

the official newsletter of the Motorsport Emergency and Turnworkers Association

# MAYDAY

## JUNE 1994

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

V4C-3E8

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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.

### 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.

### Race Schedule 1994

Date	Event	Location
06/4/5	Conference	Seattle Int'l Raceway
06/11	ASN/SCCBC	Mission
06/11/12	Conference	Portland Int'l Raceway
06/11/12	SCCA	Bremerton
06/17/19	SCCA Rose Cup	Portland Int'l Raceway
06/26	Indycar	Portland
07/1-3	Vintage	Seattle Int. Raceway
07/2/3	SCCBC	Nanaimo
07/23/24	SCCBC	Mission
07/23/24	SCCA	Bremerton
07/8-10	Vintage	Portland Int'l Raceway
07/9	ASN/SCCBC	Mission
08/13/14	Conference	Portland Int'l Raceway
08/20/21	Conference	Seattle Int'l Raceway
08/5-7	IMSA	Portland Int'l Raceway

(Race Schedule cont'd)

09/2-4	Indycar	Vancouver
09/3-5	Conference	Port Orford
09/10	Vintage	Seattle Int'l Raceway
09/11	SCCA	Seattle Int'l Raceway
09/17/18	SCCBC	Mission

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Announcements:

Please read the minutes of the May meeting regarding the special resolution to be voted on at the annual meeting.

Alcohol Refreshments (provided by club)

The rules are much the same as in Seattle:

- they must be in unmarked containers and consumed in the designated areas.

Please don't bring your own to the track.

*Reminder!!!*

-We are being scrutiniered by the track owners.

Your cooperation is essential and is greatly appreciated.

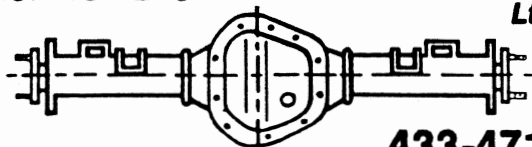
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**OH S--T!**

For the last few years I thought brake markers should go 3-2-1-OOPS-  
OH S--T. Not anymore. Sunday morning at Knox Mountain turn 5 Thomas and Don added another brake marker. You're right. Now we had 5-4-3-2-1-OH S--T. We also had 3 cars off the Drivers right, 1 car off Drivers left, and one that just bounced off the tires while exiting the turn. Saturday nothing. Sunday that last brake marker was very prophetic.

Vic.

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## MOSPORT MEMORIES

As those of you who were at the May meeting already know, Roger and I had an opportunity recently to work at Mosport for the Atlantic/TransAm races. It was fun, exciting racing and another new experience for us.

We were fortunate that the weather was perfect, as apparently this was the first time in many years that they have had good weather for this event, and as a result, both the worker and spectator attendance was above the normal. The souvenir shop even ran out of things to sell!

The track is in a beautiful setting, quite hilly (for Ontario it was hilly, anyway!) with lots of space for camping etc., about an hour's drive from Toronto. It is similar in many ways to Westwood, although the track is quite bumpy due to the bad winters they have. Different regions do things differently, so each event is a learning experience for even the most seasoned turnworker, and Mosport is no exception. Each day we worked in a different station, as did everyone else, and with a different group of people. This is to avoid boredom for the workers and provide variety, but I wonder how the Pro drivers feel about the constant changes. They place great importance on your log book - this is collected in the morning and you pick it up, signed, at the end of the day. Each day counts as a race event. On the corners you will be asked how many events you have worked - their workers knew the number exactly, but we had to guess. Roger ran out of fingers and toes for his, so they estimated his number as lots and lots!

Our TM held an excellent morning meeting and here it quickly became apparent that we would have lots of things to remember - different use of the flags, hand signals etc. It also became obvious that for me at least the weekend would be mostly spent observing rather than doing, as they have designated "phone" operators (communicators), designated blue flaggers and in some cases, designated yellow flaggers, too, which didn't give me a whole lot of scope, since I don't have much experience in response. However, it was anything but a boring weekend, as disaster seemed to follow wherever we went. We had so much oil in our turn on Friday that the TM wanted to sell shares in our oil-well, Saturday went reasonably well - a few minor spins, off road excursions etc until the last lap of the last race, when a beautiful Camaro lost his brakes coming into the turn and hit the low tire wall at the apex, causing him to roll over in spectacular fashion, but with surprisingly little damage to the car and none at all to the driver, thankfully. Sunday, too, this time on the last lap of the TransAm race, pandemonium broke out as Jack Baldwin, the Hot Wheels car, running in second place, spun in his own oil, took out several of the front runners with major damage and ended up smacking the wall in front of us.

