

Included herewith is another delightful article from Douglas Taylor, without whom I think I would have surrendered completely to cynicism a long time ago. Finding his entertaining and well-written pieces in my mailbox has made those long trips down the driveway in the rain worth the trouble of hauling out the dory. With all the demands he has had on his time and energy over the past few years his continuing support of the Mayday (and all the other things he has worked so hard on for the good of racing) has earned him my deep respect and gratitude.

Well, it's been fun (most of the time) - Good luck, Mikko!

- Danielle

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ANNOUNCEMENTS

FLEA MARKET! Sunday, March 1, 1992, 10:00 a.m. to 3:00 p.m., at Renfrew Community Centre. A table has been reserved and **DONATIONS ARE NEEDED!** This is your chance to get rid of all that stuff you keep tripping over, and contribute to the club at the same time. Also needed are a few people to help tend our table. If you can offer either time or saleable items please call Dani Kasburg at 251-4591.

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

1992 MEMBERSHIP DUES ARE PAYABLE NOW! Please note that as of January 1, 1992 annual META membership dues will be \$15. PLEASE NOTE ALSO that all renewals should go to our new membership director:

Jan Smale
3016 Ashbrook Place
Coquitlam, BC
V3C 4A7

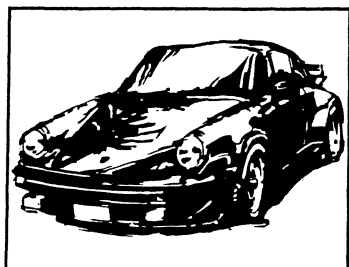
Remember: as of January 1992 starting time is 7:30 p.m. for all regular META meetings. Place, dates, etc. remain unchanged.

MARCH 22: the next and best yet META Car Rally! Cost is \$10 per person **pre-registering** (must include payment and be post-marked no later than March 8) or \$15 after March 8. Registration and information:

Vic Kennedy
1342 East 27th Avenue
Vancouver, BC
V5V 2L8
876-5981

Rally start time will be 11:00 a.m. Meet in the Upper East parking lot of Brentwood Mall: obviously well before 11:00 - official time TBA, or call Vic.

MOTORSPORT SHOW 1992 This year's Motorsport Show will be held March 6, 7, & 8, at the PNE as before. META has been invited by the Vintage Racing Club to share their allotted space - a generous offer which we have been pleased to accept. Anyone who would like to spend some time during that weekend tending our display should call Danielle at 533-8851 as soon as possible. Passes will be limited!



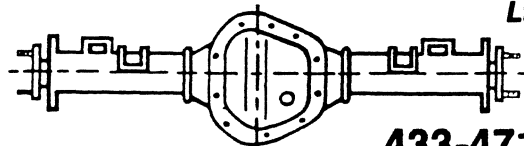
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SPEED READING

February 8	Drivers' School (TC)	PIR
March 7	Drivers' School (CASC)	PIR
March 13/14	Drivers' School (IRDC)	SIR
March 14	Drivers' School (TC)	PIR
March 21/22	Drivers' School (VMSC)	TBA
March 27/28	SOCA Race	PIR (Schedule specifies fri/sat)
April 25/26	ICSOC Race	PIR
April 25/26	SOCA Race	SIR
May 2/3	ICSOC Race	SIR
May 9	SOVREN Race	SIR
May 9/10	SOCA Race	PIR

META MEETING

January 22, 1992

Meeting was called to order by Roger Salomon at 7:36pm. 28 members and no guests present. Minutes adopted as read by Barb, seconded by Joe.

Treasurer: Rick - As of Dec. 31/91 General Revenue \$2772.93, Equipment Fund \$2646.64.

Correspondence: Dani - Vantage and Firehawk Enduro newsletters.

Social: Joe - Beer, Simoniz Wax & other goodies.

Membership: Jan - 33 members & 7 honorary. No memberships will be accepted at the banquet. Kevin Olund nominated by Shirley, & Bill Oliver nominated by Brian, for membership. Both passed unanimously.

Mayday: Mikko - Tentative race schedule will be appearing in next issue. As of March, Mikko will be the new editor. Congratulations.

Historian: Joe - Roger still has the pictures.

