

MAYDAY

AUGUST 1995

VOLUME #20 - NO. 8

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.

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A special **THANK YOU** to Contributors: Vic Kennedy, Dave Forster
John Mocyk, Sandy Meggyesi

THE NEXT META MEETING IS ON THURSDAY AUGUST 24!!

FAST TALKING

DATE:	EVENT:	LOCATION:
August 4-6	SCCA/Double Regional	Portland, Or.
August 5-6	ICSCC/SCCBC	Mission, B.C.
August 7	Vintage/ Test & Tune	Mission, B.C.
August 12/13	Driving School	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 9	510 "All Clubs" Day	Mission, B.C.
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 * * *

A Note From the Editor...

One full year has passed since my name was affixed to the Editor's title. The learning curve has been dramatic, and the procedures which make the position are now forever embossed in my thoughts. I must sadly admit, however, that a very important tool was missing from the tool box so vigilantly passed along by the one who came before me. It is a tool without cost, yet its loss is an expense of great proportion. It is a tool which requires sensitivity and can be a source of great strength. It is a device which enables an Editor to carefully extract the thoughts and stories of a single person and then distribute them for all to enjoy. This position came without many instructions and I find that I am having some difficulty in creating this tool myself.

I am not the type of person who would forcefully twist an arm until a person's other arm begins writing. I will not embarrass or cause stress to obtain an article to print. I am very thankful that some of the club members have taken it upon themselves to write articles, and I haven't had one article which didn't cause somebody to start thinking. When I sit and listen to our members at the track and at meetings, I realize that this club has a lot of good people with a lot of nice things to say. Although word of mouth will not make it out to the far reaches of our membership, putting it in writing will.

Whether it is visual, entertaining, informative or controversial, it is important for members to share their views and ideas. I will accept articles on disk, by fax, on paper, or even toilet tissue (unused sheets only please). With some advance notice I will help word it, type it, or take it from dictation. The spirit of a club is made up by the contributions of its members. I would rather be stressed from trying to fit all the articles in than from trying to fill all of the space that they don't.

FIRE TRAINING

MONDAY, AUGUST 14, 1995

7:00pm Sharp at
165 East 13th Street
North Vancouver

Please call Muk Rovnerr at 986-3497
to confirm your attendance

BULLETIN BOARD...

IOCO HILL CLIMB RUNS SEPTEMBER 9 & 10...

If you aren't going to Seattle for Vintage or Laguna for Indy Car, then come on up to Ioco (Port Moody area) for the Hillclimb. Call Hugh Mongus (aka Vic) at 876-5981 if you can make it.

WANTED, RACING INCIDENTS ON VIDEO....

If you have video tape of any racing incidents, racing contact, crashes, etc, where the pictures are taken from the view of a turn station, please contact John Mocyk. He is creating a "training" video to assist new communicators and workers and may be able to use the footage.

THE SEDANS ARE COMING, THE SEDANS ARE COMING!!!

Rumour has it there are 65 applicants for the 50 positions in the SCCBC invitational race at Vancouver Indy. (holy cow! 65 cars on a road course!)

PLEASE BRING YOUR OWN FOOD...

Lunches will not be provided at the SCCBC race in Mission on August 5/6.

Some Thoughts on Blue Flagging
by John Mocyk

I have noticed over the last few races that people tend to not blue flag properly. People will blue flag a race the same way as they would a practice or qualifying session. You don't.

For practice and qualifying, you notify a driver that there is a faster car coming up on them and to be careful. In a race situation you are notifying a slower vehicle that he is about to be lapped. On rare occasions, at the start of a race, it will also tell a driver that a considerably faster car is coming up on him and to be considerate and make way (this usually will happen in the first 2 to 3 laps of a race until the vehicle finds it's placing). In theory the slower vehicle does not have to make it easy to let the faster car through, but this is considered poor racing form if the slower car becomes a hinderance.

The blue flagger is a information flagger. He tells the drivers if the surface is poor in their area, an emergency or slow moving vehicle is in their area of coverage or if the race has been ended abruptly. He will watch over the back of the most important person on a corner, "THE YELLOW FLAGGER", and notify a yellow flagger when an incident is over because then the yellow flagger is watching out for your safety.

