

the official newsletter of the Motorsport Emergency and Turnworkers Association

# MAYDAY

## AUGUST 1992

### *SPEED READING*

August 14/15	(SCCA) Regional	SIR
August 22/23	(IRDC) ICSCC Race	SIR
August 28-30	IndyCar/Lights/F Atlantic/Player's GM etc.	Vancouver
August 29/30	(SCCA) Regional/National	PIR
September 4/5	(TC) ICSCC Race (tentative)	Port Orford
September 12/13	(SCCA) Regional	PIR
September 19/20	(CSCC) ICSCC Race	PIR
October 3/4	(IRDC) ICSCC Race	SIR
October 17/18	(CSCC) Enduro	PIR
October 24/25	(IRDC) Enduro	SIR

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

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CLUB EXECUTIVE:	PRESIDENT	ROGER SALOMON	581-7189
	VICE-PRESIDENT	DAVE FORSTER	942-2350
	SECRETARY	DANI KASBURG	251-4591
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	PAST PRESIDENT	LORI NEWBY	584-4641
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**MAYDAY STAFF:**

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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: AUGUST 1992****VOLUME 17 NO. 8****LETTER TO THE EDITOR:**

A situation has arisen which deeply concerns me. At a recent race, I witnessed workers indulging in a bit of pipe smoking at lunch hour. I was in a dilemma - to rat or not to rat? They were not on my turn and, right or wrong, I chose to do nothing until the end of the day, when I told the proper authority. The following race, I expressed my concerns to one of the people involved. I received a promise that the person would not smoke up when working with me, and let the matter rest.

Apparently I wasn't the only one to witness this sort of behaviour. After receiving a complaint at another event that workers were smoking dope and drinking in the turns, an official chose to handle the matter as a joke, belittling the complaint and complainant at the morning meeting. I heard a report that afternoon that another worker was observed smoking dope between sessions. With only two sessions to go, the witness did the same as me - nothing.

I feel the official's reaction at the morning meeting was totally inappropriate. The safety of all participants is compromised by condoning this behaviour. I don't feel comfortable working with someone who I know has been deliberately impairing him/herself.

Since we are guests at someone else's track, what do we do now? Demand that some workers be refused entry? Call the cops? Can we handle this problem internally, or do we need the driver's support? Should we do anything?

What is your opinion? Would you want to work with these people? Maybe you feel you work better if you have just a bit "to relax you". How do you think the drivers would feel? What if a few drivers had "just a beer" before heading for pre-grid? Not the place I'd want to work! Does anyone have any answers?

- Jo Adair

# DB's \$.02 WORTH

BY DANIELLE BRANDFORS

My chosen topic this month is a controversial one: so much so that some people have expressed the opinion that it should not be raised here at all. The issue is drug use at the track. Unfortunately for all of us - META members, other workers, drivers, crew, and spectators - it is a reality, and a potentially lethal one. It would be wrong to ignore it in the hope of being unaffected by it: any group of ten people has a statistical chance of having one among them who is substance dependent to a greater or lesser degree. We are no different. I think a calm and clinical look at it can help us all to deal with it effectively.

Contrary to the frightening pictures created by educators of the young, drugs are not powerful and mysterious demons lurking in wait for unsuspecting innocents. You won't recognize the average drug user by his neon gimlet eyes, his haggard appearance, and the thread of spittle running down his chin. Most habitual social drug users are "average" in appearance and behaviour, and consider their use of illegal drugs to be equivalent to other people's use of legal and socially acceptable alcohol. Which it is. So what is the problem?

All drugs, including alcohol, are chemicals which affect the biochemical processes of living things. "Recreational" drugs are chosen for their properties of altering the ways in which the central nervous system receives, processes, and/or responds to stimuli. There are an enormous variety of effects that can be achieved, from the brief and subtle to the permanent and catastrophic. Most habitual social drug users choose those with usually mild and temporary effects.

(We pause here for a definition of the word

"habitual". Funk & Wagnall's says "customary; practised or recurring by habit". A habit can be anything from biting one's fingernails to bending down the page of a book instead of finding a bookmark. When I say habitual, I mean simply that - something which through long repetition has become a habit. Fight down the image of the slaving addict in the dark alley, and we'll press on.)

Having taken some of the hype away from the image of drugs and drug users, let's get back to the original question. What is the real danger? Especially if the people we are talking about are average, functional members of society who have simply fallen into a habit which we find alarming?

