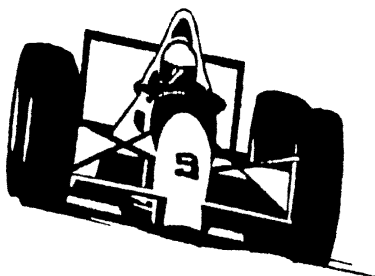




MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8
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Nov 1997 - Volume 22 Issue 11

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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. Printed in Canada.

SPEED READING

| DATE | ORGANIZATION | EVENT | LOCATION |
|--------|--------------|---------|---------------|
| Nov 8 | ICSCC | Banquet | Seattle, WA |
| Nov 15 | SCCBC | Banquet | Guildford, BC |

1998

| | | | |
|-----------|---------|---------------------|-----------------|
| Jan 3-4 | WCIRCBC | Ice Race | Barnes Lake, BC |
| Jan 10-11 | WCIRCBC | Ice Race | Barnes Lake, BC |
| Jan 17-18 | WCIRCBC | Alternate | Barnes Lake, BC |
| Jan 24-25 | WCIRCBC | Ice Race | Barnes Lake, BC |
| Feb 7-8 | WCIRCBC | Ice Race | Barnes Lake, BC |
| Feb 14-15 | WCIRCBC | Ice Race -Tentative | Vernon, B C |
| Feb 21-22 | WCIRCBC | Enduro | Barnes Lake, BC |

AGM...

Meta's Annual General Meeting will be held on Wednesday November 26, 1997. We will be voting in a new executive, so if you wish to run for office or have a say in next years executive, please attend the meeting.

brrrrrr...

WCIRCBC has finalized their 1998 schedule, as shown above. The Vernon date is tentative at this time. All dates are subject to weather conditions (aka el niño). Call Rick @ 941-7575 on the Thursday before to confirm.

The Desert hotel is once again supplying 2 free rooms for workers. Hot lunches will be provided on both days to workers for free.

WCIRCBC is holding their next meeting on November 21 at:

Venus Place Restaraunt
320 6th Street
New Westminster

Dinner is At 6:00 PM and the meeting starts at 7:00 PM.

awards...

Please take the time and fill out the awards nomination form enclosed in the Mayday and send it in to the executive c/o the corporate address, as listed under the heading. It will make the committee's job a lot easier if everyone participates.

WORKER PROFILE

Brian Meakings

as told to Vic Kennedy

BORN IPSWITCH, SUFFOLK COUNTY, ENGLAND. MOVED TO CANADA AND SPENT THE FIRST 8 YEARS IN ONTARIO. HAS SPENT THE REST OF HIS TIME IN THE LOWER MAINLAND.

OCCUPATION

DRIVING JOBS AND MECHANICAL WORK.

MAIN INTERESTS OUTSIDE OF RACING

HIKING, OUTDOORS, TRAVELLING.

REGULAR JOB AT THE TRACK

FLAGS, QUICK RESPONSE, OR DRIVING WHEN FUNDS ALLOW.

INTEREST IN RACING

FIRST RACE AS A SPECTATOR 1967 IN ONTARIO. FIRST RACE WAS ON A MOTORCYCLE IN A MOTOCROSS. FIRST WENT TO WESTWOOD IN 1978 WORKING IN THE PITS WORKING FOR CIRCUIT TIRE, THEN BEGAN CORNERWORKING.

MOST GRATIFYING

AS A DRIVER-THE OVERALL THRILL AND PRECISION
AS A WORKER-WATCHING THE PRECISION OR LACK OF IT.

PET PEEVE

WORKERS BEING TAKEN FOR GRANTED. LACK OF CO-OPERATION BETWEEN THE DIFFERENT GROUPS AT THE TRACK.

FAVORITE TRACK

USED TO BE WESTWOOD BOTH AS A DRIVER AND A WORKER THE G FORCES THROUGH TURN 1 WERE UNREAL!
NOW AS A DRIVER - SEATTLE
AS A WORKER - PORTLAND.

FAVORITE TURN

1 AT WESTWOOD 3a 3b AT SEATTLE

FAVORITE FIRST YEAR EVENT

RALLYCROSS THAT USED TO BE AT WESTWOOD.

