

the official newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

MARCH 1992

VOLUME 17 NO. 3

CLUB INFO

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ADVERTISING

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

CLUB MEETINGS: March 25, April 22, May 27, June 24
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.

RALLY MARCH 22!

EDITORIAL COMMENT

Well, my first issue is complete, and although it has been a little hectic trying to meet the printing deadline, it has been enjoyable nevertheless. First of all I must express appreciation for all the support I have received from club members in taking on this task. I have received many articles, and unfortunately cannot print them all in this issue. They will however be printed in upcoming months and I encourage you to continue submitting articles and ideas, and promise to try to include everything if at all possible.

I extend special thanks to departing editor Danielle Brandfors, and my unofficial production assistant Dani Kasburg. Danielle's wit and prodigious prose will not disappear from these pages as she has kindly offered to submit articles on a regular basis. Dani's contribution of taking care of printing and mailing the Mayday in addition to all her club other responsibilities is truly remarkable.

This issue contains details of a noteworthy development in club business. We have been approached by the International Conference of Sports Car Clubs to consider joining them as an affiliate club. The subject was discussed at the February general membership meeting. Details are outlined in the minutes of the meeting.

It promises to be another interesting year in META, and I will try to keep you informed to the best of my ability.

- Mikko

SPEED READING

March 6/7	(CSCC)	Drivers' School.....	PIR
March 13/14	(IRDC)	Drivers' School.....	SIR
14	(TC)	Drivers' School.....	PIR
March 27/28	(SCCA)	Drivers' School/Regional.....	PIR
April 25/26	(CSCC)	ICSCC Race.....	PIR
25/26	(SCCA)	School/Regional/National.....	SIR

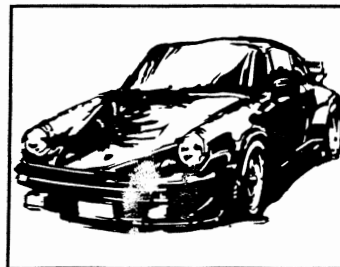


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ANNOUNCEMENTS

PRE-REGISTRATION DEADLINE for the March 22nd META Car Rally has been **EXTENDED** to Friday March 13th. Cost is \$10 per person pre-registering, or \$15 after March 13. Registration and information:

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

HONORARY META MEMBER Joe Proud recently underwent surgery to replace a hip socket. Joe, META's longest serving member is our historian, head of the social committee, and is active in the nominating committee for annual elections. He is doing well after the surgery, and we extend our wishes for a speedy recovery.

In Joe's absence, Nick Roche is filling in as club historian and social committee chairperson.

Vancouver's own Indy Car racer **ROSS BENTLEY** will compete for Dale Coyne Racing in the CART season opener at Surfer's Paradise in Australia! He's been invited by Dale to run several races in 1992 - full details to be announced. Sponsors, ProFormance Advanced Driving School, Hankook Tires, Cantel, Shell Canada and BMW fully support his racing activities.

His wife Robin will accompany him to Australia. They are leaving March 14 from Los Angeles and plan to spend two weeks there.

The race promises to be an interesting event with new drivers, new team configurations, new chassis, and new engines. All teams will likely compete, as rule changes require teams to enter every event to accumulate points.

Ross and Robin are also planning to visit Indy for the 500, quoting Robin "to case the joint for 1993!"

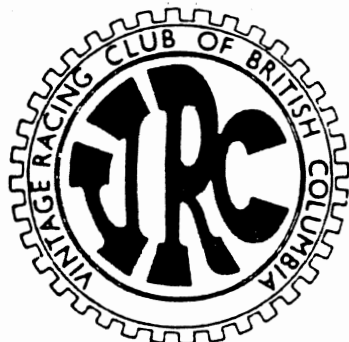
Best wishes for success to the Bentleys in their exciting endeavour!

REMINDER: If you have not yet renewed your META membership for 1992, this is the last issue of the MAYDAY that you will receive. **PLEASE NOTE ALSO** that all renewals should go to our new membership director:

Jan Smale
3016 Ashbrook Place, Coquitlam, BC V3C 4A7

KNOX MOUNTAIN HILLCLIMB will again be run on the May long weekend in Kelowna. **META workers are needed.** If you are planning to attend, please contact:

Matt Scaife Tel. (604) 861-6578 H, (604) 762-3115 W



"...to restore, race, and exchange information...
concerning vintage sports and racing automobiles"

MEETINGS: 2nd Tuesday of every month
Officer's Mess, 4100 W.4th
Vancouver
7:30 PM

INFORMATION: Ralph Zbarsky, 604-733-4955

DE'S 2¢ WORTH

My Editor tells me that I may write whatever I please - and hastens to disassociate himself from all opinions and cantankerousness expressed herein. Since it is still our off-season I will take a gander at news of the racing world. But first and foremost I have an explanation and an apology to offer...