Perhaps we should examine our concern. Are we really alarmed, or are we indulging in a little moral indignation?

This is where the problem arises in dealing with the situation. The issue is a legal one, as well as one of health and safety, and most of us are alarmed and angered by our possible association with it. We have also been taught to see drug use as a symptom of moral degeneracy. If we respond to the situation in this way we not only miss the real danger of it entirely, we also leave ourselves open to the dismissal that our criticism is based only on personal bias. Our response is defensive and morally outraged, and the people with whom we are angry immobilize us by suggesting that we are merely repressed conformists.

But we still haven't answered that original question - what is the real danger? It is no longer disputed that drugs such as alcohol and marijuana reduce attention span and concentration, impair vision and co-ordination,

interfere with short term memory, and so on. But with habitual moderate use these effects are not only less noticed by the user, but are also less obvious to the observer. If their blatant presence is to be the only criteria for excluding someone from participation in a racing event then we will continue to have habitual drug users on and around the track. If these symptoms are often subtle, though, why worry?

Anyone who has tried recreational drugs and chosen not to use them can answer this for you. With a little imagination you can answer it yourself even without that background in empirical research. Imagine a substance that costs near as much as a weekend at the race track, is illegal to own, cannot be depended upon to produce the result you desire - indeed has the potential to do irreversible damage (who are you going to complain to about product quality - the FDA?), and (whether or not you admit it to yourself) has been proven to have effects on various parts of your body which may be cumulative and irreversible. Why would you use it? Simple. Because the effect is worth it to you. But what "mild and temporary" effect could be worth all that? Simple again. Self confidence. A feeling of control, a perception of yourself as strong, competent, quickwitted, attractive... no different from the effects that keep so many apparently normal and well adjusted people dependent on alcohol.

(Another pause to define. "Dependent: subordinate; relying on someone or something for support." In other words, all may appear normal from the outside, but that may be *because* of, not in *spite* of, the use of drugs or alcohol.)

And therein lies the danger. Regardless of how competent a person may be, their perception of their own abilities changes under the influence of drugs. Their judgement is no longer based on direct interpretation of what

they see and hear and know from experience. Their perception and judgement are artificially altered. Period. This much is simple fact, unaffected by their coworkers' attitudes or their own tolerance for the drug they've used or anything else. They have chosen to use that drug because it makes them feel more normal, more functional, not less so. Thus the risk of having them on the corners, and the difficulty in gaining their co-operation in dealing with the situation. The primary symptom of any chemical dependency is denial: "I am in control - I could stop any time I wanted to - I just don't want to." Besides, not only do they not feel in any way incapacitated, they actually feel more competent.

So what is the solution? A simple one, really, if we have the resolve to stick with it. Require a commitment. Enforce the existing rules governing impairment. If they *can* choose not to use drugs, then they *must* choose not to use them before and during racing events. If they are *unwilling* then they ought not to be there anyway until they have matured enough to accept the responsibilities of their position. If they are *unable* then the sooner they find that out the better off they will be. And either way the rest of us needn't always wonder what is happening behind us.

It sounds dreadfully authoritarian, doesn't it? Tough. Injuries and deaths during racing are rarely the result of a single grand mistake. They occur when three or four or five errors in judgement clump together, each reducing the flow of our control until that final one stops it completely, like blood clots closing an artery, silent and ultimately deadly. Drug use at the race track is not merely a problem belonging to those who are uncomfortable with it: if we choose to ignore it, or to put social harmony ahead of safety, we will all be responsible for the results.

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## ANNOUNCEMENTS

**CLUB MEMBERSHIP MEETINGS:** *No membership meeting in August*, September 23, October 28, November 25 (AGM), Moody Park Recreation centre, 7:30 pm, Oak Room.

There is little **Vancouver Indy** information available at this time. An **Information meeting** regarding registration times, workers' parking, morning meeting location and times, etc, is being organized for the evening of **August 19th, at the Discovery Theatre** at Plaza of Nations, B.C. Place. Meeting time is 8:30pm. For details, call Roger (581-7189) or Dave (942-2350).

**Location for Vancouver Indy registration is different from last year.** It will be at the Ramada Renaissance at Hastings and Thurlow.

Help will be required with **fence cutting** on Thursday before the Vancouver Indy. Meeting will be at the SCCBC office (in a trailer on site) at 9:00am. Call Dave Forster the week of the race if you can help. 942-2350.

The ad for the **Vintage Racing Club of B.C.** is the first advertising renewal in the Mayday. Thank you from META to the VRC for your continued support of our club.