Race Chairman: Bruce - Absent

Course Marshal: Dave - Has copies of the tentative race schedule on the front table. Response to the Indy questionnaire has been weak: could use more input, guys.

Old Business: - work on the Policy & Procedure Manual has begun. Will appear in Mayday upon completion. - Vic: Rally - work is half done. Date is March 22/92 at the upper lot of Brentwood Shopping Centre with first car out at 11:00am. There will be escape packages for those so inclined. SCCBC and VRC are interested in participating. Pre-registration to be post-marked no later than March 8 to Vic's name and address. - Decals & crests still available - see Jan. - Banquet - all set & ready to go. All that is needed for all of you to pay. See Charmaine. - Telethon - Feb 15/16. Can always use drivers and phone workers for dispatch. See Vic.

Vice-President: Dave - Worker manuals being revamped: could use volunteers to help with various sections. Target date for final typing April 1st with printing May 1st. See Dave if interested in helping. - If you have any questions with regards to insurance coverage put them in writing: Dave is contacting insurance companies for answers.

Break: 8:15 - 8:29pm

President: Roger - Danielle was approached by VRC to set up a booth at the Motorsport Show on March 6-8. Executive has agreed. VRC will cover costs and in return we will help man the booth. Response we get will determine this year's training sessions. - Last weekend was 20th anniversary of Ice Racing. Held at Barnes Lake, it was lots of fun with plenty of good racing. Even Brian raced pretty well. Joe has the pictures. - Minutes from Nov. ROD meeting will be sent, with an info. package, to all ROD members. - Thanks to John Mocyk cat is now called Dimitri. - We need more ideas for the club. Get those brain cells working.

New Business: - SCCBC banquet at Best Western in Coquitlam on Feb. 1/92. - Ice Racing banquet in Delta on Feb. 29/92. - Jo A. knows someone at Spaulding Sportswear. Will look into prices for white jackets for the club.

Good & Welfare: - Brian thanks Thomas for supplying tow vehicle for his ice racer.

-Dani: Table has been rented at Renfrew Rec. Centre for their Flea Market on March 1 on behalf of META. Could use stuff to sell and help in setting up and assisting during the day. Call me. - Dani: Jo A. is officially assistant chief communicator at Seattle this year.

-Dave: Pat Gleeson's father was in a serious accident. - Nick: Joe P. will be having surgery on his hips within next few weeks.

Swap & Shop: None

Raffle: Gerald Lomas - cup & popcorn; Jan Smale - Beer; Gerald Lomas - Simoniz Wax; 50/05: Shirley Olund (again).

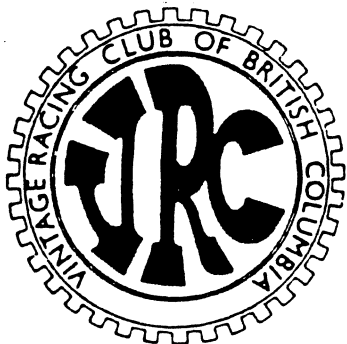
Motion to adjourn meeting at 9:01pm by Brian, seconded by Barb, carried.

Respectfully submitted, Dani Kasburg, Secretary

"Do You Have a Banana in Your Ear?..." *

From Tom Liesner comes the story of an ice racer who after sitting through the explanation of the flags at morning meeting went boldly forth into competition... rather slowly, and got blue-flagged, whereupon he promptly steered the car to the edge of the track and stopped. Tom ran over to see what the problem was, and the driver explained conscientiously that he had seen the blue flag, had pulled over, and was now awaiting further instructions... Thanks to Tom for providing this amusing tale, and for making a minimum of scathing generalizations about drivers while telling it. (He never did say what further instructions he gave...)

* From a childrens' story by Robert Munsch, and now used at our house whenever one has to deal with an obtuse individual who does not understand simple instructions. Racers being what they are, could become a regular department in the Mayday.



"..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

THE BEST SEAT IN THE HOUSE

REMEMBRANCES OF 1991..."TRAVELS WITH JOHN AND LUCY"

I guess I met her for the first time at the second Conference race in early June. It was that weekend John Mocyk and Dani Kasburg shared the charms of SIR's Turn 8 with me. John drew the short straw and was appointed Turn Captain for the event. Calling upon all his experience, John managed to be tying his shoes every time something happened like a certain red Datsun 240Z repeatedly ramming the EP leading Saab 900, or when on the last lap two Rabbits engaged in a dispute over the rights to the fast line to the checkered flag. John the Astute left the report writing to yours truly with times, car colors and numbers dutifully recorded by Dani.

