

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

MAYDAY

MARCH 1995

VOLUME #20 - NO. 3

M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8

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.

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
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Mayday Staff:	Editor:	Steven Bibby	942-6041
	Assistant Editor:	Thomas Liesner	591-7729
	Advertising:	George Chambers	944-7759
	Graphic Design:	Mikko Kauppi	857-9106

A special **THANK YOU** to Contributors:

Pam Reynolds,	Brian Meakings,
Roger Salomon,	A. Nonomous
The Rally Committee	

LAST CHANCE FOR 1995 MEMBERSHIP RENEWALS

Members who have not paid their 1995 dues by March 31 will only receive one further Mayday after this. Please send your \$15.00 cheque or money order payable to META to:

c/o Mikko Kauppi
27140 - 33rd Avenue
Aldergrove, B.C.
V4W 3H6

Any changes in your address or phone number should be included with your membership renewal. A membership renewal form has been included on one of the following pages.

BULLETIN BOARD...

ICE RACING AWARDS BANQUET & AGM

WCIRABC has the Sundance in Delta reserved for March 18, 1995. Tickets are \$15.00 which includes dinner and dancing. If you would like to attend the AGM in the day and/or the evening Banquet, please contact Murray at 271-6598

CASINO NIGHT - APRIL 10 & 11

Volunteers are still needed to run the META casino in Guilford on both evenings. Contact Ann Peters if you can assist.

CLASSIC CAR AUCTION AT THE PNE - APRIL 22 & 23

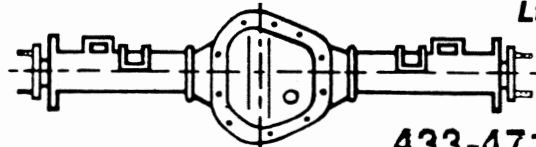
Just ask the people who volunteered last year why they can't wait for the next one..... then call Marc Rovner to sign up.

EYE PROTECTION

by A. Nonomous

Equipment for TURNWORKERS has become standard over the years. Most people carry standard equipment such as a whistle, rain gear and gloves. Some carry extras such as clothing, Band-Aids, knife, pen or pencil, insect repellent, sunburn lotion, personal medicine and some food (you never know what will be available or whether your stomach can handle it). One item most people carry are glasses of some sort (ie. sun glasses or glasses for eye correction) but not very many think of carrying clear safety glasses. You wonder why this could be important. In most cases it's not, at most flag stations around most tracks. But it is in the Northwest at race tracks such as PIR at turn 10, SIR at turns 1, 4, & 9, and at MISSION at turns 1 & 6. At these turns the person on the yellow flag is usually looking at the rear of the vehicle as it is travelling and we all know that track debris and tire pieces from wear get thrown backwards. Personnel who wear corrective lenses all the time generally don't have to worry about this too much but those who only wear sun glasses usually don't have anything to protect their eyes on cloudy days or when it is raining. Whether you give thought about using such an item depends on how many times you or someone you know has been hit in the face by flying debris.

i.w.e. *Rear Ends Only*
Ltd.



433-4717

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BURNABY, B.C.
V5J 4R9

Open 9 a.m. - 6 p.m. Mon.-Fri.

IAN WOOD, Grad. I.M.I.

MEMBERSHIP RENEWAL FORM

Name: _____

Address: _____

_____ Postal/Zip code: _____

Home Phone: (_____) _____

Business Phone: (_____) _____

QUICK THINKING...