META will once again be selling **Entertainment books** this year. They will be available from Ann Peters (581-7189) in late September. Cost is \$42.80 per book, **of which \$8.00 goes to META**. The books will be effective immediately upon purchase as opposed to previous years, when they couldn't be used prior to December.

**HELP WANTED!** Club elections are once again approaching and it is time to start to thinking about running for executive. President, Vice-President, Treasurer, and Secretary positions are all available. If you don't want to run for office, how about helping with the nominating committee?

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### **META Membership List 1992 - Updates**

#### **NEW MEMBERS:**

BURGESSER: George E.	859 Church Street, Woodburn OR 97071	H (503) 981-3108	W (503) 685-7000
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#### **RENEWED MEMBERS:**

HAUN: Scott	1833 NE Kathryn, Hillsboro OR 97124	H (503) 681-0986
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#### **CHANGES**

PACKARD: Ashley	375 Timbertop Drive, Lions Bay BC V0N 2E0	H	921-6402	
PETERS: Ann	10952 McAdam Road, Delta BC V4C 3E8	H	599-9260	W 665-7002

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## CLASSIFIED

**1978 FORD MUSTANG FASTBACK.** White, 302 cid, 4 spd., 150,000 miles. Excellent cond. \$4000.00 Phone 581-7189

**HOUSEHOLD ITEMS:** King size waterbed \$75.00, 1 cu. ft. microwave \$50.00, kitchen table (w/ 12" leaf) and 6 chairs \$100, telephone answering machine \$30.00, 19" color TV \$10.00 (works most of the time), armchair w/ ottoman \$50.00, large sailboat print \$15.00. Call Dave or Rhonda, 942-2350

# META MEETING

July 23, 1992

Meeting called to order by Dani Kasburg at 7:34pm with 21 members and no guests present. Minutes adopted as read by Vic, seconded by John.

**Treasurer:** Rick - Absent

General Revenue \$3630.09 and Equipment Fund \$3343.03.

**Correspondence:** Dani - none

**Social:** Joe

Beer, posters, hats odds 'n sods. Lori received from Tom Sproule, leftover beer and cider from drivers' training, for our club. It is being held at Roger's house.

**Mayday:** Mikko - Absent

We really do need advertising folks.

**Membership:** Jan - Absent

Dave nominated Sonja Scott for membership, seconded by Jo - voted in unanimously. Dani nominated George Tomsett for membership, seconded by John - voted in unanimously.

**Historian:** Joe

Albums are here but Roger, yet again, STILL has the pictures.

**Race Chairman:** Bruce - Absent

**Old Business:**

- Indy worker information forms at front table. Please complete and give to Lori tonight.
- Work party Aug. 27, 9:00am at SCCBC office which will be a trailer. Call Dave for more information.
- Registration this year will be at the Ramada Renaissance at Hastings and Thurlow. You will be notified of dates and times.
- Drivers' training at Mission was a successful blast. Thanks to all who participated and helped set up and tear down. Great party put on by Race Central and Honda at the end of it all.
- Last Portland Conference race with the chicane went extremely well. No dare-devils were driving that day, although there were a lot of blown engines.
- Bernie & Cathy's wedding went very well despite Thomas Liesner's shenanigans with the rental car.

**Course Marshall:** Dave - Absent

**Vice President:** Dave - Absent

**Break:** 8:00 - 8:15pm

**New Business:**

- Jim McRae presented META a cheque for \$100.00 donation on behalf of RAA Chapter 85 Fly-In for the use of our fire bottle.
- Entertainment books now available from Ann. They are \$42.80.
- Ann will be phoning everyone to advise of when the META shuffle practices will be held. We will be performing at Vancouver Indy.
- Elections are coming up. Think about running for office - all positions are available. Also consider being part of the nominating committee.
- Lori said Environment Canada has issued a memo that there is talk of abolishing halon fire bottles as they are environmentally unsafe.
- Keith Heineman is protesting the penalty he received after his stunt in Seattle.
- Conference race proposed for Labour Day weekend at Port Orford, Oregon (close to California) which is sponsored by Team Continental. Ephrata has been cancelled.
- Drivers' training in Seattle this weekend. One day event - will need workers.

