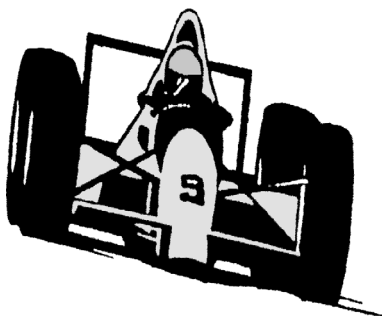




MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8



July 1996 - Volume 21 Issue 7

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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 META. Publication deadline is the close of the META meeting held on the fourth Wednesday of each month. Submissions may be faxed to the Editor. (Please phone ahead to confirm fax is set up). Printed in Canada.

SPEED READING

DATE	CLUB	EVENT	LOCATION
July 1	VRC	Vintage Club Day	Mission, B.C.
July 5-7	Sovren	Histories	Seattle, WA
July 5-7	SCCA	Double Regional	Portland, OR
July 13-16	Westwood Karting	Go-Carts	Abbotsford, B.C.
July 12-14	IndyCar	Molson Indy	Toronto, ON
July 19	CSCC	Driver Training	Portland, OR
July 20	SCCBC	ASN	Mission, B.C.
July 20-21	CSCC	ICSCC	Portland, OR
July 27-28	IRDC	Driver School	Seattle, WA
July 27-28	IRDC	ICSCC	Spokane, WA
Aug 2-4	SCCA	Regional	Portland, OR
Aug 3-4	SCCBC	ICSCC	Mission, B.C.
Aug 5	SCCBC	Vintage/Driver Training	Mission, B.C.
Aug 10-11	VMSC	ICSCC - tentative	Victoria, B.C.
Aug 17-18	IRDC	ICSCC	Seattle, WA
Aug 17-18	Westwood Karting	Go-Carts	Abbotsford, B.C.
Aug 30	TC	Driver School	Port Orford, OR
Aug 31 Sept 1-2	TC	ICSCC	Port Orford, OR
Aug 31 Sept 1-2	IndyCar	Molson Indy	Vancouver, B.C.
Sept 7-8	SCCBC	Driving School	Mission, B.C.
Sept 7-8	Westwood Karting	Go-Carts	Abbotsford, B.C.
Sept 7-8	SCCA	Double Regional	Portland, OR
Sept 14-15	CSCC	ICSCC	Portland, OR
Sept 21-22	SCCBC	ICSCC	Mission, B.C.
Sept 21-22	Sovren	Vintage	Seattle, WA
Sept 27	TC	Driving School	Portland, OR
Sept 28-29	SCCA	Regional	Bremerton, WA

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

wednesday is thursday

Remember that the July and August meetings will not be on Wednesdays. The July meeting is on Thursday July 25, and the following month it will be on August 29 (yes the day before the Indy weekend).

christmas in july

The summer is in full swing, the sun beating down and the young turnworkers fancy turns to the annual banquet. The time is now to start thinking about that turnworker (communicator, e-crew etc. etc.) that you feel should be nominated for our annual awards. The categories are 1. Meta Worker of the Year 2. Meta Rookie of the Year 3. Non Meta Worker of the Year

Thanks to this month's contributors: Barb Mowes, Vic Kennedy, Manfred Zumm, Dennis Paul and Sue Phypher for the photographs

MY FIRST EXPERIENCE AS A CORNER WORKER

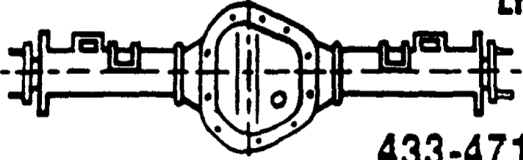
I have been a race enthusiast for many years and always wondered how I could become involved in some sort of Motorsport. In 1994 I read an ad inside the Vancouver Indy program about Meta, but for various reasons I did not join the club at that time. This year in March I had a phone conversation with Ann Peters where she invited me to the club meeting as a guest. There I was asked to attend a meeting at Roger's house on April 2nd. Roger told me about the trip to Portland to work at the Conference race on April 20 and 21. At home I thought it over and asked Roger if there was still a spot open for me in his truck. The answer was positive and on Friday April 19th Anne, Bonnie, Roger and Me were on our way to Portland. The trip went smooth and we arrived at the house of Anne's and Roger's friend late that night. At 6:00AM the next morning it was time to get up. After breakfast our destination was PIR for the workers meeting. I was very impressed with the reception we received. Then we got our assignments and Anne, Roger and me were asked to work turn three. After everything was set up we were ready for the cars. Well, almost. I was a little nervous and had no idea what to expect. The weather was cold and wet. Anne was the communicator and Roger as the TM was my teacher. One fellow from Seattle joined us and the two of us exchanged the respective flags, one session yellow one session blue. Many incidents happened in our turn and you had to be alert. Well sort of, because of my experience you sometimes get mixed up. But Roger is a wonderful instructor. His patience keeps you calm and knowing about his experience, You listen.

