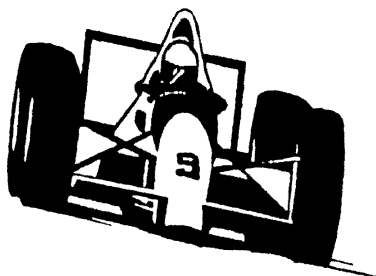




MAYDAY

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



July 1997 - Volume 22 Issue 07

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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
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 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
Sept 6-7	SCCA	Regional/Vintage	Portland, OR
Sept 13-14	CSCC	ICSCC	Portland, OR
Sept 20-21	SCCBC	ICSCC	Mission, BC
Sept 20-21	Vintage	SOVREN	Seattle, WA

cancellation ...

Those of you planning to attend the Coos Bay Race in July will have to make other plans. TC has announced the cancellation due to the extensive work required to make the track viable.

thank you ...

META's new flags are selling like hot cakes. Embroidered names are being prepared on flags for:

Krystyna Mitchell, George Chambers, E-Crew (x2), Ann & Roger, Mary-Margaret & Buzz Beley, Ian & Karen Cook, Gary Avrin, JP Hine, Lynn Yeo, Fairhall & Associates Ltd. (x6, a whole set!), Bonnie Healy, Bryan Nuttall, Thomas Liesner, and Irene Chambers. A big thank you to all who donated!

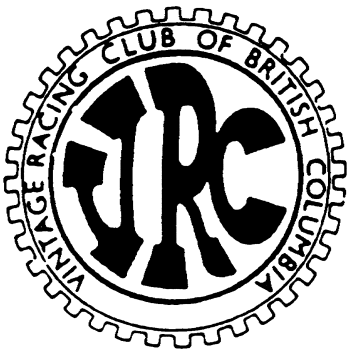
There are still some flags left, so to have your name (or the name of your friends, family, etc.) embroidered onto one or more call Steven Bibby at 942-6041.

remember ...

That all local members of Meta arc required to work 3 races at Mission in order to be eligible to work at the Vancouver Indy. There are still two weekends at Mission before the Vancouver Indy.

PIT STOP

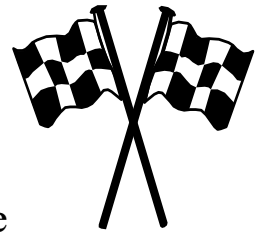
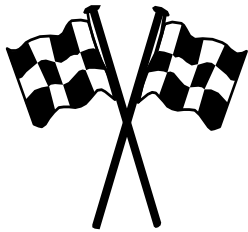
- On August 4th there will be either a Vintage test and tune, a 510 Club test and tune or a combined effort at Mission.
- Fire training is being scheduled for July 29th in North Vancouver. Contact Marc Rovner@ 986-3497 for more info.
- There will be a work party at the Meta trailer at Mission on July 13, starting at 10:00 AM. Contact Roger @ 581-7189 for more info.
- On August 23 we are planning to deliver the teddy bears we collected at the car rally to the Coquitlam Fire Department. Contact Irene@ 944-7759 if you wish to be in attendance.
- The August 2-3 weekend at Mission is being designated a teddy bear weekend, so please bring a donation of a teddy bear. The teddy bears collected this weekend will be going to the Mission Fire Department.
- Also on the August 2-3 weekend is the annual REVV/Meta mixer. There will be a BBQ on Saturday Night (rumor has it that there will be tables and chairs!). Door prizes are needed, so if you have some door prizes available please let the executive know.
- Ian Wood has offered to sponsor the BBQ on the July 19-20 weekend at Mission. (With all this good food some of us might have to buy larger pants).



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

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955



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.

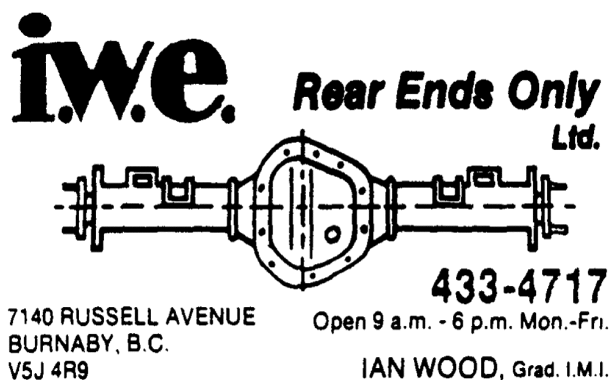
Contact Steven Bibby at (604) 942-6041 to make the arrangements.

