

"Mayday"

The M.E.T.A. Newsletter

VOL. 2

NO.1

JANUARY 1977

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| IMPORTANT NOTICE |
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A by-election will be held at the next club meeting which is on January 20th at 7:30 p.m. in the Clubhouse at 2315 Edinburgh Street. For those who have not yet found their way to this location a reprint of the map will be found elsewhere in this news letter.

Our Vice-president, Ed Dulian, has just received a promotion and transfer and so is forced to resign his position. Colleen Kistner, our Secretary-Treasurer has also resigned as she will be accompanying Ed.

At present nominations for the vacated posts have been received from Paren Hayes for Vice-Pres. and Sue Green for Sec.-Treas. Rick Neyedly has also been nominated for either position. Further nominations will be received from the floor at the meeting.

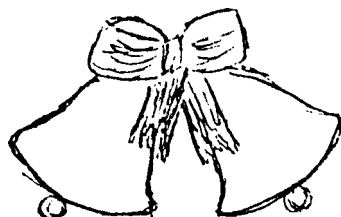
Be sure to attend this meeting if you are interested in your club.

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C.A.S.C. VOTE AT NEXT MEETING

At the January 20th meeting a vote will be held to determine whether or not we will join C.A.S.C. All members are urged to attend.

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CONGRATULATIONS to Colleen and Ed who are to be married on the 28th January and will be leaving Vancouver on the 31st. M.E.T.A. members all wish them both the very best for their future together.

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NEW WORKERS MANUAL

As a means of defraying expenses it has been suggested that there be a nominal charge of 50¢ for the new 29-page manual. This small charge will help to keep Membership dues down also. An opportunity to voice your views will be available at the next M.E.T.A. meeting. If you have anything for or against this proposal please be sure to attend the meeting on January 20th.

NOTE - Valid membership in M.E.T.A. is required for voting privileges.

DON'T FORGET TO BUY YOUR TICKETS



FOR
THREE TEXAS MICKEYS
TICKETS \$1.00 EACH
PROCEEDS FOR SAFETY EQUIPMENT
Draw is March 5th.

ACCIDENT ACTION by Joe Proud.

In the event of an accident on your corner, all safety Marshalls will assume a "zone defense" system, with the nearest Marshall taking the accident and calling for assistance as required, using the assistance hand signals. If the accident is particularly serious the Blue flagman can also render assistance but under no circumstances does the Yellow Flagman or Communicator leave their posts.

Ask the driver if he is O.K. and if the reply is in the affirmative give the O.K. Signal. If, however, he is injured relay this information to the Corner Marshall by means of the appropriate hand signal. Make sure that the electrical system in the car is turned off.

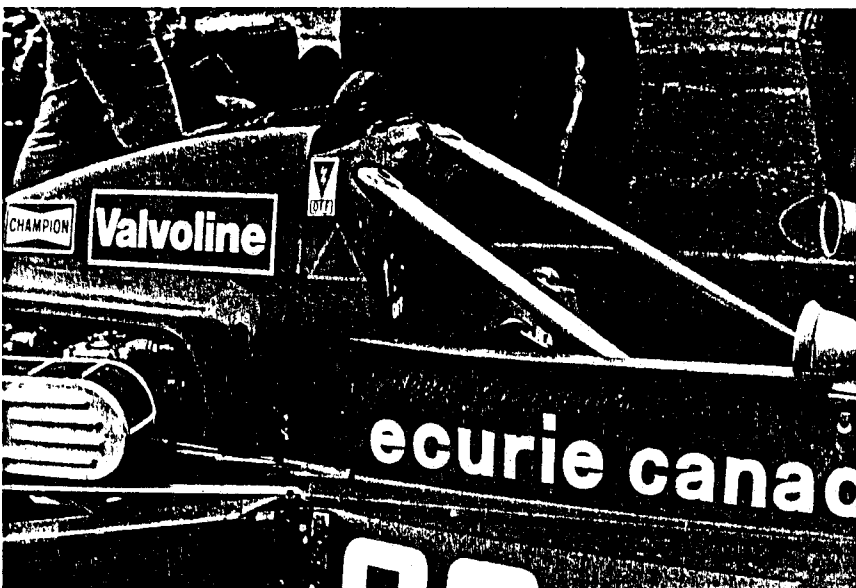
Whenever possible leave the driver in the car until the Doctor arrives. Give the Doctor all the information you can on his arrival. If you have an injured driver do NOT remove the helmet as you may aggravate an injury.

In most modern cars there is a master KILL SWITCH which cuts the power to the entire electrical system. It is usually located on the upper right front fender of Production and Sedan classes, and on the roll bar of Formula cars, while Sports Racers have theirs on either of the above locations. The switch is signified by a LIGHTNING BOLT on a darker triangular background.

