

the official newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

JULY 1993

Race Schedule:

<u>July</u>	2	SCCA	Regional	PIR
	3	SCCA	National	PIR
	3/4	Vintage		SIR
	10	SCCA	Double	SIR
			Regional	
	10/11	Vintage		PIR
	10/11	Cancelled		Victoria
	11	IndyCars	CART	Cleveland
	18	IndyCars	CART	Toronto
	24/25	Test & Tune	SCCBC	Mission
>	July 31-Aug 1	IMSA		PIR
<u>August</u>	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
<u>September</u>	4/5	ICSCC #11	SCCBC	Mission
	10	SCCA	Double	PIR
			Regional	
	12	IndyCars	CART	Ohio
	18	Vintage		SIR
	18/19	ICSCC #12	Cascade	PIR
	19	IndyCars	CART	Pennsylvania

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	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: Rick Neyedli (Safety Thoughts)

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:

>*> THESE MEETINGS ARE ON THE 4th THURSDAY <*<<
>*> July 29 & August 26 <*<<

September 22 (The fourth Wednesday)
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 251-4591 on the week of the event.

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

Rick Neyedli would like you to let him know what races you worked this year for the club records.

Renewed Members:

Douglas Taylor #301-1629 Harvard Ave. Seattle, WA. 98122 H - (206)324-3902
George Tomsett #303-1750 NE 145th St. Seattle, WA. 98155 H - (206)363-4213

Track Thought(s):

When you need to push a vehicle out the way, always make sure you are in a safe position and not exposing yourself to oncoming traffic. Always look in the direction of where cars are coming from, not to where you are trying to get the vehicle to (no matter how awkward this can get). If you need to get out of the way of a vehicle trust your own judgement on your escape and not someone else's, because they could be wrong.

Question:

Flaggers work in teams of two at each flag station ...

Answer:

P.24 of the workers manual.

SAFETY THOUGHTS

Rick Neyedli

Safety around the race course is a subject of great debate with many variations. Each situation has similarities and differences. We cannot cover everything in a short article, but I can cover one item of importance which everyone holds an opinion on and should make us all think a bit.

Before going any further, I would like to make it abundantly clear that this article was not done to upset any Course Marshall or Chief of Flags, as they assign personnel to the corners. If a turnworker does not feel comfortable with their assignment, they should say something to the person in charge. A lot of us have been placed in a position of manning a turn station alone and after giving this a lot of thought, I for one do not think this is a very good idea. I have always heard that there are instructions in place stating the minimum number of people needed to man a race course, but after many years in the sport, I have never seen any such documents. If there are such instructions, I would like to see them.

Let's consider the points of responsibility in manning a turn station. First is your safety, second is the driver (spectators, photographers, etc.) and third is the race car. So far to date nobody has figured out what drivers, spectators, photographers or race cars will do, but we can think about what we can do about our own safety and for the safety of the drivers. So let's get down to what a person manning a turn all by him/herself is supposed to do.

Items of importance:

- not to get hit by a race car approaching them.
- to get appropriate flags out as quickly as possible
- give what necessary assistance one can to a driver with problems in your area of responsibility.

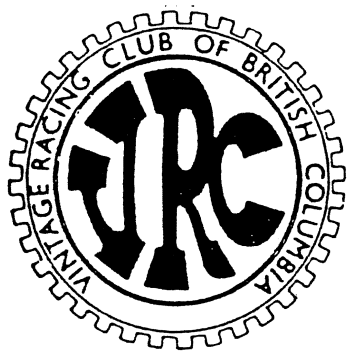
(Oops! Left out doing communications: reporting the different happenings like spins, crashes, passing under the yellow, mechanicals, etc...)

Well, now is the time to assess the situation on what happens when a turnworker is alone on the turn. A turnworker will have to stand sideways so they can equally see what is coming at them and what is happening down track to get the information to other drivers as quickly as possible, such as the debris, yellow and of course the blue flag. If you consider a person trying to keep him/herself safe and at the same time getting information out to the drivers and communicate what's happening around them, a person's efficiency has been reduced to less than fifty percent.

