

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3

NUMBER 1

HERITAGE ADDITION AUGUST 1, 1977

Hi there!!

We found it!!

Now we're giving it back to you!!

W.O.W.

This prologue is to introduce the new staff of the Mayday. The chief person in this organization is Beverly Crump. With her extensive knowledge of how to put together a newsletter, I feel that she will definitely be an asset to this venture. Our chief reporter is one Joe Proud. He was quite active in the original issue of Mayday, and his concise and interesting letters will be well worth the reading.

Terry Ireland, the original editor of the May day, will be giving us technical assistance, and I will be writing articles, and stories concerning sports car racing. In order for this endeavour to be successful, we need your participation, through jokes, letters to the editor, comments, announcements and complaints. All are a necessary factor, so please help us to produce an interesting and highly readable newsletter.

Pat Gleeson
EDITOR

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| Comments from August 1977 Auto Sport | RE: Westwood Trans Am |
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The Sports Car Club of B. C. had to make several safety changes at Westwood in order to get the Trans Am sanction. One of the requirements was a new pit wall. After qualifying the wall had to be dismantled and reassembled using different washers because the Armco barrier didn't meet FIA specifications

and SCCA officials said the race would be cancelled if the work was not carried out. Westwood must be in the big time now because the same situation arose at the Spanish Grand Prix two years ago.

This paragraph in the article offended many of its readers therefore, the following letter was written. We sincerely thank Dave for speaking out, We need more concerned readers who are not afraid to express their opinions; and show situations in their true perspective.



NATIONAL OFFICE

CANADIAN AUTOMOBILE SPORT CLUBS
FEDERATION CANADIENNE DU SPORT AUTOMOBILE
P.O. Box 97, Willowdale, Ontario M2N 5S7, Canada • Phone 222-5411
AFFILIATED TO FEDERATION INTERNATIONALE DE L'AUTOMOBILE

27-D Meadowlark Village
Edmonton, Alberta T5R 5X4
16 July 1977

Mr. W. E. Chapman
Autosport Canada
3057 Universal Drive
Mississauga, Ontario
L4X 2E2

Dear Pete:

I have read with interest Ross Morris' article on the Westwood Trans-Am and would like to add a couple of observations.

First, I feel that, in the interests of accuracy, it should be pointed out that the changes in the Westwood pit wall were brought about at the request of CASC, not SCCA as reported by Mr. Morris. At this event, as at all such events on Canadian soil, SCCA's position was that of interested advisor, not sanctioning body.

In addition, Mr. Morris missed an observation regarding the whole exercise of pit wall modification which I feel must be made publicly. That is: In order to accomplish the task of emptying 110-odd barrels (all with full loads of wet Westwood sand and gravel), several different groups of people--some of whom have sat on opposite sides of important motorsport issues in B.C.--all got together and worked to achieve what the prophets of gloom said was impossible!

Drivers, crews, marshalls, officials, and innocent bystanders co-operating to achieve a very difficult task is worthy of recognition. In particular, I would like to recognize the efforts of Wally Walker and Herman Kroetlinger in bringing the operation to a successful conclusion.

I hope that you will see fit to publish this letter as my personal statement of thanks and admiration.

Sincerely yours,

David Romer
Technical Administrator

c.c.: B.C. Region Pit Pass

By: Pat Gleeson

The essence of a worker being at Westwood, is to insure safety for persons racing sports cars, or whatever type of vehicle that may be raced on any given weekend. The reasons that people go out to races, and stand on corners, through blazing sun, and more often than not, cold winds and driving rains, are varied.

I suggest that the reasons, other than the most obvious one, which is that we have all taken leave of our senses, are in this order
 1. Enjoyment of sports car racing. 2. Ego trip. 3. A very real concern about safety in racing.

