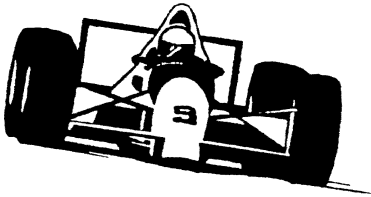




MAYDAY

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



June 1999 - Volume 24 Issue 6

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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. META meetings are held on the fourth Wednesday of each month. Publication deadline is the 15th of each month. Submissions may be faxed or e-mailed to the Editor. Printed in Canada.



Rainy days at Mission



Photos by Gerry Frchette & Sue Pypers

President's Report June 1999

In this report I would like to talk about our annual migration to the ever-popular July 4 Historic race weekend in Seattle and bring you up to date on the progress of the truck.

First Seattle. For those of you who have not heard of what we have planned, let me bring you up to speed. After the Saturday night BBQ put on by SOVERN, we will retire to camp META for a chocolate fondue. The set up will be the same as last year's wine and cheese. The evening will be a potluck fondue with everyone bringing their own fruit etc. and chocolate. Please don't everyone bring grapes. Cooking facilities will be provided, however if you have official fondue equipment and kitchen knives for preparing the fruit etc., please bring it along. Remember you can not bring fruit across the border so you will have to pick up your supplies in the U.S.

Second The Truck. I am pleased to say that the amber lights have been installed, a removable seat belt system for the rear seats is in place and a longer towrope has been purchased. The truck committee met on June 6, 1999 to discuss how to spend the remaining \$3,000. The following items have been discussed and costs have been allocated:

- Strobe lights for the front and taillights
- Raising the light bar
- Trailer mirrors to attach to the side mirrors
- Extra leaf springs to beef up the rear suspension
- Tow hitch system for flat tows

We estimate the cost of these items to be around \$1,200-\$1,500. If you do the math you can see we still have \$1,500 to spend. This is where your executive and your club need your input and opinions. If you have a project for the truck that will use the remaining funds, now is the time to bring it forward. There is one proposal on the table that meets these requirements, which is an integrated water/foam fire suppression system.

The system would consist of a 30 gal. water container, pump, hard lined foam adapter, hose and nozzle. This system would only be used in the event of a serious fire and, if required, in conjunction with the big dry chem bottle. We had one such incident at Mission where we could have used a water system had it been available. Unlike the dry chem bottles, a water system can be refilled at the track, minimizing down time for the drivers and workers. There are a number of features and benefits for this system of which there are too numerous to mention.

I feel this system would be a practical addition to our fire fighting arsenal and will be an added benefit to the drivers and "Safety in Motorsport". We are looking at a track expansion over the next three years, which will result in more track to cover, more cars on the track and higher speeds. This combination could result in more and bigger incidents. We should be prepared. As

a club we need to make a decision on this matter as soon as possible. Please contact me for more details regarding the benefits and features of this system. I also encourage you to E-Mail or call me with your thoughts, opinions or other ideas. If no other ideas are presented that will use up the remaining \$1,500 I would like the membership to vote on the new water/foam fire suppression system at the next META meeting. If you plan on voicing an opinion at the meeting please keep the following in mind:

- (A) Do you have a better idea?
- (B) Will your idea benefit "Safety in Motorsport"?
- (C) Does your idea cost \$1,500?

We need to make a decision this month. Any further delays spending the money can jeopardize our future grants.

That's all for now, see you at the races.

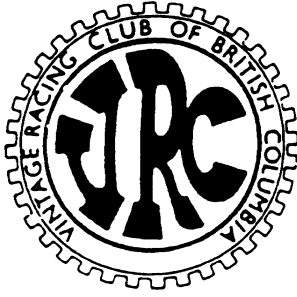
Respectfully,

Don Liebich

Quotes from a Portland Weekend...
by Steven Bibby

Just a few words that were overheard on the June 5/6 conference weekend in Portland:

