

the official newsletter of the Motorsport Emergency and Turnworkers Association.

MAYDAY

FEBRUARY 1994

MEMBERSHIP RENEWALS ARE NOW DUE

According to the policy and procedures manual, all membership renewal fees of \$15.00 are due as of Jan. 2. Renewals after March 31 will be subject to a 20% surcharge.

Please forward all renewal fees and applications to the Membership Committee Chairperson Mikko Kauppi and make the cheques out to META.

Any address and telephone changes or corrections should also be directed to the membership chairperson.

Mail to: META
 c/o Mikko Kauppi
 27140 33RD Avenue
 Aldergrove, B.C.
 V4W 3H6

Annual Worker Award Winners

Presidents Award (Member of the Year) - Dani Kasburg
Rookie member of the year - George Chambers
Non-META member of the year - Glenn Taylor

| | | |
|---|----------------|-----------------------------|
| M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada | | V4C-3E8 |
| ----- | | |
| Club Executive: | President | Ann Peters 581-7189 |
| | Vice-President | Thomas Liesner 591-7729 |
| | Secretary | Sandy Meggyesi 951-8535 |
| | Treasurer | Doris Gildemeister 270-3700 |
| | Past President | Roger Salomon 581-7189 |
| Membership: | Mikko Kauppi | 857-9106 |

Mayday Staff:

Editor: John Mocyk (604) 255-1598
Assistant Editor: Thomas Liesner (604) 591-7729
Advertising: George Chambers (604) 944-7759
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Contributors: Bonnie Healy (My Funny Encounters In Racing - Part 1)

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.

Volume 19 No. 2

Deadline for Articles is the Monthly Meeting

Announcements:

Club Membership Meetings:

Feb. 23, Mar. 23, Apr. 27 (The fourth wednesday of the month)
Century House - Moody Park Recreation Centre
7:30 pm Oak Room

CPR Course: March 2, 1994 at 7:00 pm
7375 144th Street
Surrey, B.C.

- Please reconfirm with Lori Newby if you can make it at 584-4641.
- Club will pay for half to paid up members.

Mayday editor position vacant after March 1994 issue.
If interested contact John Mocyk (255-1598).

Need name tags? Contact George Chambers at 944-7759

Key for SCCBC equipment warehouse is available.
Call - Ray Stec at 465-5773

The executive needs ideas on what club members think we need to raise money for. Please submit fundraising ideas, in writing, by the April general meeting.

Membership Corrections:

| | | | | | | |
|------------------|----------------------------------|---------|---|----------|---|----------|
| Brown, Steve | 135 Parker Dr., P.G. B.C. | V2M 4F7 | H | 564-2427 | | |
| Kauppi, Miko | 27140 33 RD Ave., Aldergrove BC | V2Y 1J7 | H | 857-9106 | W | 888-7897 |
| Phillips, Darren | 15451 Madrona Dr., White Rock BC | V4A 5N2 | H | 536-1952 | W | 276-7336 |
| Shook, Jim | 2756 Baldwin Rd., Abbotsford BC | V2S 7H9 | H | 850-3159 | | |
| Taylor, Douglas | P.O. Box 43731, Tucson AZ | 85733 | | | | |

Race Schedule - 1994

Drivers Training:

| | | | |
|-----------|-------------|-------|---------|
| Mar 12 | | IRDC | SIR |
| Mar 19/20 | | SCCBC | Mission |
| Apr 9 | Test & Tune | IRDC | SIR |
| Jul 23 | | IRDC | SIR |

Ice Racing Schedule:

| | | |
|-----------------|---------|-------------|
| Feb 12/13 | WCIRABC | Barnes Lake |
| 19/20 | WCIRABC | Barnes Lake |
| Alternate 26/27 | | |

Barnes Lake - Cache Creek/Ashcroft

Contacts: Bob 946-7173 Lorne 271-4651 Marty 271-1902 Brian Meekings 467-7510 Steve Bibby 942-6041

Conference Schedule:

| | | |
|-------------|------------------|---------------|
| April 23/24 | Cascade | PIR |
| May 21/22 | Cascade | PIR |
| June 11/12 | Cascade | PIR |
| July 2/3 | SCCBC | Victoria |
| July 23/24 | SCCBC | Mission |
| | | Double Points |
| Aug 13/14 | Cascade | PIR |
| Aug 20/21 | ICSCC | SIR |
| Sept 3-5 | T.C. | Port Orford |
| | | Double Points |
| Sept 17/18 | SCCBC | Mission |
| Oct 1/2 | ICSCC | SIR |
| Oct 15/16 | SCCBC | Mission |
| Oct 22/23 | ICSCC - Enduro | SIR |
| Nov 5 | Cascade - Enduro | PIR |

