



## THE OFFICIAL NEWSLETTER OF M.E.T.A.

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VOL. 10 #6

JULY 8, 1985

Happy Birthday Canada and the U.S. of A.

### Editors' Soapbox

Sorry sorry sorry sorry sor-ree!!!

Pleading pressures of work, pressures of a burgeoning race season and just a generally lacadaisical attitude, we apologize for those agonizing moments you all must have suffered when your MAYDAY did not arrive last month. We hope you all managed to make do with "OnTrack", "Autoweek", "SportsCar", "The Loud Pedal" and whatever other species of autosport publications were available to you. Hope it won't happen again.

This issue will be quite a mish-mash of old, current and future bits of stuff; whatever was lying around since May. Vol. 10 #5 (May '85) contained several errors but the only one significant enough to need correction is that the Nordhagen/Freutel open-wheel battle in the ICSCC event at P.I.R. was for first in Club Ford, not F.C.

The correct answer to the caption of Photo 1 ("who is he and what is he doing?") is, of course, Dennis Paul, our erstwhile starter, in his never ending wait for his bus while the rain continues to fall. Hang in there D.P.

Heaps of thanks to all of you who donated your time and effort to help out with the Mall Display at Westwood Mall.

To other matters.....

### Executive Corner

No submissions for this issue. What started to be a regular report has fallen by the wayside. Can this idea be saved?

### META MEETING: May 22, 1985

Members present - 22. Guests - 1 Welcome, Barb M.  
Bank balance = 626.58 \$Cdn.

An additional 70.00 forthcoming was announced by Rick Neyedlie in the form of a donation from the Motorcycle race organizers for META's help on the gate at their last CAN-AM meet. Thanks go to Roger and Rick N. for being there. They earned the money.

Rick Small announced that the membership list would be included in the next MAYDAY (well, look further and you'll find it, and this is the next issue.)

Nick, our current and still undefeated Social Director announced a transfusion of 55.00 to general revenues from the Social Fund. Let's keep drinking that coffee and buying those raffle tickets folks.

Joe Proud, Historian, continues to compile a photographic history of META and Westwood. He would appreciate any contributions in this line as well as other items of memorabilia you may have cluttering up your attic.

Under Old Business, Robin Holloway gave an initial report from the Committee investigating the feasibility of "The Project". This report can be found later in this issue. Discussion ensued resulting in the opinion that things were just nicely getting under way and no real decision can be made pending further research and investigation.

Roger mentioned that ICSCC ROD memberships are now 5.00 dollars, still a very reasonable figure. The possibility of plastisized ROD I.D. cards was discussed. No firm decision.

The Vintage Club will be having its 5th Annual Historic Weekend at Westwood, July 13 and 14. Dr. Fallows is requesting the support of as many of us as possible to man the turns. R.D.C. practice nights are changing from Thursday nights each week to full-day practices and there are 2 currently scheduled - Monday, July 1 and Monday, August 5. It's possible META could make a buck or two on this and they are expecting us. Let's support it if, for nothing else, the safety aspects.

Rumour has it that the META Worker PR posters will be available soon.

Joanne Henderson announced that she has managed to get Westwood Mall to allow a Car Show and will take charge of putting it together. She can (would have) use your help. Cars in Sunday May 26 and out Friday May 31.

The formal part of the evening ended with the RDC Drivers' School Test administered by Course Marshall, Dave Forster. Boy, you sure can make some dumb mistakes without much effort. We really do know better Dave. (We think.....We hope).

Finishing off the evening was the regular raffle and Brad's tape of the 1984 IROC from Talladega. (Tom Gloy in a magnificent attempt to fly a Chevy. Once a Ford driver.....)

Meeting of June 26, 1985

Due to this editors bad memory and forgetting to take notes, see the next Mayday.

Meeting on Extra-curricular Tirewall Assembly

The Committee struck to research the feasibility of performing tire wall testing next May 9th. Amid donuts and coffee, we managed to begin a game plan, which is as follows:

- 1) Conduct literature search -  
we are contacting SCCA, FIA (ACCUS), CASC etc. to determine if this kind of study has been done and what information is available if any. This will enable us to hopefully have a firmer footing to begin such a test.
- 2) Our earliest possible time to begin serious work on this project will be August 1985. We will wait for the results of our search to begin and we are also taking into consideration the commitment we already have to racing events in the upcoming months.
- 3) We figure on a cost of \$300-\$400 to purchase a vehicle, do modifications, buy gas and other sundry expenses. A further budget breakdown can be compiled.
- 4) We estimate 20 people will be required to commit time, energy (and possibly money!) to effectively conduct the experiment. This includes background work, set-up and the actual enactment of the test.
- 5) We will need to clear our project with the Sports Car Club of B.C. They will need to know why, how, when and with what we will be doing this. We would like to use the SCCBC's equipment, including fire extinguishers and would need their approval for this.

Vic Kennedy was in fine form and brought AFX slicks so we could test some tire walls in miniature! (They won't stop an AFX car going slowly....)

Driver of the Year

As we vote for our own Worker of the Year and the Sports Car Club has their Worker of the Year, how about META awarding a Driver of the Year award.

We would need to hash out qualifications, etc. if we decided to do it. We might start with limiting it to SCCBC members so we could present it at their banquet.

If you have comments, questions or other civil contributions, bring em to the next meeting and I'll bring it up under New Business.