- ♦ **Suggesting that the course marshall from Spokane join us for breakfast at Shari's Restaurant, he asked directions to the restaurant, then noting all the whites, finished my sentence with "then I just head inside and look around for the Casper Convention"!**
- ♦ **After a formula ford goes spinning 100' off track in turn 9, our communicator watches him stop in front of his pit-crew. to clean the car. Noting how much they emptied from the radiator in the nose cone, he advises "that's the first time I've seen a ford with a self bagging grass catcher"!(we wondered if mulching was an option).**
- ♦ **During a torrential down pour of rain on Sunday, the pace car driver learned the hard way that hydroplaning wasn't too difficult. After spinning off track with the field of cars behind him, the communicator managed to cough out a "turn one on waving" through the laughter.**
- ♦ **Near the end of the feature race on Sunday, one of the formula Mazda's pitted for an adjustment in the last 5 minutes of the race. Yelling that he needed more down force, there was a slight discussion before his pit crew finally agreed. Quickly adjusting the rear wing, they sent him back out to finish the race. On the final lap, he came around turn 10 and performed a flawless pirouette onto the front straight. As he restarted and drove away, above the laughter of the crowd you could hear the pit marshall ask "did he say MORE wing???"**



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

Meetings held on the second Tuesday of every month at the Officer's Mess at Jericho Barracks

Information contact Evan Williams (604) 531-4806

OOPS!

Our apologies for such a late Mayday last month. Due to problems beyond our control (like the printer breaking down), things were late hitting the mail.


Signed the Editors

Trivia Question

Q: What was unique about the 1976 Tyrrel formula one car?

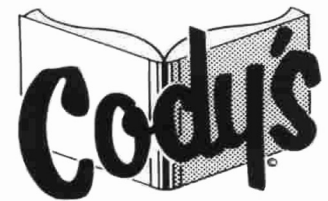
A: It had 6 wheels; 4 front, 2 rear. It was banned the following year.

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HOW TO DODGE A PORSCHE

There I was, coaching a novice driver on blue flag ('cause I have so much expertise myself), when I realized that the 1 foot of space between 2 side by side white cars was diminishing. As I reached for the yellow flagger, the space disappeared. Yelling GO, or something of the sort, I shoved both flaggers and prepared to vacate the station myself. That's when I reminded myself why I NEVER line a bunch of stuff up blocking my exit from the turn. After one step, my feet reached the assorted buckets & fire bottles I had cleverly left lined up at the back edge of the turn 2 platform. Observation on the laws of physics – when the feet stop suddenly, leaving all momentum in the upper body, one is likely to fall on ones face.

I remember thinking as I hit the ground and the car hit the wall where we had just been – I wonder if that was hard enough for an Alert. I guess it was as I then heard Turn 1 call the alert for me. Good thing too, since the headset wasn't on my head at the time. After a quick glance to make sure my co-workers were upright (Hell Angus was flagging again already), I dashed over to the broken car and spoke to the driver. "Oh Bruce, I'm so sorry!" At least that's what he tells me I said. I guess I had passed rational and was possibly even bordering on a wee mite flustered by that time. Thank goodness E-Crew arrived and took over, as I had let the driver escape and he was wandering around aimlessly.

Keeping in mind that it's all fun and games until someone loses an eye, I have a couple of observations to share:

Thank God I stressed the importance of the buddy system, and I passed that part of the test when I had to. Always leave yourself an escape route.

To be good at quick response, you need practice. Doing things right is not a reaction for me, but a conscious action. I need to think about what to do when I get to a car. The car hit was close enough to get me rattled, and my thought processes were not functioning welt. Consequently, I did not assess either myself or the driver adequately, I did not keep the driver close by, and I totally forgot about the kill switch.

Although the driver was still a bit sore last time I checked, we all survived the incident pretty well. I know I learned a lot from this, so I thought I would share it with you.

Jo Adair

Trivia Question

Q: Who else developed a 6 wheel F -1 car?

A: Williams developed and tested a 6 wheel car for 1977.
It had 4 rear wheels, giving it 4 wheel drive.
FIA banned it before it could race.

Letter to the Editor:

This is my 25th year in ICSCC, and my 50th year on this planet. Wow, what a combo! After all those years, and all those race seasons, I wanted to say a few words about the race in Mission April 3 & 4, and specifically about the turnworkers I have known, cared for, and trusted with my butt all those years.

The group 3 race at Mission was run in a downpour, make that a monsoon, or so it appeared from the cockpit and as usual with an open wheel car visibility was at a premium! The people on the corners did a fantastic job guiding us through that race, and I thank them each and every one. Mission of course is a relatively low speed venue and consequently is not difficult as PIR or SIR in the wet, but due to the frequent off course excursions (hi Jack), and innovative attempts at track re-entry, it was a little dicey out there at best. Every lap I was given a heads up by almost every corner, and boy was it welcomed. Drivers new to this sport, as well as some who should know better, often downplay the volunteers out on those wet soggy corners, but without them we wouldn't be able to do what we do, and I think you guys are awesome! I saw better flagging during this last race than I have seen in years, and to feel secure in a corner blinded by spray is really a comfort. There is nothing short of electrotherapy to get your heart pumping like an unexpected pass in the wrong spot when you are least expecting it! Which did not happen to me or anyone else I spoke to after that event. Thank you again.