**President's Report:** Roger - Absent

**Good & Welfare:**

- Jo Adair's birthday on Monday July 27. Happy Birthday!
- Steve McKissock, local motorcycle racer, was fatally injured in a race in Ontario. META gave a card to the family.
- Japan Day on August 2nd at Oppenheimer Park. Lots of good food.
- Western Classic newsletter had a write-up on the one day Vintage event in Seattle and META was thanked for its participation.
- Nick gave highlights of Pike's Peak Hillclimb.
- Brian said there is good racing at Kent Raceway in Agassiz. Might be fun to go and watch.
- Steve Newby got sponsorship from his company so their name will appear on the car.

**Swap & Shop:**

- Lori brought a lot of stuff that Larry Nerada (at 524-0964) will be selling at Indy. We will get a better deal on them; T-shirts - \$15.00, tank tops - \$11.00, sweat shirts - \$20.00, nylon jackets - \$30.00, key fobs - \$4.00, beer mugs - \$6.00.
- See Lori for old Westwood jackets \$30.00. Quantities limited.
- Brian M. has car for rent for ice racing.

**Raffle:**

Al Stewart . . . hat & poster  
Kevin Olund . . hat  
Jo Adair . . . . hat & poster

**50/50:** Don Souter

Motion to adjourn meeting at 8:53pm by Brian, Seconded by Charmaine. Motion carried.

Respectfully submitted,  
Dani Kasburg  
Secretary



## ESCAPE FROM REALITY

July 4th and 5th at Seattle International Raceway was SOVREN Vintage Racing weekend. What a way to disappear from reality and jump into the past without having someone try to get you into a straight jacket. The cars were spectacular with Ferrari, Elva, Jaguar, Allard, McLaren and too many others to mention in attendance. The racing was intense and the organizers and drivers treated the workers like royalty.

Saturday proved to be an extremely "wet" day. It got so bad that the last two sessions were eventually scrubbed as no arks were entered.

Sunday, on the other hand, was a different story. Oh yes, no one was taking it easy anywhere on the course. The races were exceptionally good and I'm sure there were a few that were too close to call. Considering the age and value of these cars, the drivers really went all out, but they kept it safe while keeping us entertained.

To show their appreciation to the workers, lunches on both days were supplied by the drivers and their families. Talk about FOOD! Everywhere one walked there was food. There were sandwiches, salads, chili, chicken, ribs, veggies, chips, drinks.....heaven. My favourite was the chocolate and walnut cake with chocolate icing topped with ice cream. (Eat your heart out Douglas!) A chocoholic's delight. There was also a barbecue held both Saturday and Sunday night, plus all workers were eligible to win a trip for two anywhere in the U.S. I didn't win (darn), but the tow truck driver whose name eludes me did. Congratulations to him.

Oh well, time to come back to reality and give me deepest thanks to the organizers and drivers for a job well done and allowing us the opportunity to visit the past.

## SCCBC DRIVERS' TRAINING

As Pam Reynolds put it: "Boy is it nice to see everyone here in whites!" It did feel awfully good to be working at a "home" track again. And boy were we good! I think we can all pat ourselves and each other on the back. A lot of workers and drivers worked together to set up and tear down the track. Everyone worked as a team.

The weekend itself was a great success. The people of Mission Raceway were suitably impressed. Hopefully, they were impressed enough to allow us to return. Rumours sure sound favourable.

There were 13 students enrolled. Both students and senior drivers handled the course well with only a few oopsies. There were many grins by the end of Sunday. Actually, after talking to some of the students, I'm not sure who wanted to race more - the students or certain turn workers.

Now I must thank everyone involved for putting on the weekend, plus many thanks to Race Central and Honda for the food and drinks at the end of the day. Let's keep our fingers crossed and hope for a new place to call home.



# LONG BEACH MEMOIRS

L.B.G.P. '92

BY ASHLEY PACKARD

The last time I attended a race at Long Beach was way back in 1977. This was a Formula One race and it was the year that Andretti won the World Championship for Lotus. I believe that I had been there for each of the preceding races including the inaugural F-5000 event that started it all. '77 was different though. A good friend of mine, by the name of Randy Riggs who was then senior editor of Cycle World magazine, provided me with a full set of press credentials. These valuable papers plus the fact that I had raced and worked turns for Cal Club for several years and knew everyone running the event gave me incredible access to virtually every part of the track that I wished. In other words, I spent the entire weekend as "The Ultimate Spectator."

