

the official newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

FEBRUARY 1993

MEMBERSHIP RENEWALS ARE NOW DUE:

According to the Policy and Procedures manual all memberships must be renewed before March 31, 1993 (Please note there is a 20% surcharge for late renewals).

Please direct all changes and corrections to Membership Committee Chairperson Lori Newby.

>>* DANGER *<*<*

*> M.E.T.A. Car Rally:

Upcoming M.E.T.A. Car Rally on March 28, 1993.
Details Enclosed.

Conference Schedule:

April	4	Driver's Training		Mission
	17/18	ICSCC #1	SCCBC	Mission
	24/25	ICSCC #2	Cascade	PIR
May	1/2	ICSCC #3	IRDC	SIR
	15/16	ICSCC #4	Cascade	PIR
	22/23	ICSCC #5	IRDC	SIR
June	12/13	ICSCC #6	Cascade	PIR
July	10/11	ICSCC #7		Victoria
	24/25	ICSCC #8	SCCBC	Mission
August	7/8	ICSCC #9	T.C.	Port Orford
	21/22	ICSCC #10	IRDC	SIR
September	4/5	ICSCC #11	SCCBC	Mission
	18/19	ICSCC #12	Cascade	PIR
October	2/3	ICSCC #13	IRDC	SIR
	16	6 Hr. Enduro		PIR
	23	6 Hr. Enduro	IRDC	SIR
	30	7 Hr. Enduro	SCCBC	Mission
November	13	Conference Banquet		Seattle

M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada

V4C-3E8

Club Executive:

President
Vice-President
Secretary
Treasurer
Past President

Roger Salomon
Bonnie Healy
Dani Kasburg
Ann Peters
Lori Newby

Membership:

Lori Newby



Mayday Staff:

Editor: John Mocyk [REDACTED]
Graphic Design: Mikko Kauppi
Contributors: Robin Fairservice (Motor Racing Memories)
Dani Kasburg (META Banquet)

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

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.

Vintage Club Schedule:

May	1	Vintage	Mission
	8	Vintage	SIR
June	26	Vintage	Mission
July	3/4	Vintage Historics	SIR
	10/11	Vintage Historics	PIR
August	21	Vintage	Mission
September	18	Vintage	SIR

ASN Schedule:

May	15/16	ASN	Mission
June	12/13	ASN	Mission
October	2/3	ASN	Mission

Miscellaneous Races:

May	22/23	Knox Mt. Hill Climb	Kelowna
June	18-20	Rosecup	PIR
July	31-Aug. 1	IMSA	PIR

FORMULA AUTOMOTIVE

*All Repairs, All Makes and Models
Race Car Repair and Preparation
Specializing in Fuel Injection & Electrical Diagnosis*

19693 60th Avenue
Langley, B.C. V3A 3Z6

Olov and Danielle Brandfors
533-9240

Indy Car Schedule:

March	21/93	Australia
April	4/93	Phoenix
	18/93	Long Beach
	Indy 500	
May	15,16,22,23/93	Qualifying
**	30/93	Indianapolis 500
June	6/93	Milwaukee
	13/93	Detroit
>	27/93	Portland
July	11/93	Cleveland
	18/93	Toronto
August	1/93	Michigan
	8/93	New Hampshire
	22/93	Wisconsin
>	29/93	Vancouver
September	12/93	Ohio
	19/93	Pennsylvania
	3/93	Laguna Seca

Announcements:

Club Membership Meetings:

February 24, March 24 (Every fourth Wednesday)

Moody Park Recreation Centre

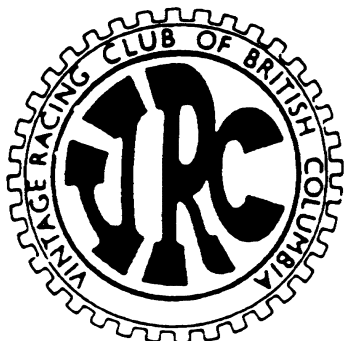
7:30 pm Oak Room

Track Thought(s):

Check into your coverage on medical and auto insurance and maybe consider extra coverage.

To start preparing yourself for the upcoming race season you could start examining the new workers manual.

Some areas you could probably start on is look under Clothing and Equipment (P. 2) in the workers manual and check out what shape your clothing and equipment are in, then decide what needs to be upgraded or replaced. Think of personal equipment that you would use in your area of preference (eg. Com., Response, etc.).



"...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 & SCCBC

Car Rally and Party

March 28, 1993

Starting from the Upper east parking lot.
Brentwood shopping centre

Lougheed and Willingdon - Burnaby

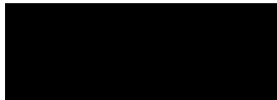
Driver's Meeting: 10:40 AM
First car out: 11:00 AM

Entry Fee \$10.00 per person kids free
Pre-register by mail before MARCH 21, 1993

Late Entry fee \$15.00

Make cheques payable to M.E.T.A.
Mail to:

Vic Kennedy



ENTRY FORM:

Driver: _____

Navigator: _____

Back seat drivers: _____

META MEETING
January 27, 1993

Meeting was called to order by Roger Salomon at 7:36pm. In attendance were 26 members and 2 guests: Michael Dodd and Ron Snook. Minutes were adopted as read by Jan, seconded by Vic.