It was a long day which finished off with two novice races. By that time it was 7:00PM. We all had a lot of fun and many sarcastic remarks were thrown around. We left the track rather quickly to have something to eat. Everybody was very tired and soon it was bedtime, because 6:00 AM was around the corner.

The workers meeting was again at 8:00 AM and the first cars were released at 9:00 AM. Another long and rainy day was ahead of us. But I wanted to learn as much as I could, therefore the rain did not bother me. You have to focus and keep your concentration. We had many racing incidents at our station because of the wet conditions.

At this point I would like to say that I was overwhelmed about the importance of corner working. As a race fan in the stands you look from the outside in and you do not realize what is happening at every corner of the racetrack. This was for me the first time to work at the races. I had a terrific time and realize that there is a lot more to learn. Roger told me a saying "by the time you know everything it is time to quit". That weekend was for me very interesting and I am looking forward to working at many more different racetracks and racing events to get the experience. Finally I would like to thank Gail Fetterman in Portland for giving me shelter and Anne, Bonnie and Roger for making me feel like that I have known them for a long time.

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HELP WANTED

Gifted individual with patience, diplomacy, and strong organizational ability required to put in long hours coordinating people, paper and meetings in preparation of the Molson Indy Vancouver. Please contact Dave ASAP at 942-2350 if you can assist.

BIFURCATED BARRIERS, AIRBORNE ARMCO AND PERAMBULATORY PARTS

Turn 1, Portland International Raceway: An IMSA GTO Pantera hits a 7-ton steel-reinforced concrete barrier square on, the driver is visibly shaken and slightly bruised. The car is 3 feet on the short side of stock. The barrier? It's now two smaller barriers, 90 degrees to the original position.

An unknown turn, Blackhawk Farms Raceway: An SCCA production car slams the double armco barrier in a "routine" spin. The car suffers cosmetic damage. The driver contracts an inflamed temper over the damage to his baby. The armco? A 15 foot section of steel is dislodged from its moorings and flies through the air about 15 feet.

Turn 5, Indianapolis Raceway Park: An E production MGB hooks a wheel and slams into the 3 foot thick concrete retaining wall. This time the protective barrier is unharmed. The driver is momentarily unconscious. The car loses several pieces of glass and sharp metal, most of which continues at racing speed directly over the wall.

Many of us witnessed the first incident; the rest of you have heard it ad nauseum. The second incident was related by a colleague from the mid-west. The third is from the depths of my own memory (circa 1981). All three incidents serve to remind us just how protective the protective barriers really are.

In Portland, the concrete monolith stood guard over no less than eight workers, including five non-SCCA members who were required to remain behind barriers. All turn personnel reacted as if there were no barrier, abandoning the station at acute angles with extreme prejudice. No one was in the way of the concrete as it moved through the turn station. No one was hit by the flying rubble as the center of the slab disintegrated.

In Indianapolis, the reaction was the same. No one was hit by the flying pieces of the finest British workmanship.

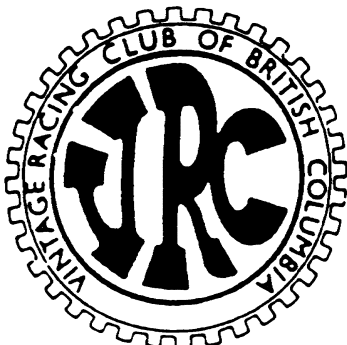
At the track outside of Chicago one of our ranks was not so lucky. When the track goes hot we must always remember:

- 1) A barrier, and anything placed on top of it, is a potential projectile
- 2) Race cars have been known to climb barriers of all sizes and types
- 3) A particularly strong barrier may cause parts of a car to become projectiles

Don't be lured into a false sense of security. Don't rely on a protective barrier as protection.

Dennis Paul

Editor's Note: This article was originally printed in the September 1986 issue of the Mayday. I felt the message contained within was worth repeating. Wouldn't you agree Roger?



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

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

SO HOW'S YOUR CRYSTAL BALL?

If you can predict the top 5 order of finish for the 1996 Cart IndyCar season, you can win your 1997 META membership. Entries will close August 5, 1996. There will still be 4 races left as of that time. In the event of a tie, the first correct entry received will win.

