

LABELS !

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the official newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

JUNE 1992

SPEED READING

June 12-14	(SCCA) Rose Cup/Reg'l (NORC)/National	PIR
June 19-21	IndyCar/Indy Lights, (SCCA) Trans-Am	PIR
June 19-21	Player's GM/Honda/Hankook F1600	Race City Speedway
June 27/28	(CSCC) ICSCC Race	PIR
July 3-5	(SCCA) Reg'l (NORC)/National	PIR
July 4/5	(SOVREN) Vintage Race	SIR
July 10/11	(SCCA) Regional (NORC)	SIR
July 11/12	(SCCBC) Drivers' Training	Mission Raceway
July 11/12	(SOVREN) Vintage Race	PIR
July 24-26	(IMSA) GTP/Lights/GTS,GTO,GTU	PIR
July 24/25	(IRDC) Drivers' Training	SIR

M.E.T.A. c/o 10952 MCADAM ROAD, DELTA, B.C., CANADA

V4C 3E8

CLUB EXECUTIVE:	PRESIDENT	ROGER SALOMON	581-7189
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ADVERTISING

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

Non-business classified ads are free to members.
Maximum length is three lines.

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. Advertisements should be camera ready. Articles will be accepted typed, handwritten, or on diskettes (3.5 or 5.25 inch). Ideas and suggestions are welcomed, and should be directed to the editor.

MAYDAY: JUNE 1992

VOLUME 17 NO. 6

ANNOUNCEMENTS

CLUB MEMBERSHIP MEETINGS: June 24, July 23, **no meeting in August**, September 23, Moody Park Recreation centre, 7:30 pm, Oak Room. **Please note** that the July meeting is on a **Thursday**.

The June membership meeting will be devoted to discussion of **META's new Policy & Procedures proposals** (included in last month's issue of the Mayday). If you wish to suggest amendments to the proposed document at the meeting, you **must** notify the Secretary in writing, outlining any changes that you would like to discuss. Written submissions will be accepted until the gavel drops at 7:30pm on June 24.

META's application to join the International Conference of Sports Car Clubs as an affiliate club has been accepted. This important development will give us a louder voice in Conference on matters concerning safety related issues. *DELETE*

The Sports Car Club of B.C. will be holding a drivers' training at Mission Raceway on the weekend of July 11 and 12. **META workers are needed.** Meeting times are approximately noon on Saturday and 8:30am on Sunday. For further information, contact Dave Forster at 942-2350.

There is a possibility of having races there next year if this event is successful, so let's get out there and support it!

PLEASE NOTE! To be eligible for awards at the end of the season, you must keep your META log book up to date. Be sure to have it signed by your Chief of Specialty at each event.

Dani Kasburg is our local worker contact for **ICSCC** and **SOVREN** races at Seattle and Portland. If you intend to work at these races, please call Dani at 251-4591 and she will pass this information along to the appropriate Chiefs (saving you long distance charges and making the Chiefs planning work easier).

Greg Towner and Leilani Haase have kindly offered to billet workers in Portland. If you require a place to stay while working at PIR, call them at (503) 246-6229.

DB's \$.02 WORTH

by DANIELLE BRANDFORS

I delayed writing this until the First Annual Seattle Emerald Cup Races were over so that I could tell everyone glowing stories about my first race of 1992. Unfortunately (as many of you already know) we ended up with entirely the wrong sort of glow.

Olov spent hours on the car in preparation for this weekend, and we were sure it was the best we had ever had it. I eagerly anticipated a chance to improve my lap times, especially as we had splurged on a new set of tires. My greatest concern was that with such a good car I had no excuses!

In light of all this my times on Saturday were disappointing, though my crew were too polite to say so. I also had an intense feeling of mortality that had been growing on me for several days and peaked Saturday afternoon, when I had to sit in the car for five minutes telling myself that I wasn't going to die, before I could go out for qualifying. Coming in afterward I felt calmer and ready to make some real improvements during the novice race.

Jenifer Wilson and I were on the front row at the start of the novice race, having been put there specifically to keep the rest of the pack in order. I got a miserable start - starts being my weakest point - but having started once before from a dead stop in pit lane after the green flag had flown and gone on to a respectable finish, I wasn't too discouraged. I set off in hot pursuit...