The "Three Tap" rules of racing are officially frowned upon in road racing, but we certainly saw this rule in action this weekend. The first contact between the front of the red Z and the rear of the Saab was just a little ol' tap ("I'm here sport. Just wanted to make sure you're aware..."). The second tap caught everybody's attention. ("I'm still here sport, and I really do want around you Now...") The third wasn't so much a tap as one Saab being blasted out of the ball park when his sorely abused and battered right front tire explosively expired and the closely following Datsun took the opportunity presented to drop-kick the Saab out of his way...Turns out that they had contact in Turns 1, 2, 3a, 3b and 4 previous to this intercourse and the third tap we saw was just what the Rule foretold, to wit "You really don't want to be there when I give you the third and Final Tap, do you, sport?".

The incident with the Rabbits was seemingly as cut and dried. On the last lap Skip Yokum left the inside of Turn Eight to Tom Busic as they fought for position. Skip took his late apex and found that Busic had stuck his nose down in there. From where I sat and wrote the report it appeared that Busic had put his nose into Yokum and bounced Skip off into the marbles and a position in arrears. So that was what I reported. Two weeks later I recieved a citation of commendation from the Conference Race Steward, Bob Caspell for my report writing. I write my reports as I seem 'em, and I was pleased to be recognized for my efforts. Race Stewards don't issue kudo's like this every day nor for any other reason, do they?

After pizza that evening (vegetarian with ham, please) and their share of beer for myself, the three of us sat around and evaluated our performance during the weekend and issued suitably passing grades to our efforts. Emerging from my well deserved bath, John and Dani joked about introducing me to John's traveling companion Lucy. Figuring the stress of being Turn Captain combined with the exertion and hyperventilation from blowing up his air mattress had affected John, I inquired to the grinning Dani who in our racing world Lucy was. Slowly, like the middle half of a rainy Enduro, the truth dawned on me...soon I was coveting Lucy as my own, what with three consecutive weekends at Portland for Rose Cup, CART and another Conference race coming up. Gallantly, John offered me Lucy's comforts and services for my next weekends camped on the grassy ground of Portland International Raceway which she performed with nary a complaint or leak. Next year I'll get myself an air mattress just like her...

The Rose Cup weekend was memorable only for scenes like Rick Smale shouting across the track from the Starter's Tower "Now don't you make me look bad Douglas Taylor and tell me that I've just awarded the checkered flag to the wrong car!" Well, of course you did Rick! For some reason, Oregon Region assigned me to the nether region of Pro-Pit Out/Turn Zero along the middle of the long front straight. Bored out of my skull, I figured that at least I could help call the winner of the Formula Vee National race. It looked like being one of those typical Vee finishes, so I wandered down to the Start/Finish line and took up position right on the paint stripe.

Sure enough, two cars took the checkered flag side by side, only the one on the far side was about four inches ahead. The two drivers didn't know, so one was more than happy to accept his checkered flag from Rick Smale while the other dejectedly turned off for the scales. His crew however, saw me holding up his number to the starters as the winner and their subsequent noise elicited Rick's snarl to me. My eternal gratitude to the Scoring crew who backed me up in their official results.

In Rick's defense, I'll admit that calling photo finishes from the Starter's Tower is a split second deal where the positions of the cars at the critical instant is usually obscured by both feet and tower floor. I was in the same tower a number of years ago at a Conference Vee race. We knew the two cars had crossed the line together but not who might really have won. Knowing we had just under two minutes to make our decision, we decided that since one could have only won the season championship if the other hadn't finished, and that since the other had won the title by virtue of finishing, we awarded the race win to the driver who didn't win the championship! Nobody complained...

