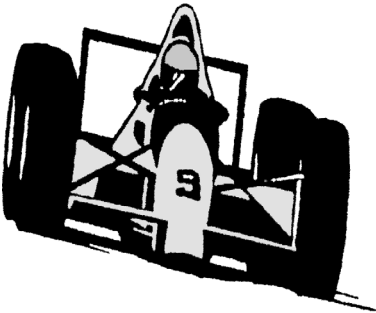




# MAYDAY

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



Dec 1996 - Volume 21 Issue 12

## CLUB EXECUTIVE

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Ann Peters  
581-7189

### VICE PRESIDENT:

Marc Rovner  
986-3497

### SECRETARY:

Irene Mitchell  
590-8065

### TREASURER:

Doris Gildemeister  
270-3700

### PAST PRESIDENT:

Roger Salomon  
581-7189

## NEWSLETTER STAFF

### EDITOR:

Thomas Liesner  
591-7729  
fax: 501-1503  
e-mail  
tliesner@axionet.com

### ASSISTANT EDITOR:

### ADVERTISING:

George Chambers  
944-7759

## MEMBERSHIP

Thomas Liesner  
591-7729

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. Printed in Canada.

## SPEED READING

DATE	ORGANIZATION	EVENT	LOCATION
Jan 4-5	W.C.I.R.C.B.C	Ice Race	Ashcroft, B.C.
Jan 11-12	W.C.I.R.C.B.C	Alternate Weekend	Ashcroft, B. C.
Jan 18-19	W.C.I.R.C.B.C	Ice Race	Ashcroft, B.C.
Jan 25	META	Banquet	New Westminster, B.C.
Jan 25-26	W.C.I.R.C.B.C	Alternate Weekend	Ashcroft, B.C.
Feb 1-2	W.C.I.R.C.B.C	Ice Race	Ashcroft, B.C.
Feb 8-9	W.C.I.R.C.B.C	Vernon Winter Carnival	Vernon, B.C.
Feb 15-16	Variety Club	Telethon	Vancouver, B.C.
Feb 15-16	W.C.I.R.C.B.C	Alternate Weekend	Ashcroft, B.C.
Feb 22-23	W.C.I.R.C.B.C	Ice Race - Enduro	Ashcroft, B.C.
Mar 1-2	W.C.I.R.C.B.C	Alternate Weekend	Ashcroft, B.C.
Mar 22	W.C.I.R.C.B.C	A.G.M.	

## the envelope please ...

Thanks to the executive of 1996 for a job well done, and a welcome to the new executive of 1997. I hope you know what you got yourselves into.

### PRESIDENT:

**Marc Rovner**

### VICE PRESIDENT:

**Irene Chambers**

### SECRETARY:

**Karen Forward**

### TREASURER:

**Ann Peters**

## now open for business...

It's that time of year again. As of December 1st, you can send in your 1997 META Membership dues. Once again they are \$15.00 for the year. Send in your dues early to avoid the Christmas rush. Please make your cheques payable to META. Send your dues to:

Membership  
c/o Thomas Liesner  
13425 87B Avenue  
Surrey, B.C.  
V3W6G7

Please remember to inform membership of any changes to your address, phone number or name. I am going to attempt to change the membership list to include e-mail addresses. So if you wish, you can include that information with your renewal.

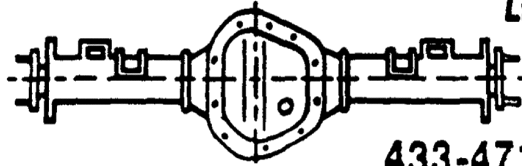
# MERRY CHRISTMAS

to the membership of META, from the Mayday Staff

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## Oh Come All Ye Faithfull ...

to the annual Open House at Roger and Ann's place, Saturday December 28<sup>th</sup>, located at 10952 McAdam Road in Delta. Doors open at 2:00 P.M.

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**With apologies:** The minutes of the November Meeting are unavailable at time of printing. I will include them in the January 1997 issue of the mayday

# WORKER PROFILE

Roger Salomon

as told to Vic Kennedy

Hometown:

Meiringen, Switzerland

Occupation:

Apprenticed as a baker for 3 ½ years, worked for 1 ½ years in Ostard, worked 3 years in Bearn

Moved to Montreal in 1960 and worked at the Hotel Windsor

Moved to Vancouver in 1964 and worked for Supervalue

Main Activities outside of racing:

Beach Bum for 5 years

When did you first get interested in racing?