Blue flagging can be the most enjoyable thing to do on a corner for me, if I am doing a good job, or it can be the most unenjoyable if my flagging is off. You can feel a connection with the drivers if the flagging is going well. You know a driver trusts you when he will wait until he sees your flag pop and then make the pass, or when the driver about to be passed will look into the mirror that you indicate, by your flag motion (very prevalent in Indycar).

Some tricks that I use during a race for blue flagging are:

- Start at the pace lap and take account of the number, colour and shape of each vehicle in a grid (no matter how big) and do this until the vehicles start to lap each other in a race.
- Make a mental map of where the first five vehicles and the last three vehicles might be on the race course at any time. You can always increase this over the years.
- Always get an update from your comm for any vehicles that may be out of the race or pitted and a top five that they may give at some time in the race.
- Trust your instinct to pop the blue flag because you will be more times correct than wrong, because you will not have the luxury to think about it, if you should or shouldn't pop the blue flag.
- Remember you are an information flag.
- There is a fine line between too much blue flagging and not enough blue flagging, so remember, you won't satisfy everyone and maybe not even yourself.
- If someone is talking to you ignore them and concentrate on the race.
- You do not blue flag two or more cars dicing for position in a race, practice, or qualifying session (Dicing is when two cars are vying for the same position every lap). The reason: what happens if a faster car comes up on the cars, that are dicing for position? The vehicles will more than likely ignore the flag because they will think it is for them.

With some of my thoughts I gave you how I approach blue flagging. Remember at flagging for races is different for practice and qualifying. Plus the other element may be "how does your Turn Marshall want you to blue flag". Because they may be from another region and they do it different, or the venue could dictate the flagging (eg. Vintage - I blue flag the races, practice and qualifying sessions all the same because of the unknown experience of the drivers and the value of the vehicles involved). So have fun out there and play safe.

1995 VANCOUVER MOLSON INDY INFO.

SCCBC WORKER REGISTRATION:

Photo ID must be presented at registration!

Pan Pacific Hotel, 999 Canada Place, Vancouver (North foot of Howe St.)

August 30	12:noon - 2:00pm & 4:00 - 8:00pm
August 31	11:00am - 2:00pm & 4:00 - 8:00pm
September 1	6:30am - 5:00pm
September 2	7:00am - 10:00am

ON SITE WORKER PARKING:

Lot #108 (enter from turn 3 coursewise). No overnight parking for motorhomes. Remember your vehicle pass at registration and please carpool if possible.

MORNING MEETINGS (Turnworkers):

Meeting times will be announced once the schedule is finalized. Count on being there really early on Saturday & Sunday.

LUNCHES, CREDENTIALS, ETC.:

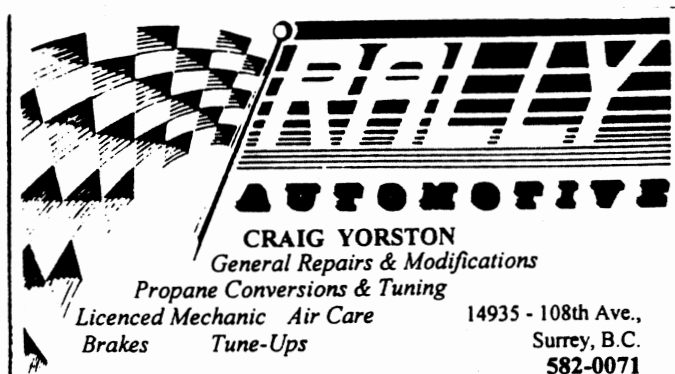
Lunches will be provided, as will drinking water. End of the day parties (ie. Da beer)!

Friday	Enterprise Hall in Plaza of Nations
Saturday	BC Place Stadium (enter at east airlock)
Sunday	Tent behind Turn Station 1B.

