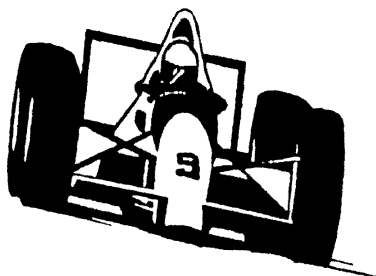




MAYDAY

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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June 1997 - Volume 22 Issue 06

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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
June 7-8	CSCC	ICSCC	Portland, OR
June 13-15	SCCA	Rose Cup	Portland, OR
June 20-22	CART	GI Joel Budweiser 200	Portland, OR
June 21-22	SCCBC	Driver Training	Mission, BC
June 28-29	Westwood Karting	Go-Karts/ Gold Cup	Abbotsford, BC
July 3-6	Vintage	SOVREN	Seattle, WA
July 4-6	SCCA	Regional	Portland, OR
July 12-13	Vintage	Global	Portland, OR
July 19-20	SCCBC	ICSCC	Mission, BC
July 26	IRDC	Driving School	Seattle, WA
July 26-27	TC	ICSCC	Coos Bay, OR
July 25-27		CACC/ASN	Boundary Bay, BC
Aug 2-3	VMC	ICSCC	Mission, BC
Aug 8	CSCC	Driving School	Portland, OR
Aug 9-10	CSCC	ICSCC	Portland, OR
Aug 16-17	IRDC	ICSCC	Seattle, WA
Aug 22	TC	Driving School	Portland, OR
Aug 29-31	CART	Molson Indy	Vancouver, BC

apologetically ...

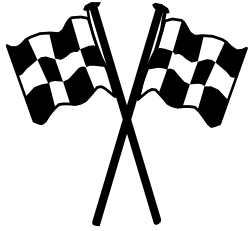
With head hung low I offer my apologies to the membership for the last issue of the Mayday being so late. With work turning my schedule upside down with no warning, the mess at my house from the construction and my printer breaking down, it was a while until I was finally able to print out the Mayday. With any luck (knock on wood) it shouldn't happen again.

car shows ...

There are several car shows planned in the near future. One is on June 28th at Planet Ice in Coquitlam, the other is on June 9 through 15 at Richmond Center Mall. If you live in the area Marc would appreciate if you could stop by briefly (only a couple of minutes) just to check out the display and tidy up.

planes, fords & automobiles ...

The Boundary Bay Air Races are organizing car races at the Boundary Bay Airport to be run during the down times between air races. They will be requiring workers to man the track. The races are on July 25-27. More info to follow as it becomes available.



For only \$20.00, you could have your name embroidered onto the flag that turnworkers will wave for years to come! What better gift than to see the name of your team, your sponsor, yourself or just your good friend waving on the turn. Help support your local turnworkers and have your name added to one of the new META turn working flags. Contact Steven Bibby at (604) 942-6041 to make the arrangements.

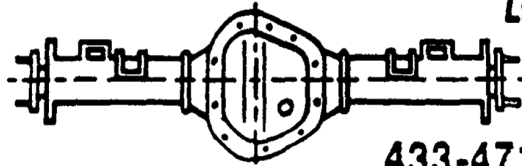
training ...

There is a fire training session tentatively set for either July 29 or 30; and there is a possibility of another CPR course in the fall. More details as they happen.

training ...

The August 2-3 Conference weekend at Mission will be the 2nd Annual META/REVV mixer. Ian Wood is sponsoring the barbecue. So plan on coming out and staying a while, have some food and socialize with REVV.

iwe. **Rear Ends Only**
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IAN WOOD, Grad. I.M.I.

WORKER PROFILE

Thomas Liesner

as amended by S.D. Olund

Hometown: I wouldn't admit to living in Surrey either

Occupation: Never have been too sure what he does - something that requires muttering about @#&!%^** drivers

Main Activities outside of racing:?? does he have any??

Where and when did you first get interested in racing? Westwood 1990

Pet Peeve: coffee without cream

Favorite first year event: 1990 Vancouver Indy

Favorite Food: Forget the food just remember the cream for the coffee, some donuts don't hurt either.

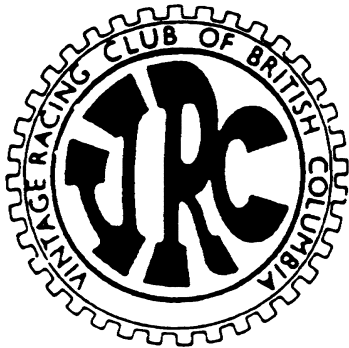
Favorite Relaxation: tying someone on the roof rack of his van

Favorite book: when does he have time to read

Most Embarrassing Motoring Moment: Something about the wrong flag at turn 4 at S.I.R.