ADVICE FOR NEW WORKERS

WATCH YOUR BACK. DO NOT GO BACK TO A CAR.

FAVORITE FOOD

PASTA AND CHICKEN

RELAXATION

DRIVING

BOOK

CONFERENCE RULE BOOK

MOVIE

IT'S A WONDERFUL LIFE

MOST EMBARRASSING MOMENT

RUNNING OUT OF GAS WHILE IN SECOND PLACE AND CATCHING THE LEADER, AND PULLING INTO THE TURN STATION WHERE HIS PIT CREW WAS WORKING WHO HAD ASKED HIM IF HE NEEDED GAS. HAULING THE RACE CAR TO SEATTLE AND LEAVING THE CAR KEYS AT HOME. TECH HELPED HIM TO HOT WIRE THE LADA.

BIGGEST THRILL

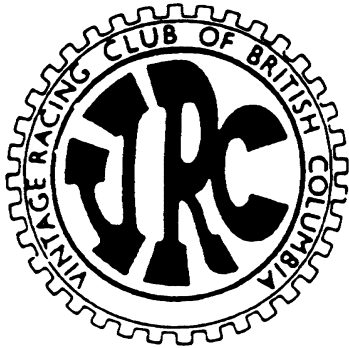
WINNING THE 1995 CONFERENCE GTS CHAMPIONSHIP. HOLDING THE 1995 GT5 LAP RECORDS
AT SEATTLE AND PORTLAND.

WHAT WOULD YOU LIKE THE OPPORTUNITY TO DO?

RACE FULL TIME FOR A LIVING. DOESN'T MATTER WHAT OR WHERE.

3 YEARS FROM NOW

SEE ABOVE.



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

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

ICSCC BANQUET

This years Conference banquet is being held on November 8. Once again its at the Seattle Marriott- SeaTac @ 3201 South 176th Street, Seattle Wa. You can phone them at (800) 228-9290 for room reservations. Conference has arranged for a block of rooms reserved for Friday and Saturday Nights at a cost of \$84 per night for either singles or doubles.

Banquet tickets are US\$35 per person. You can get your tickets from Donna Gibson 921 NE Avenue Portland OR 97230, Phone # (503) 665-5961. Tickets need to be purchased before October 30th.



LAGUNA SECA

by Gerry Lomas

I left for Laguna Seca on September 1 to see if it was as remarkable as I remembered from my distant past and to work at the Indy Car race. We, Bernice and Susie (The dog) and I were to travel down I-5, stopping in Salem, Ore. and Redding, Calif.. Here we were given an unexpected display of forest fire fighting by water bombers inside the city limits! Continuing on the next day (Wednesday) we went almost to Sacramento, cut right toward San Francisco on I-505 and then onto I-80. We then headed south again on I-680 to San Jose where we joined State 101. Going south on 101 to our final stop at the camp ground in Morgan Hill.

Thursday morning, we set off to find registration. It was right where it couldn't be missed at the junction of two highways (68 & 218) and with plenty of signs to direct everyone to the building. Registration was done quickly so we spent the rest of the day sightseeing, shopping and getting ready for the 7 AM workers meeting.

As I was staying at Morgan Hill and it was almost an hours drive from the track, I had to get up before 5:30 AM. My assigned parking lot was, I found out, near turn 5 and the morning meeting was at turn 11. I walked through the Commercial area and through the paddock to the meeting. At the end of the day I had to find a different way back to the parking lot because they had closed the access to the commercial area.

I was assigned to turn 1 with a worker from Denver. Due to some missed communication, he was with the communicator and I was across the track. Then he called me to climb up to where the communicator was and he went down to the side of the track where I had been. Strange. The communicator's platform had an outstanding view of the track, from start/finish to turn 5 and of turns 9 and 10.

On Saturday, I was reassigned to be at pit-in, flashing the red or green pit signs to the Cart drivers between turns 10 and 11. As these signs were only used by Cart drivers, I was able to travel around the track and visit the corkscrew (8) and others as well when other cars were on the track. This is a great track for viewing and/or picture taking.

Sunday meant another assignment, turn 4. This is where several cars had trouble on Friday, going into or over the gravel trap. No incidents happened on Sunday at our turn.

The weather was, as to be expected for California, warm and dry. Every morning had a little fog which the sun burned off. Each day this took a few minutes more. On Sunday, this almost delayed the start of practice at 8:00 AM but the visibility was good enough to begin.