CART weekend at Portland a week later was full of Andretti jokes as this was the race following Mario's famous incident at Detroit where he rammed the Emergency Truck and then moments later was rammed by his own son and team mate Michael, blocking the track and causing the race to be stopped with a red flag, and some suitably red faces one would surmise. It was also full of great racing in the Trans-Am race. Stu Hayner had won the Rose Cup the previous weekend in his Camaro's maiden outing. For the Trans-Am he qualified in the top ten, and at the drop of the green flag made a scorching start to take third going into the first turn, second place as the field completed their first lap. However, passing like this (before crossing the start/finish line) is not acceptable behavior in Trans-Am racing, and Hayner was black flagged at the end of the first lap. He returned to the race nearly a lap down in last place and proceeded to blow off most of the field in a brilliant drive which was only overshadowed by the fact that this was perhaps the greatest Trans-Am race in the long and illustrious history of the series.

The racing for the lead was furious with eleven, then ten, nine and penultimately seven, and finally after a last lap Turn One fracas involving Rob Fellows and Jack Baldwin, four cars dashing to the finish with Irv Hoerr taking the win by virtue of leading only the last quarter lap. Hayner eventually finished fifth, with the lead pack just beyond his grasp.

The Indy cars were a good show, too. It was nice to have drivers like Mears, Fittipaldi and Foyt acknowledging my blue flags all weekend. Even when I had no signal for them, seeing these three glance at me as consciously and automatically as they would pick out their braking points and apexes was gratifying. So was the fact that these three drivers in particular cheerfully waved to the turn workers at the start and end of each session, even the race, to salute our contribution to their race. For A. J. Foyt, this race was to be the final road race of his long and great career. Driving in what must have been terrible pain from his leg injuries suffered the previous season, he still waved goodbye his last lap around the track.

Other drivers weren't so professional, nor gracious. One Eddie Cheever thought it beneath his station to be assisted by a female turn worker after a qualifying spin. Needless to say, his car was immediately deemed to be perfectly safe right where it came to rest. Not only was Cheever left at the bottom of the grid sheets, but his comments and the subsequent turn report drew the attention and ire of Wally Dallenbach, the CART Steward. Michael Andretti wasn't about to win a popularity contest with the turn crews either. His (and his Daddy's) comments from Detroit hadn't gone down well with some folks, and his lack of social grace during this weekend was notable. He didn't acknowledge our presence with a wave or nod. Nothing. But come the middle of the race he radio'd his crew about our blue flagging and what he felt was the lack of...

He'd made a brilliantly aggressive (read: reckless) start to take the lead from the second row and simply left everybody else in his dust. Come the mid-point of the race he was lapping the back half of the top ten positions while holding a huge lead. The first lap he trailed two other cars, I gave them both a big, rocking blue flag from Turn Pre-1 just after the chicane and saw over my shoulder that Bonnie Healey did the same at Turn 1. Other turns followed suit, but the next lap they were still in the same order. I almost gave them another blue flag, but decided not to. They knew Michael was there, and besides, he wasn't making any signs of trying to go around them.

A couple more laps like this, and both my communicator and turn captain said that the head of comm was informed by Michael's crew that he was being blocked, that the other two wouldn't let him by and that the turn crews needed to wave blue flags at them. This news was greeted with a vague paralysis around the course until the crown prince got it up to elbow his way by after another couple circuits. He went on to a coolly received win. On his victory lap he was noticed to hear the last refrain of a popular turn crew chant delivered by a demure Italian-Canadian communicator...No wave, no save, so "Wave ASSHOLE!" Michael Andretti waved.

After all the pretense of Rose Cup and CART, the next weekend's Conference race at PIR was a welcome change. Even if I was assigned to Turn 7, half way down the back straight for my third consecutive weekend watching cars go by in a straight line. Nothing happens there, right? Yea, but I know better having seen an impromptu barbeque there the last time I drew this duty, and a couple of vicious wall shots the time before that.

Before I went out to the turn Saturday morning, Bob Caspell wanted to see me in his motorhome. Being invited by the Conference Steward to visit with him in his wood-shed is not an auspicious way to start any day, nor is hearing my lateness to my station made public by the P.A. announcer. But what I saw was certainly an eye opener. I knew that Skip Yokum had been cited and fined for his driving at SIR earlier that month, contrary to the report I wrote of the incident I saw. Caspell had a video tape cued up and waiting for me to view. He told me what turns and what lap of that race I would see, and I'm glad he did because otherwise I'd have made a perfect fool of myself and asked when this incident occurred.