What Would You Like to do Three Years from now? FINALLY GET A REDHEAD

Editors Note: Shirley- Didn't think I would print it, did you?



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

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

Dear Dad:

School is great. I am making lot\$ of friend\$ and am \$tudying very hard. With all my \$tuff, I \$ymply can't think of anything I need. \$o if you would like, you can ju\$t \$end me a card, a\$ I would love to hear from you.

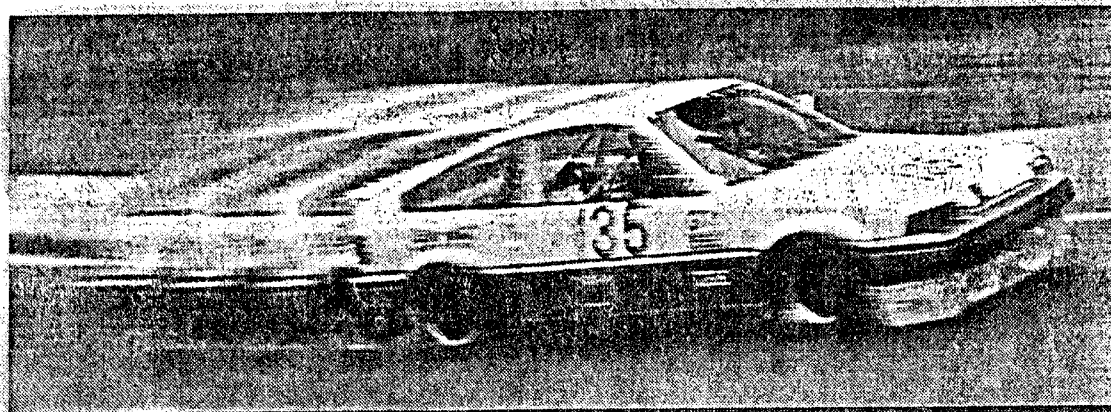
Love, Your \$on

Dear Son:

I kNOW that astroNomy, ecoNomics, and oceaNOgraphy are eNOugh to keep even an hoNOor student busy. Do Not forget that the pursuit of kNOWledge is a NOble task, and you can never study eNOugh.

Love, Dad

5TH ANNUAL *Thunder* *in the* *STREETS* **AUTOSLALOM**



International event with top drivers from USA and Canada competing at this unique venue.
Thunder in the Streets is the only slalom event in North America held on a temporary road course.

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DOWNTOWN SQUAMISH, B.C.

START TIMES

Sat. 11 a.m. - 7 p.m. — Show
Sat. 2 p.m. - 7 p.m. — Race/show
Sun. 9 a.m. - Noon — Race/show
Sun. 2 p.m. - 5 p.m. — Race/show

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FROM THE OTHER SIDE OF THE TIRE WALL

In the last issue of the Mayday the ex-editor asked for comments on the article written by the “unknown subscriber”. Well, I just thought that maybe you would like to hear a driver’s view. Okay, maybe not, but here goes anyway.

First of all, I would like to say that from what I have seen, the marshalling at Westwood is as good as, or better than anywhere else in North America, This is an unbiased opinion and I would like to thank everyone of you for it.

In the past 8 years I have driven quite a few tracks in North America; Edmonton (Where, when I stuffed my Formula Ford into the Tum 9 wall, I had two commworkers fight over whether I should have my helmet off and get out of the car. They did this by one trying to lift me out, and he other pushing me back in -OUCH! This went on for 20 minutes while the P.A. kept announcing for the doctor and ambulance to go to Tum 9 - they were at the front gate getting their wives in for free); Mosport (Where, when cresting the hill into the blind, flat-out-in-fifth, 140 MPH sweeper with the car already beginning to drift sideways, I found two cars spun out and blocking the track. Meanwhile, I noticed out of the comer of my eye, two workers sword fighting with their flags!); Circuit du Gilles Villeneuve (Comerworkers think their Le God); Tre Riviars (They don’t even know how to speak!); Mid-Ohio (No comment - otherwise Dennis won’t let me jump the starts); Elkhart Lake (No Complaints); Long Beach (Didn’t see any - they all hide behind cement walls); Willow Springs (I didn’t know anything myself when I was there); various oval tracks in the Pacific Northwest, and of course Portland and Seattle.

Although I think you’re all great, there is still room for improvement. And mainly in the “having fun” department. It seems to me some workers feel their jobs are so important and serious that they forget why we all go racing - to have fun and enjoy ourselves. I suppose this is mainly aimed at the “higher ups”, but everyone could gain by less regulating, officiating, politicking, and bossing. We get enough of that Monday to Friday.