I was very impressed with their method of feeding the corner crews. Every morning, the communicator would take your lunch order before any cars were on the track. You had a choice of breads, fillings and canned drinks. They would be made up and delivered to the corners with a selection of condiments (salt, pepper, salad dressing, etc.) and sliced onion, tomatoes and sprouts. Good system!! On the down side, I was surprised by the shortage of workers. Friday was the worst day but it did not get much better on the weekend. Sunday at turn 4 we had only three workers plus the TM and communicator to operate two flag stations.

As was the case at Vancouver, there were l o o n g days. Friday, meeting at 7 AM with me leaving the track at 7:45 PM. Saturday, meeting at 7 but as I was not needed after the Cart qualifying, I left at 7 PM while the track was still being used. (accident at turn 5). Sunday meeting at 7AM and the last race was over at about 6.PM.

I was not aware that there was a campground for workers until Mark Miller told me on Saturday. It was too late by then to change my arrangements and move my trailer to the track. Registration did not mention that this facility existed or I might have changed on Thursday.

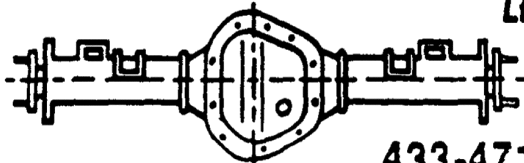
On the practice days, the cars were leaving the pavement to explore the walls and sand traps with great regularity. The races themselves were very competitive and well driven with no major incidents. We took our time returning home. We visited several wineries in the Napa and Sonoma valleys as well as Sears Point Raceway on the way. We traveled north via the coast route (101) taking us two weeks. It was an experience that I am glad I had and I may return to laguna Seca again some day.

You know you're really a Turnworker when ...

by Steve Bibby

1. you refer to the end of your driveway as “the apex at turn one”.
2. you make your friends book their parties & weddings around the race schedule.
3. you wait for the race schedule to book your holidays.
4. the race schedule IS your holidays!
5. you think of construction flaggers as “amateurs & wannabees”.
6. you rewind & slow-mo' the VCR to critique the workers on “race-day”.
7. you have a hand signal for “time remaining ‘till the pee break”.
8. you laugh about some other group having funny hand signals.
9. you check the clearance racks for any clothing with a checkered pattern ...
10. you have more “plaques” than “dash”.
11. you have enough hats to start your own baseball league.
12. you have white clothing to wear in any season.
13. all your white clothing has something to do with motorsport.
14. you carry your most valuable racing trinkets around in an old food bucket.
15. you know all the “marshal’s”, yet still worry about international border crossings.
16. you try explaining to non-racing friends that standing in the rain, 7am meetings, soggy lunches, cold coffee, warm pop, stun stroke, windburn, crazy drivers and no money, is your idea of a fun weekend.

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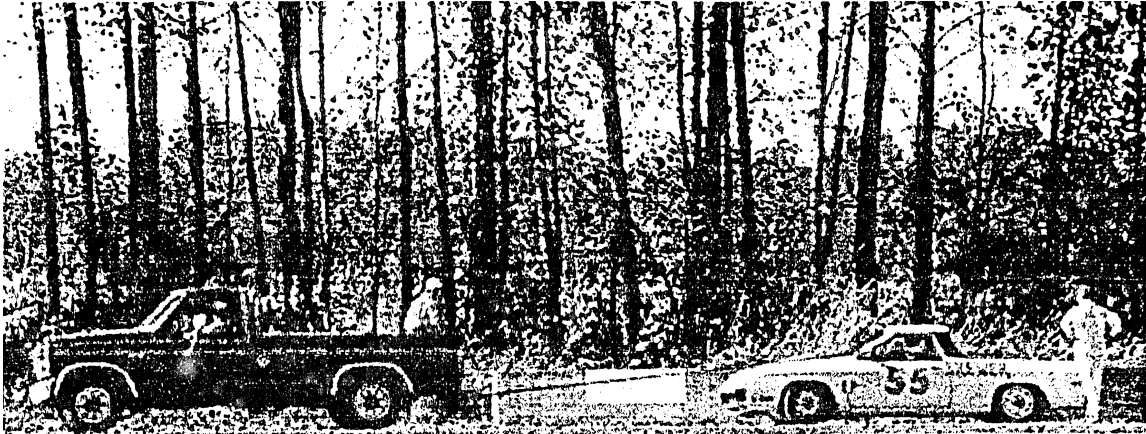


Photo by Gerry Frechette

Hey Dayglo, you're going the wrong way!