Wes Tipton, CF #27
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Newcastle, Wa 98056
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taken from ICSCC Newsletter

1999 mini Molson Indy schedule

Race 1

TBA

July 10 or 24

Race 2

Molson Indy Vancouver paddock Area

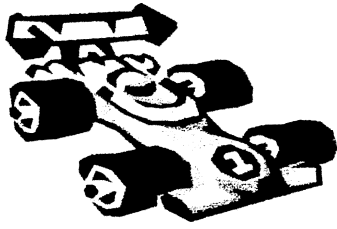
August 28

Race 3

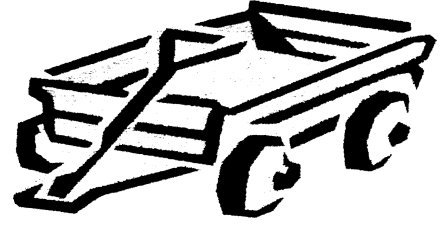
Langley Good Times Cruise-In

Langley, BC

September 11,



BRIAN'S BLABBER



It was a very interesting and unique idea that Thomas had at the last C.A.C.C. Race. As the Course Marshall, he was determined to test the abilities of his turn Marshals. Thomas staged an incident at the morning meeting, a disabled car was placed on the Tech road and the T.M.'s had to push it safe. Through this brilliant idea, we were learned that anything is possible. Thomas's restored Barracuda was eventually fixed with a new coil.

At that same weekend, I was asked to drive the chase car, one of the at the race track that I have not done before. It was very interesting to see the start of each race from this position, but doing only one lap was annoying. I wonder if I can go through the Turn 2 run off during my Formula Vee races.

Speaking of my Formula Vee, all you skeptics take note, my Vee is almost ready and I will be racing it at Mission in the July races. My racing is "back on track" and my car is "green and ready".

Another racing M.E.T.A. member, Past President, Marc Rovner is leading over all in the S.C.C.B.C. Enduro Championship. With two, first place finishes and with an overall win, Marc is doing a good job of showing the "old boys" of Enduro racing how it is done!

The recent Vintage race at Mission was the first event put on by the Vintage Race Club of B.C. since Westwood closed in 1989. Despite this, it was one of the greatest events put on at Mission. The feast on Saturday night was out of this world. The workers were treated like royalty and every one enjoyed the weekend.

The Vintage Club asked Ian Wood to be the Steward for the weekend. I believe this was Ian's first time doing this job, but you could not tell. Ian was one of the best race Stewards that I have ever seen. He was fair and impartial, while balancing the needs of the drivers. Job well done Ian!

For those of you who want, or expect others to do all the jobs and tasks within the Club, I have a message. Do it yourself! It doesn't matter who you are, or who you think you are, you should start doing some of the work, rather than asking someone else to do it.

While I am on this tangent, let me say that if you don't like any particular event at Mission, don't attend that event. You're not doing anyone, or yourself, a favor by showing up, when you don't want to be there.

see you at the races.



JULY



Sun

Mon

Tue

Wed

Thu

Fri

Sat

				1	2 SCCA Double National Race Portland	3 SCCA Double National Race Portland
4 SCCA Double National Race Portland	5	6	7	8	9 CART Race Road America	10 CART Race Road America
11 CART Race Road America	12	12	14 SCCBC Meeting 7:30 PM B.W. Coquitlam	15	16 CART Race Toronto	17 ICSCC Race Mission <hr/> CART Toronto
18 ICSCC Race Mission <hr/> CART Toronto	19	20	21 META Executive Meeting 7:30 PM	22	23 CART Race Michigan	24 CART Race Michigan
25	26	27	28 META Meeting 7:30 PM New West.	29	30	31 ICSCC Race Mission

Minutes of META Meeting May 26, 1999

Meeting called to order at 7:36pm. 29 members, no guests present.

Minutes of April 99 meeting adopted as read, motioned by Brian M, seconded by Don Souter.

Treasurer's report- \$1,362.98 General Account, \$3,023.49 Gaming Account and \$3,313.46 Equipment Fund. Two payables of approx \$75.

Correspondence- Letter from SCCBC re Saturday BBQ, confirming \$350 each week-end will be spent - if costs greater than this, excess will come out of monies collected at the BBQ. Otherwise all proceeds will go to META

Social - Manny needs additions to the prizes.