Vintage Club Schedule:

| | | |
|-----------|--------|-------------|
| May 14 | SOVREN | SIR |
| Jul 1-3 | SOVREN | SIR |
| Jul 8-10 | SOVREN | PIR |
| Sept 10 | SOVREN | SIR |
| Oct 22/23 | SFR | Laguna Seca |

Miscellaneous Races:

| | | |
|------------|---------------------|------------------|
| May 21/22 | Knox Mt. Hill Climb | Kelowna |
| June 19 | Olympia Rally | ** B.C. Stage ** |
| July 29-31 | IMSA | PIR |

SCCA:

| | | |
|------------------|-----------------------|-----------|
| Mar 4/5 | NWR - Reg. | Monroe |
| Mar 26/25 | Ore. - Reg. | PIR |
| Apr 16/17 | NWR - Reg | Bremerton |
| May 28/30 | NWR - Dbl Nat | SIR |
| June 11/12 | NWR - Reg | Bremerton |
| June 17/19 | Ore - Rose Cup | PIR |
| Jul 23/24 | NWR - Reg | Bremerton |
| Sept 11 | NWR - Reg | SIR |
| Oct 8/9 or 15/16 | NWR - Reg (Tentative) | Monroe |

ASN Schedule:

| | | |
|---------|-----------|---------|
| May 28 | ASN/SCCBC | Mission |
| June 11 | ASN/SCCBC | Mission |
| July 9 | ASN/SCCBC | Mission |

Indy Car Schedule:

| | | |
|---------|----------|-----------------------------|
| Mar 20 | | Surfers Paradise, Australia |
| Apr 10 | | Phoenix, Arizona |
| Apr 17 | | Long Beach, California |
| May 29 | Indy 500 | Indianapolis, Indianapolis |
| Jun 5 | | Milwaukee, Wisconsin |
| Jun 12 | | Detroit, Michigan |
| Jun 26 | | Portland, Oregon |
| Jul 10 | | Cleveland, Ohio |
| Jul 17 | | Toronto, Ont. |
| Jul 31 | | Brooklyn, Michigan |
| Aug 14 | | Lexington, Ohio |
| Aug 21 | | Loudon, New Hampshire |
| Sept 4 | | Vancouver, B.C. |
| Sept 11 | | Elkhart Lake, Wisconsin |
| Sept 18 | | Nazareth, Pennsylvania |
| Oct 4 | | Laguna Seca, California |

Car Rally (1994):

| | | |
|-------------|----------------------------------|---|
| Feb 12/13 | Doo Wop I & II | SCCA Stage Rally Contact - (206)352-5888 |
| Mar 12/13 | Doo Wop III & IV | SCCA Stage Rally Contact - (206)352-5888 |
| Apr. 3? | Flapdoodle Rally | Chuckanut SCC Contact - Ken Lingbloom 926 South Samish Way Bellingham, WA. 98226 |
| Apr. 16-17? | Raindrop Rally RASC | Chuckanut SCC Contact - Ken Lingbloom 926 South Samish Way Bellingham, WA. 98226 |
| Apr. 22/23 | Wild West Nat. Rally | SCCA Stage Rally Contact - (206)352-5888 |
| Sept. 17-18 | Evergreen State Rally RASC | Chuckanut SCC Contact - Ken Lingbloom 926 South Samish Way Bellingham, WA. 98226 |
| Oct. 1-2? | Tour de Forest Pro-Rally RASC | Chuckanut SCC Contact - Ken Lingbloom 926 South Samish Way Bellingham, WA. 98226 |
| Oct. 29? | Armageddon Rally | Chuckanut SCC Contact - Ken Lingbloom 926 South Samish Way Bellingham, WA. 98226 |

MY FUNNY ENCOUNTERS IN RACING - Part 1

By - Bonnie Healy

Well, here I am, laid up at home with strep throat, so I thought this is it, now's the time for that article I'm always being pestered about. The problem is, what's the topic? It's the middle of winter, nothing's happening, so what is there to write about? In the summertime, when there's a whole lot happening, all kinds of ideas spring to mind. The problem is, I don't have time to get them down on paper! I decided that by the time this goes to press, Christmas will be over and we'll still have a few soggy months left until we can get back to our favourite hobby, so what we need are some funny stories. Even though most of you have heard some of them, and some of you have heard most of them, I'm sure that not all of you have heard all of them (except maybe Roger, Ann, Nick and Gail), so here goes! Some of my funny encounters in racing!

I guess I should begin where it all started, my first summer of racing, 1990. I answered Roger's ad in the Vancouver Sun asking for race workers. The "Personals" column was a little lean that day, no young, tall, dark and handsome, so I settled for the old, short, grey and kinda cute version! Roger gave me instructions on how to get to the track, and on June 30, 1990, I headed up the big hill to Westwood. You have to understand that up until this point I knew nothing about car racing. I'd never seen a race on T.V., never mind live, and the sum total of my racing knowledge was that I had heard of Mario Andretti! I don't know what I was expecting when I entered the gates at Westwood, but I know what I found - a new passion! I was hooked from the time I saw that first race car hurtling towards me!