SOVERN 1997 SPRING SPRINTS

S I R

By Gerry Lomas

The weather was great. The racing was great. The food was great. In all it was a great weekend. The entry was modest at about 92 but the enthusiasm was there. No oiling of the track occurred so no extended sessions of sweeping were needed. This was one of the few times when the Canadian MET A members(S) were outnumbered at S I R that I can recall. All corners had at least two workers, some had three. The only problem I had was entry to the track on Friday night. As there were drag races. I had to wait until 10:30.



CAMP MEMORIAL DAY GRAND PRIX

SPOKANE

by Gerry Lomas

The weather on Friday morning was an omen of things to come. It started to shower as I left home and it continued on and off all weekend. There were a few dry spells, Friday evening and Saturday evening in particular. I left Blaine at 11:00 AM and drove to Spokane via Everett and Wenatchee on U.S. 2, arriving at the track by 5:00 PM. After registering, going to eat, looking at the entries in the pits, I watched a few of the high school drags. One young girl had a lot of explaining to do to her mother after rolling an almost new Saturn on the drag return road at what we call Turn 4.

There were showers over night and the next morning we took over the driver services tent for the morning meeting. The 9 AM practice was delayed until more bodies were found in the pits from crews to work on the comers. It appeared that the most experienced comer workers were the four META members from BC. Saturday evening, the showers held off long enough to allow the one novice race (closed wheel only) and the excellent BBQ of chicken, ribs, beans and salad. One corner worker was heard to say that the "Spirit of Bonnie" was with us because her headset fell apart twice.

Again there were showers over night so again we took over the drivers services tent for the morning meeting. And again the start of practice delayed while more bodies were found to work the comers. I had four untrained people in the three days. I was busy at Turn 4 which is the meatball station, training them and still using the blue flag. The entry was low at 100 for Sunday and 69 for Monday. In spite of this, they put on a very competitive event. Turn 6 and others spent a lot time sweeping gravel off the track, (FIA curbs would cure that problem).

Monday dawned with showers and as the other days it was breezy. All turns had put a tarp over the station for protection from the rain but the wind blew it in anyway. I put an extra tarp that I had up one side on Saturday to cut the breeze but on Monday it had to be moved to the other end because the wind direction was reversed. Late Monday the showers stopped and the breeze abated. The drive home was done on U.S.2, leaving at 6PM and arriving at the border at midnight.

TALES OF THE TRAVELLING TURNWORKERS

Spokane: Last year in July it was 110 in the shade. There was only 1 person on most of the turns, and it was a new track. There were lots of problems but it was still fun. It had to be better this year; right? It was a double race weekend, so there should be more entries. It's earlier in the year, so the weather should be better. They had 10 months to get more workers, and get better organized. Well it didn't quite work out that way.

We took Friday off work so we didn't have to rush to get there. A good idea with the amount of long weekend traffic. We had an excellent lunch in Ellensburg, a little sightseeing here and there, and 7 hours later we arrived at a cozy little motel we discovered last year. Not the weather we wanted, but we can deal with it.

We arrive at the track Saturday morning thinking we should have put on longjohns. It's cold, cloudy, and windy (just like Turn 5 at Mission, and Turn 6 at Seattle). We can deal with it. We start looking for workers that we know, but that quickly changes to simply looking for workers. Conference rules state there has to be 2 people per turn. However, it doesn't say they have to know what they are doing, and it doesn't state you have to staff every turn. How are we going to deal with this? Not a good feeling.