DATE:	EVENT:	LOCATION:
March 4	Work Party	Seattle, Wa.
March 4-5	Driving School	Bremerton, Wa.
March 11	Driving School	Seattle, Wa.
March 12	WORKER TRAINING	MISSION, B.C.
March 18-19	ICSCC	Mission, B.C.
March 18-19	PCA/SCCA Joint Event	Bremerton, Wa.
March 25	TC Driving School	Portland, Or.
March 26	META CAR RALLY	Burnaby, B.C.
April 1-2	Driving School/Regional	Portland, Or.
April 10-11	META CASINO NIGHTS	Surrey, B.C.
April 14-16	SCCBC/ASN Club Racing	Mission, B.C.
April 21	TC Driving School	Portland, Or.
April 22	Vintage/Sovren	Bremerton
April 22-23	Collector Car Auction	Vancouver, B.C.
April 22-23	ICSCC	Portland, Or.
April 29-30	ICSCC	Mission, B.C.
May 6-7	Regional/Solo 2	Portland, Or.
May 20-21	Knox Mountain Hillclimb	Kelowna, B.C.
May 20-21	Vintage/Sovren/Fords	Seattle, Wa.
May 27	SCCBC/ASN	Mission, B.C.
May 27-29	SCCA/Double National	Seattle, Wa.
June 3-4	ICSCC	Seattle, Wa.
June 10-11	ICSCC	Portland, Or.
June 10-11	SCCA/Regional	Bremerton, Wa.
June 16-18	SCCA/Rose Cup	Portland, Or.
June 23-25	Indycar	Portland, Or.
July 1-2	SCCA/Regional	Portland, Or.
July 1-2	Sovren - 7th Historics	Seattle, Wa.
July 7-9	Norm Thompson Vintage	Portland, Or.
July 8-9	ICSCC	Mission, B.C.
July 8-9	SCCA/Regional	Bremerton, Wa.
July 15-16	ICSCC	Portland, Or.
July 21-23	IMSA	Portland, Or.
July 22	Driving School	Seattle, Wa.
July 29-30	ICSCC ** Not Confirmed **	Victoria, B.C.
August 4-6	SCCA/Double Regional	Portland, Or.
August 5-6	ICSCC	Mission, B.C.
August 12-13	Porsche Cup	Portland, Or.
August 19-20	ICSCC	Seattle, Wa.
September 1-3	Molson Indycar	Vancouver, B.C.
September 1-4	Team Continental	Port Orford, Or.
September 8-10	SCCA Regional	Portland, Or.
September 9-10	Ioco Hillclimb	Ioco, B.C.
September 9-10	Sovren - Vintage/Fords	Seattle, Wa.
September 16-17	ICSCC	Portland, Or.
September 23-24	ICSCC	Mission, B.C.
September 30-Oct 1	SCCA Regional	Bremerton, Wa.
October 7-8	ICSCC	Seattle, Wa.
October 13-14	ICSCC 6 Hour Enduro	Portland, Or.
October 14-15	SCCA Regional	Monroe, Wa.
October 20	SCCA Regional	Portland, Or.
October 21	IRDC 6 Hour Enduro	Seattle, Wa.

* * * All race dates are subject to change or cancellation without notice * * *

BIG TRAINING

BIGGER TRAINING

BIGGEST TRAINING

TRAINING SESSION FOR ALL M.E.T.A. MEMBERS AND NON-MEMBERS - FLAGGERS, COMMUNICATORS, E-CREW - EVERYBODY

DATE: MARCH 12TH 1995

**PLACE: MISSION RACEWAY
S.C.C.B.C. CLUB HOUSE**

TIME: 1.00 P.M.

RAIN OR SHINE

BE THERE!!

Because there is a drag race, identify yourself as a M.E.T.A. OR S.C.C.B.C. member.

Imagine getting up at 6 a.m. Friday morning for a 3 day weekend of racing, well one day racing and two days of practice and qualifying. Boring? Yes and no.


I am always amazed at how much experience you can gain by studying the cars coming in and going out of your turn watching the different lines each car takes which could cause problems in your turn. Between sessions, take a walk around and observe the possibilities where you could station a broken car safely, which would be the way to direct a car back on course without causing damage to the car. Plan your escape in case of danger. Evaluate your job in your assigned turn. Work and discuss your ideas with your partners and you will be surprised how fast two days of practice pass. It is very important to plan your possible strategies in your head. It will save time when the incident occurs.

Keep safe,
Roger

FREE ADVERTISING!!!

META Members get their non-business classified ads (maximum three lines) in the Mayday for FREE. For business advertisements, members or non members can choose from any (or all) or the following options:

	<u>Full Page</u>	<u>1/2 Page</u>	<u>1/4 Page</u>	<u>Business Card</u>
Per Year:	\$130.00	\$85.00	\$50.00	\$25.00
Per Issue:	\$80.00	\$45.00	\$20.00	\$10.00



AUTOMOTIVE
CRAIG YORSTON
General Repairs & Modifications
Propane Conversions & Tuning
Licenced Mechanic Air Care 14935 - 108th Ave.,
Brakes Tune-Ups Surrey, B.C.
582-0071

ASK THE ANSWER MAN...