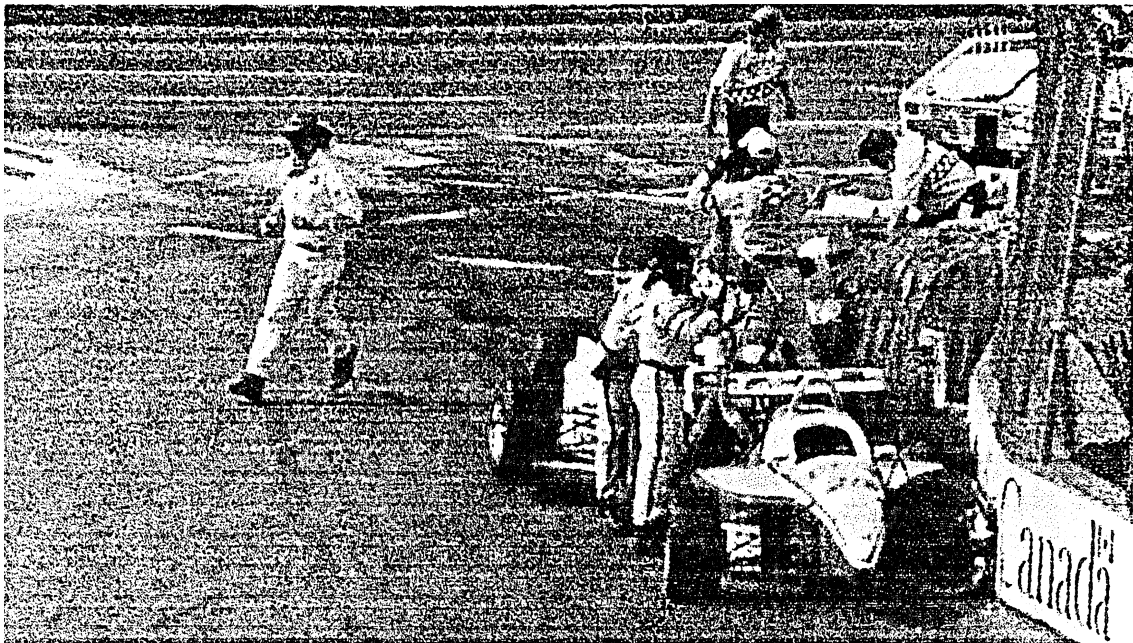


Photo by Sue Phypers

**MINUTES
META MEETING
SEPTEMBER 24, 1997**

Meeting was called to order at 7:30pm.

GUESTS: Mike Hebert, Perry Afaganis and Dave Doan.

Minutes from the previous meeting were read and one error was noted. The letter from Jen, was not from Jen but from Vicki Lange. Very nice letter !

TREASURER: General: \$1,443.99 Equipment: \$5,511.44 Gaming: \$20.47

TOTAL: \$6,975.90

We have bought an awning for the trailer with the money from the Gaming account. The awning is 20' x 16' for \$1795.38.

Our year end is coming up and the books have to be done. Anne will talk to Pat Moffatt to see if she would be willing to do them.

CORRESPONDENCE: Letter from Vicki Lange (see above), Wayne Groff, and Christine at Molson Indy.

SOCIAL: Odds and sods, and beer. There are also some Cart patches and pins from the Indy.

MAYDAY: Nothing to say - it's all been said. More articles please!!

MEMBERSHIP: 80 - Regular 9 - Honorary. Total - 89

HISTORIAN: Photo albums are here. Joe advised he has some new pictures from Sue Phypers, and the ones he didn't use, he passed out to people in the pictures.

TRAINING COMMITTEE: We will be using the "Car"pet more this winter. Roger also noted that this Indy was the best organized ever. We will start recruiting in the spring.

