

the official newsletter of the Motorsport Emergency and Turnworkers Association

# MAYDAY

**MAY 1993**

## Race Schedule:

### May

15/16	CART	Qualifying	Indy 500
15/16	ICSCC #4	Cascade	PIR

\*\* cancelled 15/16

ASN  
Possible test and tune

Mission

22/23	CART	Qualifying	Indy 500
22/23	ICSCC #5	IRDC	SIR
22/23	Knox Mt. Hill Climb		Kelowna
29	SCCA	Double	SIR
		National	
29	SCCA	Regional	SIR

\*\*

30                      CART                      Indianapolis 500 Race

### June

6	CART		Milwaukee
12/13	ICSCC #6	Cascade	PIR
12/13	ASN		Mission
13	CART		Detroit
18	SCCA	Regional	PIR
19	SCCA	National	PIR
18-20	Rosecup		PIR
26	Vintage		Mission
27	CART		Portland

### July

2	SCCA	Regional	PIR
3	SCCA	National	PIR
3/4	Vintage		SIR

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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	581-7189
	Vice-President	Bonnie Healy	599-5457
	Secretary	Dani Kasburg	251-4591
	Treasurer	Ann Peters	581-7189
	Past President	Lori Newby	584-4641

Membership:	Lori Newby	584-4641
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Mayday Staff:

Editor: John Mocyk (604)255-1598  
Graphic Design: Mikko Kauppi  
Contributors: Dani Kasburg ( Conference Races #1 & 2 )

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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.

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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.

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Race Schedule cont.:

July

10	SCCA	Double Regional	SIR
10/11	Vintage		PIR
10/11	ICSCC #7		Victoria
11	CART		Cleveland
18	CART		Toronto
24/25	ICSCC #8	SCCBC	Mission
July 31 - Aug. 1	IMSA		PIR

All morning meetings at Mission are held at start/finish line at 8:00.  
\*\*\* Park on drivers left \*\*\*

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Renewed and New Members:

Beaumont, Bernard	Box 332, Pemberton BC V0N 2L0	H 988-3699
Bentley, Robin	#104-525 Wheelhouse Sq., Vancouver BC V5Z 4L8	H 873-0766
Brockie, Wayne	#5-4860 207th St., Langley BC V3A 2E3	H 534-0328
Burnett, Jack	2915 Southern Cres., Clearbrook BC V5T 5H6	H 854-5738
Constable, Angela	11522 92 Ave., N. Delta BC V4C 3K7	H 584-9432
Defry, Charmaine	#23-21668 Lougheed Hwy., Maple Ridge BC V2X 2S1	H 467-7510
Meakings, Brian	#23-21668 Lougheed Hwy., Maple Ridge BC V2X 2S1	H 467-7510
Shewchuk, Pat	203-607 East 8th Ave., Vancouver BC V5T 1T2	H 873-0476

Membership List Corrections:

Anne Peters	Work # 665 7468	
Steve Bibby	Home # 942 6041	
Sandy Meggyesi	#117-10030 137A St., Surrey BC V3T 5L4	H 951 8535 W 581 2848

Announcements:

- Club Membership Meetings:  
May 26, June 23, July 28 (Every fourth Wednesday)  
Century House - Moody Park Recreation Centre  
7:30 pm Oak Room
- Going to the Toronto INDY Race:  
Need a place to stay when you are there.  
Contact: Vic Kennedy at 876-5981
- For Sale by Lori Newby: META crests - \$3.00  
META decals - \$1.00
- CPR course for META members where META will pay half the total cost of \$23.00 for the CPR course A. This is a 4-hour course for all persons with no previous CPR training. This course will teach you to see the "signals" for a heart attack and the "actions" you should take. The skills taught and practised in this course are one-rescuer CPR and management of conscious and unconscious choking victims.  
If you are interested in this contact Lori Newby at 584-4641.
- Knox Mountain Hill climb contact is Matt Scaife at 765-8670  
Please contact him if you are going up for the hill climb in May
- Vic Kennedy would like to know who would like to get together before each META meeting for dinner if interested give him a call at 876 5981

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Track Thought(s):

When an incident happens in a turn, all workers are responsible for watching for drivers passing under the yellow. Too many times all eyes are focused on the incident and the drivers know this and take advantage of the situation. Not only does a driver gain a track position, but they may also be putting themselves, other drivers and workers in possible danger.