At this race Niki Lauda had just returned to racing after having his ears burned off, Ronnie Petersen, Gunnar Nilsson, Colin Chapman, and probably several others were still alive. Tyrrell was running a car with six wheels, Lotus had just successfully developed passive ground effects, and Jody Scheckter was driving the hell out of a Canadian G.P. car called the "Wolf". To top it all off, Mario Andretti was going to sew up his world championship with a win here. And just to make sure that I didn't miss one moment of the excitement, another buddy of mine, Frank Barcelona (who was steward of the meet) invited me out to watch the race from absolutely the scariest place that you could possibly think of. This was the apex of the turn leading onto the pit straight and also the last turn before the start/finish line. We had cars going by us, balls out, on either side, literally within touching distance. It took three days to recover my hearing and I was able to get the first picture of Mario as he took off his crash helmet on perhaps the happiest day of his career.

No wonder I hadn't been back before now. Nothing could ever compare to that race.

The Long Beach race was held one week after the Phoenix CART weekend this year, and since I had to return to L.A. for business reasons anyway, I decided to combine working both races along with the long trip from Daytona Beach. And what a shock! Long Beach used to be this rundown waterfront town complete with strip joints, tattoo parlors, seedy amusement parks, and those dance halls where for only a dime you can rub up against a real live woman. This was the kind of place sailors went cruising for hot times on shore leave. Come to think of it, it was sort of like Daytona Beach is now. All that was gone!

In its place are gleaming glass and steel luxury hotels and office buildings along a broad landscaped boulevard. The race course has been moved down the hill a block and still surrounds the Long Beach Arena. Off across the harbour you can still see the remains of the "Queen Mary", and then there are those tropical palm tree covered islands with futuristic towers like something right out of "The Jetsons". These are actually oil wells. They have been pumping oil out of this area since oil was invented and it would be unthinkable to stop drilling just because a city happened to pop up in the neighbourhood. Just disguise the damned things to look like parks and modern architecture.

Each morning I would get up at some ungodly hour and race down the freeway at about 90 mph from my parents house in the San Fernando Valley to try and get a parking space near the track for about \$20.00 per day. The weirdest part is that no matter how early I get up, my parents have already beaten me to it and are sitting there in the kitchen reading the paper and looking up at me like some lightweight who sleeps in late. We're talking 3:30 or 4:00am here. The freeways are already crowded but since everyone is doing 90 it doesn't take long to get there. There are no traffic laws in L.A. Even if there were, the cops

wouldn't stop you because everyone is carrying a gun. Besides, it would only slow down traffic and you really don't want that to happen.

After having been away travelling for the last six months, it was nice to start seeing some of the turn workers from the Pacific Northwest again. At the morning meeting there was Gail Fetterman looking quite slim, Cliff White, Lee Hillier, Ron Jewitt, and several people from the San Francisco region including our old friend Sheryl Porter. I forget who else, and some, conspicuous by their absences (Monte Simmons and Dave Forster) who I had expected to see.

I had registered through CART, which makes things a lot easier, plus they tend to give you higher priority credentials. I then introduced myself to Pete Wood, the Cal Club Course Marshall, and after dropping a few prominent names from the past was able to b.s. my way onto a high visibility, action packed turn. This was turn One. It is a 90 degree right hander at the end on a very long straight and is also the pit exit. Cars leaving the pits merge with those under heavy braking right at the apex of what would be a normal city street corner.

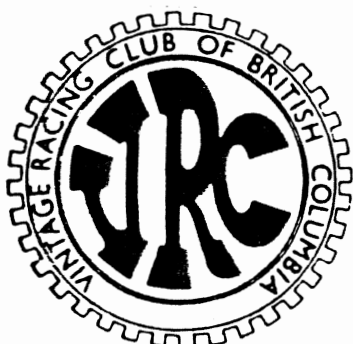
If you ever have the chance to work under the auspices of Bill Wright, do it. Besides being a very good turn marshall, he and his wife prepared a totally awesome (this is California) gourmet lunch for his workers on race day. We dined from a blue and white checkered tablecloth spread upon the concrete barriers at the turn one apex, with PPG pace cars screeching by just inches away. One of them actually scraped the wall on one lap leaving some fiberglass parts behind. We had crab and shrimp salad and little sandwiches

and quichey things that I couldn't give you a name for, and individual bottles of iced mineral water. It was all very delicious, or should I say "really bitchin," (California, O.K.?).