Rick S. motioned to have secretary stop mentioning Roger's alleged pictures, seconded by Don. Laughed at unanimously.

Treasurer: Ann

General \$2693.81, Equipment \$4378.35. Banquet including music cost \$663.14.

Social: Joe - Odds 'n' sods and a credit on the beer.

Mayday: John (absent)

His first issue will be out in time and will hold a racing schedule.

Membership: Lori - 37 members and 9 honorary

The following people wish to join. Keith Peters nominated by Roger, seconded by Barb. Steve Bibby nominated by Brian, seconded by Tom. Steve Gorelik nominated by Catherine, seconded by Sandy. All passed unanimously. Roger put forth nomination that Bob & Hilde Randall be made honorary members - passed unanimously.

Historian: Joe - Albums are here along with some pictures of the banquet.

Old Business:

- Banquet was great and lots of fun. Big thanks to Charmaine.
- In ice racing, both Brian and Steve Bibby managed to find snow banks. Wayne Jamieson is doing much better. Final race this weekend includes 2 hour enduro.

Race Chairman: Wayne Grof (absent)

Course Marshall: Dave (absent)

Vice-President: Bonnie - had nothing to say.

Break: 8:00 - 8:15pm

New Business:

- Mission is on. First race is conference race on April 17/18. Paving will commence soon as will worker training sessions. Will change format in that classroom session will be done after people have had one day trackside. Ads will be placed in the paper.
- Our big fire bottle needs to be recharged and serviced. Hold fire training with the aid of the fire department for anyone interested, and set off the big bottle. Mark is looking into setting this up. Cost of recharging and servicing is approx. \$400.00 at Acme. Bob motioned that the executive have the fire bottle serviced to a cost not to exceed \$400.00 without the prior approval of the membership. Seconded by Brain. Passed unanimously.

- Rick N. would like us to find out if SCCBC would cover half of this cost. Bob feels it is our bottle so we should pay for its maintenance. If bottle is used at an incident, then we would go to SCCBC.
- Lori suggests we have Mark check with SCCBC to see if their bottle also needs to be serviced. Perhaps we could get better price for two.
- Bob motioned that money for servicing should come from the Equipment Fund. Seconded by Barb. Rick N. felt we should use General Account as Equipment fund was set up to buy big items we may need such as radios. Vote: 25 for, 1 against - motion carried.
- Lori accumulated information on potential fund raising ideas: selling buttons, pins, badges, pens, thermal coffee cups, spare key slugs.
- Don L. will get pricing from a friend of his for T-shirts.
- Steve Brown brought up an idea of a club mascot (other than Roger) for logo.
- Rally set for March 28, 1993. There will be pre-registration. See Mayday for more information.
- If you missed telethon driver's meeting and wish to be involved, see Vic Kennedy for information.
- 22nd Thunderbird Rally is on Feb. 6-7. Information at front table.

President: Roger

Went to Indy de-briefing meeting. There was a discussion of last year's problems and how to correct them this year such as the passes, the party, radios, headsets and photographers. WCMA will try to improve them.

Good & Welfare:

-Lori's pull tab collection is growing but more are needed. These are used to raise money for a wheelchair for the Variety Club.

Swap & Shop:

-Steve Brown has assorted furniture for sale and also for \$1900.00, and 1982 Ford modified EXP.
 -Michael Dodd has a Simpsons single layer driver suit and underwear.
 Call at [REDACTED].

Raffle: Don - desk set

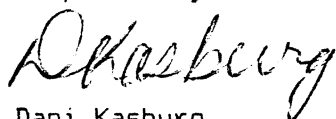
Steve - pass holder

Bob - beer on credit

50/50 Don

Motion to adjourn meeting at 9:09pm by Brian, seconded by Tom. Carried.

Respectfully submitted,



Dani Kasburg
 Secretary

MOTOR RACING MEMORIES

The article by Ann Peters about her visit to Brands Hatch brought back many memories. The reference to Formula Ford starting there 25 years ago was a salutary reminder of the passage of time. I was flagging there on that day when the Formula Fords had their first race. This was before sponsorship, so the cars were raced by their owners, who could afford it. I remember one car on a trailer behind a Jaguar E type. Formula Ford quickly became the entry level single seat formula, and we witnessed many wild races.