Remember for safety sake -- keep your eyes open and get the number and colour of passing car and those of the car(s) that where passed.

**Question:**

When an incident occurs requiring the display of the yellow flag ...

**Answer:**

Look on page 24 in the new Workers Manual for the rest.

**FORMULA AUTOMOTIVE**

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

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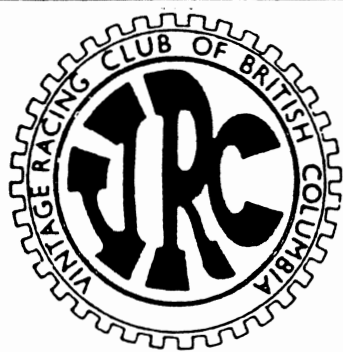
CONFERENCE RACES #1 & 2

Dani Kasburg

Well, the first two conferences are under our belts now, and all I can say is - Man was it WET!!!!!! Not a pretty sight I must say. At the Portland race I was at turn one and it was a lot of fun, even if Roger was TM. Oh well, when it rains it pours (groan). The drivers actually behaved themselves because they had no idea what the track was going to be like from lap to another. Sometimes it was wet, sometimes it was a river. Ed Humphrey in car #88 red did try to visit the golf course, but thought better of it and went back to racing. Don L. and John M. did some sort of Keystone Cop routine with a sportsracer who kept getting high centred. John finally stood where he wanted the sportsracer to go with Don pointing to the driver who finally got it right. The communicator at turn three nearly fell off her perch laughing. During the Saturday morning Novice O/W practice, there was only one car on the track. It was raining quite hard and about halfway through his practice, he lightly crashed at turn six allowing us all to go in early for lunch. The FV's really had it rough. During their race, the heavens opened up and they fell off the track, at turn one, one at a time. It sure looked silly. I was not amused. Brian M. worked his way up from the back of the pack and was making mincemeat of everyone when he got meatballed for being over the noise limit. Lunch on Sunday was provided to the workers by Gary Bockman of Bockman & Son for which we say thank you very much.

The Seattle race had a bit better weather. The Race Chairman insists he has an "in" with Mother Nature. It rained on Saturday but Sunday was much better. A few cars managed to find the walls of the front straight on Saturday, and some found the tire wall at turn five, but as they say on T.V., "They all walked away." There was good, close racing with lots of passing. It was exciting watching the cars go three wide from turn six into turn seven. Lunches were provided for the workers on both days and dinner Saturday night. For this we have to thank IRDC for supplying all the food and the drivers for cooking dinner.

Now that I'm all warm and dry, it's time to do it again. See you out there!



"..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  
April 28, 1993

Meeting was called to order by Roger Salomon at 7:35pm. In attendance were 41 members and 5 guests: Jack Taylor, Else Stockman, Wayne Brockie, Jack Burnett and Kevin Skinner. Minutes were adopted as read by John, seconded by Russ.

Treasurer: Ann

Approx. \$3400.00 in General. Received \$256.00 from the car rally. Equipment Fund has \$4387.65. The Equipment Fund currently gets 1% interest whereas term deposit would receive 4%. Ann made a motion to transfer up to \$1,000 from the General account to the Equipment Fund, then put proceeds into a 180 day \$5,000 term deposit, seconded by Vic. Motion carried.

Correspondence: Dani

Vantage Newsletter & Conference Memo

Guest Speaker:

Jack Taylor of North American Fire Guardian Technology Inc. Showed a video and spoke on a new type of fire extinguisher NAF S-III which would replace Halon. Mark tried to get Mr. Taylor to supply our emergency trucks with fire extinguishers.

Break: 8:20 - 8:37pm

Social: Joe

Beer, stop watch (donated by Black Sheep Racing) and odds 'n' sods

Mayday: John

Needs articles!!

Membership: Lori

81 members & 9 honorary  
Mark W. nominates Wayne Brockie and Jack Burnett for membership, Mike seconds. Passed unanimously.

Historian: Joe

Both albums are here and full. Roger hinted he may have more pictures, if he can find them.