Dear Answer Man,

In the SCCA Showroom Stock class, can the steering wheel be changed in the new vehicles? If not, what is involved in extracting the driver if the Airbag engages in a crash?

signed, Brian Meakings

Dear Brian,

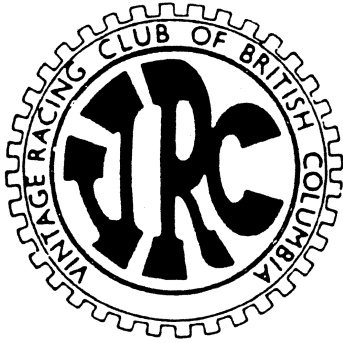
To answer the first part of your question, I contacted Curt Gnagy, the SCCA Northwest Regional Scrutineer in Washington. He advises that the steering wheel cannot be changed but that the airbag must be disabled to pass inspection.

For the second part of your question, I contacted Peter Redekopp, a friend who works for Ford Motors Canada. He advised that in most vehicles with airbags, there are approximately five sensors located in the front of the vehicle. If three of the five sensors are "tripped" at the same time (which can only occur by the unusual crumpling of metal) then the airbag engages within microseconds. A large burst of air is pushed into the airbag which immediately inflates the bag. As the bag becomes fully inflated, it is pushed out towards the upper torso of the driver and away from the steering wheel, revealing large holes in the back portion of the bag. The air is propelled by a single large burst, and when this burst stops the bag immediately deflates back in the direction of the steering wheel. This would permit the unobstructed removal of the driver. The entire inflation and deflation process takes approximately two (2) seconds.

The Answer Man.

HELP WANTED

Mission racetrack needs a Course Marshall. Must be available weekends for all practice and race periods. The successful applicant is responsible to ensure all turns are properly equiped and staffed as well as directing the emergency, medical, towing and response crews. The encumbent need not be crazy, (although a little warped may be beneficial), the ability to read minds, see into the future and perform miracles is essential to the position. Interested person(s) should contact Bruce Yeo at 864-0459.



"...to restore, race, and exchange information...
concerning vintage sports and racing automobiles"

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

A MISSION UPDATE

by Pam Reynolds
President, SCCBC

Are you still in the Ice Racing mode? Well, its time to thaw out. Things are starting to happen at Mission Road Course already. We have had several work parties and have accomplished a lot. There are now 3 separate rooms in our Club House. The equipment room, Office/Conference room, and the Registration/Driver Services/Press and Members room. Walls have been erected, gyproc filled and sanded, (I liked the mudding part myself) and paint applied. There will be a special section on the feature wall for M.E.T.A.'s logo and the track person to autograph.

The guard rails have been finished in the hot pit. There is hydro to the scoring tower and the inside wiring is just about complete. Lumberland Installations has agreed to supply the materials to finish the outside, including gutters, soffits, siding and trim. The inside dividing wall between scoring and race control is up. Once the soffits are in we will complete the interior decorating.

The small Britco trailer will be moved down to tech and become the tech and P.A. shack. Yes, work is being done on the P.A. system as well. Concrete is scheduled to be poured to increase the size of the scale pad, put a curb in turn 5 to cut down the killer gravel spray, and repair turn 3.

On our WE NEED HELP list are: servicing fire bottles, completing the starters tower, erecting the flag poles, improving worker station. Work parties are still every Sunday between now and March 5th. Then the drags start.

Good news! We have a new biffy supplier with much better units and service. The same supplier as the Molson Indy Vancouver uses. There will be enough to go around too!

We are looking forward to a 7 race schedule with more confidence than last year. You'll see some new faces, and a lot of the old ones. The SCCBC relies on M.E.T.A. heavily to ensure a safe and fun time is had by all, and we appreciate very much the time you all donate to the sport.

Looking forward to seeing you at the track!

META MEETING
February 22, 1995

Meeting was called to order at 7:37pm. In attendance were 26 members and three guests- Tony Morris, Ray Steck and Tina Guertz. Minutes were adopted as read by Vic, seconded by Brian.

Treasurer: Doris

General \$3,366.43, Equipment \$5,346.95 and Gaming account \$1,219.52. Doris handed out the \$10.00 paybacks to members who attended the banquet.