A couple of months ago I was given two articles, one a report from our president and the other on Ann's and Roger's (and company's) trip to California for the CART race last year. These were to have appeared in the Mayday, but were inadvertently omitted. That they were was entirely my fault, and I beg their author's understanding and forgiveness. It was the middle of the annual pestilence season, which hit our household very hard, and we have been preoccupied with various other worries as well. Needless to say it was a simple oversight, and not a result of malice aforethought. And all is not lost, for neither is the prose in question: it will appear in an upcoming issue. Again - my apologies.

* * *

Recent issues of AutoWeek and On Track carry the happy news that Mark Dismore has recovered from the critical injuries sustained in his crash last May at Indianapolis, and is not only racing again but apparently intends to make up for lost time. After warming up (with wins in two heat races and a third in the feature) in the annual indoor midgets event at Indiana's Hoosier Dome, he joined Rocky Moran and P.J. Jones at Daytona, where they overcame "enough troubles to cut a serious blues album" to finish third in GTP, fourth overall. Welcome back!

Not nearly as encouraging is the increasing tendency of teams in Formula One, theoretically the pinnacle of the sport, to skulk about the pits of lesser series looking for large bankrolls in the hope that a race driver, or reasonable facsimile, might be attached thereto. Apparently FISA has not considered some of the facsimiles reasonable enough, and has refused to grant them Superlicenses. Meanwhile Nelson Piquet and Alain Prost are unemployed... perhaps they should open a driving school.

Would you buy a used pair of pants from this man? An ad in Autoweek offers for sale a '69 Mustang GT, described as (among other things) "terrifying"...

There will be a new chicane at Portland in time for this year's CART race (June 21). A 90 degree turn quickly followed by a 70 degree turn, with generous gravel beds on either side, situated at the end of the fastest stretch of the course, should make it popular with spectators. As for drivers - well, Michael Andretti won't like it, but that's no surprise: "Mikey hates everything!"

Trivia, anyone? What is Ayrton Senna's full name, and after whom was he named?

* * *

There are subtle changes taking place. From "Mom, the car door's frozen shut again!" to "Jeremy pulled up a bunch of your bulbs - he thought they were onions..." From "What the hell's a thrust washer?" to "If anyone calls, take a message - I'll be taking the transmission out of the race car!" From "Oh, Mom, do we have to go to the track again?" to "We don't want to go to Dad's that weekend - there's a race on!" Life is sweet.

VANCOUVER INDY QUESTIONNAIRE

This questionnaire originally appeared in the September/October 1991 issue of the Mayday. It generated very few replies, and is being printed again to give all turnworkers a chance to express their views regarding the 1991 Vancouver Molson Indy weekend. Your participation in this questionnaire is encouraged and would be appreciated.

Please mail your replies to: Dave Forster
 2-1336 Pitt River Road
 Port Coquitlam, B.C.
 V3C 5Y7

Feedback is requested on the following points:

- flagging and communication stations (adequacy, placement, visibility, etc.)
- crowd control
- morning meeting location
- worker parking
- registration
- worker refreshments and meals
- numbers of workers (do we need more, could we have done with less)
- advertising signs
- communications equipment
- turn equipment
- the level of your crew's experience
- the level of cooperation, within your turn station, and with other track officials
- due to the cross-section of workers from various regions, was there any problem in standardizing the use of hand signals and flagging procedures
- was the information provided to you in your turn marshal packages sufficient

META BANQUET
Dani Kasburg

Another banquet has come and gone. I think Charmaine deserves another round of applause for all the hard work she put into organizing the banquet. The food was good, and judging by all the return trips to the food bar (I thought I saw a fourth helping in there) you all thought so too. It's so nice to have an official Banquet Organizer. Thanks again Charmaine.

After the feeding frenzy came the awards. Non Meta Member of the Year went to Lise Murray for which she receives a trophy and one year free membership into the club. We've got you now...there is no escape.