After a few laps the car suddenly began to lose power coming out of turn six, and as soon as I had it pointed straight in turn eight I checked my gauges: normally I do this toward the end of the front straight and again in turn four. Oil pressure was dropping so I threw my hand up and pulled into the paddock. As I left the track the engine died and I coasted to a stop across from the scales, cursing my luck and wondering how much whatever it was would cost to fix. Sitting there in the car, still belted in, I happened to glance in my right-side mirror and for a moment was puzzled by the flickering orange light I saw there. Then I heard frantic voices behind me yelling "Fire! Get a bottle!" It never occurred to me to hit my extinguisher: I just wanted out of the car. The steering wheel release jammed, but someone (thank you, whoever you are!) undid my belts and helped me wriggle out. Chris Bowl (thank you, too!) smothered the flames with his Halon bottle, sparing us the ordeal of a mess of dry-chem.

Olov was stuck at turn six until the end of the session and it was a tense wait, as he could get no news of me once I had pitted. When he returned we looked over the damage and he pronounced it repairable: it looked as though the biggest problem would be the header, which was broken right through (giving me an excuse for some of those lap times). Olov went to work cleaning and dismantling and I set off to beg and borrow spares. We found someone willing and able to weld the header, and with spares donated by several of our competitors, we were ready for a quick test. Everything appeared to work as it should, and we headed back to the Hallbergs' for some much-needed rest.

Sunday morning we skipped qualifying, preferring to recheck every detail. We also had our tech sticker re-initialled. We ran the car up to temperature and everything looked fine. I was mentally better prepared to race than I had been all weekend. Our group took two pace laps to get presentable (I don't think we really were even then) and finally we were under way. Another pathetic start - got to work on that. Everything went fine for three laps... then the problems started again. First missing at the end of the front straight, then everywhere under power. Figuring that discretion was the cheaper part of valour I decided to pack it in. It was lucky I did, for when we removed the body work we saw that all our repairs were charred and melted...

CART REVISITED

by ANN PETERS

This article was contributed by Ann several months ago. Apologies from myself and the former editor for the amount of time that it has taken to include it.

For many of us in META this month's IndyCar race in Portland will be our first involvement with the series this year, and I thought it would be an interesting time to look back to last fall when META members Ann Peters, Roger Salomon, Bonnie Healy, Gail Fetterman, and Ashley Packard all converged on the Monterey peninsula to attend the concluding event of CART's 1991 season. - Ed.

California, here we come - so said four of us after the excitement of the Vancouver Indy as we made our way to Laguna Seca in mid-October for the final CART race of the 1991 season.

By the end of the drive down, my contacts were almost glued to my eyeballs - I never realized just how far we were going (I come from a place where you could drive the length of the whole country in a day). However, we arrived safely, even if Roger was complaining of starvation and threatening to install a portapotty in the Talon for our next trip. (Moral - don't let Ann drive for long trips, as once she gets behind the wheel there is NO STOPPING until you get to your destination!)

We stayed in Salinas, which is a few miles from the track and as we drove towards Laguna early the next morning we could see the fog rolling in from the coast - fog which hung around all day making for very cool weather. I began to wonder if this could possibly be sunny California - I should have packed long johns instead of summer clothes. Being Thursday, relatively few workers showed up, so we were assigned turns which were for that day only. The rule there is that no couples work on the same turn, so Roger was working on Turn 4 and I had the dubious pleasure of working Comm. on Turn 2 - lots of action there. Thank goodness we had two communicators, otherwise I would have needed one of those carousel things to keep me rotating constantly.

Turn 2 is much like Turn 4 at Westwood taken counter-clockwise, although the hairpin is a bit tighter than Westwood's was. Lot's of spins, but no serious mishaps. For the International Motorcycle races at Laguna, a "safe" re-entry road had been made from pit-out around the inside of Turn 2 and although it was closed by cones, a few car drivers managed to squeeze through it for re-entry...probably scared sh----- by the speed at which the cars were approaching them from Turn 1.

For those of you who have never been to Laguna, Turn 1 is on the front straight (the actual station perched high on the side of a vertical drop...they have a ladder/rope which can be used for quicker access), then the track takes a sharp left hairpin at Turn 2, a gentler right turn at 3, another gentle curve right at 4, left at 5 and uphill to 6 and 7, where you have a panoramic view of the entire Monterey area, then left and right again in the space of a few yards at 8, also known as the Corkscrew. (It is a wonderful turn, just like being on a roller-coaster - you are at the very top of the hill and can see for miles, then suddenly there is nothing there - almost like flying off the edge of a cliff, as the road takes such a sharp turn left and downwards.) Then on to turn 9 which is another gentler left, a long straight downhill into 10, before a wide curve into 11, another sharp left and back up the straight to start/finish.

