

the official newsletter of the Motorsport Emergency and Turnworkers Association

# MAYDAY

## JANUARY 1993

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

V4C 3E8

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CLUB EXECUTIVE:	PRESIDENT	ROGER SALOMON
	VICE-PRESIDENT	BONNIE HEALY
	SECRETARY	DANI KASBURG
	TREASURER	ANN PETERS
	PAST PRESIDENT	LORI NEWBY
MEMBERSHIP:		LORI NEWBY

### *SPEED READING*

January 2/3	(W.C.I.R.A.B.C.) Ice Races	Barnes Lake
January 9/10	(W.C.I.R.A.B.C.) Ice Races	Barnes Lake
January 23/24	(W.C.I.R.A.B.C.) Ice Races	Barnes Lake
January 30/31	(W.C.I.R.A.B.C.) Ice Races	Barnes Lake

# META

## RAVENS

### *ORDER YOUR TICKETS NOW*

COCKTAILS - 6:00 JANUARY 16 AWARDS - 8:30  
DINNER - 7:00 DANCING - 9:30

**MAYDAY STAFF:****ADVERTISING**

**EDITOR** MIKKO KAUPPI  
**CONTRIBUTORS** ANN PETERS  
GEORGE TOMSETT

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.

**MAYDAY: JANUARY 1993****VOLUME 18 NO. 1****ANNOUNCEMENTS**

**CLUB MEMBERSHIP MEETINGS:** January 27, February 24, March 24, Moody Park Recreation Centre, 7:30pm, Oak Room.

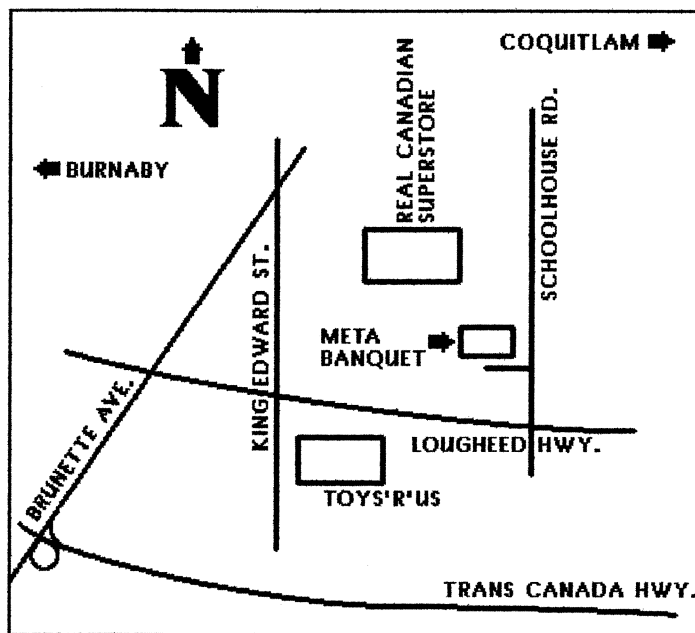
As of the February issue, John Mocyk will be taking over the production of this newsletter. Thank you to everyone that contributed to the effort during the past year. Space limitations make it impossible to print the names of all the people who have contributed articles, information, and their time. The assistance was very much appreciated, and exemplified the strength of our club which comes from the willingness of so many to give selflessly to make motorsport safe and fun. - Mikko

The official **META Policy and Procedure manual** as adopted at the Annual General Meeting is included in this issue. Keep this copy for **reference purposes**.

**MEMBERSHIP RENEWALS ARE NOW DUE.** According to the Policy and Procedures memberships must be renewed before March 31. *Please note that there is a 20% surcharge for late renewals.*

To help ensure membership list accuracy, please direct all changes and corrections to the membership committee Chairperson, Lori Newby at [REDACTED]

Workers are required for the **1993 CARS ON ICE CHAMPIONSHIP**. *Accommodation and transportation can be arranged.* For information call Brian Meakings at [REDACTED]. Please note that all races are scheduled weather permitting.



The META banquet is at the China Kitchen Restaurant, see map for location. It begins at 6:00pm with dinner at 7:00pm. Tickets **must be ordered by mail, as there will be no phone committee**. Send your ticket requests to: M.E.T.A. BANQUET, c/o Charmaine DeFry



NAME:

ADDRESS:

TELEPHONE:

Number of tickets required at \$20.00 per person:

Number of META members in your party:

Cheque enclosed in the amount of: \$

.00 Please make cheque payable to M.E.T.A.

## META MEETING

November 25, 1992

Meeting was called to order by Roger Salomon at 7:41pm. In attendance were 34 members and 2 guests: Catherine Millard & Stephen Gorelik. Minutes were adopted as read by Tom, seconded by John.