Mayday - Articles welcomed. Nancy apologized for late delivery of last issue due to printer problems. Copies were distributed at the last race, others were mailed last week. Don passed on favourable comments he had heard about the Mayday. Steve Bibby mentioned that there is software available to enable us to put the newsletter on a website to allow anyone on the Internet to have access to the Mayday. Need to investigate further- suggestion made that Steve talk to Danielle Brandfors. Marc is working on our website construction. Pat Moffatt asked for clarification on where to send your email address for the Mayday- send to editors at address on front page of Mayday.

Membership - not present.

Historian - Photos and Maydays here. Dash plaques still being collected by Don. Rick Neyedli has some to donate but needs to be reminded before the next meeting. Don asked for suggestions for displaying them. Jim McRae has some from the 1960s. Graham Moffatt wondered where the old old Tech shack door had gone. It disappeared many years ago and had lots of famous signatures on it. Maybe Ron Curties will know where it went.

Training Committee - Roger is planning a meeting sometime after the Portland CART race at his house. Brian M. thanked the training committee for the promised articles – still waiting!! SCCBC had recently handed over names of interested new workers which may have been stored since last year - he had sent letters to all of them. First cross training on Ecrew had gone well. Discussion re buying longer rope. Brian M. had found some good stuff in Mission - discussion on what makes a good rope. Truck committee will check it out.

Race Chairman - not present.

Course Marshall - not present - we missed you, Thomas!!

Old Business - Brian M. asked about invitation to race workers in NW area newsletters inviting them to our CART race- did we do it. We did not, although it was a good idea. Roger and other workers who travel will ensure we extend a personal welcome to all to come up and help us out . Personal touch may work better.

Julia asked about workers for the upcoming Vintage Weekend at Mission. Registration will be at the SCCBC trailer. Package will include pass for the Saturday BBQ, ticket for beer or wine, T-shirt and the Vintage poster- (what a great package- thanks to the Vintage group from all of us!). Lunches will be at the META trailer both days. Donuts on Sunday morning, too. Morning meeting will be 8 am as usual. 13 workers expected from SOVREN. Saturday admission will be by donation, all monies going to two local

charities. Also raffle money will go to the same two charities. Requested use of META trailer for food and drink. Expecting 65-70 cars, four grids. Vic Kennedy was not present but had requested information on rules for the weekend for race control to be given out at morning meeting so workers do not make unnecessary calls. Julia asked for everyone to be patient!!

Vice-President's report- Requested information on who is planning on going to Rose Cup and CART in Portland. Also read wording of our application for the new casino funds.

New business - Charmaine has information on name tags for club members - in colour cost the same or less than the current ones. No minimum order. \$75 one-time set up fee. Discussion ensued - would it be cost effective. Mark Miller and Charmaine will check out of we can get a better deal from current company - new company may be more worthwhile.

Roger had checked on the truck insurance and will have more to report next month. Maybe able to get a discount because of the type of organization we are - emergency vehicle etc.

Vic Kennedy had reported that there was to be a street race in Blaine July 25th. This is a solo event. He has contact phone number.

Doris asked about renewing our CPT certificates - will maybe schedule for October. Molson Mini Indy- dates will be in next Mayday.

Darrell reported on Knox Mtn Hillclimb. Good weather - good job was done by the workers. Mark Miller did not get dirty in spite of the dust. 85 entries. After warning everyone else to take it easy, first incident was Laverne O'Brien himself- don't do as I do, do as I say!

Ann advised that enquiries were being made about having the flag embroidery completed. **New business-** Brian reminded workers to take care of the new flags, especially if dirty. They should be put aside for cleaning.

President's report- Asked for comments on his article in the Mayday, outlining his intentions. AS part of the training process we need to have Chiefs meeting to discuss incidents, maybe after morning worker meeting, or after weekend when fresh. After much discussion, a suggestion was made to have a meeting at the end of day to debrief, purpose being positive, learning experience, a TM meeting, but open to all with Chiefs to attend if possible.

Good and Welfare- Jo going to Spokane -last chance to join her. Dave Bell thanked Ian Wood for the worker banquet tickets at Knox Mtn. Roger has finished the display case at the trailer.

Swap and Shop - Brian M. Sears Outlet at Lougheed Mall had white rain coats.

Draw - Beer - George, T-shirt - Andrew Clouston, Cup - Matthew Bower, 50/50 - Roger.

Meeting adjourned at 9:45pm