Correspondence: Thomas

No incoming correspondence. Thank you letters were sent to all sponsors of door prizes for the banquet and to Bob LeFluffy for his donation at the banquet.

Social: Joe

The usual beer, posters and Odds & Sodds. Gave another \$50.00 to General Revenue.

Mayday: Steve

Still needs assistance with information on turbocharging. Always happy to receive articles. Watch for updates to racing schedule.

Membership: Mikko

Have 42 paid members and 9 honorary. Nominated for new membership by Mikko Kauppi were Pedro Catalan, Brian Doherty and Brian Nuttal. Karen Forward was nominated by Steve Bibby. All were accepted and welcomed.

Historian: Joe

Photo albums were available. Joe would like to upgrade the albums with photos from different areas around Mission race track such as Pre-grid, Tech, Timing Scoring, Starter, etc.

Training Committee: Roger, Brian, Barb, Jo

Jo needs input for communicator training session. The Rope Tow Emergency Response Training Session will be held March 12 at 12:00noon at Mission raceway in the SCCBC Clubhouse. There is a drag race on that weekend so bring your membership card to get in the gate.

Race Chairman: (this could be you!! see Help Wanted ad)

Course Marshall: Nick Roche??

Roger is going to assist in the training and is trying to sweet talk Nick into it.

Old Business:

- Brian brought a flyer for jackets that Charmaine is checking into. She will bring a sample to the next meeting.
- Car Rally - Pre Registration now open & ends March 22. Pay now to avoid a late fee. Bring your calculator and your sanity.
- ROD Membership is \$5.00 US or \$7.00 Cdn. See Roger to join.
- Brian has more info on SCCA age requirements.
- Ice Race Banquet and AGM March 18. See article in Mayday.
- Casino night April 10 & 11. Contact Ann to volunteer.

Vice President: Thomas

No report (still thinks he's on vacation).

New Business:

- Steve got a call from the Edmonton Ice Racing club. They have a race on March 4 & 5 in Edmonton for anyone who would like to go.
- Rick suggests setting goals for the equipment fund. Ann agrees and will obtain quotes and suggestions for later this year.
- Bonnie got a letter from Howard the Duck about Driver Training in Portland. They need assistance with workers.
- Portland is having a Porsche Cup race August 12 & 13. Need workers.
- Motorsport Show March 3, 4 & 5 at the PNE. Contact Marc (Gross Veener) Rovner if you can help out with the SCCBC/META booth.

President: Ann

Ann presented the Vancouver Molson Indy SCCBC 5 year volunteer pins.

Good and Welfare:

Nuthin

Swap and Shop:

Still Nuthin

Raffle:

Karen - Beer
Thomas - Player's Patch
Hilda - Odds & Sodds

50/50 - Brian Nuttal

Motion to adjourn meeting at 8:50pm by Vic, seconded by George. Motion carried.

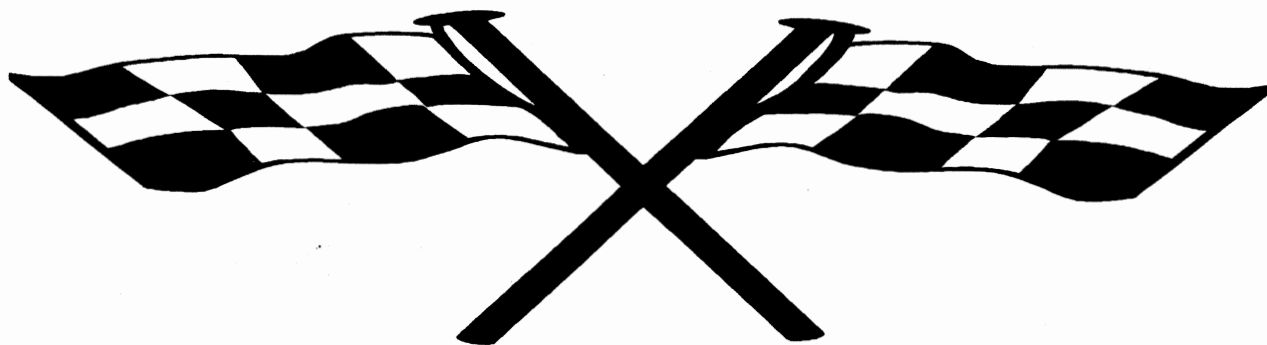
Exasperatingly yours,


Thomas Liesner
Acting Secretary

!!