On some vehicles there is a second switch, often mounted on the roll-bar, and usually in the form of a red handle signified by a RED 'F' in a red circle. This switch will be activated only in the case of a fire or potential fire, and this will be done by reaching into the fire with a stick which has a hook on the end and then pulling. Activating this switch not only cuts the electrical circuit but also sets off the on-board extinguisher system. Vehicles equipped with this RED 'F' switch also retain the KILL switch for the electrical system only.

ONLY pull the red handle if the vehicle is burning or is about to burn, as these systems are expensive to recharge, gums up the engine and can also choke a driver if he breathes in the powder.

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THESE TWO PICTURES

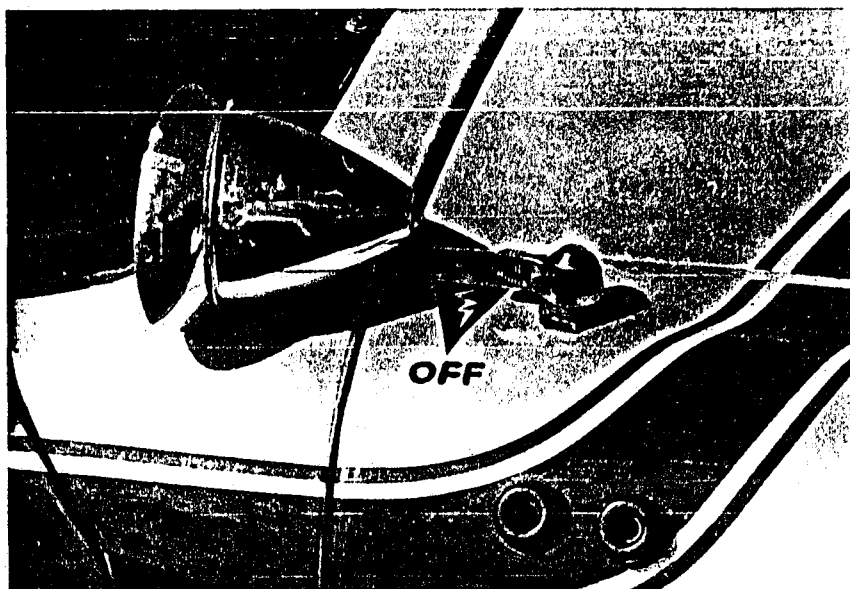
CLEARLY SHOW

'KILL' SWITCHES

It is a good idea to walk around the Pits before racing and spot these in the various positions on the cars - get familiar with them before you need to use them!



Club Crests \$2.00 each
 - 6 colours
 - available from -



M.E.T.A. Meeting, December 16th. 1976.

The following are some of the items covered at this meeting which was held at the Clubhouse.

The Brentwood Car Show, to be held February 13 - 20th, has been confirmed and plans are proceeding for the display.

The new workers Manual has now been completed and is a very comprehensive compilation of track workers duties.

Ice Challenge 77 is proceeding rapidly with 127 entries after two days of registration.

A proposal was made for M.E.T.A. to form a committee to work directly with S.C.C.B.C. in order to solve mutual problems as they arise.

Plans are proceeding for a training program for new workers and as a refresher for experienced workers.

The Pit concession will be manned in 1977 by S.C.C.B.C. and will be open for all races.

Ken Walker (starter at Westwood) has some T-shirts with a choice of WESTWOOD MOUNTAIN HIGH RACING or a diagram of the track on them. Cost is \$5.00 to the general public and \$3.75 to M.E.T.A. members.

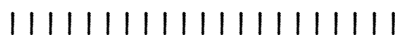
Tickets are now available for not one but THREE Texas Miceys. The draw is March 5th. Tickets are \$1.00 each - proceeds going towards safety equipment for Westwood. Rodney Cockcroft, (Course Marshall at Westwood) suggested an auction to raise money. More on this.

The estimated cost of preparing Westwood track for next year is \$1500.

All membership dues should be paid by the end of February.

Due to lack of a take-up reel for the projector we were unable to show the movies. However, at the next meeting on January 20th there should be two or three films including the 1966 Players 200.

The meeting was adjourned.



CARLING O'KEEFE ICE CHALLENGE 77 - Weekend One.

By Joe Proud.

It was clear and somewhat cold at Barnes Lake for the first of the Ice Challenge 77 races held on January 8th & 9th.

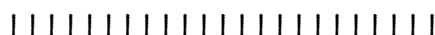
ANDY FIELDS was the Big winner in his Honda Civic with three wins to his credit. Other winners were TAISTO HEINONEN in a Renault 17 and STU RULKA in a Chev. powered Datsun 240 z.

Some of the more interesting entries included a Corvette, a V8-powered Vega and a similarly powered 240 Z. A mid-engined V8 Corvair is also being prepared and may be ready for the next race.

Being the first week-end there was some confusion and a few problems partly due to insufficiently trained personnel, but by Sunday afternoon most of the bugs had been eliminated and things went smoothly.

The next race week-end will be January 22nd and 23rd and there will be more cars out, with grids of up to 33 cars expected.