Racing News

In brief, what's been going on in the Pacific Northwest

CASC 3 - Hour Enduro - Westwood May 4/5

Nicer weather than usual for our Enduro at Westwood

Results: (subject to Reporter error)

Group I: 1. Ian Wood March 142 laps  
2. Barry Allen-Mazda 141 laps  
Graham Bond  
3. Vance Swift-Mazda RX-7 138 laps  
Glen Lim

Group II: 1. Toivo Hainonnen-Mazda 132 laps  
Tom Roy

Group III:  
1. Mike Payne-Scirocco 123 laps  
2. Ray Steck Datsun 510 117 laps  
Roland Steck  
3. Harvey Schultz Datsun 510 115 laps  
4. Persin Hayes Datsun 510  
Dave Fairhall

Apologies for any errors or omissions.

Vintage Meeting - Westwood May 11

- Vintage Cars and Motorcycles - a preview of the full-fledged affair July 13 and 14.

SCCA Drivers School/Regional - Portland International - May 11/12

- report in "Rose Pedal" - contact MAYDAY editors or Margie Swanson, Loud Pedal editor.

ICSCC Championship Race - Seattle International - May 18/19

- highlighted by our first look at Neil Shelton in his new Swift leaving everyone in his wake and Mel Nordhagen winning C.F. Crawford and Hemelstrand conspicuous in their absence from F.F. Good SP and smaller production racing.

SCCA Double National - Seattle International May 18/19

- as usual a pretty good show - lots of skilled (and not so skilled) drivers all banging away at each other for those National points.
- excellent Formula Ford racing with 25+ car grids and almost no blue flagging. They ran so close.
- good FV racing as well, those that make it through Turn 2 on the first lap on Monday. A hard luck weekend for Al Loehner.

Stroh's 200/Winston West NASCAR S.I.R. June 21-23

- a novel event for your editors who went down just for Sunday - they run these things somewhat differently from a sports car meet and everyone should work at least one of these events if you get the chance.

Rally Week Road Races - Olympia Airport June 29/30

- combined ICSCC Championship/SCCA Regional (North West Region)
- as with most, if not all, the above events had predominantly good weather. Saturday a bit brisk. Congratulations to Mel Nordhagen - 1st in Club Ford and first overall in FF, CF, FL and FC. Only one in front of him was Ron Householder, the one and only FA.
- Some very interesting punch-ups in Turn 3, especially in Showroom Stock and HP. But 11 groups Saturday and 9 on Sunday?! I mean.....

Food For Thought (Substituting for Chef's Corner)

- As no recipes were forthcoming again herein find something else to munch on.

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ANNOUNCEMENTS

Next META meeting

Wednesday, July 2nd, 1985  
"The Music Room"  
Century House  
Moody Park Rec Centre  
8th Street (at 8th Ave.) New Westminster  
8:00 pm. Sharp

Y'all come now, Ya hear?

(My apologies to all, if this doesn't get to you before the weekend, as lunch hours were the only times I had to do this stuff)

Westwood WCAR, Pro FF Weekend - July 20/21

This is our biggie, folks! Come one, come all and come prepared. Traditionally it's been hot and sunny. Fluid therapy is vital, as is a hat, preferably with a wide brim. Bring all the usual bells, whistles and other turn-working paraphernalia, especially your wits. You know what happens when Formula Ford drivers hear the word "money". And, lastly, not to cast a damper (hee hee) on things but maybe if we all bring our rain gear too, the sun will stay out

Turn Marshalls - There will be a T.M. meeting at Start/Finish or thereabouts at 7:45 sharp on Saturday July 20. You are required to be there.

A reminder to all of you that Dave wants to hear from you if you're going to work a race weekend. Call him by the Tuesday or Wednesday before the event.

META GOES PUBLIC

On Track "View From the Stands" April 15, 1985

BAN THE PACE CAR

The pace car should be banned from racing since it allows drivers who were long distances behind the leader to catch up, thus making a race a show, not competition. Many accidents or spins on oval tracks could be cleared without tying up the whole course with a pace car. I hear CART is considering using pace cars on road courses. That would be a mistake. The pace car is bad news and if oval racing wants to continue to be a show rather than a sport CART can keep it. Don't let it pollute road racing.

David Abel Concord, Calif.

On Track "Setting the Pace" May 27, 1985

SETTING THE PACE

I've never been so irked when I read David Abel's letter "Ban the Pace Car" (OT, Vol. 5 No. 6).

This is obviously the uncontrollable dribble of an armchair racer. I can't believe that such a commentary is worthy of print. Just for Mr. Abels and other misinformed enthusiasts' information, pace cars have been used in road racing and by CART on road circuits for years (decades?). As a turn marshal all over the Pacific Northwest, I find pace cars indispensable for the safety of all: drivers, turnworkers, tow truck crews and ambulance attendants.

While this is the only reason that pace cars exist, it does appear that in a few cases someone has invented a new reason

If Mr. Abel has any doubts about the usefulness of pace cars, I would suggest he volunteer some of his time and contact SCCA's Regional Chief of flags or Emergency. With this first-hand experience, I don't think he will be calling for a ban on Pace cars in the future.

B. Velander Coquitlam B.C. Canada  
Member: SCCA (Oregon Region)  
ICSCC (Race Officials Division)  
META (Motorsport Emergency & Turn Workers  
Association)