During IndyCar practice that day, we had a visitor

from Russia. Salinas was hosting an airshow and a Russian MIG decided to do a few laps of the racetrack, giving some of the drivers quite a scare and sending them into the pits to get their cars checked out for the funny noise that had suddenly appeared! It was almost like the MIG pilot was teasing them...saying "you think you are going fast - I'll show you FAST", as he pointed his nose skywards and shot off into the blue (a feat I hope the drivers NEVER attempt to duplicate with their cars - Ed.) He came back twice more over the weekend and gave us a spectacular show each time.

Thursday evening we headed off to Monterey to collect Bonnie from the airport and once again it was META to the rescue. She was shaking like Jello having just got Arie Luyendyk's autograph, and hysteria had set in so we arrived just in the nick of time! We had a wonderful evening in Monterey and especially in Carmel, which truly lives up to it's reputation. It is a gorgeous place and has to be seen to be believed. Thankfully, perhaps, all the stores were closed when we got there, but it is a unique place.

Friday at the track was hot and sunny, as was the rest of the weekend. Bonnie was perched up in Turn 1, Roger was at 2 and Ashley, Gail Fetterman, and I were at 10, where we all remained for the rest of the time. I got a totally different perspective of the track from there, not very busy apart from the pit calls, but we did have our moments. The different elevations of the track must have made conditions vary for the drivers, particularly early in the morning when it was still very cool in the higher parts around 7 and 8. At 10, we could see vapour trails on the rear wing of several cars. Some turns were kept very busy throughout, but fortunately the 'A' word was never used.

Saturday was the Marlboro Challenge which saw Rick Mears lose the first place prize of \$500,000 at the very last turn, caught short by a few drops of fuel - too bad as he had led almost every lap of the race. Michael Andretti sailed past him and on

to victory. Throughout the four days, we "foreigners" adapted to the local hand signals, etc., but it was not until Sunday, during the CART race itself that I discovered that they had no designated signal for "out of comm." It couldn't have happened at a worse moment and I for one was quite scared. (Gail took it all in her stride quite calmly as she always does.) Just as the leaders were about to start to pit, the headsets went completely dead. Fortunately we could be seen from the tower, and as Gail waved haer headset in the air, I listened for any sound. Nothing. Finally they found the source - someone had moved a metal garbage can onto the line at turn 11, putting 9, 10 and 11 out of comm. for what seemed like an eternity. Of course, in the meantime all the leaders had pitted and I had lost track of what was happening in the race. As Bobby Rahal had dropped out earlier with engine problems, we knew that Michael Andretti was the new champion, and of course he also went on to win the race. Interestingly enough, he had obviously been so confident of winning that immediately after the race he was handing out hats with his name and "1991 CART Champion" embroidered on them!

For me the real surprise was the driving of Cornelius Euser, who had never driven an Indy car before, but finished in 10th place - quite an achievement. I hope we see more of him in the future. Those of you who saw Indy Lights driver Frank Freon practising one weekend in Portland will be pleased to hear that he was named Rookie of the Year after the Laguna race.

To sum up, it was a wonderful trip, lots of sunshine, good racing, new friends and new experiences. What more could you ask? If you get a chance to go, GO - it really is worth the effort.

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META MEETING

May 27, 1992

Meeting called to order by Roger Salomon at 7:47pm with 32 members and 1 guest present. Minutes of last meeting were adopted as read by Jan, seconded by Genevieve.

Treasurer: Rick

General account \$3507.58 and Equipment Fund \$3330.44.

Correspondence: Dani

Vantage, Firehawk Enduro and Bridgestone newsletter. Get well card sent to Bill Halsey.

Social: Joe

Forgot to buy beer! T-shirts, hats, posters, etc.

Mayday: Mikko

Needs articles and advertisers.

Membership: Jan

62 members and 7 honorary. Rick nominated George Bergesser for membership, voted in unanimously.

Historian: Joe

Second album has been started and is here but Roger still has the pictures. Roger also got hold of some old pictures of Westwood.

Race Chairman: Bruce - absent.

Course Marshall: Dave

Received memo from Indy organizers which is more of an F&C supplemental on the various flags and their usage. Criteria will be same as last year if you wish to work the Indy this year in Vancouver. You are encouraged to work a few races prior to the Indy. Please be aware of your flagging technique. In Seattle, a passing under the yellow report was revoked due to the fact that the driver couldn't see the yellow flag. Make sure all flags are visible to the drivers.

Training: Roger

There will be two training sessions prior to Indy with a special session just for the Turn Marshalls.

Old Business: None

Break: 8:05 - 8:23pm

Vice-President: Dave

Worker manual is coming together. Cover colour will be gold and the page showing the flags will be in glorious colour. To go to printers in July.