The President's Choice Award (a.k.a. Meta Worker of the Year Award) honours went to Ann Peters. Now here's a lady who has really gone all out. She worked a lot of races, raised money for the club and kept the President in line. And I know that last one is a toughie.

Ian Wood was present to receive our thanks for his sponsorship of our last car rally. Roger presented him with a framed collage of pictures and signatures of all those who participated in the run. Ian, on the other hand, left his mark everywhere he could in the restaurant. They say advertising pays off. Does it Ian?

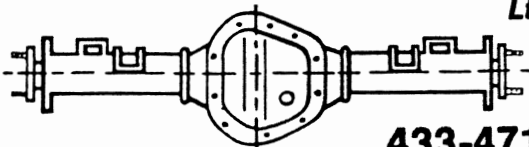
On the lighter side, there were a mittful of "funny" awards. Just to name a few, Rick Neyedli was recognized for having had a lot (and I mean a lot) of van trouble during the year. With all the repairs it's undergone, that van is now new. Brian Meakings received a key chain so he won't lose the key to his race car. Ruthie and Genevieve received an oven so they can supply Roger with more cookies. Thomas Liesner was presented with a Bermuda flag (half black/half white). He has been known to confuse the black and white flags, and this way he will always be at least half right.

And there were door prizes galore. I would like to thank everyone who was kind enough to donate door prizes which include Circuit Tire, Yokohama, Proformance, Shell, Freybe Sausage, Honda Canada, Molson Indy and of course Markie Enterprises. There were a lot of smiles and many chuckles by the end of the evening.

Well, now that we're all warmed up, it's time to go racing!

i.w.e.

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META MEETING
February 26, 1992

Meeting was called to order by Roger Salomon at 8:47pm. 24 members and no guests present. Minutes adopted as read by Brian, seconded by Don.

Treasurer: Rick - Absent

Correspondence: Dani

Vantage newsletter, WCMA Update, letter by Steven Bohan, card going around for Joe Proud - please sign.

Social: Nick - Hats, Vancouver Molson Indy T-shirt, Beer, Mug

Membership: Jan - Absent

Don nominated Lise Murray for membership, Mikko seconded. Passed unanimously.

Mayday: Mikko - Will be at printers on Monday. Received lots of articles with many thanks.

(cont. next page)

**META
POKER RALLY
MARCH 22, 1992**

**STARTING POINT:
BRENTWOOD SHOPPING CENTRE
WILLINGDON AND LOUGHEED HWY.
UPPER EAST PARKING LOT**

DRIVER MEETING - 10:40 A.M. FIRST CAR OUT - 11:00 A.M.

FOOD PROVIDED AT DESTINATION, BRING YOUR OWN REFRESHMENTS

**PRE-REGISTRATION COST: \$10.00 PER PERSON
PRE-REGISTRATION DATE: POSTMARKED BY MARCH 13, 1992
cheques payable to: M.E.T.A.**

**SEND PRE-REGISTRATION TO :
VIC KENNEDY 1342 E.27 AVE. VANCOUVER, B.C. V5V 2L8**

LATE REGISTRATION: \$15.00/PERSON

Historian: Nick - Roger still has the pictures.

Race Chairman: Bruce - He's here. Good news: racing season starts next month. Bad news: we have nowhere local to play.

Course Marshal: Dave - Questionnaire will be re-run in Mayday. Please respond.

Old Business:

- Policy & Procedure Manual is in rough draft form and will be printed Mayday when completed.
- Worker Manual - 6 people working on it at present. Any ideas or want to get involved, talk to Dave as soon as possible.
- Rally - Will be run under SCCBC for insurance purposes. Bruce Yeo gets different set of instructions. Lots of door prizes and food, but BYOB. Pre-registration date is changed to post-marked March 13, 1992. Can register tonight, see Thomas.
- Flea Market this Sunday March 1st. Any goodies to donate, get them to Dani no later than Saturday.

Vice-President: Dave - See Course Marshal section.

Break: 8:00 - 8:25pm

President: Roger

- Meta approached by new organizers af Motorsport B.C. to have us join their club.
- Meta approached by Conference to join them as an affiliated club. We would get one seat on the contest board so our voice would be heard, plus we'd be covered under their insurance. Cost \$40.00. Bob Randall read out the pre-requisites. Rick N. made motion that META join Conference as an affiliate club, Barb seconded. Motion passed unanimously.
- META will be involved in the Motorsport Show on March 6-8. There will be application forms and club outlines handed out. Interested in helping out, call Roger.