The funniest moment of the weekend also had me almost in panic mode. Roger and I were sitting in the shade under the starter's tower minding our own business, watching the Formula Vees line up for the next race, when an official came over and pointed to us and said he wanted a five minute board put up. We told him that we weren't the starter, but he said all he was interested in was getting the board up so would one of us please do it and do it NOW! So Roger climbed up, and showed the board, by which time he was calling to me to ask how many fingers the guy was holding up as he couldn't see that far! - we were now down to two minutes and not a starter to be seen anywhere - I might not know much about response, but I certainly know nothing about starting a race so panic was setting in fast - when suddenly two figures came flying out of nowhere, vaulted up into the tower and took over. I think Roger was a bit disappointed as he would quite happily have started the race, but I was SOOOOO relieved to see those two show up! Apparently, the published schedule had been changed and the race brought forward by 15 minutes, but someone forgot to tell the starter!

So all-in-all we had an interesting, fun weekend, made some new friends, met up with a few familiar ones and over and above saw some exciting racing - what more could you ask for? If you get the chance, go play at Mosport!

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***DON'T FORGET!! Raffle tickets for our big draw on September 4th are on sale from June 1st. Only \$2.00 each - great prizes - good cause (our equipment funds) - buy lots. See Tom Liesner for yours before they are all gone.***

It always amazes me every time I go to a new racetrack how much there is to learn ie. weather, track conditions, off track conditions, etc.

It seems even with all the years of experience you have to adapt to new surroundings, working to different rules for flagging, quick response, communication etc.

Here are a few tips to help you overcome some of the obstacles.

1. Different track, different rules. Adapt as much as you can to their rules. Keep an open mind. If you are not sure - ask.
2. Familiarize yourself with your assigned turn - ie. where is the flag station, quick response positions. How far do you have to cover.
3. Check the possibilities for parking cars in trouble in a safe position.
4. Ask the TM about major impact areas.
5. Observe the cars during practice runs and sort out the ones that could cause problems in your turn during the race.
6. The most important part of working at a new track is yourself. Adapt yourself to their rules. If you are not sure or you do not feel comfortable on your assigned job, let your TM know about it. There is nothing worse than to do something you don't feel comfortable with. We are all volunteers and we are taking our jobs seriously but we are also doing it for our enjoyment of our favourite hobby.

Yours in racing,  
Roger

## WHY DIDN'T I DO THIS BEFORE

By Robin Fairservice

In August it will be 40 years since I first volunteered at a motor race meeting. In all that time I have resolved not to get sucked into racing. I have driven road cars on circuits and been a passenger, but, apart from slaloms with my Corvette, I have never strapped myself into a racing car.

Last year I resolved to change this situation, but I couldn't organise the right dates and anyway, we decided to have a new house built. So, this year I determined not to let another year go by, and phoned Proformance in Coquitlam. Now that there is a circuit at Mission they are offering a variety of driving courses there. On the dates that I could be in the Lower mainland they had a three day competition course available. I really wanted to try the two day performance course, but the dates would not work, so I said what the hell and registered.

On a wet Sunday in April, I joined five other men in a Coquitlam motel for the classroom session. Danny Kok and Orville Murchy, revealed the mysteries of trail braking, weight transfer, and finding the apex.

Monday was fine and warm and the six would be racers reported to the control tower at Mission Raceway to try and put Sunday's instructions into practise. After having signed all of the waiver forms, even two lawyers signed them, we went for a walk around the track to see where the entry points, apexes, and the racing lines were.

Finally we got to sit in the cars. There were six smartly turned out Toyota Corolla GTS cars, complete with all of the advertising, lined up for us. These cars are from about 1986, and have a twin overhead cam 16 valve engine, driving the rear wheels through a five speed gearbox. They have been rebuilt with racing suspension and brakes and the engines reworked. The original model had about 115 bhp, but I have no idea what our cars put out.

The rev limiter was set at 7500, and I reached that a couple of times in second gear. It really takes the edge of one's speed.

Finally we started off trying out corner by corner with our first attempts at trail braking through turn five. Then we started to put in some complete laps, occasionally with an instructor alongside pointing out our deficiencies and giving praise when we got it right.

After each lapping session, there was a review of our efforts, and we also got the opportunity to critique our colleagues through turns six and seven, and two and three.

Orville at one point decided that I wasn't going fast

enough so took me for a ride to show me what the car could do. After that I had a better idea as to where the limits were.

After lunch on the second day, we had a chance to drive the circuit in the opposite without any instruction, to represent arriving for a race at a new circuit. I found that finding the fast line was easier than I had expected. When you got some speed up the car seemed to know how to find the line itself. We all had so much fun we were told off for going too fast!

After this exercise, three races were set up, with an arbitrary grid each time. As I had emphasised that I was not planning on racing I was put on pole for the first race. We did the whole thing, a pace lap behind a pace car, a Maserati Biturbo Spyder, and then a pace lap without, with yours truly trying to remember how Emmo outfumbled Nigel. The start was in second at about 4500 rpm, and somehow Brad in the car alongside of me got into the hairpin before me, then Bob came up my inside going into turn five with his front tires nearly on fire so I had to move out of his way, and that let some one else through. After that it was a case of follow the leader. I did, however, show that I could take turns six and seven correctly coming onto the straight with too much speed for my pursuer to catch me down the straight.

