

the official newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

JUNE

1993

Race Schedule:

June	6	IndyCars	CART	Milwaukee
	12/13	ICSCC #6	Cascade	PIR
	13	Test & Tune	SCCBC	Mission
	13	IndyCars	CART	Detroit
	18	SCCA	Regional	PIR
	19	SCCA	National	PIR
	18-20	Rosecup		PIR
	26	Vintage		Mission
>	27	IndyCars	CART	Portland
July	2	SCCA	Regional	PIR
	3	SCCA	National	PIR
	3/4	Vintage		SIR
	10	SCCA	Double Regional	SIR
	10/11	Vintage		PIR
	10/11	ICSCC #7		Victoria
	11	IndyCars	CART	Cleveland
	18	IndyCars	CART	Toronto
	24/25	ICSCC #8	SCCBC	Mission
	July 31-Aug 1	IMSA		PIR
August	1	IndyCars	CART	Michigan
	7/8	ICSCC #9	T.C.	Port Orford
	8	IndyCars	CART	N.H.
	13	SCCA	Regional	PIR
	21	Vintage		Mission
	21/22	ICSCC #10	IRDC	SIR
	22	IndyCars	CART	Wisconsin
>	29	IndyCars	CART	Vancouver

All morning meetings at Mission are held at start/finish line at 8:00.

*** Park on drivers left ***

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

V4C-3E8

Club Executive:	President	Roger Salomon
	Vice-President	Bonnie Healy
	Secretary	Dani Kasburg
	Treasurer	Ann Peters
	Past President	Lori Newby

Membership: Lori Newby

Mayday Staff:

Editor: John Mocyk [REDACTED]
Graphic Design: Mikko Kauppi
Contributors: Dani Kasburg (Vintage Fun at S.I.R.)
Thomas Liesner (Knox Mountain 1993)
Robin Fairservice (More Memories)

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.

Announcements:

Club Membership Meetings:

June 23, July 29, August 26
Century House - Moody Park Recreation Centre
7:30 pm Oak Room

If you are planning on working any Conference or Vintage race in Seattle, or any communicator that will be working any Conference race in Portland, please contact Dani Kasburg at [REDACTED] on the week of the event.

For sale by Lori Newby: META crests - \$3.00
META decals - \$1.00

Don Souter is now the Fundraising Co-ordinator. Any ideas you may have for raising money for the club, must now go through Don. Don't hold back, tell him your ideas and watch him smile.

New Member:

[REDACTED]

Membership List Correction:

[REDACTED]

Respond don't React !!

Track Thought(s):

Quick Response is one of the most difficult jobs on the turn. There are so many variables, it takes years to encounter them all and it is almost impossible to practice response. The two hardest are fire and hard impact/rollovers. The main thing to remember is that the driver in these situations must be checked out by medical no matter how trivial it may seem.

If the driver is in direct contact with smoke, get the driver checked out by medical because any smoke inhalation is dangerous.

When a car has heavy impact or rolls over, let the situation settle, check for a covering yellow flag and then respond with the appropriate equipment. Remember, never abandon a turn station and do not roll a car over with a driver in it or remove the driver from the vehicle (this is emergency's job) unless it is life threatening.

In any quick response situation the number of workers responding should be minimal.

The first and second out response person should be determined before each session and the second out should always bring the fire bottle along. Once a driver is removed from the vehicle get everyone to a safe location and do not leave the driver alone.

Question:

If a car is upside down and the driver is okay, ...

Answer:

Page 32 of the new workers manual for the rest.

VINTAGE FUN AT S.I.R.

Dani Kasburg

The weather for the one day Vintage event on May 8th was better than what we've been getting. I even got to see some sunshine. There was such a shortage of workers that turn 3B went unmanned. Lunch was supplied by the various teams and was there ever a lot of food! ... chicken stew, tacos, lasagna, veggies, cookies, cinnamon buns, pies, pop, coffee, etc ... a food lover's delight. As usual, the Vintage folks treated us well. Mind you, I figure it was a bribe on car #47's part as in the session just before lunch, you guessed it, he oiled the track from turn 2B all the way to turn 5. As our crew manned turn 3 and 3B, we were NOT amused. I'd like to thank Thomas Liesner and Steve Bibby for giving up part of their lunch hour to help us clean up. That was much appreciated.

The only serious incident involved car #14, a green mustang driven by Ian Howard. He managed to roll the car at turn 5. Ian was taken to the hospital but gratefully was released with nothing more serious than a headache and wallet ache, especially when he saw the car. The racing was quite exciting with a lot of close calls. These guys don't hold back no matter how expensive their car is. I'm sure looking forward to the historic weekend in Seattle on July 3 & 4, it promises to be a great time. See you there!

KNOX MOUNTAIN 1993
By: Thomas Liesner

This year's Knox Mountain Hill Climb was attended by Irene Mitchell, Bernie & Emil Hamm, Shirley Olund, Steve & Nancy Bibby, Mark Ramse, myself (Thomas Liesner) and of course, The Big Guy Himself, Mr. Hugh Mongus.

