

M.E.T.A. c/o 10952 MCADAM ROAD, DELTA, B.C., CANADA V4C 3E8			
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May 6/7	(SCCA) Regional	PIR
May 20/21	Knox Mountain Hillclimb	Kelowna, BC
May 20/21	(SOVREN) Vintage Race	SIR
May 27	(SCCBC) ASN Race	Mission Raceway
May 27-29		SIR
June 3/4	(IRDC) ICSCC Race	SIR
June 10/11	(CSCC) ICSCC Race	PIR
June 10/11	(SCCA) Regional	Bremerton, WA
June 16-18	(SCCA) Rose Cup, Trans-Am	PIR
June 23-25	IndyCar	PIR
<b>July 1/2</b>	(SCCA) Double Regional	PIR
<b>July 1/2</b>	(SOVREN) Vintage Race	SIR
<b>July 1/2</b>	Solo	Squamish, BC

### MAYDAY STAFF:

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### **ADVERTISING**

Size: Full page 1/2 page 1/4 page Bus. card \$85.00 \$50.00 \$25.00 Per Year: \$130.00 \$20.00 Per Issue: \$80.00 \$45.00 \$10.00 Non-business classified ads are free to members. Maximum length is three lines.

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, the Club Executive, or the members of the Motorsport Emergency and Turnworkers Association.

MAYDAY: MAY 1995

VOLUME 20 NO. 5

### **ANNOUNCEMENTS**

**CLUB MEMBERSHIP MEETINGS:** May 24, June 28, Moody Park Recreation Centre (Century House), 620 - 8th Street, New Westminster, 7:30pm, Oak Room.

NOTICE! To all turnworkers in the Vancouver and Lower Mainland area. You must work a minimum of three race weekends at SCCBC events at Mission Raceway Park to qualify for the Molson Indy Vancouver worker list.

CALL BARB... if you are intending to work at either the Knox Mountain Hillclimb or the solo race in Squamish. 277-7951 (home), 986-1544 (work).

Please remember to keep your META logbook updated and signed by your Turn Marshal or Chief of Specialty. It is useful when applying for worker licences and necessary to qualify for the META year-end awards.

Elsewhere in this issue there is an explanation of the job functions performed by the REVV volunteers. Thanks to REVV for their contribution, and we look forward to continued cooperation between our groups to help make the Vancouver Indy weekend a success!

ATTENTION META MEMBERS! New! Improved, and only \$5.00. The new name tags are here. Bigger and better. Contact George (if you want one) at META meeting, race track or call 944-7759.

INDY CAR Morch 5 MARLBORO **GRAND PRIX** OF MIAMI TOYOTA Miomi, Florida

A INDY CAR March 19 AUSTRALIAN INDYCAR **GRAND PRIX** Surfers Paradise Australia **3** 

April 2 SUCK-50 200 **3**00

CA INDY CAR

CA INDYCAR April 9 **TOYOTA** GRAND PRIX OF LONG BEACH 0

Ca INDYCAR April 23 **BOSCH** SPARK PLUG **GRAND PRIX** 0

INDYCAR May 28 INDIANAPOUS 500 ay, Indi

CET INDY CAR June 4 MILLER GENUINE DRAFT 200 West Allis,

Ca INDYCAR June 11 **AUTOMOTIVE** DETROIT **GRAND PRIX** Detroit, Michigan

CAT INDYCAR June 25 BUDWIESER G.I. JOE'S 200 presented by TEXACO HAVOUNE Portland, Oregon 25777





July 9 TEXACO/ HAVOLINE 200 Elkhart Lake, 2571

Ca INDYCAR

123 INDY CAR July 16 MOLSON INDY **TORONTO** Toronto, Ontario, **3** 

INDY CAR July 23 GRAND PRIX OF CLEVELAND Cleveland, Ohio **©** 

Car INDYCAR July 30 MARLBORO 500 Brooklyn, Michigan **⊕** 

LA INDYCAR August 13 MILLER GENUINE DRAFT 200 Lexington, Ohio

45 INDYCAR August 20 NEW **ENGLAND** 200 Loudon w Hamps 

INDY CAR September 3 MOLSON INDY VANCOUVER ncouver, B.C., Canada

CAT INDYCAR TOYOTA GRAND PRIX OF MONTEREY nterey, California

### Random Memories of Portland Weekend

I was thankful that the deer decided not to use the portion of INTERSTATE 5 that I was using on Friday afternoon. PIR has a great many brown rabbits running wild. Sunday night a possum crossed the road in front of us as we made our way to the campground near Chehalis. PIR is also home to many birds (cranes, ducks, geese) even a dove.