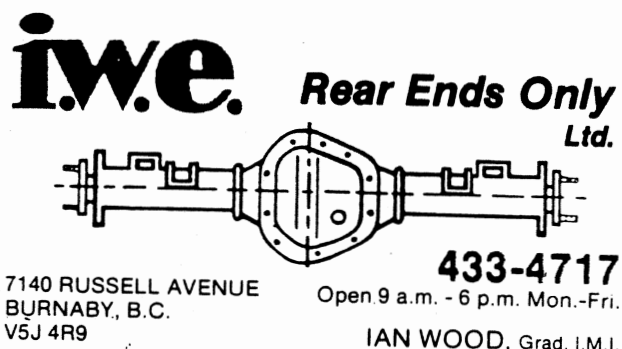
Credentials... same as last year...Vests must be worn everywhere when moving around the track. You can take them off once on station, but if you leave, you must have it on.

Assistance is still required on Thursday, August 31, 1995, to prepare "E" holes and such. If you have the day off then bring your wire cutters, pliers, and crescent wrench to the SCCBC office above the Plaza of Nations at 9:00am.

Remember... Image... Appearance and Conduct of workers is important. Please use appropriate judgement.



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MALL SHOW TIME

The following SCCBC/META mall shows offer an excellent opportunity for our club to enhance its image in the community and build membership. With any luck we will have a new (and improved) brochure to hand out to the seething hoards. If you are able to spend any time at these displays, please call Marc Rovner at 986-3497.

Pacific Center	August 2-6
Willowbrook Mall	August 14-20

A DAY WITH THE CHIEF
by Vic Kennedy

Barb, Craig and I helped out at the Squamish Invitational Street Slalom. My station, known as turn 3, consisted of the parking lot entrance and exit, as well as the back straight. In between cars I had a full view of "the Chief". I was told it is the second largest piece of granite after the Rock of Gibraltar.

Sundays' entry was about 45 drivers, some sharing cars. Monday this was down to 25, being a work day for some. As this course was in downtown, only experienced drivers were invited. Also being in downtown Squamish, the event was shut down for 2 hours when the Royal Hudson came in. 800 to 1600 tourists walking around the course can be rather disruptive.

While I have pen in hand, Barb has asked me to take over Base Comm and club contact for the Ioco Hill Climb on September 9 & 10. The organizers may increase the number of entries, and that could mean that we keep 2 cars running at a time on the hill just like Knox.

=====

ASK THE ANSWER MAN.

To the Answer Man,

Is there a difference in the proper racing line for a front wheel drive car and a rear wheel drive car?

Vic Kennedy

Dear Vic,

Your question encompasses many different issues and parts which must be explained to form the correct answer. For a more detailed explanation you may wish to refer to the SCCBC Driver Training Manual (for road racing style courses) or come on up to the next "Cars on Ice" event at Barnes Lake.

The proper racing line is the route that a given vehicle takes to complete a racing circuit in the shortest period of time. This should not be mistaken for the "shortest" route around the course. At racing speeds, the driver training manual (which appears to be written for a rear wheel drive vehicle) states that "maximum" acceleration and braking occurs with 15 to 20% wheelspin. In any case where there is wheelspin, a driver is going to encounter both understeer and oversteer which they must compensate for. There is a significant difference in the manner that front wheel drive and rear wheel drive cars can safely manage this when going in and out of a turn. For example, in a situation where the rear wheels have lost traction and are coming around the car on the outside of the turn at the entrance to the turn, most rear wheel drive vehicles will let off power while the front wheel drive will increase power. This type of example is extremely common and becomes very obvious when watching any Ice Racing event (where considerably more wheelspin is also common).

To compensate for the oversteer, understeer and wheelspin, the front wheel drive car will often take a different (yet proper) racing line through the tighter turns on a course.

the Answer Man.

META MEETING

JULY 27, 1995

Meeting was called to order at 7:40 pm. (It was my fault we were late!) In attendance were 34 members and 1 guest...Maggie Coran. Dallas Smith is sort of a guest because he used to be a member and will be again once we get to that stage of the meeting. A motion to adopt the minutes as read was put forth by Barb and seconded by Brian. Motion carried.

Treasurer: Doris

Equipment fund \$5,360.33, General Revenue \$2,441.30 and Gaming/Casino fund \$12,128.92. In total we have \$19,930.55. The Oak Room has gone up fifty cents to \$30 per night.

