



MAYDAY

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

VOLUME 12 NO. 6

JUNE 16, 1987

Well, folk - due to the postal strike, you may not get this until July! (unless, of course, you happen to go to the June M.E.T.A. meeting - they are being hand delivered there). No. worry, most of this issue contains reminders of events most of you are already aware of. And, much to my delight, an article from Barb Moewes about her driver training experience (which will remain timeless - enjoyable at any date!)

A number of things have occurred since the last issue, not the least of which was the Indy car race in Portland. Certainly an event of attrition, with only 9 (or was it 8?) cars running at the end. Bobby Rahal won, with a few well placed pit stops, and sitting back waiting for everyone else to retire. Dave Forster, who worked the pits for the race, managed to have Bobby's pit assigned to him. I know he could tell you a few interesting stories from this vantage point. We're not quite sure though, who exactly Dave was supposed to be that weekend. He answered to Dave, but his Nomex suit said Skip Yocom and he was presented with a name tag which said "Hi, my name is Steve" (so he'll fit in with the other Flaggging Chiefs in Portland and Seattle). He also received a moustache starter kit, so he'll look like the other Steves. The inference was that he maybe had trouble growing one on that sweet, innocent face of his - but enough said. I don't want to get into hot water (for shaving, that is).

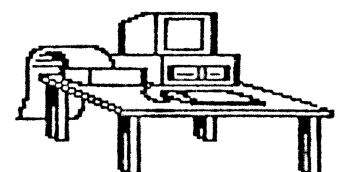
Anyway, both Roberto Guerrero and Emerson Fittipaldi broke the PIR track record in qualifying at 59.207 (116.439 mph) and 59.391 (116.078 mph) respectively. Both, unfortunately, had engine failures in a big way. Boy, can that Emo wake up a turn crew! The first couple of laps of practice and qualifying are usually quite slow, with the drivers poking along until everything warms up. Not Emo - one sort-of-slow and he's outta there! Hanging out the rear end for all to see, coming through Turns 9 and 10. Oooh boy, there's Fl in his blood to this day.

Now, you turnworkers and timers and scorers and so on and so forth may think you've seen just about everything there is to see on a race track. How about race trucks? Even those who were at Portland probably aren't sure they saw them either (perhaps they slept through it!) Actually, put them all (all 15 or so) in a bunched up group and they can be some fun. Strung out for practice is another story. It's an interesting concept though, and if the grids swell to 25 or 30, there could be some great racing - much like the Hondas, I think; 15 Hondas strung out at Westwood is a bit of a yawn, too. I wonder how many trucks we'd lose at Turn 3, supposing they ever raced here?

So here we are at the end of the first page again, where I continue to belabour the following point:

Mayday deadline - 10th of the month
Next deadline - July 10th

And that's the truth.



SPECIAL REPORT

OUR SECRETARY DOES DRIVER TRAINING -AND LIVES TO TELL ABOUT IT

It couldn't have been a nicer day for my first lesson at Westwood. In fact, the whole weekend was beautiful and sunny. I had borrowed Dick Estey's Honda/Michelin car for Driver Training and was just a touch nervous about doing it some damage. The nervousness first appeared just before I was about to drive, but funny thing - my knees stopped shaking as soon as I depressed the clutch! Steve Newby was my instructor (and Pam's, too)! Once he had shown me where to apex, brake and shift, my nerves really settled down and I could get to the job at hand - having fun!

I'm not sure whether Steve was having fun - he was clutching the roll bar pretty tightly. But his instruction began to pay off. I realized the car seemed to go faster everytime I went out. I guess I stopped worrying about damaging my borrowed H/M car.

Guess what? I even managed to see every flag station quite clearly - so don't believe anything about not being able to see the flags!

Finally, after all the practising and practising and practicing was done - the high speed practice was here. Pam and I decided we would grid at the very back, practice our lines and stay clean. For me, that lasted all of two laps, then the adrenalin started to flow. The next thing I knew, I was trying to pass anyone that got in my way. What FUN!!!

It was over too soon and as you may know, I graduated. It was an EXCITING weekend - everyone should do this at least once!

Barb Moewes

P.S. I'm taking donations towards starting my own Honda/Michelin racing career!

P.P.S. I have to tell you, though, that I had the next-to-last fastest time at Malibu Grand Prix in Kelowna recently (a driver was slower than me!), so I'll need lots of cash to get lots of practice before my racing career starts!

LATEST NEWS ON AN INDY CAR RACE IN VANCOUVER

Yours truly, the Ed., stopped John Frasco, Chairman of CART, in the hot pits at Portland to get the scoop on a 1988 Indy Car race through beautiful downtown Vancouver. Well, he looked a bit taken aback that two (yes, my cohort in crime, Arlene, was with me) worker women in white should ask such a question. We told him our interest and that we'd been at the reception for motorsport people in April. He smiled and said "Looks good. I have a couple of people going up there this week to take a look at the track". (One of the "couple" was likely Wally Dallenbach). So, although we haven't heard anything concrete yet, it sure sounds positive. Yahoo, Emo in the Expo site streets - maybe it will feel like Monaco!

SPECIAL NOTICE

JUNE 27 & 28 ICSCC (CSCC) Championship Race - Portland

JULY 3, 4 & 5 PLAYER'S CHALLENGE - CASC REGIONAL -
HONDA/MICHELIN CHALLENGE - 3 HR ENDURO
(First in the P/C series) - WESTWOOD

JULY 4 & 5 SPI Formula Atlantic/NASCAR/SP2000 - Spokane

JULY 3, 4 & 5 SCCA Regional/National - Portland

JULY 11 & 12 Player's Challenge - Calgary

JULY 22 M.E.T.A. Meeting - 8 p.m., Moody Park, Music Room

JULY 24, 25 & 26 IMSA - Portland

AUGUST 1 & 2 CASC REGIONAL - ICSCC CHAMPIONSHIP RACE -
HONDA/MICHELIN CHALLENGE - WESTWOOD



TIRE WALL TROUBLES

As at least a few of you know, one of the "Duelling Cheezies" (aptly named by our own Merv New) came to grief during practice on Thursday, June 18th. Bill Johnston, Ross's teammate was doing some testing, when the car decided it would test the tire wall on the left hand side, going into Turn 4. Actually, it was lack of brakes (or Breaks) that did Bill in at over 100 mph. Luckily, Bill is okay, but the same cannot be said for the car. It will need some extensive repairs before the first race and hopefully, it can all be completed on time.

The Hairpin could be the scene of some very interesting incidents during the Player's Challenge races. Though the events have been reduced to 15 laps per race, drivers aren't the only thing that'll be cooking it into Turn 4. The brakes could be cooking, too and then what a stew we'll be in! The Hairpin crew will likely be busy this year and hopefully, not with more "slam the tire wall" incidents. Be on the lookout!

P.S. Whoever was working Turn 4 that night, I want to interview you! Good material for a future article.



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