Some of the "crazies" were also out for the week-end, including one clown in a 4-wheel drive vehicle who came roaring down the side of the hill, over a bank and onto the road, unfortunately landing right on top of a car which was parked in that particular spot. Just to make it more interesting it was a rental car! Try and explain that to the rental company!!!!



CAPRICORN - December 22 - January 21.

You are co-operative and afraid of taking risks. You don't do much of anything and are lazy. There never has been a Capricorn that has done anything Important. Capricorns should avoid standing still too long as they often take root and become trees.

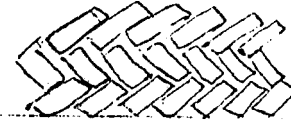
"SPHERICAL ELASTIC ATTENUATORS"...

or TIRE WALLS as they are more commonly known, are undoubtedly the most inexpensive and effective barrier system available to-day. Unlike CATCH FENCING (the other popular method), there is no risk of trapping a vehicle and they remain effective after assault by a car.

If there is one drawback to the use of tire walls, it is their installation. Unless properly secured together, they will scatter when struck - a very dangerous condition for following cars. Few Formula Ford drivers would be overjoyed at finding the track blocked by a six inch high piece of rubber. Polypropylene strapping with a minimum tensile strength of 600 lbs. is necessary, with each tire double-strapped to the two beneath and all the tires in the same layer strapped together. If possible the barrier should be four tires deep and eight high.

This elaborate method would only be really necessary at critical corners, especially those exposed to head-on crashes. An example at Westwood would be the hair-pin and the entrance to Turn 1.

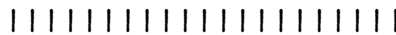
Along barriers, such as the pit straight, where a head-on crash is unlikely, the tires would be adequately secured if they were stacked in a "herringbone" pattern, e.g., possibly with the tires bound in large clumps, each clump being bound to the burrier.



To close this article let us look at one example of the effectiveness of tire walls. During practice for the 1975 L.B.G.P. John Morton, throttle jammed wide open in 2nd gear, contacted a four deep tire wall head-on at 50 m.p.h. The result: driver injury - none; vehicle had slight front suspension and nose damage. Both ran the next day.

Martin Stretton.

(Information for the above taken from an article by Peter S. Talbot M.D. Autoweek Vol. 26, No.22, and Bruce A Czaja, Autoweek, Vol.26, No.16)

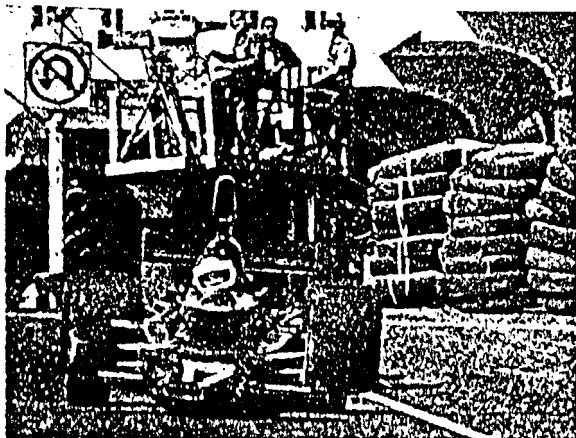


TENTATIVE RACE SCHEDULE, WESTWOOD 1977.

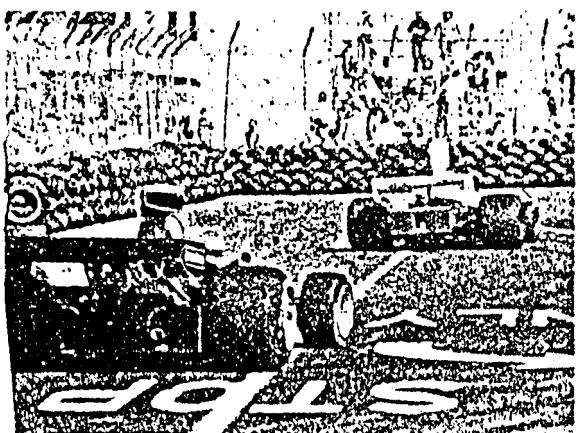
Driver Training	March	19 - 20
Conference-CASC	April	2 - 3
"	May	14 - 15
Pro Race	June	4 - 5
Conference-CASC	"	18 - 19
Driver Training"		24 - 25
Pro Race	July	16 - 17
Conference-CASC	Aug.	13 - 14
Enduro	Oct.	8 - 9

THE \$50 OFFER...

Simply refer a friend to Dean Warner at KINGSWAY HONDA. Should they buy a HONDA, Dean will pay you \$25 and donate \$25 to M.E.T.A. With the way HONDAs are selling we should all be millionaires by mid-fall.



Tire walls, with the tires banded together, could absorb blows at critical corners, especially those exposed to head-on crashes...



Ample escape roads on 90-degree turns are also cushioned with tire walls