I realized the weekend was getting off to a bad start when my boss sent me to Seattle, Friday morning on one of his so called "piece of cake" runs. I ended up spending over two hours in Seattle just to do one delivery. The only good thing about it was that I got to get a couple of free posters from the customer. (They were Portland Indy Posters! Very Nice!!)

By the time I got back to Vancouver, then home to shower and load the van, pickup Shirley & Bernie, then go to Mission to meet Steve & Emil, it was seven o'clock (about one hour late). We managed to leave around 7:30, just in time for the monsoon season. Shirley decided that there was less water in the river than there was on the road.

We arrived at the hill about midnight and started to set up camp, only to realize that I had left one of my bags at home. (The one for my contact lens solutions, glasses, bathroom items, etc.) So Steve & I are driving around downtown Kelowna @12.30 AM trying to find a place I can buy some replacements with no luck. We get back to the hill around 1:00 AM only to find that the bag has miraculously appeared from its hiding place in the back of my van. Steve started mumbling something about death or castration or something like that, but I couldn't make it out. Oh well, I guess what I don't know can't hurt me.

Saturday morning started with a 6:00 AM wake up for those of us in the tent, while Steve in his van kept sleeping. Around 6:20 AM I decided it was time for Steve to get a rocking good start to the morning. (What do you figure Steve? About 7.5 on the Chevy/Richter scale.)

Racing on the hill was supposed to start at 9:00 AM but as per usual, they had problems and weren't able to start until after 10:00 AM. Among them was a certain large fellow who kept blowing fuses in his van and radio.

Once racing got under way, we got off to a great start. The third car up, a 1965 or 1966 Corvette convertible decided to get a better look at the other side of the bank in turn 1 and had to be pulled out of the ditch. The next car up, a Datsun 510 didn't have any better luck. He hit the bank in turn 9 and broke a tie rod.

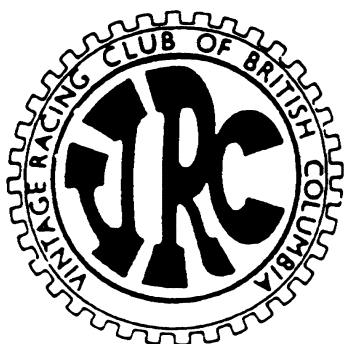
The rest of the day was filled with a number of incidents, some of which were a Datsun 510 that kept losing its magnetic number signs, an Audi broke its drive shaft in turn 4, a Gordini sheered the bolts on its flywheel in turn 4, a coyote was spotted between turn 6 & 7, and the usual sweeping of rocks all day long. I was stationed at turn 5 and had a quiet day watching the cars. Vic and I were able to determine that the safest spot to stand on our turn was the apex as none of the drivers were able to hit it on Saturday.

Sunday morning had its problems getting started, but this time we got under way about 9:30 AM. Once again one of the first cars up decided to get close and personal with the bank in turn 1. There were several other incidents including an Austin Mini that kept spinning in turn 3 almost every run up. (I guess he wanted milk and cookies from Irene.) Another car with a broken drive shaft in turn 8, an MGB GT broke his shifter entering turn 6 and coasted back down to turn 5, Ian Wood blew a head gasket at the start but got it fixed in time for Doug to run in the next group (I later found out that on the trip up to Kelowna he ran out of gas just in sight of Merrit and had to siphon gas out of the race car.), and a Camaro broke its tranny but managed to make it to the finish.

My favourite incident was when Richard Chong in his Formula Atlantic spun in my turn and went nose first into the ditch. The only thing that kept him from going all the way into the ditch and damaging the car was a small shrub of a tree that was jammed between his wing and front tire. After the tow truck pulled him out, we pushed the car down into turn 5. As we were doing this, the pace car suggested that we should slap the driver once upside the head. What he didn't realize was that Richard could hear the comment on my radio. Richard's comments can't be printed as this is a family newsletter.

We also had our own zoo on the hill this year with ducks on course at turn 3, marmots at turn 4, squirrels, deer and even a black bear crossing at turn 6. I guess it was Shirley's animal magnetism that was attracting them.

All in all it was a fun weekend of racing so I guess it's time to end this long narrative with a couple of quick tidbits. Greg Mandrusiak managed to hold onto his title of King of the Hill in his Formula Atlantic. He is planning on running the Atlantic race at Indy. And yes I managed to cut down last years travel time of 18 1/2 hours. It only took me 4 1/2 hours this year.



"..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

MORE MEMORIES
by Robin Fairservice

I see that MAYDAY needs more articles, so I thought that I had better crank up the computer and see what memories come back. Having recently returned from Long Beach where I sat on a wall on Shoreline Drive showing yellow flags to Indy cars travelling by at 175 mph (checked by radar gun), I remembered flagging for F1 at Brands Hatch at the end of the main straight. The cars approached at about 150 mph in the mid 60s. At one race the late Denny Hulme decided to pass someone with his MacLaren. O.K. except that he decided that the inside line was best, and that included the patch of grass that I was on busy waving a blue flag to the slower car. Even if I do have flat feet, I managed to get out of the way.