ANSWERS TO THE META QUIZ...(from last month)

- 1) The two oldest META members are Bob & Hilda Randall.
- 2) Rick Neyedli and Joe Proud joined META in its first year.
- 3) Rodney Cockcroft named META.
- 4) Roger Salomon designed the original META logo.
- 5) META has had eleven (11) different meeting locations.
- 6) META was originally formed in 1971.
- 7) Hilda & Bob Randall, Pam Reynolds and Roger Salomon served on both the META and the SCCBC Executive.
- 8) The META manual has been revised 5 times.
- 9) Hilda & Bob Randall, Rick Neyedli, Gerry Lomas, Wally Walker, Jim Mcrae and Roger Salomon are all on the SCCBC Shield of Merit.
- 10) META was on a talk show (but which one????).
- 11) Dennis Paul is the META member who worked Le Mans.
- 12) Roger Salomon is the META member who saw a European Formula 1 in 1952.



BACK BY POPULAR DEMAND

1995 META CAR RALLY

March 26, 1995

Cost: \$10.00 per person

First car leaves Brentwood Mall
Northeast parking lot 11:00am
Drivers meeting 10:40am

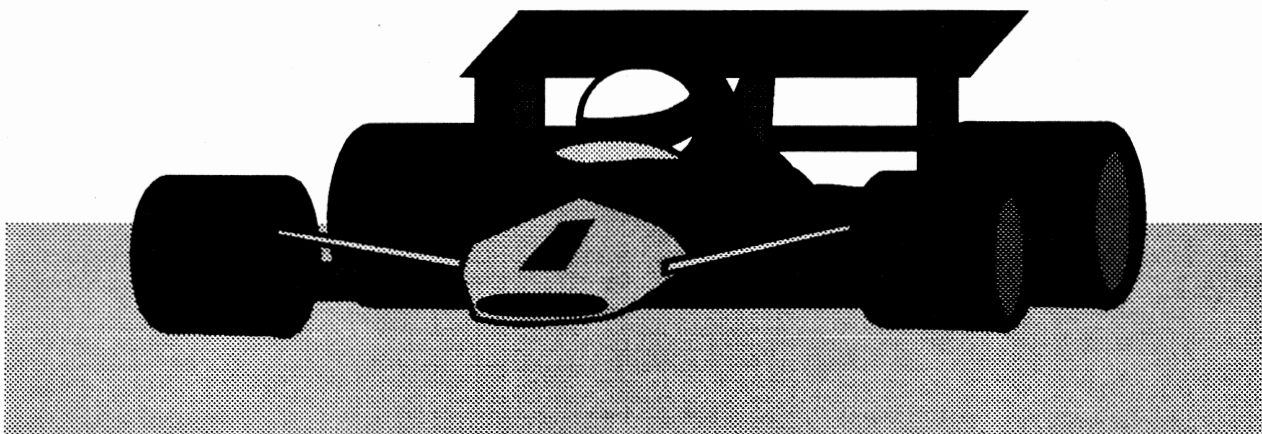
Pre Registration Starting February 22nd
Ends March 22nd, late registration \$15:00

c/o Vic Kennedy

1342 East 27th Avenue

Vancouver, B . C .

V5V 2L8



LETTERS

Write to ICR

P.O. Box 14395, Milwaukee, WI 53214 or FAX to 414-774-6740

Letters may be E-mailed to EDITOR@ICR.COM

ist be signed, clearly-written and to the point. ICR reserves the right to edit letters for length. e those of the writer and do not necessarily express the opinions of the publisher.

autographs and allowing fans to sit in his race car for photographs. This continued for some time.

As a loyal Indy Car fan, I can say that this is one of the most generous acts I have seen of a driver towards his fans.

Thank you, Adrian!

Leslie Harmon
Camino, CA

Dear ICR,

I just returned home from the Laguna Seca race and I felt it necessary to comment on the pit incident involving Johansson and the Galles crew. From my grandstand seat I had a great view of the unsportsmanlike conduct of the Galles team's right rear tire changer. Behavior like that is not appropriate for any sport, especially a sport as potentially dangerous as auto racing. This is not Hollywood. That type of display is best saved for the movies.