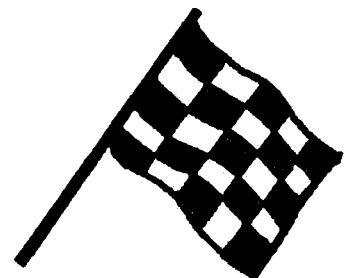
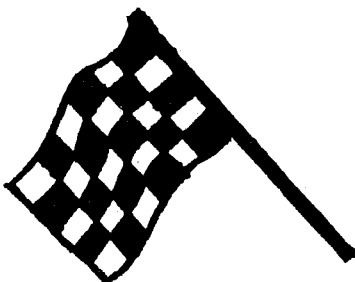
To expand upon the previous statement we must discuss the meaning of the aforementioned reasons. To start with, enjoyment of sports car racing. This category would fit about ninety-five percent of track workers. These people are persons who love to watch sports car racing, and want to be a part of it, and for various reasons cannot be whether it is financial or whatever. These people have taken the second option open to them to be involved with racing. As to the importance or either function, whether it be driving or working, I cannot say, for without one, there cannot be the other. But, back to the enjoyment of racing. Working at track side takes a very patient person, and a person who loves racing. Saturday practice sessions are often just short of being totally boring, yet, people who love what they are doing will show up on Saturdays, regardless. This is the true core of the on track workers. I am not trying to detract from those who only come up on Sunday. Many have to work, and self preservation has always been mans strongest instinct, so work is very necessary. As to others who only come up on Sundays, I will discuss that at a later date. Sundays, or race days, as we know them, are exciting. There is an air of expectancy and the unknown. Racing is a serious business, and people can get hurt, as we all know and realize. That is why we are there, to keep injuries as low as possible. On Sundays the adrenalin flows every time there is a squeal of tires, or the sight of a car spinning at you. but to those who are truly dedicated, these rushes are what racing is all about. Watching skilled people race at speeds, which in some cases are on the verge of disaster, and as a constant companion during thses races is the fear of the unknown. And we love every minute of it.

(next article in next Mayday)

TO THE WORKER

WE, THE WILLING,
 LED BY THE UNKNOWING,
 ARE DOING THE IMPOSSIBLE
 FOR THE UNGRATEFUL.
 WE HAVE DONE SO MUCH
 FOR SO LONG, WITH SO LITTLE,
 WE ARE NOW QUALIFIED
 TO DO ANYTHING
 WITH NOTHING:""

ANON



THE EDITOR SPEAKS OUT:

There comes a time when a person must put a value on what he or she does. It does not have to be a great soul searching expeditions or even a long quest. All it has to be is an attempt at putting things into perspective.

We have reached a critical point at Westwood. The Sports Car Club of B. C., under the leadership of Tom Wilson, appears to be making steps forward in the quality of racing at the circuit, and in the appearance and safety of the track.

The workers on the other hand, appear to be taking giant steps backwards, mostly in their attendance, and this goes for just about every facet of workers at the track, except for perhaps, driver services. As in the case of thunder, everyone knows that when two opposing forces meet, there is usually a big bang, and that is exactly what we are heading for, some kind of a bang.

And the excuses !! - Oh, there was no beer at the Trans Am, so why should I go to a conference race. I got shafted, I did not know about it.

It is really incredible that after the enormous turn out for the Trans Am that so few turned out for the conference race, a week later.

I said earlier that we have to put things into perspective. What this statement really means, is either shit or get off the pot. For too long we have lowered our standards to allow almost anybody who shows up to work a pro race, to not show up again till there is another pro race, and then they are happily accepted back into the fold. A fairly good number of these people, promptly take off as soon as they receive their passes, which only goes to prove that people will go to any ends of lying and cheating for a freebie.

What I am preaching, is that this has got to stop. Take those who show up every week, and build a nucleus from them. I would much rather have a few workers who are there because they want to be, rather than about 10 or 15 who are there because they get to get in free. There are ways of curing the problem. One that I know of that would not be too popular, but would undoubtedly work is that every worker pays for his pass, and is refunded their money Saturday or Sunday, after the racing, only after their pass has been stamped or initialled by their turn marshall. This would cut out a lot of freebies, that much I can guarantee.