At the age of ten watched his first F1 race in Bearn

Racing History:

Introduced to Westwood in 1969 by Jim McRea, who he met roller skating

Was Assistant Starter in his 1<sup>st</sup> year

Was Assistant Turn Marshall for 3 years, then Turn Marshall of turn 2 for 3 years

Course Marshall for 8 years

Was Vice President of SCCBC for 1 year

Joined Meta in its 1<sup>st</sup> year

Customary Job @ Track:

Course Marshall

What do you like most about Turnworking:

Challenging yourself to put forward your best performance

Pet Peeve:

Too many talkers, no doers

Favorite Track:

Laguna Seca

Favorite Turn:

Turn 4 @ Portland

Advice for New Workers:

There is no such thing as a safe place, you never finish learning

Most Embarrassing Racing Moment:

Pushing a car hung up on a rock, got it off the rock only to find it had three flat tires

Biggest Thrill in Racing:

Wheel to wheel racing

Most Embarrassing Motoring Moment:

Backing out of driveway with the car's backdoor open and hitting a pole with the door

Favorite Food:

Beef/Steak

Favorite Relaxation:

Walking the dog, smoking a pipe

Favorite Movie:

If You Could See What I Hear

What Would You Like to Have the Opportunity to do?

Turnworking Full Time

What Would You Like to do Three Years from now?

Buy a motor home and follow the Indy Circuit

What improvements would you like to make in racing?

A local racing facility that could do multilevel events

# CONGRATULATIONS

To the ICSCC Worker of the year:

our very own

**Nick Roche**

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## WORK PARTIES

The META trailer is going to be moved to it's rightful place in December. There will be a work party scheduled for December 15th at 10:00 A.M. Call Roger @ 581-7189 and let him know if you plan on going, in case of any changes due to weather etc.

## CAR SHOW

The 1997 Pacific International Car Show is at BC Place Stadium, January 17 through the 26. Volunteers will be greatly appreciated to help man the booth. Contact Marc @ 986-3497 if you can help out for an afternoon or two.

## COMM TRAINING

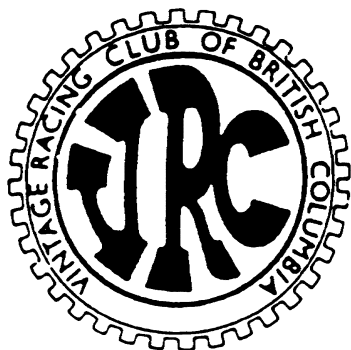
There will be a comm training for all interested parties sometime in the new year. For now it is being tentatively scheduled for the end of February. More details to follow.

## WANTED

Aluminum canopy to a 1990 Shortbox Pick-up. Call Gerry @ 882-1426

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

**MEETINGS:** 2nd Tuesday of every month

**INFORMATION:** Ralph Zbarsky, 604-733-4955

## **To Penalize, or Not to Penalize, Let the Drivers Decide**

by Steven Bibby

An interesting point was raised at the WCIRABC meeting on November 20/96. The issue discussed was whether turnworkers should utilize their judgement and decide whether to overlook infractions or call them in. I believe that members of any great racing group such as WCIRABC must be given an opportunity to decide their own fate and determine the rules which will govern their actions. On that note, it is important to understand the turnworkers' role and then recommend how you want your club rules to be enforced.

When a worker watches two cars come together on track, they have to immediately decide whether or not the contact was "racing" (un-avoidable) contact or an avoidable collision caused by a reckless, angry or otherwise "out of control" driver (Experience will likely determine the final decision, however, this article will focus only on the procedure). In either case, the worker will call in the contact. Now you might ask, why call it in if it was only racing contact? The answer, that if you didn't call it in, nobody would you know about it if these same two cars have had more contact before and after your turn. If drivers and race teams can afford to repair cars without concern about body contact, then workers wouldn't waste time reporting it.

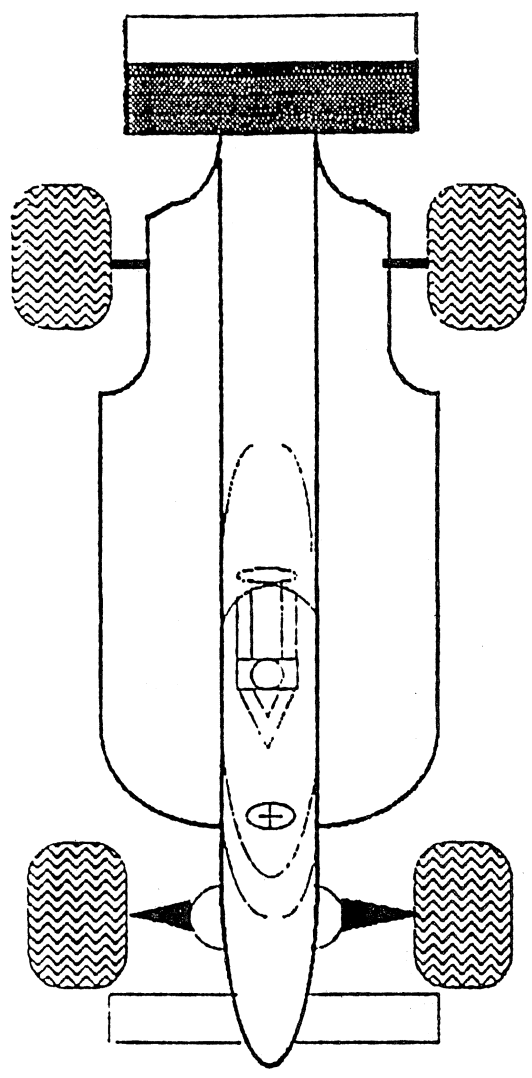
If a car passes under yellow but is not reported by the turnworker, and for whatever reason the race ends under that yellow flag, how is it later determined whether the pass occurred under yellow? In a different race, a driver passes under yellow while regaining control of his car, realizes what he has done and therefore allows the car that he passed to retake his position under yellow. The turnworker who viewed the first pass realized it was unavoidable and decided not to call it in. The next turnworker who viewed the second pass could see it was completely avoidable and calls in the driver not knowing they rightfully retook the position. If not corrected, the driver would be penalized and the first turn worker should be considered wrong for deciding not to call in a pass which would later be found to protect the driver.