On Saturday, we were told of a driver who did the right thing when he stopped at a flag station when he discovered he had a problem. However, a single worker and a single fire extinguisher was no match for a Corvette barbecue.

Turn Seven, usually quiet and serene, was very busy on Saturday morning. We had, in no particular order, a car smack the wall across from our station and continue on to Turn 8. Another car blew it's motor exiting Turn 6 and disappeared toward Turn 8 in a ball of flame and smoke. Thankfully he did not stop on the way because our two dry-chems would not have done much against that type of fire. A third car hit the wall between 6 & 7, then spun to the grass, drivers left, with the left rear tire shredded. He proceeded to drive to the pits spreading bits and pieces along the way. This included a large and hot muffler left on the track. Our worker had to run over a hundred yards to flip it on to the grass.

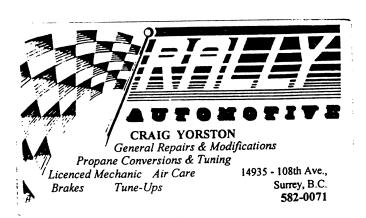
Another driver with mechanical problems pulled on at Turn 6. After "fixing" the problem, he attempted to drive to the pits. However, the problem was not fixed and he stopped at the edge of the track 3/4 of the way to Turn 8. Our response worker was not impressed.

During the novice practice, one driver was allowed to circulate for the whole practice with the front spoiler dragging under the car held at one end. It eventually fell off near our station and rolled off the track. No one wanted to meatball him!!!

Several cars left a considerable amount of oil on the track. Several times we had to sweep the track. [I wonder, since they cannot dispose of oil in the pits, is the track becoming the disposal site?] One of the novice races started with us showing a yellow flag for two laps because of the dust from the kitty litter. We could not see Turn 8 and had to rely on radio communications to know what flag [if any] they had up.

My brother-in-law, with the drivers wife, spent over half an hour looking for a carb bolt, which the driver found in a rag of the engine cowling. She was not impressed. -Gerry Lomas





### THE UNPERFECT WORLD

Sunday morning - D-Day for excitement. It is always exciting to see Sunday arrive because it is all action in the turns. But let's think back to the days before every race weekend and what it takes to run it successfully.

Thursday - registrar makes final adjustments for race entry. SCCBC executive and track manager organize the tire barriers, concrete barriers, etc.

Friday night - Tech opens for early arrivals to the track. Executive arrives and takes care of all the small but important details, like ensuring that the radios have been rented and the fibrecans are available.

Saturday morning 6 a.m. - Timing and Scoring loads up the truck with all the computers (2 computers, three screens, timing light, cables, emergency power etc and head for track. Course marshall packs flags and umbrellas and other assorted necessities. The water boy brings the buckets with fresh water. All arrive by 7 a.m. at the track. Also on Saturday morning - problems arrive:

Late entries - Registrar Short of track workers - Course marshall Can't find equipment for turns - E-Crews

But everybody does their best.

Sunday - Registrar - almost finished

Timing and Scoring - working overtime and can't relax.

Tech - always some unexpected problem to be solved.

Course marshall - hoping everybody is happy and willing to do the best job possible.

E-Crew - the most difficult job is being ready without warning. Chief & Asst Comm. - very stressful and demanding job. Clerk of the Course - The easiest job if everything goes perfectly. If not, he takes the rap.

Sunday evening - Racing over, pack up equipment, go for a refreshment and relax.

SCCBC Executive and Track Manager - clean up track, pick up garbage, return rented equipment.

Timing and Scoring - ensure that the results are accurate. Pack up all the scoring equipment.

E-Crew - pick up equipment and store it.

Clerk of the Course - take a deep breath and be happy to have had a successful and safe weekend - take all the criticism.

Course Marshall - dry all wet flags and umbrellas etc. - take more

criticism.

If the world was perfect, some of us would be out of a job. So, why do we do it? SIMPLE - for the love of the sport. It is easy to criticize, but it is harder to support and donate your time and experience and try to make it better.

### So who is REVV anyways?

Race Event Volunteers of Vancouver Association, otherwise known as "REVV", is the official Volunteer Organization of the Molson Indy Vancouver at Concord Pacific Place. Our primary objective is to support the production of the Molson Indy Vancouver. However, REVV exists and works year round to recruit, train and organize volunteers, promote volunteer services and represent volunteer rights. REVV is a non-profit association which was formed in 1991 in response to the community's overwhelming request to assist as volunteers for the 1990 inaugural Indy car race.