Training Discussion: A discussion was held about an incident that happened in Portland. The Formula Fords were out and a Ford stalled in the middle of Turn 2 in the middle of the track. Roger admitted that he did a "No-No", and went out on course during a race, but the car wouldn't start, and was a hazard where it was and had to be moved. With help from other workers from Turn 1 they pushed the car safe. There was a grid of about 30 cars for this race and the incident happened in the first couple of laps.

RACE CHAIRMAN: Indy was great. Best one ever. Mission was an exciting weekend ~ with a few minor problems that got worked out.

COURSE MARSHALL: Really good weekend -- it was great how everyone supported one another. Even the drivers co-operated.

OLD BUSINESS: Flags are ready - \$20 per flag to sponsor a flag, contact Steve Bibby deadline is October 31, 1997.

Membership Cards - the new ones are available.

The new fire bottles are here. We just need to put our logo on them. Marc to follow up.

Insurance for trailer - Letter to be re-sent to SCCBC getting clarification on coverage. Irene to follow up.

Infoline - Marc Rovner is working on it.

Trailer Security - Mike Z just needs to get the measurements for the windows, and the bars are in.

The "E" truck needs a flat strap, a 1" tow rope, tarp and bungee cords. Mike z. To buy them.

We have META sweatshirts for sale, available in three colours (white, grey and green). They have the META logo and Molson Indy logo embroidered on them. \$30.00 each.

Work Party - a date to be decided on later.

NEW BUSINESS: Annual META Banquet- Brian M. had some information that Charmaine had got together about hotels and costs. We will need to book soon.

Westwood Karting are having a race Oct. 4 & 5 at the Tradex. You need to be there at 11:00 am. Contact Bonnie Healy if interested.

There is a group photo of the Indy Workers - sign up sheet there if you would like a copy.

WCIRABC - First Meeting October 8, 7:00 pm at the Venus Restaurant. Any worker who worked more than 2 races last year has a free membership. Contact Brian Meakings for more info.

510 Club - Dave Doan advised that the 510 Club is having a Test & Tune Day, October 13. This is a non-race situation but they would like to have about 10 workers. Be there at 9:00am.

Nomination Committee was formed - The members are Vic Kennedy, Joe Proud, and Nick Roche. Expect a phone call from them soon!

VP REPORT: The Teddy Bear Fund Drive. The bears collected from the first drive are yet to be handed over. Irene is have problems contacting the people necessary. If we are unable to co-ordinate anything with the Coquitlam Fire Department, it was suggested that we turn the bears over to the North Vancouver Fire Department. It was agreed. The bears from the second weekend will be turned over to the Mission Fire Department shortly.

PRESIDENTS REPORT: At a PTA Meeting- but he did arrive late. It should be noted that our President finished 2ND in the first race he ran last weekend.

GOOD AND WELFARE: Sandy Meggyesi & Noel Koen are engaged.

Rob Mclean has contacted Bonnie and advised that he hasn't forgotten about us, but with working and going to school, he isn't able to get to the track as much but he wanted to say hello.

Rogers Cable will be broadcasting some new channels for free - one of them will be SpeedVision.

SWAP & SHOP: Marc Rovner is looking for a Formula Ford.

Nick Roche has four 13" Honda rims and tires for sale.

Bernie has an apartment size stackable washer & dryer for sale at \$350.00.

Brian M. has access to miscellaneous used tires.

DRAW: Karen - Beer Don - Odd/Sod Brain N - Odd/Sod George - 50/50.

NEXT MEETING: October 22, 1997- 7:30pm

Meeting was adjourned at 9:15 pm.

Respectfully submitted by: Karen Forward, Secretary

ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the Awards committee.

Consult the policy and procedures manual for criteria on all awards except the Buzz Beley Memorial Award which has not yet been entered into the policy and procedures manual.

Please note that only one member is required to nominate for an award this year. No additional signatures are required.

Please offer a brief explanation as to why you wish to nominate a given person for an award.

President's Award (META Member of the Year)

I wish to nominate _____ for the President's Award for the following reasons:

Rookie member of the Year

I wish to nominate _____ for the Rookie member of the Year for the following reasons: _____

Non-Meta Member Worker of the Year

I wish to nominate _____ for the Non-Meta Member worker of the year for the following reasons: _____

Buzz Beley Memorial Award

The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons: _____

Nomination submitted by _____ on _____, 19____.