You can enter by : Phoning 876-5981 after 7:00 PM most evenings

: s-mail to Vic Kennedy

1342 E 27th Avenue

Vancouver, B.C.

V5V 2L8

: the July 20th race at Mission

: the July META Meeting

: the August 3 - 4 - 5 weekend at Mission

Good Luck to all, and no fair calling Jo-Jo

REAL CARS ON REAL ROADS GO'IN REAL FAST

The first stage rally to be held in B.C. in many years took place June 22nd just outside Duncan. A lower than expected entry was disappointing but after the drought, a day in the woods was wonderful. Watching rally cars going fast on logging roads is mighty fine. I had to leave before the results were done in order to catch the 9:15 sailing. If I can make the next one, I will and I encourage you to try it.

Vic Kennedy

REAL CARS PART TWO

I was only able to attend the Saturday of Thunder in the Streets. I worked the chicane section of the course and had an assistant to replace cones. The variety of cars and classes makes for an interesting mix. A Neon, a Porsche, Datsun 510's and a supercharged Corvette. In only three runs the drivers were getting faster and more precise, needing less cone replacement. So there's something else you can do on those local non race weekends.

Vic Kennedy

Molson Indy Vancouver

Ann Peters has the Indy registration forms. If you want to work Indy and your address and phone number have changed, make sure you get in touch with her.

The tentative registration schedule for Indy is as follows:

Wednesday August 28th~ 12-2; 4-8

Thursday August 29th~ 11-2; 4-8

Friday August 30th~ 7-10

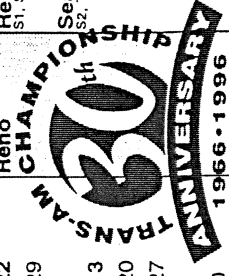
Saturday August 31st~ 7-8:30

Right now it is believed that registration will be at the Pan Pacific.

1996 SCCA PRO RACING CALENDAR

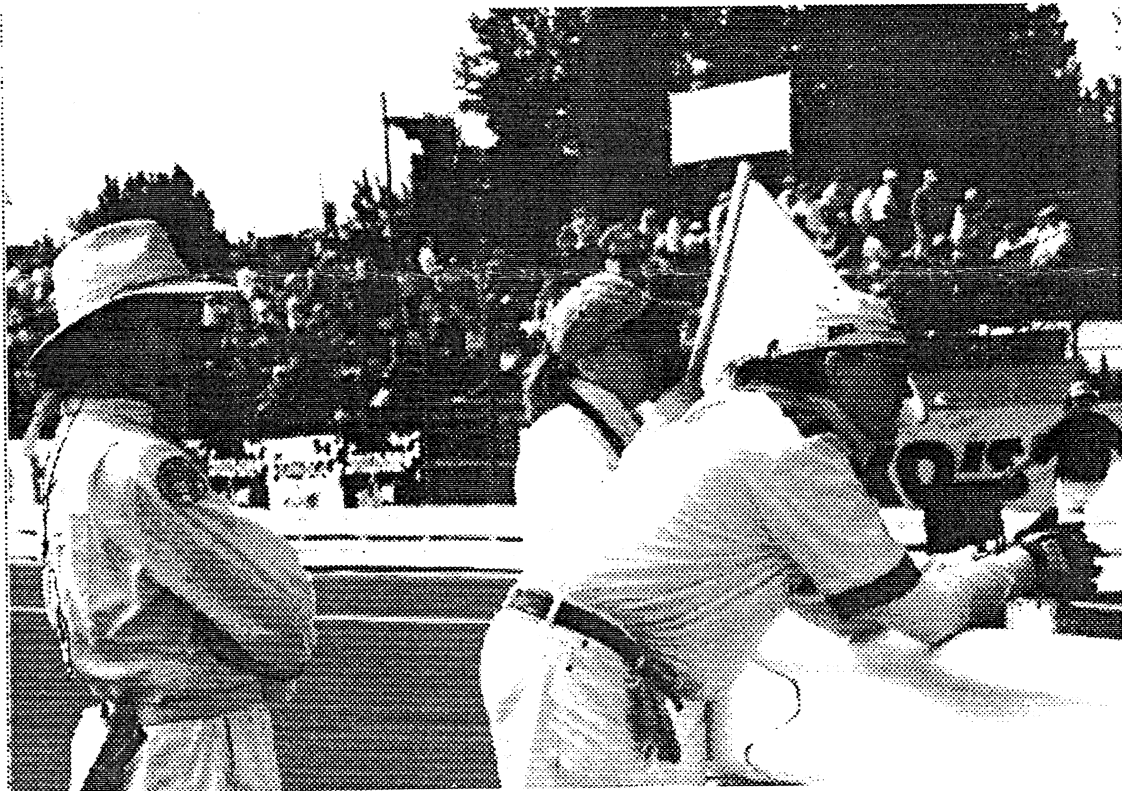
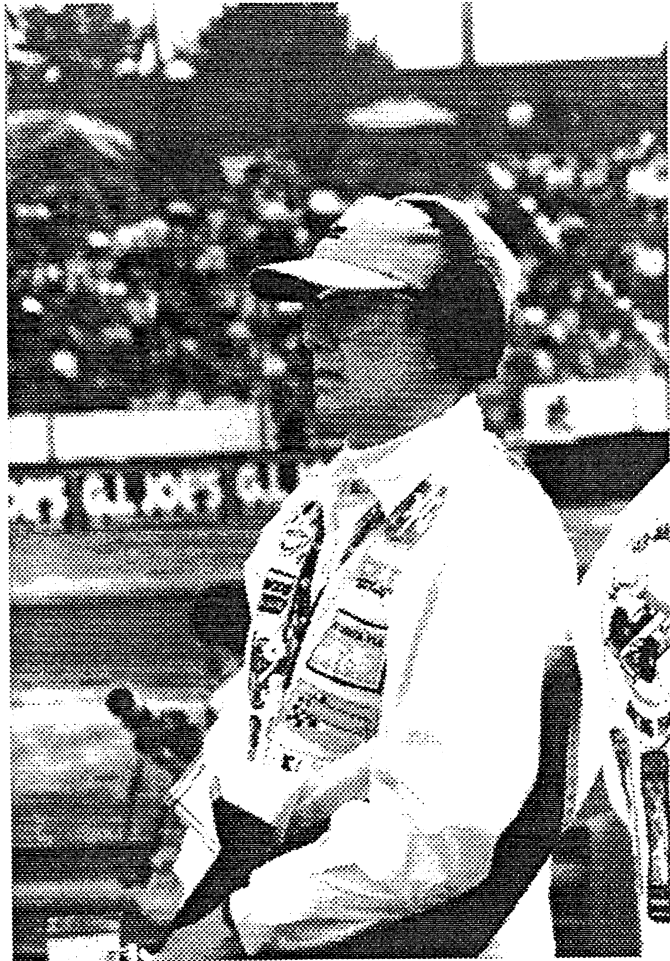
REV. 1-22-96