Because of the Molson Indy Vancouver, REVV exists and further, because of the dedication, enthusiasm, commitment and professionalism of our 650 members we have established ourselves as a group that enhances Vancouver's community spirit. This reputation extends to other volunteer assisted festivals and events held in Vancouver each year. Our members'efforts and spirit have assisted with B.C. Special Olympics, Canada Day celebrations, YMCA youth programs, Grey Cup, Symphony of Fire and the Dragon Boat Festival.

REVV is comprised of an elected Executive Committee, appointed Operations and Membership Committees and seven standing committees. The Executive works year round on behalf of the membership. The Operations Committee is comprised of eleven Area Managers, representing each of the areas REVV staffs race weekend. They are:

### CREDENTIALS:

Volunteers produce the picture credential I.D. required by everyone accessing the site.

### FOOD SERVICES:

Volunteers prepare, store and distribute meals to other volunteers. Over the years they have solicited food donations in order to supply our membership with breakfasts.

### HOSPITALITY:

Volunteers facilitate the operation of the suites in corporate hospitality areas. Their purpose is to assist the client companies in maintaining well-run suites as backup support.

### INFO CENTRES:

Volunteers staff information booths located throughout the site, providing directions, child registration, activity information and assistance to the general public attending the race.

### MEDIA CENTRE:

Volunteers are involved in such functions as security, hospitality, duplicating services and distributing press notes.

### PASS CONTROL:

Volunteers control crowd and vehicle flow throughout the race site. They control access to restricted areas.

### REVV CENTRE:

Volunteers assist in the operation of the Volunteer Centre. This office is open from the first week of August through race weekend. Their various duties are: reception, mailing, orientation kit assembly and assisting Molson Indy Vancouver staff. This area is shared by SCCBC, Signage, 911 Emergency Services, REVV Dispatch and Ticketmaster.

### SPECIAL OPERATIONS:

These volunteers assist with victory podium functions, track tours and working with the seniors at the Yaletown facility.

### TRANSPORTATION:

Volunteers assist in transporting people and materials required to produce the event. During race weekend this group is responsible for transporting Media, drivers and their families to and from the site.

### USHERS:

Volunteers control the crowd flow through the various grandstands as well as giving directional information.

All volunteers pay a membership fee and must commit to a minimum of 30 hours worked. In return for their commitment they receive from the event: two shirts, a baseball hat and a collectable pin. REVV supplies a REVV collectible pin and a gift, which over the past years has included fanny packs, water bottles, key chains.

REVV is an integral part of the Molson Indy Vancouver. We work hard to support the event and to have as much fun carrying out our responsibilities as possible. We invite you to join us and catch the REVV spirit.

### Dear Editor;

I have been doing a lot of thinking lately and I almost succeeded into thinking myself out of META & racing. I decided, however, to try it for one more year. I also decided to voice my feelings and frustrations.

I really used to enjoy going to the races. I used to look forward to, and anticipate the weekends. No more. Now I'm apprehensive and downright uncomfortable working races. Why? because I don't feel safe. Only a few of the people working turns really know what they are doing, and some of those who do have become too complacent.

This may sound like an old complaint, but I feel it's a valid one. We need "real" training. It's great to sit in a circle & say to new workers "this is what you do", "this is what you say", "this is what you look for". It's fun to exchange stories, thoughts and comments. It's also very different when it happens for real in front of you at a race. That's where we fall down on our training. Sending a newcomer out on quick response is asking for trouble. We have been lucky, so far. We need to reinforce our talk sessions with on-track training.

Someone on the turn should be designated as the person to do this, and that is all they should be doing. Their job would be to answer questions, watch what others do and comment on the scene. They could point out things that are being done correctly and incorrectly when the newcomer try's flagging or comm after watching and learning the process. Some say this is the Turn Marshall's job. True to a point, but it also depends on the type of event and the number of people on the turn. But we're not that short handed.

Some Turn Marshall's are also lacking in training. Some new Turn Marshall's haven't even learned all the facts of turnworking and they're trying to run a turn. This doesn't always work and sometimes turns fall apart. I've seen it. I've been there.

Last years' communicators classroom session was good, as it got people making calls. We also placed some rookie's on spare radios so that the training was functional. This is the way it should be done this year and we shouldn't accept lack of radios or shortage of people as an excuse. We have the money to rent extra radios if we need them.