There are 10 turn stations at the Spokane track. There were 4 people from META, and 3 people who normally do Pregrid in Seattle and Portland who worked corners. A novice worker was placed in each corner with each of us. Two other turns were staffed with novice workers, who were given radios and told that if they weren't sure what to do, race control or the other turns would help them out. What a joke! The Race Chairman and Steward decided that Turn 7 didn't need anybody, just ask the sweepers (a.k.a. workers) in Turns 5, 6 and 8 what a mistake that was. For those who don't know Spokane, Turns 6, 7 and 8 are fairly close together, with 7 being a hairpin that is as tight as Turn 1 in Mission, but only 2/3's as wide, and lots and lots of loose gravel all around. As you can probably guess, almost everything that happened on Saturday and on Sunday morning happened in Turns 6, 7 & 8. What a surprise. Two more novice workers were put in Turn 7 for the Sunday afternoon races, and guess what? Nothing happened. You just can't win. The number of entries was disappointing; 120 for Sat/Sun, and 67 for Monday. Although with the number of workers, it was probably for the best. There were only a few potentially serious incidents.

On Saturday during the Novice Race, a car pulled off across track from Turn 8. The car started to smoke and I needed to respond. I requested a "Pace Car Now" to get the group under control, as the stopped car was in an impact zone, and they were not slowing down for the waving yellow from Turn 6 (remember these are novices). After the race was over the Race Steward questioned me on the Pace Car call. This contradicted what he (the Steward) had said at the Worker Morning Meeting, where he told us "our" safety came first, if we needed a Pace Car to help, ask for it. This incident was a safety issue during the Novice Race, and the I should not have been questioned about this call at all.

Sunday morning had an Alpha go over the bank at Turn 9 and almost park beside the Gatekeepers car, with the Gatekeeper still sitting in his car. The Gatekeeper parked somewhere else after lunch. The Alpha driver was OK, and the car was able to race later in the afternoon. The last race on Sunday had a car roll in Turn 2, again the driver was OK and Jo Adair discovered that a Rabbit is as wide as she is tall (Sorry Jo!). They fixed the car and were able to race on Monday.

Monday was fairly quiet, but then with only 67 entries, and some of them broken, there was lots of room on the tack. The weather improved slightly, but that meant a drier track and higher speeds. A few cars went off in Turn 2 and got stuck, and all weekend they were going off in Turn 7. The most impressive show though, was a BMW getting about 8 feet of air in Turn 9. There was a puddle at the edge of the track, at the exit of Turn 9, (Turn 9 is a 90 left after a long straight). The BMW was all by himself, and he went a little too hot into 9, which sent him directly towards the puddle for his exit. He skated through the puddle and as he hit the bank, I reached for the button on the headset. As he flew through the air towards the gate, I pressed the button and started to call Alert. Before I could get the whole word out, he landed on the pavement in front of the gate, turned the wheel, stood on the gas and carried on. Unfortunately, he had a bent front wheel and pulled off in Turn 10. Nice show though.

The communications at the track were another challenge to say the least. If you worked beyond Turn 6, you couldn't hear the first four turns. And when you could hear something from them it was occasionally interrupted by radio traffic from the Spokane Airport Shuttle! Imagine listening to a call only to have it interrupted by "Mrs. Jones is ready for pickup at Gate 7. She's parked on Level 3." It was frustrating. Just another problem to deal with.

You could argue that the lack of workers in Spokane was a result of 3 races on one weekend (Mission - ASN, Seattle - SCCA, and Spokane - ICSCC). I don't think so. I only talked to one worker from Spokane that wasn't a novice, and he worked in pregrid. Most of the other novices we spoke of, were crew people, novice drivers, or people otherwise recruited at the track.

IRDC didn't help their cause much either. There was an awesome BBQ Saturday night, but that was it. The concession was closed for Saturday's lunch, although it did open later that afternoon serving beer (The Race Chairman was not impressed). There were no lunches provided on any of the 3 days, and not even any "refreshments" after Sunday and Monday races. We were not impressed.

And last, but certainly not least, the local club, Northwest Motorsports were giving away T-shirts to anybody who worked 2 or more days. Unfortunately, there was not enough to go around even though there were so few workers, who worked 2 or more days. I know it sounds like we're complaining .. and we don't really care about the T-shirts, but it's just another indication of the problems that abound in Spokane.