Month	Weekend	Trans-Am	World Challenge	Spec Racer	Shelby	Atlantic	Barber	EVTC	ACRL	NATCC	U.S.	Neon
January	27-28										FF2000	
February	3-4										Orlando	
	10-11											
	17-18											
March	24-25	St. Petersburg	St. Petersburg	St. Petersburg							St. Petersburg	St. Petersburg
	2-3											
	9-10											
	16-17	Homestead				Homestead	St. Petersburg	Firebird				
	23-24						Sebring					
	30-31											
April	6-7											
	13-14	Long Beach				Long Beach						
	20-21	Phoenix				Nazareth	Texas World					
	27-28											
May	4-5											
	11-12											
	18-19	Mosport	Mosport	Mosport								
	26-27	Lime Rock	Lime Rock	Lime Rock								
June	1-2											
	8-9	Detroit		Topeka	Topeka							
	15-16											
	22-23											
	29-30	Cleveland										
July	6-7	Minneapolis	Minneapolis	Minneapolis								
	13-14											
	20-21											
	27-28											
August	3-4	Tr.-Rivieres	Tr.-Rivieres	Tr.-Rivieres								
	10-11	Watkins Glen										
	17-18	Rd. America	Rd. America	Rd. America								
	24-25											
Sept.	31-1	Dallas	Dallas	Dallas	Dallas							
	7-8											
	14-15											
	21-22	Reno	Reno	Reno								
	28-29											
October	5-6											
	12-13											
	19-20											
	26-27											
November												



SOME OF OUR BEST

in Portland



MINUTES OF META MEETING JUNE 26, 1996

Meeting was called to order at 7:40 p.m. with 31 members and 2 guests, Bob Iverach and Marilyn Lezorka present. Minutes from May meeting were read. Moved by Vic Kennedy, seconded by Joe Proud to adopt minutes as amended, changing Joe Proud from Brian Meakings making motorcycle report.

Treasurer's Report

General account \$2,625.47, Equipment fund \$78.22, Gaming account \$11,056.38, Term Deposit \$5,300.00 for a total of \$19,060.07. Club received \$400 from Autoclassic Restorations, \$100 from Westwood Karting, \$50 from social committee and \$50 for advertising from Vintage Club in past month.