Some drivers feel they are God and everyone is there to serve them. Some workers feel the same way! Let’s face it, if it weren’t for the other, neither one of us could go racing.

Now this may seem like a contradiction to what I’ve just said, but I think the workers should perform professionally. I don’t think it is impossible to have a club-y. fun atmosphere socially and yet be professional in the work. I think the workers, on a whole, are heading in that direction. Especially with the motorsport situation as it is in B.C., we have to prove to the government, business community, and the public that we aren’t just a bunch of wankers. It may be unfortunate that this is how it is these days, but if we want to do what we all love, (racing- remember?) then that’s the only way’

I suppose I should stop boring you with my views now. Maybe more in a future issue. I would be interested in hearing any comments any of you may have on what I’ve said. (I have a secret source for getting a copy of the Mayday.)

Again, I would like to do something that I think every driver would like to if he had the time and opportunity (it sure has taken me a long time to do it!) during racing season - and that is to thank every worker involved, once involved, soon to be involved, etc. for everything they do for us and the sport.

Ross Bentley

Editors Note: I was requested to reprint this article from the January 1994 issue of the Mayday, after reading it I have to agree that the message is still valid today.



INC. 1951

SPORTS CAR CLUB OF BRITISH COLUMBIA

P. O. BOX 2125, VANCOUVER, BRITISH COLUMBIA V6B 3T5

April 27 1997

To all the hard working and dedicated members of META and E-Crew.

We would like to thank each and every one of you for the outstanding job you all did at our first race of the year. We received nothing but good comments on how the weekend went. The ICSCC Steward was very pleased and we think most drivers went away very happy. This was one of the best weekends we have been involved with, things ran so well and smooth it was scary. We were always waiting for the s--t to hit the fan and all hell to break loose. But it didn't happen. You all dealt with the crises in a first class manor. Thank you all for enthusiasm and loyalty to the sport.

The Executive and Members of the SCCBC

P.S.

Please feel free to print this letter in the next "Mayday."

A Rookie at Rio

CART's Gary Barnard might be a masochist, to invite a second META member to be part of the course observer contingent going to the Rio 400. But whatever the reason, on May 6th I found myself (and my plastic crab Clawed) en route to Rio. Given that we had to find our way through Denver airport and survive a 6 hour layover in Miami, I was grateful for the company of Irene Chambers, who'd made the trip in 1996 as an observer and was returning to Rio as the Recorder.

We rookies had been told all about the hardships that awaited us: incredible heat and humidity, the crazy schedule, the inedible food and the single accessible souvenir stand, the language barrier with the locals and the military with machine guns. Boy, were we surprised, but not as surprised as last year's "Pioneers" were! We had most of the day we arrived for sightseeing so we actually did get sonic bench time, along with a trip to see "Flat Tow Jesus" atop Corcovado Mountain. The heat was bearable, the track food plentiful and good if a little monotonous (I dream of the fresh papaya we had for breakfast - but I may never eat ham and cheese sandwiches again!), and because CART had brought 20 observers instead of last year's 12 there was no language barrier at the stations if you don't count translating between Canadian and American! Lots of souvenirs available, and not a machine gun in sight. One of the "Pioneers" said the improvements were miraculous, but we rookies figured they'd been feeding us a line all last year about how tough it was. ☺

On Thursday we did a landline check and got our assignments. I was asked to work at 3A (the short chute before the second tight turn at 4) with Phil, one of the guys I usually work with at Michigan Speedway. I thought 3A was super-tough! It's flat out for the cars and the sight lines through the chain link fence are rotten, plus the paving is full of "shiners" that look like pieces of metal at first glance. But you can't beat the locale, especially when it was 12C and pouring when I left home.

On Friday afternoon, one of the other rookies and I switched places between 3A and 4 for one of the practices, just to see another station. I couldn't believe the difference although the stations were no more than 1000 yards apart. At 4 the cars slow incredibly, then make almost a road course "carousel" turn past the station. I guess they don't call Rio a "roval" for nothing.

One of Saturday's highlights for me was a PPG Pace Car ride - my first, believe it or not. I came back from that with healthy respect for the walls, and the racing, at the Rio track Not to mention the pace car drivers; how can they drive so fast while keeping up a conversation? The two tight turns really do "suck you in" because they are so flat and are decreasing radius. I was amazed when the pace car driver told me that the

CART cars do 100 mph more doing that straight than we were doing in the BMW. Even at 130 mph down the straight my neck hurt after one lap.