The tape was shot from the car just behind Busic on that final lap, and it certainly looked a lot different from this angle than the one I'd witnessed. Skip took his usual wide entrance, and for reasons only known to Skip he gave the entire inside entry to Tom Busic who went right on in and stole the line from him. Now, from where I stood, it looked like Tom got up into Skip, but viewing the tape it was clear that Skip had no idea that Tom had gotten inside and alongside him when his arc took him down towards the classic apex currently occupied by said Mr. Busic. The tape clearly showed Skip so suprised to be thwarted in his attempt to catch his apex that he hit Tom once and then turned into him a second time. We all see things from a different prospective than other people around us, and as this case so graphically illustrated, my prospective was just flat wrong this time. I'll still write turn reports of incidents the way I saw them happen, but I'll certainly be more aware that what I see may be completely different from what somebody else sees. And like any other sports umpire or referee, I won't always see it right.

Life at Turn 7 was relaxing. We spent all day Saturday watching the hawks winging back and forth from nest to prey and back again, while others were suprised by a new group of snarling Production cars in the afternoon. They relieved themselves of the excess weight neccessary to soar over the cars, and most of the cars stopped in at the pits to have their windshields cleaned.

Sunday morning was also quiet, until Howard Allen pulled his Rabbit's gear shift down into second instead of fourth gear as he rounded the bend between Turns 6 and 7. The resulting explosion was the most spectacular of the season as the engine turned in excess of 15,000 RPM for a moment before shattering. The biggest piece we found was a 200mm long piece of flywheel ring gear, bent into an "S" shape. Carrying buckets emptied of grease-sweep, we picked up little bits of flywheel, gearbox case, engine block, water pump, tiny bits of distributor cap and rotor. Our Turn Captain that weekend was Neil Swanson, and he reacted with his usual cool manner. He simply had Dani Kasburg inform the tower that it was quite pointless to continue the qualifying session because of all the engine oil, gear oil, anit-freeze and debris spread down the back straight. Hearing it in those terms, the Race Chairman cancelled the session.

Allen graciously coasted down to Turn 8 where he pulled off. Imagine Rick Neyedli's suprise when he opened the hood to see the remaining gears of the transmission and the crankshaft, plain as day, and a hole in the radiator and grille the size of an artillery shell. The rest of the day was again peace and quiet, only interrupted by the hawks playing catch with some poor squealing rodent at altitude over the slough...

- Douglas Taylor

NEXT MONTH..."I THOUGHT I HEARD SOMETHING DRAGGING..."

1992 Race Schedule

February	1st-2nd	8th-9th TC-DT PIR	15th-16th	22nd-23rd	29th-1st
March	7th-8th CSCC-DT PIR	14th-15th TC-DT PIR IRDC-DT SIR	21st-22nd, VMSC-DT	28th-29th SCCA Race PIR Fri-Sat.	
April	4th-5th	11th-12th	18th-19th	25th-26th CSCC Race PIR SCCA at SIR	
May	2nd-3rd IRDC Race SIR	9th-10th SCCA at PIR SOVERN at SIR	16th-17th CSCC/SCCBC Race-PIR	23rd-24th SCCA at SIR X2 National	29th-30th-31st TC-DT Friday IRDC Race at SIR
June	6th-7th	13th-14th SCCA Rose Cups-PIR	20th-21st CART at PIR	27th-28th CSCC Race PIR	
July	4th-5th SCCA-PIR SOVERN-SIR	11th-12th SCCA-SIR SOVERN-PIR	18th-19th	24th-25th IRDC-DT-SIR IMSA-PIR	31st ?CSCC-DT? ?PIR?
August	1st-2nd VMSC Race Mountaineer	8th-9th	15th-16th SCCA at SIR Mary's Peak	22nd-23rd IRDC-SCCBC Race-SIR	29th-30th SCCA-PIR CART-Vanc.
September	4th-5th	12th-13th SCCA at PIR	19th-20th CSCC Race at PIR	26th-27th TC Race Ephrata	
October	3rd-4th IRDC Race at SIR	10th-11th TC DT at PIR	17th-18th CSCC Enduro at PIR	24th-25th IRDC Enduro at SIR	
November	6th-7th-8th IRDC-DT CSCC-DT	14th-15th ICSCC Banquet			
December					