On the first day of practice we were shortanded and I got to cover for one of the local hot shots, blue flagging the Indy cars as they came down the straight and also out of the pits to converge at the apex. This was similar to my first day at the Laguna Seca CART race on turn Two. The drivers were all very well behaved and took directions like the pros they are. The only exception was, I believe, if memory serves, Rahal who put a surprise move on someone and came in sideways on the inside. It looked to me as if he had left his braking a little too late and tried to turn an evasive manoeuvre into an inside pass. The result was two cars narrowly avoiding each other in a tire screeching broadside just inches away from me. At this point I started to become irritated with the photographers crowding in around. I informed them that I had absolutely no qualms about running over the tops of them and their equipment if I had to get out of there in a hurry. Those \$8,000.00 lenses propped up on the ground started to look a little vulnerable and they backed off.

During the Indy Lights and Trans Am practices I got to work first response in the run off area. We had several visitors, one of whom was Mötley Crüe's Vince Neil, who had lost a clutch hydraulic. He is a very enthusiastic and energetic driver who does exactly what you tell him and displays a great attitude. None of this moody uptightness that you sometimes are subjected to.

The next day we all rotated our positions with



"..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

the arrival of more workers. I got to blue flag the Atlantics and yellow flag the Indy cars from an up-track, pre-one type of position. At this place the Indy cars are travelling at 195 mph as they pass the station and immediately get on the brakes real hard, killing off about 160 mph in about one hundred yards. In order to flag them it is necessary to sit on the wall and hang out over the track with the cars passing just a few inches below you. What a rush! They would rip the flag right out of your hands if you didn't hang on tightly enough. There were a few occasions where I had to lift the flag slightly to avoid catching the roll bars.

On the morning of race day the Indy cars were testing under full tanks. Scotty Brayton came in real hot, got halfway through the braking area and suddenly the car snapped out of his hands turning right into the wall hard and spun down into the run-off taking out three tire walls. Fortunately there was not a fire. The entire nose of the car flew off into the spectator area and was picked up by one of the fans who thought he had a trophy. This part consisted of the nose and front wings, still intact in all of their carbon fiber glory and would have looked great on anyone's wall. However, since this particular piece costs over \$25,000.00, it was not to be. Security was sent to retrieve the nose and the fan was not a happy camper. He called us some rude names and we just laughed at him.

Everyone present said that this was the best weekend of racing seen at Long Beach in many years. Even the Toyota celebrity race was interesting, with come from behind dicing by some guys named P. Jones, the Ricky Nelson boys playing bumper cars, and Larry Drake of L.A.

Law fame actually playing the role of "Benny" on the race track. He should definitely stay with acting.

Mark Dismore won the Atlantic race over Jamie Galles and Chris Smith, having apparently overcome his injuries from the previous year's Indy qualifying. Our own Frank Allers had a lousy weekend crashing both in practice and during the race.

The Trans Am was won by Robby Gordon over Paul Gentilozzi. Turn One got a little hairy when someone blew their differential all over the road. He was pushed to the back of the tire walls in the run-off and totally forgotten about in the resulting slippery sliding action. At the end of the day after we had packed up our turn and were leaving for the beer, this driver comes walking out all disillusioned wanting to know if anyone was going to tow him back to the pits. We found a radio and got a tow truck for him. Sorry! Heh! Heh!

In the main event it looked like Michael was going to run away until he lost his gearbox. Then it was little Al going for his fifth consecutive win until his teammate, Sullivan knocked him backward as they passed the Matsushita moving chicane. Danny hung on to win for the first time in quite a while with Rahal, Fittipaldi, and small Unser right behind. Goodyear was fifth.

There is racing action on street courses after all. This one was just as much fun as my '77 F1 race and I'm hoping to return next year. If anyone is interested in Laguna Seca this year, let me know. We are trying to get up a contingent of M.E.T.A. members for the trip south again this year.

## **FORMULA AUTOMOTIVE**

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**VOLUNTEERS**  
**- GOD BLESS THEM**

Reprinted courtesy of the Federal Superannuates  
National Association Ottawa-Hall Branch

"Many will be shocked to find  
When the day of judgement nears  
That there's a special place in heaven  
Set aside for Volunteers.  
Furnished with big recliners,  
Satin couches and footstools,  
Where there's no committee chairman,  
No group leaders or car pools,  
No eager team that needs a coach,  
No bazaar and no bake sale,  
There will be nothing to staple,  
Not one thing to fold or mail.  
Telephone lists will be outlawed,  
But a finger snap will bring  
Cool drinks and gourmet dinners  
And treats fit for a king.  
You ask, "Who'll serve these privileged folk  
And work for all they're worth?"  
Why, all those who reaped the benefits  
And not once volunteered on Earth."

-submitted by Dani Kasburg