Training Committee: Roger

5 new people showed up for Driver's Training and seemed interested enough to come back. Notices will be sent out to them whenever we have another Mission date.

Race Chairman: Wayne

May 15/16 ASN weekend has been cancelled. May be replaced with Test & Tune. There will be a Vintage Test & Tune this Saturday. Still need a Pit Marshall and Assistant Starter.

Course Marshall: Dave

Had nothing to say but Mikko said Driver's Training went very well.

Old Business:

Vic needs to know how many people are going to the Kelowna Knox Mountain Hill Climb. Please let him know ASAP.

New Business:

Lori has brochures regarding the Surrey Firefighters CPR Program. Suggested we might want to take the course. Instructors will come to our location if there are 10 people or more who sign up. \$23.00 per person but META will cover for half your cost. Something to do in the off season. If interested, give Lori your name.

Kevin Skinner gave Roger an application for joining WCMA.

Vic was in contact with Pat LeBaron who has space available for workers who will be working the Toronto Indy race. Contact Vic to make reservations.

Vice-President: Bonnie

Showed "fire retardant" fashion attire used at Long Beach as Security ID. Gordy Ensing is now assistant starter. Our business cards were well received. Something new this year is that one person at each turn is designated as a replacement worker in case a turn has to step down. These replacement workers will automatically go and man that turn. Plus many stories of the weekend.

President's Report: Roger

Told a few stories of Gail F.'s from her trip to the Australian Indy race. Our first conference race in Portland was WET. Brian M. holds the GT5 record for Portland which he will try to break. Kevin Skinner spoke on the 90db limit at Mission and conference's reaction. Pavement is down at Mission, all that's needed is the safety barriers.

Good & Welfare:

Rick & Jan Smale are moving up north at the end of May to open up their own Pub. They'll give us all a free round of drinks when we visit there. We'll miss you both.

Swap & Shop:

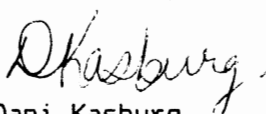
SCCBC still has safety blocks available at \$250.00 each.

Raffle: Mike Z. - Beer  
Marc R. - Stop Watch  
Don L. - Car deodoriser

50/50 Shirley D.

Motion to adjourn meeting at 9:23pm by Vic, seconded by Catherine. Carried.

Respectfully submitted,

  
Dani Kasburg  
Secretary



\* estimated values

## NAF S-III FIRE EXTINGUISHANT *The Safe Alternative to Halon*

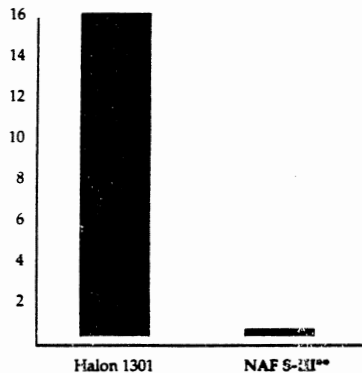
NAF S-III (HCFC 594) is an advanced extinguishing formula that has been developed as a drop-in replacement for the Halon 1301 in total flood systems.

This alternative fire fighting agent is environmentally friendly with an Ozone Depletion Potential (O.D.P.) of 0.044 and Global Warming Potential (G.W.P.) of 0.1. These values make NAF S-III the environmentally safest alternative to Halon 1301 available in commercial quantities on the market today.

NAF S-III is the result of several years of evaluation for replacements for Halon 1301. It is being proposed as an acceptable alternative to Halon 1301 under the EPA's Significant New Alternatives Policy (SNAP) Program and is included in the tentative NFPA 2001 standard for halon alternatives.

S.E.S.-Cease Fire and Flag units containing NAF S-III are ULC listed. In addition, certification and listing of NAF S-III and its System Design Program for total flood systems have been granted by Saudi Arabia Standards Organization.

### Ozone Depletion Potential



\*\*confirmed by British Columbia Research Corporation and NMERI (New Mexico Engineering Research Institute)

### PERFORMANCE

NAF S-III is virtually a drop-in replacement for Halon 1301 requiring only minor equipment changes. The extinguishant capabilities have been well proven in small and large enclosures by independent laboratories.