Good & Welfare:

- Bernie & Kathy are engaged.
- Andy Elliott was in a car accident but apart from bumps & bruises is doing fine.
- Joe P. has had his surgery and is doing really well and walking around. Is at Royal Columbia Hospital.
- Mark's 40th birthday was a lot of fun.
- Ross Bentley will be racing in Australia and may be doing 5-6 races this year. Congratulations Ross.
- Rick N. will be going to Australia to work the Indy race.
- Ice Racing Banquet on Feb. 29. See Brian if you want to attend.
- Telethon a lot of fun and a great success. Thanks to all who were involved.

Swap & Shop:

- Flea Market: 10:00am - 3:00pm at Renfrew Community Centre.
- Rick N. needs posters of Vancouver Molson Indy to take to Australia.

Raffle: Roger - Beer

Shirley - Mug

Roger - T-shirt

Bruce - Simoniz Wax

50/50: Dani

Motion to adjourn meeting at 9:30pm by Jo, seconded by Brian. Motion carried.

Respectfully submitted,
Dani Kasburg, Secretary

THE BEST SEAT IN THE HOUSE

REMEMBRANCES OF 1991..."I THOUGHT I HEARD SOMETHING DRAGGING"

The mid-point of the 1991 season was the culmination of a string of eight races in ten weekends. And what a wonderful way to celebrate the apogee of the season, with the SOVREN Vintage Festival at SIR in early July. Some 36(!) META members showed up to support this event, far outnumbering the turn crews from IRDC who (shamelessly) took all the credit for a fabulous effort the turn crews presented. Turn workers they call us, and work we did! From all the oil that was spilled you'd have thought the Amoco Cadiz had rammed the Exxon Valdez.

Starting with the first group out (broken output pump fitting on a CanAm car with a five gallon tank) we cleaned up one massive oil spill after another, finishing with the grounding of the Torrey Canyon, a Camaro with three gallons aboard that blew up leaving Turn 3b and finally pulled off at Turn 6 complaining of lack of power. The crew from Turn 4 found a connecting rod and the starter laying at the edge of the track.

SOVREN fines their drivers \$500.00 for every oil spillage on the track, and from this weekend they were able to donate over \$16,000.00 US to the Children's Hospital Fund! This being the same hospital that saved my youngest daughter Linnea's life in 1989, I'll throw grease sweep and push broom all weekend, Thank You. I don't know what the IRDC officials thought about their annual budget for rice-hull ash grease sweep being used up in one weekend, though. They had to raid emergency reserves just to refill our buckets Sunday morning.

The drivers reciprocated our efforts by putting on a really great show. Forget past images of vintage races being polite parades of fragile antiques. These men and women were racing. Just ask the four M6 and M8 series McLaren Can-Am drivers who got beaten to the checkered flag by less than a car length by Byron Sanborn in an old McLaren Mk2. They were being chased hard by local driver Pete Lovely in his 1969 Lotus 69 Formula 2 car, still on it's original Firestone Indy race tires. Lovely spent his apprenticeship as number three driver to Jim Clark and Graham Hill in Gold Leaf Team Lotus circa 1967 and 1968, and his lines were, pardon the pun, absolutely lovely and smooth. Oh, to have a video camera to record for our contemporary club racers what the classic and still fastest line around SIR really is. Pete Lovely showed everyone how it should be done. Many of the vintage people know this approach now, and it was wonderful to see...

Pardon me for wallowing in the past for a moment. These races are special for a man of my advanced age and others who were around when some of these cars were still in their prime or being remembered with reverence over beer and hockey puck-on-a-bun at the clubhouse barbeques at Westwood. The cars were all classic racers out of my and my elder's past. They were exceptionally well prepared and presented, from the ubiquitous Porsche 356's and Zagato bodied Alf Romeos to the aforementioned McLarens and contemporary Lola's with a wide variety of Formula Juniors and the occasional JPS liveried Lotus 76 Formula One car paddocked side by side. Where else can you see a 1932 Alfa GP car in **original** Scuderia Ferrari livery DRIFTING through the turns and watch the driver manually change the spark advance and hear the engine sing in response down the straights?!!!