**Treasurer:** Rick

General account \$3208.01 and Equipment Fund \$4361.70. Note there is still \$200.00 in general account for the debenture. Books were audited by Pat and copies are on front table.

**Correspondence:** Dani - Vantage newsletter

**Social:** Joe - Beer and odds 'n' sods

**Mayday:** Mikko - Next issue out in 1 1/2 weeks. This is Mikko's last issue. Great job!

**Membership:** Jan - 71 members & 7 honorary

Roger nominated Catherine Millard, seconded by Bob. Irene nominated Wayne Groff for membership, seconded by Vic. Both passed unanimously. Both memberships are for the 1993 year. Jan retiring her position.

**Historian:** Joe - Albums here without Roger's pictures.

**Training Committee:** To commence in the new year.

**Race Chairman:** Absent

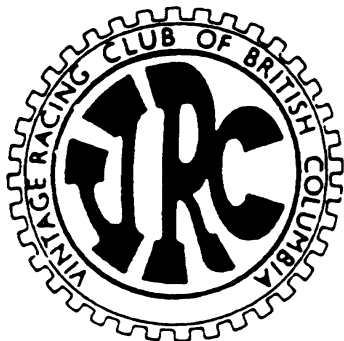
**Course Marshall:** Dave

Has picture of GM car blowing up in magazine and the Vancouver GM race will be aired this Sunday. Other than that, he's hibernating.

**Old Business:**

- Cost of DJ to supply music for our banquet is \$250.00/4 hrs. Vote: 5 for, 3 against, rest didn't care. Carried.
- WCMA workshop was good. Discussed: changing turnworkers to MEM and having specialty badges, licensing, and worker manuals. They would like our input.
- ROD meeting - rule changes suggested that both driver and passenger windows must be in the down position - passed. Arm restraints for open cockpit cars - vetoed. Full roll cage for open cockpit cars - passed.
- Final schedule of conference races should be out in January.
- Talk of racing in Sooke and a new complex going up in Spokane.
- Vote on our Policy & Procedures Manual: 27 yes, 4 no, 2 abstentions. Passed. Lori moved, Jo seconded to destroy ballots - passed unanimously.

continued on next page...



"...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

META MEETING - continued

**Vice-President:** Dave - He quits.

**Break:** 8:30 - 8:40pm

**New Business:**

- Roger handed out ROD plaques. Neil & Margie Swanson were Conference Workers of the Year. Brian Meakings and Stephen Newby won their respective classes. Congratulations to all.
- Rally Committee has begun work on next rally. Same starting place at Brentwood Mall. Date to be determined.
- Irene asked that Gay Tibbits be sent her own copy of the Mayday directly to Australia.

**President:** Roger - Many thanks to the executive and the membership for their help and support.

**Elections:** President: Roger Salomon  
Vice-President: Bonnie Healy  
Secretary: Dani Kasburg  
Treasurer: Ann Peters

Lori moved to destroy ballots, seconded by Rick S. Passed unanimously.

New membership director will be Lori Newby.

**Good & Welfare:** none

**Swap & Shop:** none

**Raffle:** Fran - Beer  
Al - Hat  
Don - RainX

**50/50:** Dani

Motion to adjourn meeting at 9:09pm by Lori, seconded by Vic - passed unanimously.

Respectfully submitted,  
Dani Kasburg  
Secretary

ANOTHER SEASON GONE

As I sit here at my desk thinking of the past season, the thing that hits me the most is the thought of the friends that I've made in such a short time. The racing was great, the weather was OK, but I think it was the people that made it such a great year.

Where else in the world can you find such a strange group of people ... and I do mean strange! Here we are standing in rain, cold, heat and flying Formula Ford parts, 8 to 10 hours a day for no pay. So if you are a driver and reading this, I will try and explain why at the end of the day the people dressed in white are loony-toons.

First off, we have to be at the track anywhere between 6:30-8:00 AM, depending on if it's a pro weekend or not. Then we listen to several people speak. Try starting off your day listening to the steward or clerk of the course telling you what you did wrong or right the last time. It's not a lot of fun. Then we go to where we will spend the next 600 or so minutes. During this time we will deal with drivers trying to put their car in a space where there is already a car. This usually happens at racing speed, although I have seen this done on pace laps, cool off laps and in the paddock. When this happens, we not only get to clean up the mess, (you know it's funny the drivers cause the mess but they never help clean up) we get to write reports on what happened. We then get yelled at when it is not in on time, or at the end of the day when one or more of the drivers hunt us down. Then to top it all off, when it takes a long time to clean up, who's lunch gets cut? That's right - ours! Who ever invented the time schedule should be shot.

But with all the \*%&# that goes on, it is worth it. We have the best seats in the house bar none. When you have a 40 car grid and the green flag drops, you know you are in the right place and this is the greatest sport in the world. After 25 years in auto racing, I still get that feeling deep inside at the drop of the green flag.