My career on the circuits began at the Crystal Palace circuit in August 1954, when I was still at school, and could get there by train. As I was a bit young I had to work in the paddock. My first job was to tell the entrants what stall was theirs. It wasn't long before I had some owners coming back complaining about their location. I had a simple answer: go and talk to Bert. Bert Lampkin was king of the paddock whenever the Half Litre Car Club, as it was then called, was running a race meeting. It was an experience, as latter I had to help marshall the cars into the marshalling area. The entrants included, Colin Chapman with the prototype Mark 8 Lotus, Roy Salvadori with Sid Greene's new 250F Formula One Maserati, and a beautiful 2 litre Maserati sports car, Reg Parnell with his Ferrari 500 Formula One car, and Rob Gerard with his very fast 2 litre Cooper Bristol. In those days racing cars generally had their engines in the front. No roll over bars and no seat belts. There were also many 500cc racing cars, as they were what the club was started for.

Not having any wheels, I had real problems trying to get to Brands Hatch. I hitch hiked there at first from the nearest railway station, and then scrounged rides back to the station from the circuit. One such ride was in an open 3.5 litre Jaguar, driven by a Bert Zains, and co driven by Ian Raby. Bert's Cooper JAP 500 was on a trailer behind. Bert was so busy steering along the narrow country lanes that Ian had to change gear for him! After a few meetings I was introduced to a Bob Wilson, who was a lawyer and lived near enough. to me. to give me lifts. He drove a beautiful 2 litre A.C., five seat convertible. He was older than I was, and had flagged at Donington Park before the war. He remembered the Mercedes and Auto - Union cars of 1938.

Once I got onto the circuit. I found that having flat feet was not much help for quick response, so soon learnt to flag. I prefer to use the blue flag as

I feel that I have some communication with the drivers, so I concentrated on that. I did, however, manage to found the "Yellow Flag for Jim Clark" club when he went off in a big way in a Formula One Lotus 33 at Brands Hatch whilst having an almighty dice with Dan Gurney in a Brabham. Latter that year, nearly every flagger on the circuit joined the club when Jim had a very bad day driving the new Lotus 40 sports car. He was heard to say afterwards, that it was a like a Lotus 30 with 10 more mistakes. Jim was a fantastic driver. We used to try and spot when he was having a go, but his attitude barely changed. Graham Hill and Jack Brabham were a complete contrast. Jim could get off the line so fast, it looked sometimes as if the others had not found their gears. He was the first driver to really drive a formula car with very deep braking, rolling from the brakes to the power nearly on the corner's apex, although Stirling Moss had figured it out before he put him self out of racing.

The Half Litre Car Club, became the British Racing & Sports Car Club about a year or so after I joined, and it went on to become the most organised of all the British Clubs. We had intensive training sessions each February, and every one had to learn first aid and fire fighting, in addition to one's usual job. The club started making films of each season, and I have recently discovered that Wilkinson's Automobilia, on Ontario in Vancouver have video tape copies of these films. They are a bit amateurish at first, but they get better. I first saw them on the big screen at the Leicester Square theatre, where the club used to have a midnight film show each November. I also first saw the Shell Titans series of films there. I found that the films of the pre war racing were most impressive. Again, Wilkinsons has the videos of them.

I could go on, memories of John Surtees in a Lola T70 Canam car in pouring rain at Brands, with Brian Redman spinning his Lola along most of the straight. Also manning the pit exit during Formula One practice, when John Surtees was trying to make the 3 litre Honda V12 behave. I lost count of the number of times he stopped by me waiting for the OK to leave. My left ear drum still doesn't like high pitched racing car exhausts.

Thanks Ann for stirring up some memories; I hope that some one finds mine interesting.

META BANQUET
Dani Kasburg

Another fun filled evening has come and gone. All I can say is thank you to Charmaine! All her hard work was well worth it. The restaurant was an excellent choice with mega amounts of food that we were able to munch on all night long ... and it tasted great. Must thank Ian Wood for supplying the white wine. There wasn't a drop left that I could see.

We were treated to a special guest speaker - Ross Bentley. Ross regaled us with some amusing stories of his fellow Indycar drivers and of his own experiences. That's right Ross, we workers need more on the drivers that we can giggle at. Oh, but not you Ross. (Yeah, right) In 1993 Ross plans on running the 24 hours of Daytona and hopefully the fully Indycar circuit. We all wish you the very best Ross!

Roger and Lori presented the awards. The Non-Member of the Year award went to Jim Shook who also received a one year free membership to META. He's in trouble now. Rookie Member of the Year and a set of flags went to Sandy Meggyesi. President's Award and free driver's training went to Mikko Kauppi. Oh no, not another worker going racing! Congratulations to all.

Of course there are always a few special awards every year. You know, those gotcha awards. Well this year was no exception. Recipients were John Mocyk for sleeping on the job, Margaret Deachman and Jane Beighton for getting lost, Dave Forster and Lori Newby for not being able to get on track for Indy. Each of these awards were oh so well deserved. (Giggle, giggle)

At this time, I must give a big thank you to everyone who donated door prizes of which there were many: Rena Shanaman of Molson Indy, Nick Boni of Uniroyal Goodrich Canada Inc., Henry Pietraszek of Yokohama Tire Canada, and Sang J. Nam of Hankook Tire.

The rest of the evening of people shaking their booties and other assorted parts as well. It was a great way to end the 1992 season and start 1993.