We, as workers have to get our act together. We are again starting to break down into cliques. I am not against people having particular friends, but when it becomes a question of one upmanship, I draw the line. We have got to work together as a group. And that means everyone. I have heard a lot of sneers and jeers about driver services, but, being a turn marshall, I would much prefer having them helping me, than some of the workers I have had. These people are by far the best trained people on the circuit. I ran the Esses all last year, and I knew I could count on them, if I ever had any trouble.

I personally want to congratulate Hermann and his crew for all the personal training they undertake in their own spare time, which makes them such a credit to this track.

My one wish now is that everyone would get off their asses and try to improve themselves. Training has to be undertaken. As a corner group we are the pits. I really shudder to think what would happen if we were to have a really serious accident. The way some people react, if the driver had an even chance of living, they would decrease those odds considerably. I know I will catch flack for this harangue, but I am vitally interested in Westwood. It has become a very big part of my life, and I treat it as a responsibility. I have not missed a race in 4 years, and that includes driver training. Of all our workers, I wonder how many can equal that. If you can, then I congratulate you, and say thank you. You others . . . get off your butts !!!



WEDDING
BELLS
ARE
RINGING



COMMENTS FROM THE "PIT"

CONGRATULATIONS TO:

Sue McLean and Joe Proud
married July 18, 1977

Jeanne Harada and Larry Ryan
married July 29, 1977

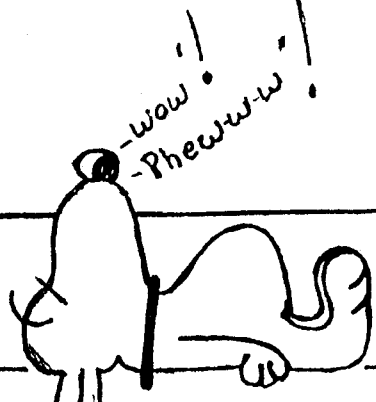
We wish them much health happiness
and long life together.

The two Lynn(e)'s on pregrid are very appreciative of the samples obtained from The Formula Atlantic team sponsored by EXCITA.....watch in next issue for results.....

for the past few weeks we've been - & - We've and - & -

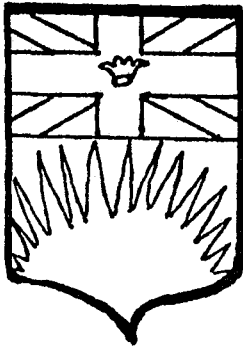


But we finally got it together here's our 1st Fashion!



Staff Box
Editor In++ Pat Gleeson
Chief +- Beverly Crump
Roving Reporter+ Joe Proud
Technical Assistant+ Terry (relax)

Notes 'n' Things



"HAPPY B. C. DAY"

To One

and ALL



NEXT

M.E.T.A.

MEETING

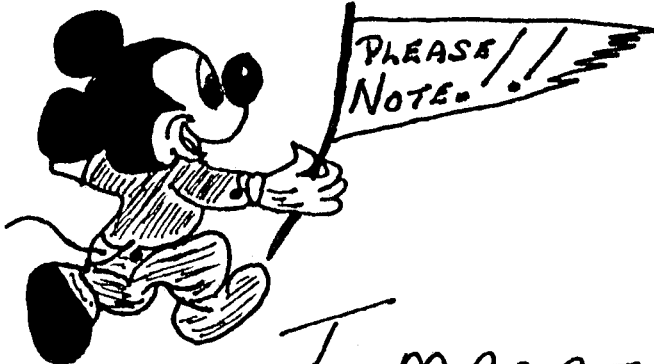
WILL BE ...

AUGUST 11, 1977

AT ...

7:30 P.M.

NEW ADDRESS



SHAKEYS PIZZA PARLOR
820 - 12" STREET
NEW WESTMINSTER B.C.

IMPORTANT BUSINESS!!

WILL BE

- 1) Conference Race - - AUGUST 14/15, 1977.
- 2) By-Laws and Constitution Committee.
- 3) Nominating Committee for 1977-78 M.E.T.A. Executive.
- 4) Discussions concerning Formula Atlantic Race.

WE HOPE TO SEE YOU ALL THERE!!
THIS IS YOUR CLUB !!