May it never go away.

George Tomsett  
Turn Worker For Life

**WARNING:**

THE SURGEON GENERAL HAS DETERMINED THAT THE META CAR RALLY CAN BE DANGEROUS TO YOUR MENTAL HEALTH.

*Yes, the tormenting trio are at it again. (Well okay, we're actually a quintet now.) The META car rally committee are even now meeting behind closed doors devising devilish new ways to inflict mental anguish on our victims, uh, contestants.*

*The car rally is being tentatively scheduled for late March or early April. Once again entry will be done by pre-registration. Further details will be announced as they become available. (That means whenever we find our way back!)*

*Irrationally yours,  
Vic Kennedy, Thomas Liesner, John Mocyk, Dani Kasburg, Bernie Hamm  
The META Car Rally Committee*

## TEN F2 CARS STARTED ON THE GRID

*Ann Peters' impressions of the track that 25 years ago was the birthplace of Formula Ford racing. -Ed.*

It was our first visit to Brands Hatch and even the forecast of rain could not dampen our enthusiasm. We found Brands Hatch to be accessible, somewhat antiquated and totally AWESOME!

The setting is beautiful, and similar to Westwood on a larger scale, with several elevation changes. The track is 2.6 miles long and is heavily wooded, with lots of paths allowing spectators access to every corner. We were surprised at some of the fencing around the track, almost non-existent in some places. (Unlike in North America, there were several notices advising spectators that motor-racing is dangerous and that whilst the operators take reasonable precautions, spectators enter at their own risk, so if you do happen to be injured there is no way you can sue anyone.) However, just like in North America, they are having problems with housing developments and residents calling for the track to be closed. (Sound familiar?) They are fortunate that they have several acres of undeveloped land to the West of the existing facilities and plan to build a new track in that direction, away from the homes encroaching on the Eastern end. All the spectator facilities were in good shape, considering how old the track is. There was even a pub where we could have had lunch, but we were too busy looking around to stop to eat lunch. (we were told that the corner workers usually end up in the pub after racing, but we will have to check that out some other time.)

Entrance to the track from the paddock was somewhat unusual - through a tunnel under the track and up into the infield.

Surprisingly, communication is still done by telephone, and the track closed by the pace car making a lap with the red flag displayed - just like Westwood twenty years ago. We also noticed only one female corner worker. It is apparently still an area where women are tolerated, but not really accepted.

It was interesting to watch the corner workers in action. Most of the workers seemed to be nonchalantly "hanging around" throughout the sessions (no buddy system for flagging) in fact the flags were invisible until the workers decided that use of a flag was inevitable and produced the appropriate one from somewhere. However, the "quick response" was prompt and effective although we saw several cars left where they were until the end of the session which we likely would have tried to move to get them back into the race. The positive side of that was that the drivers of those cars would happily spend the rest of the session signing autographs for the kids!

There were large grids for most of the four support events - about thirty Formula Fords, thirty for the Dunlop Rover GT1 race, around forty-five for the Fast Ford race (any production Ford car) and thirteen for the Pro-Sport 3000 (IMSA Lights) and Sports 2000 group. All the races were

only ten or twelve laps, except for the main event, which was thirty laps.

Roger and I had been assured that we would not be impressed with the F2 race as low entries had plagued the series all year, but our informants could not have been more wrong. There were ten cars on the starting grid, but after one lap, there were only eight, thanks to a badly timed pass on the exit of the first corner. Does this sound like it would be a boring race? WRONG!! Even with only eight cars left, it was far from uneventful and we saw some excellent racing, lots of dicing back and forth, sliding into each other (accidentally or on purpose?), but the eventual winner, as on so many occasions was Yvan Muller - surely a driver to watch.

The second last race of the day, the Fast Ford group, saw a spectacular rollover into a tire barrier, which took some time to sort out and as a result, we had to leave before all the racing was over. I doubt if the workers would have finished before 7:00pm, making a very long day for them. All-in-all, a wonderful day, and we can't wait to go back.

In contrast to the legendary Brands Hatch, we also visited Knockhill Circuit not far from Edinburgh in Scotland. Unfortunately there was no racing on the day we went, but it is a pretty track, just over a mile long, which is set on the edge of the Ochil Hills, overlooking famous Forth road and rail bridges. It is very exposed and was extremely windy, with no trees for shelter, but has several elevation changes and I am sure must be fun to drive on. It is a championship track and one round of the Rover series was held there a few weeks before our visit - too bad we missed that. They have a large driving school there, with very reasonably priced courses, where an instructor assesses your driving skills in a race-prepared Ford Fiesta XR2 saloon and then, instruction complete, you get to take a Formula Ford out on the track. Maybe next time....!

And maybe next time we will get a chance to visit more tracks in Britain - we sure had lots of fun this time and will be going back as soon as we can.

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