We even enjoyed the qualifying, which is usually boring at an Oval. There weren't many fans in the stands but when a Brazilian driver came out they would make up for it in noise. When Moreno nabbed the pole they went wild, and a shopping mall some distance away from the track set off a huge bunch of fireworks. After much broken Portuguese, gesturing and drawing pictures I understood from our security worker that the mall had set up huge TVs for people to watch qualifying if they couldn't go to the track I guess they used up all their fireworks then, because when Big Mo took the pole we didn't see any more. But the cheering was deafening.

Raceday was actually not as strenuous as I expected - with no support races we had almost three hours' wait after the warm up. A great chance to use up those leftover Brazilian reals at the souvenir stand or hang out in the shade. Phil and I had discovered Coco Locos (chilled green coconuts opened with a whack of a machete and two straws added) so we got a couple of those and settled down to watch the people. If you didn't know better you'd think all women in Brazil wear great tans, high heels and Spandex. Phil had his "10 minutes of fame" being interviewed by local radio on his impressions of Rio and the race - the interviewer told him he'd been heard (in translation) by 40 million young Brazilians, which blew him away!

Finally the big event. Phil put me on the headset for the start, so I was really nervous. And then the dam race seemed like it'd never begin! Every time we'd get a restart or a couple of laps in and start to get in the groove, another yellow. But we made it through the day intact, which is more than I can say for many of the cars. At least the tire walls did their job, and there were no driver injuries.

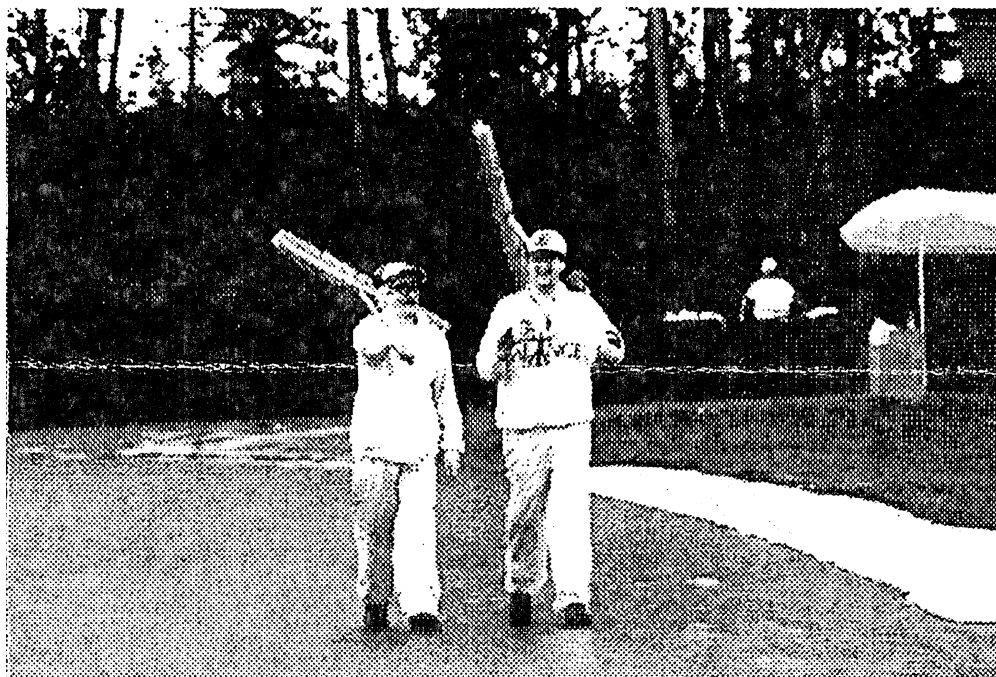
Later that night when we boarded the flight home I realized I wasn't a Rio rookie anymore. I now have my own memories to add to the Rio folklore:

- 43, caipirinhas and Guaramá (all drinks, but never together!)
- "Pit", the purple-haired mascot of the Rio 400
- taping ducks and battling ants (ask me later)
- tiny little vans called Towners, the size of an Escort
- the comics in the press centre bathrooms
- sewing new CART patches on old shirts
- the Assistant Starter's collection of US junk food
- the blue, red and lime green grandstands

It was great to be in Rio! I loved the city and the racing and I know way more Portuguese now - "two beers please", "Station 3A clear", "thank you" and "I'll trade you this Player's cap for extra towels" (very useful in the hotel). I hope I get to go again!!!!

Kedre Murray

HAPPY TRACK MAIDS



SAFETY DUCKS



Photos by either Gerry Frachette or Sue Phypers
They didn't tell me which.