

"Mayday"

The M.E.T.A. Newsletter

VOLUME III ISSUE II

NEXT RACE

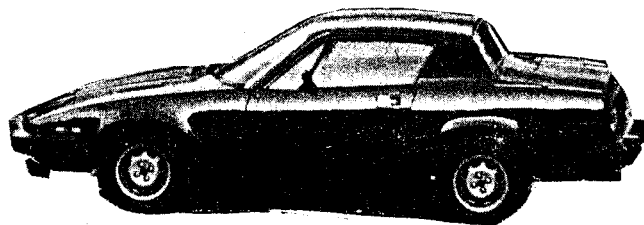
SEPT 10, 11

SPORTS

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There was a commercial on the tube about three years ago, whose jingle went as follows; "You're not getting older, you're getting better."

Jim McRae is one of those persons who fits into this particular space. Even though he maintains his youthful approach to racing, he has learned his lessons well, and is therefore an asset to Westwood.

Jim has been involved with Westwood from it's birth in 1959. At that time he was the race co-ordinator, The description of this position that I received from Jim was that it was a liason position between the different departments at the track. Eventually this led to being assistant starter. In 1960 he was kicked upstairs to become the chief starter, a position he held until 1971. It is important to note that in those days the chief starter was roughly equivalent to the clerk of the course as we now know it. In 1972 Jim took the position of race chairman, and held that position for one year.

1973 was a year that was not spent working for Westwood. Jim took the position of assistant race chairman for CASC, B.C. region. Although he was involved in motorsport racing, he was not actually active in anything at Westwood.

In 1974 the job of Race chairman was offered, and Jim accepted, and has been there ever since.

I asked Jim some questions concerning Westwood and it's value, and what it means. His answer was "Westwood in it's original concept was built for the use of the members of the SCC of B.C.. For the first couple of years it was only used for club racing, then racing started to expand and Westwood has been expanding ever since. He hopes that we can keep improving to meet the demands of the sophisticated machinery we see at pro races, and some conference races."

Jim's biggest moments at Westwood have been concerning his involvement with bettering the sport of motorized racing. One was when he received a trophy and signed flag from the go-kart club for all the help he gave them with their racing. Another big moment was when he was made a member of

Continued

META, in recognition of his great efforts in helping to get it started. For Jim, both of these moments will always be cherished by him.

On behalf of META, I would like to take this chance to thank Jim for his great service to Westwood, and the people who work and drive there. I sincerely hope we will see Jim for many years to come.

NEXT META MEETING

SEPT 8, 1977

AT

SHAKEYS PIZZA PARLOR

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- SAT. SEPT. 3 NIGHT TO BE ANNOUNCED
- MON. SEPT. 5 AFTERNOON SKAGIT MODIFIEDS
- SUN. SEPT 11 AFTERNOON CARLING O'KEEFE SUPER S
- SUN. SEPT. 18 AFTERNOON L.M.O.R.A. CHAMPIONS
- SUN. SEPT. 25 AFTERNOON CLAIMER SPECIAL

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Working #2

As I mentioned in the first article, there are three reasons why a person works at Westwood. They are (1) love of the sport, (2) ego trip, (3) a very real interest in safety in Racing. In this article I will deal with the second and third reasons.

The Ego Trip probably applies to every worker in some way or another. We are there and we become a someone. We have a function to perform and we do it in front of a crowd who has paid to watch this spectacle. All this satisfies a person's ego and makes them want to come back for more.

This is not something to be ashamed of. By pleasing your ego, you are more than likely doing a good job, because making a mistake in front of a crowd is most definitely not pleasing. This all comes back to the rush a person gets when there is a spin out or accident. You are taking a calculated risk, and by taking care of it in a professional manner, we are doing a good job.

The interest in safety in racing could actually be tied back into the first reason. One should go with the other.

We have to have a high degree of safety in racing, other wise there would be a great number of people getting killed. Death, when working a corner, could be instantaneous. That is why we must always strive for safety. Any precautions taken now in the interests of safety, may someday save your life.

All these reasons for working are just conjecture. There are probably as many reasons for working at Westwood as there are workers; every one of them is equally valid.

Next issue, "Working" will start to deal with the method of control currently in use at Westwood.