All good things come to an end, and after 400 miles, according to my assessment report, we had to sit and write the exam. As it was mainly about flagging and basic track rules. I did not find it too hard, but disagreed with three of the answers! We all passed, however, Danny signed off our certificates, and gave us various forms to apply for our ASN licences.

Proformance have set up a racing series like Chris Barber, using the Toyotas, and it would be possible to use their cars to complete the necessary novice races. At this point I am not planning to take that step, but I hope that I will be a bit quicker in slaloms with my Corvette.

For about \$800 I considered the three days to be good value, and I will have to go back for more, before too long.

META MEETING  
May 25, 1994

Meeting was called to order by Ann Peters at 7:40 pm. In attendance were 35 members and 2 guests..Mark Miller and Jeff Joyce. Minutes were adopted as read by Nick, seconded by Steve.

Treasurer: Doris (absent)

General \$3521.67, Equipment \$7.66 and \$5104.79 in term deposit.

Correspondence: Sandy

Cascade newsletter, Entertainment book order form, letter from Rena Shanaman

Social: Joe

Indy poster, beer and the usual

Mayday: Krystyna

Needs articles!!!!

Membership: Mikko

78 members and 9 honorary...87 in total.

Historian: Joe

Albums are here

Training Committee: Roger

Turn Marshall meeting at Roger and Ann's house on Wednesday June 1 at 7:30 pm. On June 11 there is an ASN race at Mission. Will notify by mail all new people who showed interest from the ad in the Sun paper. If you know anyone interested, please give names and addresses to Roger and Ann so they can send them information.

Race Chairmen: Dave and Bruce

Races on May 28 and June 11. Camping at track okay. Gates locked between 10 pm and 6 am. Equipment all serviced and a storage facility will be delivered to store the same. Registration in trailer by concession. Indy chiefs meeting next week. If you want to work Portland Rosecup or Indy (flags only) please give your name and the number of days you're available and who you will register with. To work Rosecup you have to be a member of SCCA. Contact Madge Perez in Seattle regarding membership.

## Old Business

- No news from WCMA re: insurance. Ann sent letter on our behalf to Barry Fox as well as a copy to ASN Canada. Will keep you posted.
- Long discussion on the Policy and Procedures manual. Unable to vote on extraordinary resolutions at this time. These should be put in writing and addressed to the Secretary. Since it has been put in the Mayday, we will accept that this time. We will publish these resolutions again and vote on them at the AGM. Our apologies.
- Lori suggests buying a 'Robert's Rules of Order'
- Roger suggests tabling discussion of P+P. Bob seconded.
- Doris sent money in memory of Neil Bonney.
- Received raffle license. Draw will be held on September 4 at the Vancouver Indy. Will look into getting tickets printed. Talked about disbursement of funds.

## Course Marshall: Mikko

May 28 at Mission...morning meeting at 8am. If you can work on June 11 let him know. There is a flag platform at turn #1. Thank Roger and Rick for they supplied the materials. No comment on the color! It is not a practise, it is a race.

## Vice President: Thomas

Knox Mountain went well. Had 19 META members.

## New Business

- Vic suggests META have a flag or bannar with our crest on it to post at races.
- July 2+3 there is a solo event at Squamish. Lunches provided. Contact Barb.
- Saturday May 28 at PNE, Auto extrication. 6am-7pm. Pamphlet up front.
- Bonnie went by Formula 440 track. It opens May 28. \$35/7 laps
- Dave informs that in order to work Vancouver Indy: If you are not classed as a new worker you must work a minimum of 1 race at Mission. If you are new to sport with no past experience you must have a minimum of 3 events, preferably at Mission, other events encouraged.
- Dave suggests we start discussing what sort of equipment we need
- talked about radios and licensing etc...
- Bonnie inquired about registering under CART for Portland Indy are we covered for SCCA sactioned events (Trans Am etc.) The answer is no. If you sign up under CART you should step down for the SCCA events. It is preferable to obtain a temporary membership and sign under SCCA, that way you are covered for all events.

President's Report: Ann

Mosport was fun!! Great experience!!

Good and Welfare

- Rick told us about the Portland Conference race.
- July 1-3 Sovereign race sponsored by Phil Smart Mercedes Benz.
- May 7 was Brian's Stag. All had a memorable time!!

Swap and Shop

?????????

Raffle: Jo-Beer  
Krystyna-Indy poster  
Don-Armor All

50/50 Vic

Motion to adjourn meeting at 9:40pm by Vic, seconded by George. Motion carried.

TTFN



Sandy Meggyesi  
Secretary