I'm so glad I had a chance to experience Westwood before we lost it to bulldozers and developers. It really was a magical place - I mean where else could you enjoy race cars and deer all in one day? I had a chance to work most of the back stretch turns that summer, the most famous (infamous?) being, of course, "The Hairpin". Which brings me to my first funny story!

It seemed, you see, that I was a "natural" blue flagger, or so those at the helm thought. (Looking back on it, and knowing what I know now about the blue flagging abilities of certain of those at the helm, it all seems much clearer!) And where better to test that natural ability, a whole two race weekends later, than as the blue flagger at the entrance to the Hairpin for the Player's Formula Atlantic Race, complete with hundreds of fans and dozens of cameras there to witness my every move! To be honest, I don't remember much of that race, probably because I held my breath through most of it, thereby disrupting the flow of oxygen to my brain, and when I did open my mouth all that came out was a string of expletives! It was there that I developed my now famous blue flagging dance, which you can still see at most pro events! Somehow I made it through that Atlantic race, but when it was over I collapsed on the stairs and burst into tears. Poor Kevin Kochi, our Turn Marshall, was horrified. He had no idea I was as nervous as I was! Well, we all made it through, and I'm sure the best racer won, with or without the help of the blue flagger at the entrance to the Hairpin!

Mine and Vancouver's first Indy could be summed up with those famous words of Dickens "it was the best of times, it was the worst of times". I was thrilled to be a part of one of the biggest events Vancouver had ever hosted, and I had a ringside seat! Ann and I (who by this time had become the Bobbsey Twins) had been assigned to work Turn 5, the Chicane. During the break before the Indy Race, we went for a walk and found ourselves at Turn 10, which had a whole bunch of Porsches lined up waiting to take the Indy drivers on a parade lap. Then, lo and behold, who should appear but the Indy drivers themselves! The problem was, we had no idea who any of them were! Yes, I'd heard of Mario Andretti, but that didn't mean I knew what he looked like! By this time Don Liebich, our official photographer, had shown up, and with our autograph pens in hand and the help of a kindly press lady pointing out who was who, we hustled from one driver to the next getting signatures, Ann to her jacket and me to my now much cherished vest. I still have the blow-up of Mario signing my vest displayed in my living room. I know what he looks like now! The excitement of that time mixed with the tragedy of losing Jean-Patrick in the accident made for a confusing experience, but I came away knowing one thing - I truly loved the sport, in spite of it all.

My next escapade happened at the Toronto Indy in 1991. I worked with the Quebec crew, which was a sort of healing process in itself. We worked different turns and had different assignments each of the three days. On the day of the Indy race, I was told I'd be working response across track. I said that was fine as long as it was understood that under no condition would I go on the track. The experience of Vancouver was still too fresh in my mind. Our T.M. said no problem and then issued those famous last words - "don't worry, nothing ever happens there". If something did happen, he said, my only job would be to run down the wall and be the "point" person - direct the drivers to the side of the track opposite the accident. So, the race started and I settled down to watch, this being a great viewing spot. What I didn't expect to watch was Al Unser, Jr. crashing into the wall. Right in front of me. On international T.V. with millions of people watching. Especially when they watched me dance from foot to foot, fumble with my gloves, then run full tilt away from the accident! Thank God Derek Daly wasn't there to say, oh my, look at that worker running away and leaving Little Al to fend for himself! I think the message on my machine from my good friend Ann awaiting me on my return from Toronto said it all. She said (and you'll have to imagine the soft Scottish accent that went with it) "We saw you on T.V."

TO THE MEMBERS

First of all congratulations to the new Executive for running their first meeting under pressure - well done.

W.C.M.A.

It is amazing what effect four letters can have on the members of our club. Why can't we just be ourselves - go to races, do a professional job and still have fun? It does not matter what we do, politics seems to penetrate even into our club, whether we like it or not. The main reason for META's success is that we always seem to have fun, as well as do a good job.

I guess it is that time again to try to help solve some of the problems in Canadian motorsport. When I was involved in the Executive a few years ago, we had the same problem. Do we join or don't we? I truly believe that a strong national body in motorsport is the answer to being recognized by regional and national governments and to help keep racing alive.

Here are some suggestions:

- I would like to see a worker license that is valid and recognized across Canada and U.S.A.
- Change the name M.E.M.
- Make sure that all members of the W.C.M.A. Executive, or appointed positions ie. License Registrar, stewards etc. belong to a W.C.M.A. club.
- Have a proper training and license program for workers.
- Make sure that W.C.M.A. keeps promoting amateur racing and keeps it affordable.

As our club and its members have great respect across Canada and USA, I think we as a club could play a big part in restructuring motorsport in Western Canada for the future. What do you think?

Roger