### DECOMPOSITION PRODUCTS

Tests to determine decomposition products of NAF S-III at the time of extinguishment have been conducted. The results indicate that there is a reduction in halides and halogens when chlorine is present.

PHYSICAL PROPERTIES	HALON 1301	NAF S-III
Ozone Depletion Potential	16	0.044
Global Warming Potential	.80	.1
Lifetime in Atmosphere	107 years	7 years
Molecular Weight	148.95	92.9
Boiling Point at 1 atm. °C	-57.75	-38.3
Critical Temperature °C	67	125
Critical Pressure (bar)	67.0	6.5
Critical Density (kg/m <sup>3</sup> )	745	580
Density of Liquid at 25 °C (g/ml)	1.57	1.20
Specific Heat of Liquid at 25 °C [J/(kg/°C)]	870	1250
Heat of Vaporization at boiling point (kJ/kg)	118.8	227
Viscosity of liquid at 25 °C	0.159 centipoise	0.21 centipoise
Acute Toxicity (LC <sub>50</sub> )	400-800,000*	320-640,000
Solubility in water at 25 °C	0.03 weight %	0.0835 weight %

### ENVIRONMENT

NAF S-III contains no bromine. It is bromine that makes halons more damaging to the ozone than conventional CFC's. Although other possible mechanisms cannot be ruled out, those involving chlorine and bromine appear to be largely responsible for the ozone loss and are the only ones for which direct evidence exists. *Executive Summary, Scientific Assessment of Stratospheric Ozone, 1991, Oct. 22, 1991*, clearly states that "Stratospheric bromine is 30 to 120 times more efficient than stratospheric chlorine in destroying the ozone on a per atom basis."

that the detoxifying agent in NAF S-III scavenges the more toxic halogenated compounds from the atmosphere, rendering them inert.

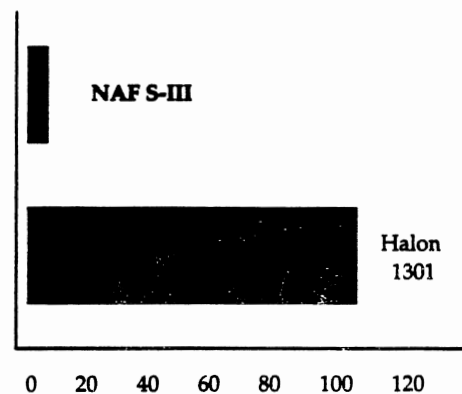
### COMPATIBILITY

NAF is a very stable agent and is compatible with common elastomers used in halon extinguishers as well as common materials of construction such as steel, brass and aluminum.

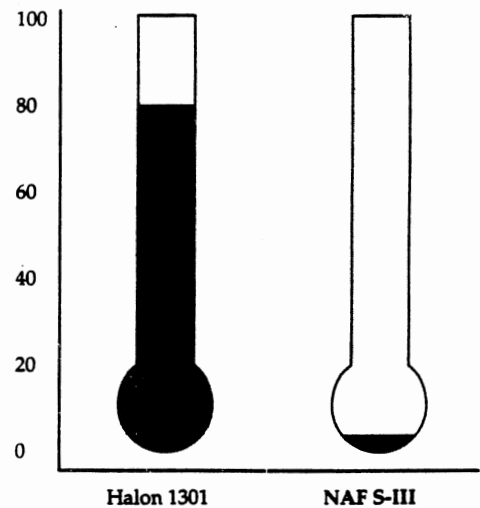
### AVAILABILITY

NAF S-III is commercially available worldwide in unlimited quantities.

### Lifetime in Atmosphere



### Global Warming Potential



### TOXICITY

Based on the similarity with other hydrofluorocarbons NAF S-III has an extremely low order of inhalation toxicity. Acute toxicity is noted in the properties table. Independent testing by British Columbia Research Corporation has concluded that when exposed to high temperature flames, NAF S-III produces less toxic fumes than other halons. The reason for this is

The information contained herein is based on technical data and tests which we believe to be reliable and is intended for use by persons having technical skill, at their own discretion and risk. Since conditions of use are outside NAFG's control, we assume no liability for results obtained or damages incurred through the application of the data presented.

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Member of NFPA, HARC and DFPA Trading Symbol: NAF V.