That corner was where I worked at one F1 practise as the Turn Marshal (or Observer), when De Adamich lost control of his Ferrari under braking. The car went backwards into the next post, soared upwards, dumping the driver out (no seat belts then), and came back to earth a short distance from our post. I dispatched two marshals with fire extinguishers, phoned in for assistance, and then saw the car go up in flames. The flames were soon out and the driver receiving medical attention. The track was covered with small parts of the gearbox and smashed aluminum castings, so we had a fair sweeping job.

At another F1 meeting I was to flag at the exit from South bank at Brands. On arriving at the post we found that there was no yellow flag; so we asked for one. There was no action, and to our concern practise started. To my surprise the first car to come along was Jochen Rindt, who was always on the limit, but this time he pulled up and handed me our missing yellow. I remember one F2 race with Jochen and Ronnie Petersen which turned into a two car race with both of them opposite locking through the corners. The yellow flagger developed a nervous twitch, and I was jumping back and forth as I saw his flag start to go out nearly each time they came past.

Another candidate for yellow twitches was Archie Scott Brown in the Lister sports cars. With only one hand he would go from lock to lock all the time, including driving around to the starting grid. The best display was when he drove a left hand drive Alfa Romeo sedan, with a steering column gear shift, on the wrong side of the column for his only hand. He changed gear reaching across the wheel, whilst cornering with the tail out! The modern race cars travelling as if on rails, are not so much fun for flaggers.

A final memory; I first met Frank Williams, who was then a used car dealer, when he parked his Lotus BMW sports car across from me. I should have applied for a job!

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META MEETING
May 26, 1993

Meeting was called to order by Roger Salomon at 7:39pm. In attendance were 35 members and 4 guests: Alex Rigg, Morgan Fisher, Dorene Canton and Rena Shanaman. Minutes were adopted as read by Brian, seconded by John.

Treasurer: Ann

Put \$5,000 in 180 day term deposit at 4.25% interest. Approx. \$2500.00 in general revenue. We have received a NSF cheque lately so Ann made the motion we charge \$20.00 for any NSF cheques, John seconded, motion carried.

Correspondence: Dani

Vantage newsletter & Conference Memo #3.

Social: Joe

Posters (donated by Thomas Liesner), stop watch (donated by Black Sheep Racing), IWE T-shirts (donated by Ian Wood), Indy pins (courtesy of Rena Shanaman) beer and odds 'n' sods.

Mayday: John

Thanks for the articles received, but he needs more!

Membership: Lori

81 members and 9 honorary
Tony Stroud nominated Scott Gunn (alias Pit Bull 2) for membership, seconded by John. Passed unanimously.

Historian: Joe

Started third album. They are all here.

Old Business:

Roger: We received insurance papers from Conference which will be held by Bob Randall for safe keeping.

Roger: Our tax deductible receipts have been printed.

Vice-President: Bonnie

Discussed a roll over incident at turn 5 at the last Seattle Conference race. Few safety tips: never roll a car over with the driver still inside, never abandon your turn station, never stand in an impact zone talking, never go back to a car once you have left it.

Guest Speaker: Rena Shanaman, General Manager of Molson Indy.

Spoke about this year's Indy race and the possible track design changes due to the construction. Thanked us for our participation and patience. Security problems and possible solutions discussed.

Break: 8:43 - 8:56pm

New Business:

Anyone going to work Seattle conference and vintage events or any communicator working Portland Conference events, please let Dani know prior to the weekend.

New Business cont.:

Rick N. is keeping club records on all the races our members are working this year. Please support this endeavour and supply Rick with the info he needs.

SCCA double national this weekend. They really could use workers.

Don S. will be our Fundraising Co-ordinator. Any ideas on raising money for the club, please see him.

Meetings in July and August will be on the 4th Thursday.

Course Marshall: Dave

June 13th Test & Tune at Mission. Meeting 8:30am.

Race Chairman: Wayne

July conference race cancelled. Sound db of 90 will be enforced at Test & Tune. The last Test & Tune went well considering it was run shorthanded and the drivers had no idea where the track was.

President's Report: Roger

Nothing to say!!! (Hallelujah!!)

Good & Welfare:

- Card was sent to Ross Bentley
- Please sign checkered flag for the Smale's
- Thanks to Marc Rovner for putting an article about META into the North Shore News
- Lise Liebich graduated and is now a CGA

Swap & Shop:

- Sue Proud has a 10-speed ladies bike for \$40.00
- Dave F. has a waterbed. Please take it away.
- Entertainment '94 books at \$46.00 each available Sept. 7th

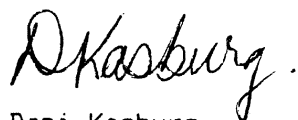
Raffle:

Sandy - T-Shirt
John - T-Shirt
Ann - T-Shirt
Scott - Indy pin
Genevieve - Indy pin
Ruth - Indy pin

50/50 Tony S.

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

Respectfully submitted,



Dani Kasburg
Secretary