Correspondence: Sandy

No news is good news?!?!?

Social: Joe

He is absent so Nick is filling in. We have all sorts of hats!! Beer!! 50/50 Draw!!! Did I mention Beer!!

Mayday: Steve

We have some articles but could always use more. You might be receiving the Mayday a few days later than you are used to due to the amount of time it takes to put together and the lack of time there generally is. Your understanding is appreciated.

Membership: Mikko

Mikko nominates Dallas Smith for membership. Seconded by Mike Zoziak. Roger nominates Brian Thayer for membership. Seconded by everyone else. Both have been voted on and accepted.

Historian: Joe

He's HISTORY!!!!!!

Training Committee: Roger, Jo, Thomas, Rick, Barb and Brian

Roger: The training scenario at the last Mission event went pretty good. Learned alot from the organizational end of it. We will do the same again. Had a couple of new workers out.

Jo: Regarding training video. John has done as much filming as he can. He will work on putting it together.

Marc: Another fire training session is in place. August 14 at 7 o'clock. The place is the Firehall at 13th and Lonsdale. We supply our own bottles. They will have a methanol burn tank to demonstrate that tupe of fire for us.

Race Chairman: Dave Forster

He's here!!!!!! Last chance before Indy to accumulate enough races is the weekend of August 5/6. Bruce and Lynn will not be at Mission that weekend. Jo Adair has been sentenced er I mean requested to provide us with Race Control. Thanks Jo!!!!!!

Read the Indy write up in the Mayday as it has all the necessary information for you. It's pretty much the same as last year. Don't forget photo ID for registration!!!!!!

Course Marshall: Roger/Nick

Nick: Wanted to know if the cones on Driver's Right at the end of the straight-away indicated whether a car was considered off or on. The answer is yes. If a car is past the cones -standing yellow. If a car is before the cones-waving yellow. Don't be afraid to use your own judgment.

Roger: Realize that the umbrellas, even though they look great, are not waterproof. Will work on that for the next event. Worked with Rick Smale at Turn 6 and had a great time. Commented on his superior blue flagging skills!!

Old Business

-Banner should be ready by this weekend (July 29). Received a faxed copy and it looks great!!!! The cost will be less than anticipated. We will have 2 banners that are 3ft x 12 ft.

-T-shirt is still being worked on. Will keep you posted.

-Raffle money. We need to spend/disperse the money we earned in the Raffle by September. The intention is to use 50% of the money for a printer in Timing and Scoring. The rest will be used to buy wood to create Worker Stations at Turns 4,5 and 6. Will check letter regarding non-profit status to verify that our intentions are permitted.

-E-crew will have their training this Saturday night. Vic and John will be there to document it. Vic will do the still shots and John will video tape it.(More training video material!!!!)

-Will talk to Ann regarding a letter to Captain Crunch for all his help.

-Marc is still working on our brochures for Indy.

-Aug 29/30 there will be a Go-Kart race fund-raiser for BC Children's. Tuesday-4:30-7:30 and Wednesday all day. They need approximately 6 flaggers. If interested please contact Marc. Also please wear your whites!!!!

-Ann got a phone call from REVV to invite us to do the META Shuffle at their banquet and in return they will do something for us. We voted on it and found that no one could remember the Shuffle and figured that was a good thing!!!!

Vice-President: Thomas

HI-HO! HI-HO! HI-HO! It's off to work he goes!!!!

New Business

-Please remember to fill out those log books and the binder Rick has to keep your records up-to-date.

-The Seattle Vintage breakfast went well!!!! With a few exceptions. Night before lots of beer!!! Just ask Roger!!

-August 5/6 is a Conference Race at Mission.

-August 7 the Vintage club is hosting a day at Mission. Your presence will be well nourished!

-Roger talked about the last Conference race at Portland. Talked about an incident in the chicane.

-August 12/13 at Portland is the Porsche Int'l Invitational. Six cars are being flown in from Germany!!!!

-Barb talked about Squamish. Approximately 45 cars on Sunday and 25 on Monday.