A new worker needs to be told the why's & how's if they make a mistake. So many times I've seen a new worker make bone-headed mistakes and the Turn Marshall says nothing to them. We shouldn't be afraid that a person can't take some criticism. If it's the Turn Marshall's job to give it, then the Turn Marshall should be trained to tell them they made a mistake in such a way that they feel good about trying to overcome it next time.

We can't just leave our training to the "experienced" workers. You know, the ones who have worked so many races that they are invincible. "Nothing can happen to them" as they wander off the turn or wander into questionable areas. They keep going to their vehicles to get something, or they turn their back to traffic. They see someone they know and wander off to talk to them in length. This is not for a new worker who is learning by watching & imitating the "experienced" workers that they've heard about. Great example there.

The upshot of this is that we have a training "Committee". It's time that we involve the whole committee and work together as a team to organize better training sessions. Training involves everyone because that is who the new people are watching. If someone doesn't like the turn that they've been assigned to or they only like to work with certain people, that is what the newcomer will be taught. These people should grow up and deal with it. Everyone works everywhere and they're no better than the next guy when the cars are coming at you.

My final thought is that we are VOLUNTEERS. We do this for the love of the sport and to have fun. If not, we shouldn't be out there. Do the job safely and to the best of your ability, or else stay home and watch it on TV.

Dani Kasburg

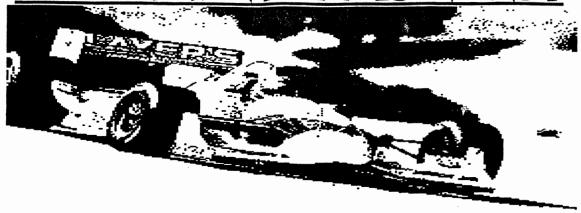
### A MISSION STATEMENT FOR M.E.T.A.

Last month, I gave you my suggestion for a mission statement for our club. So far, the response has been underwhelming! Does this mean that you don't like it, or is it that you have no problem with it and would like us to use it? Let the Executive know your views, we need your input! In case you have forgotten, here it is again:

Safety through teamwork and training, Friendship and fun through racing.

**Ann Peters** 

## THE 1995 TORONTO MOLSON INDY



# We invite you to be a marshal / corner worker

# at this years' the INDY car race in Toronto.

Please fill out the enclosed information sheet. We need to know: who you are, where you are and what days you will be available to marshal or be an Observer. Last year some people who wanted to blue flag or do other jobs on the station were made observers and not allowed to do anything else. To avoid this happening again please complete the IndyCar Observer section of the application. We will send you EXACT (who are we kidding) data about time, location, schedule and any other stuff that will raise some dust. Your returned "information sheet "will be considered your commitment to the event.

Get to know your turf intimately!!!! One weekend, one station .

SUPPORT RACES - YOU tell us and we'll pass it on, but rumour has it we will be racing on the CNE grounds and that everything will be as exciting as it has been in the past!!!!! Any bets on a Canadian sweep?

Share the wealth - If you know of any qualified marshal/corner worker who would like to work the Toronto Indy this year, and who did not receive information, please feel free to copy all of the attached and pass it on.

DON'T BE SIDETRACKED - GET TRACK SIDE TORONTO 95!!!!!

### APPLICATION FORM TORONTO MOLSON INDY 1995

I WILL BE ABLE TO WORK <b>THE 1995 TORONTO MOLSON INDY</b> ON THE FOLLOWING DAYS(Please check the appropriate days)
FRIDAY July 14 ( )
YOU MUST WORK A MINIMUM OF TWO DAYS
SATURDAY July 15 ( )  OF WHICH ONE MUST BE RACE DAY.
SUNDAY July 16 ( )
By Molson Indy time my life total for days marshalled will be days .
IN 1994 I MARSHALLED A TOTAL OFDAYS .
NAME:
ADDRESS:
CITY:PROVINCE/STATE:
POSTAL / ZIP CODE:
PHONE: HOME ( )WORK ( )
FAX ( )
DATE OF BIRTH: (if under 21 )
Month Day Year
FLAGGING AFFILIATION:REGION:
<b>IMPORTANT</b> Your affiliation must be current for insurance purposes.
I WILL NEED TO OBTAIN A PASS THROUGH CRCA OR, I WILL OBTAIN MY PASS FROM INDYCAR
QUALIFICATIONS: SENIORFLAGSSAFETY
PHONESBLUE FLAGFIRST AID I would be willing to work as an IndyCar Observer and would like my name put on the list for CART_approval. YES NO
DEADLINE: RETURN COMPLETED FORM ON OR BEFORE MAY 21 1995 TO

DONNA SEAMAN, 1121 BENTON CRESCENT PICKERING, ONTARIO L1X IK9

### META MEETING April 26, 1995

Meeting was called to order at 7:45pm. In attendance were  $37\frac{1}{2}$  members and one guest--Randy Rahn. Minutes were adopted as read by Don, seconded by Nick.