We like to race, and we like working turns, and we really like the people that we work with. However, we need to feel safe, and we would like to have fun, so we won't be going back to Spokane any time soon.

Signed,
The Travelling Turnworkers.

EL PRESIDENTE LEARNS A NEW SKILL



CAUGHT WITH HER PANTS DOWN (ALMOST)



Photos by Gerry Frechete

MINUTES
META MEETING
MAY 28, 1997

Meeting was called to order.

GUESTS: There were no guests or visitors.

Minutes from the previous meeting were read. They were adopted as read.

TREASURER: General: \$2,588.83 Equipment: \$5,492.90 Gaming: \$1,809.74
TOTAL: \$9,891.74.

Car Rally gave us a profit of \$180.00. The tables and chairs were paid from the gaming account.

CORRESPONDENCE: There were two letters, one from SCCBC and one from Pat LeBarron.

SOCIAL: Odds and sods, and beer.

MAYDAY: No Comment !! The latest edition was ready for pickup at the meeting. MORE ARTICLES PLEASE !!

MEMBERSHIP: If you haven't renewed your membership, then you're not reading this newsletter.
70 - Regular 9 - Honorary Total - 79

There were 2 people nominated and accepted into the membership. Rob Mclean nominated by Nick Roche and David Greenlees by Mike Zoziak. The new members are included above.

HISTORIAN: Joe advised that there are some new pages in the white photo album.

TRAINING COMMITTEE: Communications Meeting - June 5, 1997 at 7:00 pm.
There is also another Fire Training - possibly July 29 or 30. Mike Zoziak to get a car for training.

Training Discussion: Get your questions and/or situations into Roger. One question or situation will be discussed at each META meeting.

The discussion this time was about an incident in Turn 1 when a Formula Ford stalled. The worker did not push start it, but left the car there - unable to get it started. It was also mentioned that in some races you are not allowed to push start any vehicle.

RACE CHAIRMAN: "Had a very excellent weekend." Use of the Barny Flag was questioned. Have to apply to CACC for the flag to be put into the Supp. Regs.

COURSE MARSHALL: Good weekend • short on workers though. Had a great Bar-B-Que.
Driver Training June 21 & 22, be there at noon on the 21st, and 9 am on the 22nd.

OLD BUSINESS: Flags are ready - \$20 per flag to sponsor a flag, contact Steve Bibby with your requests.

Membership Cards - the new ones are available shortly.

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

We have not received the money from Bob Leflufy for work at his la.st Auto Classic. Marc to talk to him.

CPR Course - 13 people showed up. Everybody passed. Relaxed session. There is a possibility of an upgrade course in the fall.

Teddy Bear Hug Fund - The bears will be turned into the Coquitlam Fire Dept. in the next few weeks.

Infoline - Marc Rovner is working on it.

There was a discussion held about the security of the Trailer. Mike Z. he could get or make bars for the windows and install them for very little (\$20 - 40). Mike is to go ahead and get this done.

Mike Z. noted that the Big Fire Bottle needs to be repaired. The feeder tube fitting is broken. Mike to get it repaired.

Insurance - working on it.

New Business: There will be a Work Party on June 5, 1997.

Go Karts - money from them for working their races ?? Anne to talk to Bonnie about this.

August 2 will be the REW/MET A/SCCBC mixer.

VP REPORT: The Teddy Bear function will be August 2nd. Be prebeared !

PRESIDENTS REPORT: Said it all before. There are various mall shows happening and he could use some help. Please see Marc if you are able to help at any show, or just to find out more information.

GOOD AND WELFARE: Vic mentioned Knox Mountain Hill Climb - it was a great success.

SWAP & SHOP: Marc Rovner is looking for a Formula Ford. Nick Roche has four 13" Honda rims and tires for sale. Rampant Racing has donated some badges to META

DRAW: Karen Forward - Beer George Chambers - odd/sod 50/50: Vic Kennedy.

NEXT MEETING: June 25, 1997 - 7:30 pm

Meeting was adjourned.

At this point, I offer my apologies for the abbreviated version of the minutes, but I am doing this from memory as my computer crashed and I lost everything.

Respectfully submitted by: Karen Forward, Secretary