Correspondence

Received letter from Scott Levin regarding 1994 raffle.

Social

50/50 draw, merchandise, beer and 3 Le Mans posters for raffle.

Mayday

Needs more articles, has received a couple of articles recently. Race schedule has error to be corrected next issue. New layout for Mayday well received by membership. Some members did not receive last issue to be investigated by editor.

Membership

No new members in past month. Nick Roche nominated Marilyn Lezorka as a new member. Membership voted in favour. Membership chairperson position vacant.

Historian

Photo albums, copy of Aug 10, 1986 Tacoma News Tribune and Montreal Gazette on display at meeting.

Training Committee

Good response from new workers, increased interest from prospective members lately. Too late in season to train new workers for Indy. 16 year old workers will be eligible to work at Indy.

Course Marshall

Irene Mitchell will be acting Course Marshall at Mission for August 3/4 weekend. Ann Peters has registration sheets for Vancouver Indy. Contact Ann if there are any changes to your personal information from 1995. New workers for Vancouver Indy must complete a registration form available from Ann or from Dave Forster.

Old Business

Ann received 2 quotes for M.E.T.A patches. Best price and quality is \$1.54 each on a quantity of 300 from West Coast Cresting. Moved by Russ Mitchell, seconded by Hilda Randall that M.E.T.A purchase 300 crests. Motion carried

M.E.T.A. has received permission from Provincial gaming Commission to spend casino funds on trailer. Marc advised club has received permission from B.C. Custom Car Club through S.C.C.B.C. to place trailer on Mission site North of Tech station. Ann noted that purchase of additional equipment is still pending final price of trailer. Ann received quote of almost \$6,000 for 10 headsets. S.C.C.B.C. is exploring similar purchase of headsets and Ann recommended that M.E.T.A hold off on purchase pending S.C.C.B.C.'s action. Membership expressed opinion that high quality, less expensive sets are available. Ann advised that Denise in Portland is working on a price for silkscreening M.E.T.A jackets.

Marc advised that Kedre Murray has offered to take on task of setting up Website.

Ann again asked for input on participant gift from M.E.T.A. for workers at Vancouver Indy. Mike Zosiak suggested pins or sunglass holders. Price of pins is prohibitive. Executive to make final selection and arrangements.

Marc - a worker/driver/crew banquet and social will be held on Saturday August 3rd and that M.E.T.A/REVV social and banquet has been moved to Sunday August 4th, due to a conflict on Saturday for REVV members. Race weekend is being sponsored by IWE Rear Ends Only.

It was noted that July 1st will be a vintage event and workers are requested- morning meeting 9.00 a.m.

Anybody wanting to work Gold Cup Karting event call Bonnie at 599 5457.

Barb Moewes advised that rooms and meals have been made available for workers at Squamish Street Slalom. Contact Barb or Vic Kennedy for details.

Vice President's Report

Opportunity to purchase white golf shirts with Vancouver Indy and M.E.T.A. logo embroidered for less than \$15. It was moved by Brian Meakings and seconded by Thomas Liesner that M.E.T.A. purchase up to 120 shirts at a price not to exceed \$16 each. Motion carried. Other report items handled under new or old business.

New Business

Joe requested any information on effect of new Indycar re-start procedures on workers. Vests will no longer be required at Vancouver Indy. Traditional vintage breakfast in Seattle on Sunday is in planning stages. Genevieve has offered to assist members with information and travel arrangements for those wanting to attend an Indycar event in Japan if it goes ahead. July and August meetings will be held Thursday after 4th Wednesday in month. ie. on July 25th and August 29th. Charmaine and banquet committee are investigating possible sites for year end banquet.

President's Report

Executive want and very much appreciate input from the membership and any assistance offered, however the Executive must be kept fully informed before any action or project is undertaken by a member on behalf of the club.

Good and Welfare

Vic suggested the club host an internal Indycar pool with a prize of free membership for 1 year. Details to appear in next Mayday.

ASN Regional race at Mission on July 20th. End of day banquet will be held. EDITOR'S NOTE: Due to the conflict with the Conference race in Portland that weekend, please let Roger or Irene know if you will be attending at Mission on July 20th. Brian Nuttall requested assistance with hay baling.

Draw: Beer - Andrew Slater, 50/50 Barb Moewes (\$11.50), Merchandise - Graham Moffat, coffee mug, Rick Neyedli - mug and hat.

Moved by Brian Meakings, seconded by Vic Kennedy to adjourn meeting at 9:30 p.m. Meeting adjourned.

NEXT MEETING:
THURSDAY, JULY 25TH