### Treasurer: Doris

General \$2957.88, Equipment \$5353.55, Gaming \$1221.04 and Casino account \$10900.75 From the Car Rally we raised \$650, paid out \$232.36 for a balance of \$417.64. Ann would like to thank everyone who was able to help make the Casino fundraiser the success it was. We will be applying for our next Casino license very soon as it will take quite a while for our name to make it to the top of the list again.

### Correspondence: Sandy

They say no news is good news!

#### Social: Joe

Beer, usual trinkets and our 50/50 draw!!

### Mayday: Steve aka Mikko

Needs articles!!!! We have received an article from REVV which will go in the newsletter.

### Membership: Mikko

80 regular and 9 honorary for a total of 89!!!! Krys Mitchell was nominated to rejoin by Mikko, seconded by Jo. All voted her in except her mom!!!! (just kidding!)

### Historian: Joe

Photo albums are here with some new pics from our training session at Mission as well as some pics from the fire training way back when....

### Training Committee: Roger and Jo etc..

Looking into another training session on the effective use of grease sweep and the fine art of sweeping. Probably a Saturday morning before a practice session. John Mocyk volunteered to do some at-the-track filming to produce a communicator training video. Anyone with ideas please talk to Jo and/or John.

### Racechairmen: Dave Forster and Company

He knows nothing and will not admit to anything!!!!

### Vice President: Thomas

Remember to keep those log books up-to-date as to qualify for an award you must turn them in. This will be strongly enforced this year!!!!!

### Course Marshall: Roger

In turn 4 a watermain broke so there will be a worker party Thursday April 27 at 6:30 pm to help fix the track.

April 29 after the races there will be a B-B-Q at the Tech trailer. Burgers etc... For workers it will be free and for everyone else \$2 or \$3.

Good turnout on the Easter long weekend!!! Next race weekend, will choose 2 or 3 people to go into Timing and Scoring for ½day to experience how the other half lives!!! It is a good idea to see exactly what goes on up there. Will continue to do this so that everyone has a chance.

Turn 4 flag station has been moved further down and Turn 2 is closer to Turn 1. Any other ideas please let Roger know. The change to Turn 6 is permanent. Fire bottles have been serviced and the water bottles will be done this week. Make sure to check all equiment once you get to your turn!!!!! You never know where or when you may be tested!!!!

### Old Business

-Charmaine found out that for the silkscreening the rate was for one color only If still interested in jackets/shirt please give her a call

-We now have we suggestions for a META banner we will vote on tonight

### New Business

- -Vic heard from Shirley Olund who is thinking of going to Knoxx. If anyone is interested in in proing please let Barb know
- -Marc got good response from the organizers of the Classic Car Auction. Thank you to all who came out!!!! Next one is Sept 30-Oct 1
- -Received word that there will be another Sports Car Club race at Indy this year with a grid of 50 cars!!!!!!
- -META display board currently under construction. Look through your old photos to see if there are any interesting memories lying around!!
- -Will look into putting a META brochure together
- -Baby Shower for Robin Bentley May 7 at Roger and Ann's house-2 o'clock.
- -Vintage race May long weekend in Seattle. Desperate for workers!!!!!!
- -May 7th there will be a Steward school held at the Best Western in Coquitlam.
- --Extremely long discussion regarding the Casino money and all the options we now can look at. Be assured no hasty decisions will be made. Any ideas please let the Executive know.

### Good and Welfare

- -sending Steve and Lori Newby a farewell card
- -anyone going to Mission on Sunday, Rosemary needs a ride
- -will send Claude Bourbonais a get well card
- -a while ago we sent money to the Frasier family whose son was ill. Unfortunately 3 weeks ago, Danny Frasier passed away.
- -voted n the new META banner. One entry was so good, we have decided to keep it for a t-shirt design, hopefully in the near future!!

### Swap and Shop -???????????

Raffle: Rick-beer, Ruthie-glad bags, George-Rain-X and Gerry the 50/50 draw!!!!!

Motion to adjourn meeting at 9:50 by Barb, seconded by Steve. Motion carried.

Sandy Megcylesi Sporetary