Since most people tend to point out problems with situations, I hope a valid suggestion will be taken into consideration. At most race tracks the tendency is to put more people at turn stations which normally has more incidents, but by doing this, it compromises the safety of others that are working alone. The Course Marshall or Chief of Flags should consider while placing people at turn stations around the race course that there should be a minimum of two people per turn station.

By doing so, you increase the safety of the personnel working by 100% and at the same time you increase the safety of the driver by 100%. This is accomplished by having the people working using the buddy system (one looking uptrack, the other downtrack), all the flags can be used properly and if anything should happen in their area, at least one person can render some sort of assistance to the driver and bring the situation under control. With this being done, the second person can put up appropriate flags and call in on the comm what assistance is required.

Another thing this will do is to give some guidelines as to what is the bare minimum amount of personnel it takes to man the whole course. It is always good to get as many people as possible to man the course, but let's face it, that only really happens at a pro event.



"..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
June 23, 1993

Meeting was called to order by Roger Salomon at 7:36pm. In attendance were 28 members and 1 guest: Danielle Brandfors. Amended minutes were adopted as read by Vic, seconded by Irene.

Treasurer: Ann

\$5,000 in term deposit, \$7.61 in equipment fund, \$3,029.77 in general revenue. Received \$70.00 donation by social committee. There's an NSF cheque from the rally which Vic will look into.

Correspondence: Dani

No Vantage as Ann's dog ate it but we have the REVV and Treadmarks newsletter, an article from On Track magazine. Thank you letter was sent to Rena Shanaman.

Social: Joe

Beer, T-shirt, stop watch (donated by Black Sheep Racing) and odds 'n' sods.

Mayday: John

Needs articles.

Membership: Lori

83 members and 9 honorary.

Historian: Joe

All albums are here.

Training Committee: Roger

Nothing happening as we have no place to play.

Race Chairman: Wayne Grof resigned.

Course Marshall: Mikko

Last test & tune had a great turn out of 30 workers. One day Vintage event this Saturday. Meeting at 8:30am.

Old Business:

- Rick N. needs your help with the Meta log. During break check through and update your file.
- Kevin S. is going to check if our Conference insurance is comprobable to ASN's insurance.
- Cassidy raceway is now selling debentures. Ann will purchase our \$500.00 with money we have put aside.

Vice-President: Bonnie

- Absent

New Business:

- BF Goodrich is putting on a hill climb Sept. 11 & 12 at Ioco. They will be asking us to help work the event.
- Portland Indycar race this weekend.
- Don S. presented Roger with his "Ting".

Break: 8:00 - 8:15pm

New Business (con't):

- At Conference race in Portland, Brian M. decided to crash test his car at 80 mph in the Festival turn.
- Portland Rose Cup race last weekend had over 400 entries. Ian Wood was out racing again.
- Mission Conference race on July 24 & 25 is replaced with a test & tune.
- Sept. 4 & 5 Conference race will be co-sanctioned by Cassidy & SCCBC. Track to be determined.

President's Report: Roger

- Elections coming up soon. Start thinking about running for office.
- Don L. delivered the checkered flag to Rick & Jan. They appreciated it and will hang it in their pub. Don will bring pictures.

Good & Welfare:

- Dani spoke to Ashley who is doing well but wishes he was here.
- Dani & Danielle ran into Ross & Robin. They both look well and Ross predicts doing extremely well in the Portland race.
- Rick N. had an idea to thank the Kenny Bernstein pit crew for their quick assistance to Ross B. at the Indy 500 by presenting them with a large cake made by Roger. All agreed it was a great idea.

Swap & Shop: None

Raffle: Russ - stop watch & Indy pin
Al - beer & Indy pin
Genevieve - T-shirt & Indy pin

50/50: Brian

NOTE: Next 2 meetings will be held on the 4th Thursday of the month!!

Motion to adjourn meeting at 8:55pm by Catherine, seconded by Vic. Carried.

Respectfully submitted,



Dani Kasburg
Secretary