I ended up assigned to Turn Eight for this race because of a miscommunication over the time of the Morning Meeting. One old pro (named Rick N.) said 9:00 AM while another young buck said he thought he'd heard 8:00 AM. So travelling companion Dani Kasburg and I compromised by showing up at 8:30 after a most pleasant morning drive east from Seattle to the foothills of the Cascades and down the Maple Valley to the track. Not that I objected, mind you. Turn Eight is one of my favorite turns. And the welcome by the organizers at registration made me happy just to be there, not to mention the delightful Reisling served at Saturday evening's barbeque. As penance for his timely sin, Mr. Neyedli served as my Turn Captain at Turn Eight where we had a great time.

Two glorious weekends passed before the next race, IMSA at Portland the last weekend in July. Up to now the weather had been mercifully mild, but for this event I spent three gloriously hot, sunny days stationed at Turn Seven (again!). This event was very enjoyable for both the company and the competition. Rob Jacobson was the Turn Captain while Toni Branshaw and Dani Kasburg were the communicators with John (and Lucy), driver Bud Reichard, Peter Martin, Ken Killam and others from the Portland area rounding out a very experienced crew.

Come the start of the Firehawk 4-Hour Enduro Saturday afternoon, the heat had begun to take it's toll. Rob was very quick to stand down those who were wilting while I drank about two gallons of Gatorade and found periodic soakings of my (and other distaff) shirt(s) quite refreshing. At least until the final hour when we all were getting a bit weary of the heat. Keeping up a brave facade, I did my suffering on the track side of the guardrail where only a driver would notice. We all recuperated with margarita's and big plates of hot, spicy Mexican food that evening.

The GTO race Sunday morning was a hotly contested affair won by Robbie Gordon in a Rousch prepared Mustang after Steve Millen led most of the way in his Nissan 300ZX. But it was a lot cleaner than we expected, having seen some remarkably rude driving during Saturday's qualifying. The GTP race was excellent, with Fangio's new Eagle-Toyota gaining the upper hand over Brabham's Nissan with just six laps left in the race. Jacobson had me work the entire race on blue flag, and I enjoyed it immensely. I built up a rhythm and mental lap chart that paced me for the entire two hour race. I concentrated as hard as I would have if I'd been driving and pulled down one of my most satisfying shifts ever on the turns.

For this type of race I much prefer Rob's philosophy of having one person doing a specific job that they excel in for each particular race group. He put Ken on blue flag for the GTO race, Peter for the Barber SAAB race, rotated everybody through the duties during the Enduro, and spent his weekend chatting up the communicators!

Watching the taped video of the racing later showed how close and hard fought all of this weekend's races were, what with GTP Intrepids barging their way through Turn Nine traffic, GTO cars strung together like a Japanese bullet train, and Barber SAAB cars banging wheel at pre-One and sliding off-course inside of the turn station at Turn Four, which induced some interesting dance steps amongst the crew there. And how did I rate my own flagging? Well, let's just say that you can't miss it, even if others call it flamboyant.

Two weeks later we went back to SIR for their August Conference race. I went back to Turn Eight and again I was teamed with the ever present John Mocyk and Dani Kasburg plus the addition of Thomas Liesner. I was very glad to get this assignment because we finally had gotten the Mazda RX-3 going right (we thought) and I wanted to see it working through this crucial turn.

During the July break we had fixed the gearbox, tweaked the suspension and built a new cold air induction system. Now we were developing some serious horsepower and I wanted to see how the chassis and driver worked together with it. And work it did as Bud was very fast up the hill out of Turn Seven, but the tires were old and the car was prone to wheelspin accelerating between Eight and Nine. We qualified third in GT-3.

Things really heated up Saturday afternoon when a great scraping sound preceded a certain RX-7 out of Turn Seven. I could hardly believe my eyes when I recognized that it's fuel cell had fallen onto the track and was wedged under the car by the rear body section. When he didn't paddock I signalled Dani to call a Rolling Alert, but she'd already beaten me to it. My heart sank as I watched this car scrape around Turn Nine leaving an immense rooster-tail of sparks behind it. I really didn't expect to see it come around again but burst into a rolling fireball as the cell as the cell was ground through.