Good and Welfare

Jo and Irene are having a Bar-B-Que this weekend!!!! Saturday July 29!!!!

HAPPY BIRTHDAY JO!!!!!!

Marc is hoping to organize a F440 day sometime in Sept/Oct. Will keep you posted.

Swap and Shop

Ann has her car for sale. Eagle Talon 90,000km \$10,500 OBO

Raffle

Doris-Beer


Dallas-Hat/First-aid Kit

Barb-Squeegee

50/50 Don Souter

Motion to adjourn meeting at 9:10 by George, seconded by Rick. Motion carried.

TTEV


Sandy Megges
Secretary

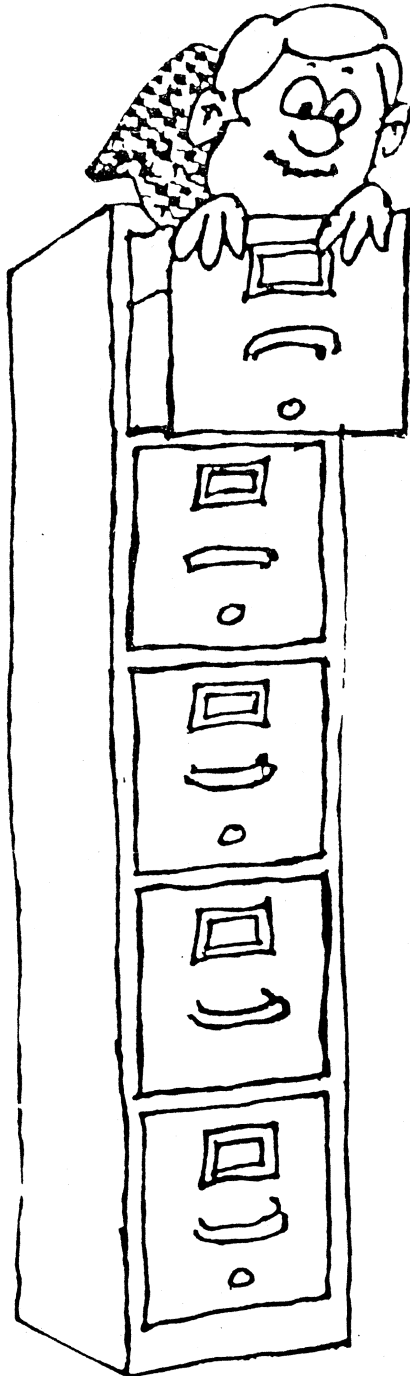


"...to restore, race, and exchange information...
concerning vintage sports and racing automobiles"

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

THE TRACK HIERARCHY



REGISTRAR

- leaps tall buildings in a single bound
- is more powerful than a locomotive
- is faster than a speeding bullet
- walks on water
- gives policy to God

RACE CHAIRMAN

- leaps short buildings in a single bound
- is more powerful than a switch engine
- is just as fast as a speeding bullet
- walks on water if the sea is calm
- talks to God

COURSE MARSHALL

- leaps short buildings with a running start and favourable winds
- is almost as powerful as a switch engine
- walks on water in an indoor swimming pool
- talks with God if special request is approved

ASSISTANT COURSE MARSHALL

- barely clears a quonset hut
- loses tug of war with a locomotive
- can fire a speeding bullet
- swims well
- is occasionally addressed by God

STARTER

- makes high marks on walls when trying to leap tall buildings
- is run over by locomotives
- can sometimes handle a gun without inflicting self-injury
- dog-paddles
- talks to animals

ASSISTANT STARTER

- runs into buildings
- recognizes locomotives two out of three times
- is not issued ammunition
- can stay afloat with a life jacket
- talks to walls

PRESIDENT OF S.C.C.B.C.

- falls over doorstep when trying to enter buildings
- says, "Look at the choo-choo!"
- west himself with a water pistol
- plays in mud puddles
- mumbles to himself

TURN WORKER

- lifts tall buildings and walks under them
- kicks locomotives off the tracks
- catches speeding bullets in his teeth and eats them
- freezes water with a single glance

STAIRWAY TO SUCCESS !!!!

THEY ARE GODS !!!!!!