I think that all team members need to realize that when they're at an event they represent the team and its sponsors, who effectively put food on their tables. Childlike behavior reflects poorly on a team's sponsors. I know that I, for one, will not patronize Tecate or Quaker State anytime in the near future. Hopefully, Rick Galles will find someone who is a little more deserving of the opportunity to represent the team and its sponsors.

Lance Campbell
Modesto, CA

Dear ICR,

After watching the last race of the year at Laguna Seca, I still can't believe the comments made by Derek Daly and Paul Page during and after the Johansson-Fernandez pit incident.

That Daly apparently understands things from just a driver's point of view became obvious. I do not know where Page's attitude has come from.

The comments from those two individuals were aimed squarely at the pit man changing the right rear tire on the Fernandez car, but if you saw the same incident that I did, those same comments could be aimed at Stefan Johansson, as well.

Looking at the incident, Johansson was

nearly 80% inside the Fernandez pit and was about to hit the tire man, if indeed he didn't hit him. Johansson only stopped when the tire changer turned to face him, and make him reverse his course. The tire man then continued to go on with his job of changing the tire. Granted, he did place the tire in the path of the Johansson car, but that tire was still well within the Fernandez pit.

The question is, what was the Johansson car doing in the Fernandez pit? Daly's comment, "Now that's unfair and uncalled for", referring to the action of the pit man, shows his lack of respect for the men and women who are not in the driver's seats of the race cars.

Perhaps Derek should spend a few races working as a tire changer or turn worker and experience the frustrations of putting HIS well being on the line so that the drivers can use him as a target.

Again, referring to the tire changer, Daly said, "Sometimes during the heat of the battle it becomes necessary to make room for the other guy."

That was exemplified by the Fernandez crew during that same stop when the crew reversed the car in their pit to make room for Adrian to exit the pit without encroaching on another crew in front of them. That is exactly what the Johansson crew could have and should have done.

While Page's comments were not as caustic as Daly's, they bolstered Daly's position and displayed not one whit of concern for the safety of the crewman who was nearly run over. Page's comments that, "The pit boxes are rather small" and, "Johansson was under full lock" are non-excuses.

I feel that these two individuals owe the pit man involved a public apology. They need to understand that racing is much more than just cars and drivers. Without people like the pit crews and turn workers who regularly put themselves in harm's way, there would be no racing.

Ken Lingbloom
Bellingham, WA

Dear ICR,

I was politely surprised at the apology from Jacques Villeneuve in your October
(continued on page 61)

LETTERS

Write to ICR

P.O. Box 14395, Milwaukee, WI 53214 or FAX:

ust be signed, clearly-written and to the point. ICR re those of the writer and do not necessarily expres

Page and Daly Respond

ESPN anchor Paul Page and analyst Derek Daly respond to letters in ICR concerning the Johansson/Fernandez pit stop at Laguna Seca Raceway last October.

Dear ICR,

A recent letter suggested I displayed no concern for safety in the coverage of the Johansson/Fernandez pit stop at Laguna Seca. At no time did I feel anyone was in danger. The IndyCar pits are full of my friends, my wife works there, and my son works for one of the teams. Safety is my first concern. As Stephan was stopped I felt assured safety was not at issue. I saw and called errors on both sides then I said the pit boxes are too small as a casual factor and one I wish IndyCar would address as a true safety matter.

I am sorry my feeling for safety was not understood, but in this instance I don't feel it a prime issue.

Paul Page
ESPN

Dear ICR,

This is in response to Ken Lingbloom's letter in your December 1994 issue.

Ken Lingbloom is correct by intimating that I "understand things from a driver's point of view", because this is part of my job as an analyst. He is also correct, that during the Laguna Seca Indy Car race, Johansson's car was encroaching the Fernandez pit while exiting after his pit stop. In the heat of battle this is not unusual and the comments that I made after the Galles mechanic deliberately blocked Johansson's exit from his pit, I believe were valid. Quite simply, two wrongs do not make a right. If ever my remarks did in fact necessitate an apology, I would be the first to offer it.

Derek Daly
ESPN

Response from
February 1995