By now everyone was pretty agitated and though he was meatballed at Start/Finish, the call came out to stop him immediately. Expecting the worst, I pulled on my nomex hood and waited. Sure enough, around Turn Seven came this awful scraping noise again. By standing on the track in front of him I managed to get his attention and directed him off the track where I quickly extricated the driver. The cell was damaged a bit, but suprisingly the steel container had not yet worn through to the bladder.

When things cooled off I inspected the car and found the cell to be only held on by the fuel lines, and when we attempted to lift the car to tow it in they parted, spilling expensive race gas all over the ground. This fuel cell was originally retained by the normal steel strap method, but in building the car they had riveted, not bolted the straps to the body shell! Only the rear body panel (and a red hot Mazda exhaust system) prevented this from being one hell of a mess. Then I asked the driver why on earth didn't he paddock or at least pit, and his reply was that they'd had some trouble with their exhaust heat shielding (to protect the cell). He'd heard a big "clunk" on the back chute. "I thought I heard something dragging as I went down the front straight...but I didn't think it was important."!

Sunday morning brought us Vintage deja vu when a Formula car lost all it's oil coming into and through Turn Eight, and this only one session after another RX-7 had hammered the bank between Seven and Eight. The first Formula Ford to hit the oil made it all the way over the tires and into the perimeter fence, and Thomas quickly responded. The drivers were responding to our standing yellow and debris flags by braking early, but unfortunately they were already on the oil and as soon as they touched the brakes they were spinning.

Part of the problem was that we were under radio silence for a nasty Alert in Turn Two, so we couldn't talk to Turn Seven. For their part, they were good about backing up our waving yellows with a standing, but they didn't realize that they had oil in their flagging zone until I started blowing my whistle, jumping up and down and waving the debris flag at them (when no cars were coming). Thomas had freed the car from the tires finally, and with the debris flag up at Seven he climbed back down off the fence and returned to us safely.

In the Big-Bore GT race, Bud did very well until he spun in front of me, and the rest of the huge field on the second lap. Making up for his spin he drove the tires off the car which made him very squirrely until the engine faded near the end. At the start he had enough horsepower to pull nearly 10,000 RPM at the end of the straight, but such excesses chewed up the distributor drive gears, and the resulting heat actually melted the ignition rotor. We were lucky to finish, and now we know that we need even taller gears for this car at SIR.

I went down to Portland the week prior to the Vancouver Indy race for the August SCCA National where I was assigned to Turn One. But because of a shortage of personnel Saturday we had no communicator! Our closest comm was at Pre-One, and we were told to use hand signals. It actually worked out until the Spec Racers had a nine-car first lap crash that afternoon. Trying to signal out this message was really ludicrous, but I tried. At least the communicator could tell that we needed a wrecker Now, but she couldn't see how many cars were left nor get any numbers straight. I looked to Turn Three for help, but they were killing themselves laughing. Later I asked why, and was told that I looked like I was trying to land an airplane by hand signal. Or be one. I'm not sure.

Bud did really well during the National on Sunday, making a good start and running second in GT-3 behind Don Walker, the reigning National Champion. We had new tires for this race (finally!), and Bud dropped back into fourth to conserve them for the last ten minutes. We had horsepower to go by third and second place at any time, but the time never came. Only the Alert call from Turn Ten for red car number 77, hard impact head-on into the tire wall. Bud was all right, but our season was done as he trashed everything forward of the instrument panel. He'd gotten pushed out wide at the entrance of Turn Nine by the GT-1 pack, and unable to get down into the line got out onto the marbles and lime left from the repaving there earlier in the week, and that was all she wrote for our RX-3.

At the restart, one of the Mahre brothers blew up on the front straight, and with five minutes left a Canadian Camaro blew his engine coming past Pre-One leaving a wide swath of oil until he pulled off across from our station. Pre-One put out both standing yellow and debris flags, and with a worker responding at the car the passing began. We recorded three passes for position in GT-1 under that yellow flag. Certain drivers would force their buddy over onto the oil by moving inside and getting by before the turn.

The SCCA Turn Captain refused to report the incidents, claiming that because one of the drivers was Monte Shelton, nothing would be done. The communicator (yes, we got one for Sunday) and I wrote them up anyway. All the offending drivers were disqualified, but Shelton appealed and was reinstated because he claimed he'd started his pass just prior to Pre-One. The SCCA is a strange group to work with...

NEXT MONTH: "Porgy and Bess in Portland..."

-Douglas Taylor