At every race track I've ever worked, the volunteers around the course would probably call in every incident described above. It is only after the call is made that the members of the race club make their decision. That decision is whether or not to penalize a driver. It is a decision which is not made by the turn workers, the timers/scorers, the E-Crew or any other volunteer at the track. It is a decision made by the drivers when they vote on their rules. The drivers decide what rules they want and how they want them enforced. They decide what level of enforcement each rule breach should carry, and they elect or employ a race steward to govern over their decisions. Every person has an opinion on what should occur, but it is the majority who will vote on the rules and rule changes which represent their opinion. It is then up to them to ensure the Steward makes decisions which clearly reflect how their wishes (rules) should be carried out and in what fashion.

When drivers play with cars on ice, the drivers must decide what they consider acceptable behavior. If you don't want to hear about body contact, contact with pilons or passing under yellow, then say so. Workers know how to protect their own safety. If cars can pass under yellow, then it is likely that no worker will respond to a car which has stopped until every other car on course has also stopped. If cars can hit pilons that create a course, then workers will likely flag from a further distance back to protect themselves. Volunteers still enjoy working races under such rules, but drivers who play like that know that nobody is going to risk their a\_\_ responding to their crash until the worker's own safety can be assured. Every rule has a purpose, some protect drivers and some protect workers.

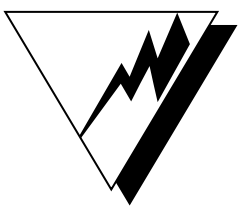
At the beginning of every race day, the workers have a morning meeting to discuss the "rules of the day". At a NASCAR event this year, the workers were told at the morning meeting that the drivers "don't want to hear about body contact unless it is used to gain a position or put a driver on his roof". This formed the basis of the radio calls during this event. The teams could afford to repair body damage, the racing was fun to watch and nobody got hurt in the game. Everyone will be coming back for more next year and all because the drivers ensure the stewards do what is expected of the rules.

CAR MAKE \_\_\_\_\_  
 CAR CLASS \_\_\_\_\_  
 CAR NUMBER (S) \_\_\_\_\_  
 CAR DRIVER (S) \_\_\_\_\_  
 IDENTIFY WHERE ON THE CAR EACH MAY BE FOUND



**NECESSARY SAFETY INFORMATION**

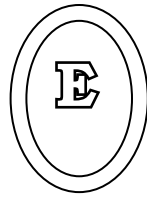
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**FIRE EXTINGUISHER**



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- LIFT RING
- SWITCH
- BUTTON

**HARNESS RELEASE**

- TURN LEVER
- OTHER

**BODY PANEL FIXING POINTS**

- "DZUS" FASTENERS
- CAM LOCKS
- OTHER

**REMOVEABLE STEERING WHEEL**

- YES  NO
- PULL FLANGED SLEEVE TOWARDS WHEEL
- OTHER

**SPECIAL INSTRUCTIONS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**TURBOCHARGER**

- YES  NO

ANNUAL M. E. T. A. AWARDS  
BANQUET

**"A FORMULA FOR FUN"**

M. E. T. A. Banquet Tickets are now available through Charmaine Meakings, By popular demand the Banquet will be held at the Venus Place Restaurant, on January 25, 1997. Please purchase your tickets in advance of January 22/97; any tickets purchased at the door will be subject to an additional \$5.00 late payment fee, per ticket. For more information contact Charmaine at 467-7510. To order tickets please fill in the form below and send it with cheque or money order to:

M.E.T.A. BANQUET  
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MAPLE RIDGE, B.C. V2X 2S1

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M.E.T.A. BANQUET

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