New Business:

- SCCBC car rally entry forms at front table. Date: June 7th.
- ROD applications at front table.
- META accepted by Conference as an affiliate club. We now have a voice but not a vote on the Contest Board and we can voice our concerns about safety. Lori and Roger will talk to Tom Busic this weekend to clarify a few points in regards to the Contest Board and insurance.
- Vic: Enquired who owned the rights of our rallies. Agreed it was META. Should we allow other clubs the use of our rallies for their fundraising. Agreed that we can't say yes to one club and no to another, so we'll adopt policy that no one can use our rallies. There is also the question of insurance liability. Vic will look into how other clubs get big corporations to put on rallies for the big bucks.
- Bonnie: Let's send congratulations card to Scott Goodyear.
- Rick S.: Mountain Aire race is officially not on.
- Vic: Knox Mountain Hill Climb went very well. Lot's of fun.

President's Report: Roger

- July 11 & 12, SCCBC is holding drivers' training at Mission. Please show up and support the club.
- Went to see our own Kevin race. He needs more training on self quick response. But he looked good anyways. Kevin's next race will be this weekend in Abbotsford.
- Conference race in Seattle this weekend.
- Any suggestions or changes you have on the Policy & Procedures must be submitted in writing to the Secretary. It will be discussed next month and voted on at the next AGM.

Good & Welfare:

- Bruce and Lynn will be getting married September 26.
- Ruthie is selling lottery tickets at \$2.00 each.
- Interested in META jackets, get money to Dani or Jo.

Swap & Shop:

- Two bedroom suite for rent at \$700.00/month, includes utilities. Call Don Liebich, 936-7838.
- For sale. 1981 Subaru 2-door hatchback, bronze, 182,000 km. \$650.00 obo. Call Bob Randall, 266-8569

Raffle:

- | | |
|---------|-----------|
| Jan | - T-shirt |
| Rick S. | - Beer |
| Roger | - T-shirt |

50/50 Vic

Motion to adjourn meeting at 9:04 pm by Ruthie, seconded by Vic. Passed unanimously.

Respectfully submitted,
 Dani Kasburg
 Secretary

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***** NEWS FLASH *****

BRITISH COLUMBIANS INVADE THE STATES OF WASHINGTON AND OREGON

by DANI KASBURG

No one really knows what has precipitated this unprovoked invasion on Washington and Oregon. All that is really known at this time is that hordes of people: men, women and in some cases children, all dressed in white, have descended southward. Rumours have it that the invasion is sporadic and is centered on Seattle International Raceway and Portland International Speedway.

It is phenomenal! It is fantastic! It is awesome! It is incredible! (You catch my drift.)

The turnout of META members to the races at SIR and PIR is a feat to be proud of. We have been showing up in groups ranging from 18 to 31, from not only turnworkers, but also pre-grid, timing and scoring. I do believe we have stunned our southern counterparts not to mention the border crossings.

And boy have we been having fun. We've already worked a few conference races at PIR and SIR and May 9th was the one day vintage event at SIR. I do look forward to these guys every year. The people, cars and

racing are always a lot of fun. Considering how expensive some of these vintage cars are, they don't pussy foot around. We did have #41 silver Porsche go backwards into the tire wall at turn 2 which shortened his car and his wallet a little, and a JPS Lotus car misjudged his turning radius in pre-grid and had contact with another car. Oops. Apart from that, it was just plain good racing.

At the morning meeting, all the workers received an invite from different racers and their families to join them for lunch. Talk about all the food you can eat and anywhere we walked we had food given to us! I even heard of a few workers stuffing their pockets with food but I'll keep their identity a secret.

Now this was my first (and last?!) time in the tower as assistant race control. Boy do I have the utmost respect for the work those people do. I have to thank everyone who had a radio that day for making my job easy and for helping me along, especially Dick Henderson for his patience, and to the drivers for behaving themselves. THANK YOU ONE AND ALL!

VRC

META Membership List 1992 - Updates

NEW MEMBERS:

BEIGHTON: Jane	#9 1465 West 14th Avenue, Vancouver BC V6H 1R4	H	731-6487	W	875-2247
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RENEWED MEMBERS:

GADSDEN: Dick	158-2600 NE Minnehaha St., Vancouver WA 98665-1307	H (206)	695-2576		
GADSDEN: Joanne	158-2600 NE Minnehaha St., Vancouver WA 98665-1307	H (206)	695-2576		
TAYLOR: Doug	301-1629 Harvard Avenue, Seattle WA 98122	H (206)	324-3902		
WHITMAN: Joan	233 N. Ellesmere Avenue, Burnaby BC V5B 1K1	H	291-7018	W	654-3953
WHITMAN: Richard	233 N. Ellesmere Avenue, Burnaby BC V5B 1K1	H	291-7018		

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