

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3

ISSUE 3

THANKS GIVING 1977

* Resume of the September 9, 1977 M.E.T.A. Meeting *

For the first meeting in quite awhile, we had an encouraging turn out of members. Its great to see so many of you out again.

The minutes of the previous meeting were adopted and approved, The Bank balance shows \$258.99 on deposit.

OLD BUSINESS: The Bylaws and Constitution Committee will have one more and final review, then bring the proposed changes to the next meeting at which time these new changes and proposals will be submitted to the membership for voting on.

The enthusiasm for our windup banquet was the fizzes so another proposal was set forth, to be discussed further at our October 6, 1977 meeting.

Also scheduled for further discussion at the Annual General Meeting, will be the changing of M.E.T.A.'s meeting night to the third (3) Wednesday of every month.

MAY DAY situations were thoroughly discussed with emphasis on the last race at Westwood in particular. The possibility of continuing the same ALERT SYSTEM for MAY DAY'S for turn marshall;s who find it necessary to change their original accident call to a MAY DAY call.

MAYDAY PROCEDURES WILL BE AS FOLLOWS:::~::~:

- 1) Crash truck WITH DOCTOR goes out first.
- 2) Ambulance goes out on left side of track.
- 3) The pace car goes out and picks up the racing cars and paces them again.

It was also pointed out that other race tracks in Northwest are following our procedures in May day situations. THAT'S A REAL FEATHER IN OUR CAPS EH!!!!

It was also suggested that Ray Cauduro (Conference Race Steward) be approached with the suggestion that workers would get mote co-operation from drivers especially novice drivers if during their driver training they work entire race days at a corner rather than one race per corner, as they would be able to learn the meanings of all flags and their proper uses as well as safety situations.

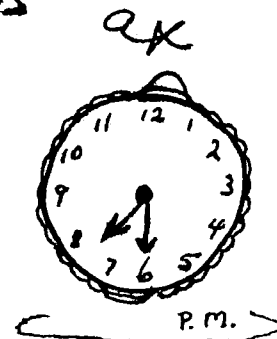
Continued.....

NEW BUSINESS: M.E.T.A. must make some monies for next years operating and equipment expenses. So put your thinking caps on and bring your suggestions

To our next meeting **OCTOBER 6, 1977**



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OF ENTHUSIASM
DESIRE AND
WILLINGNESS
TO SACRAFICE -
TEMPERED BY
DICIPLINE
BY: BRUCE MacINNES
professional race
driver 1977.....

RESULTS - - FROM THE PITS

One of the Lynn(e)'s on pregrid, with twinkling eyes, and "Cheshire Cat" smile, whispered in the chiefs ear the EXCITA examples really, really work WOW, and breathlessly asked when the next Atlantic Race weekend will be!!!



**WANTED FOR CAR DISPLAYS
FOR NEXT SEASON
MEMBERS GET INVOLVED
CONTACT THE PRESIDENT.
■ 435-7604 ■**

THE EDITOR SPEAKS OUT. * * * * *

* * * * * WESTWOOD RACING 1977

With only one race left to go, I think it is time to analyze this years racing at Westwood.

To start off, I would have to say that this year has been an unqualified success.

We had a Trans-Am, which should have set new attendance records for the track, we had the Labatt Atlantic Race, and some very entertaining International Conference races.

From a turnworkers point of view, the year was not outstanding, as a matter of fact, it was not even close to great. What it turned out to be was, a year in which the people who were not really gung-ho on racing, did not bother to show up. Those who did, did a commendable job. Some of the positive things regarding workers, are: we now have what we can call a core group of workers, a group of workers who are dedicated to working at Westwood, and enjoying it. We also had a tremendous show of ability from some of the new workers. In the new bunch of workers, there are some people, who if they keep at it, will soon be some of the best workers we have ever seen at Westwood. I am predicting that now. With any kind of leadership from the M.E.T.A. executive, we should be able to keep progressing over the next few years.

This years racing provided some fine entertainment. The most exciting new weries had to be the Hondas. The racing is close, theres lots of body contact, and the competitive spirit is much in evidence. I feel that next year, this will be the racing to watch.

The Sports Car Club of B. C., under the leadership of Tom Wilson, has shown that they are prepared to treat Westwood as something more than a casual weekend club meeting. They are bringing superior racing machinery to Westwood, and at the same time managing to make the amateur racing, a big part of what goes on at the track.

There are a lot of improvements needed to keep the first class machinery coming to westwood, but with strong guidance and careful planning, and a good deal of support from club members, it can become a reality.

At this point I am asuming that Tom Wilson will get re-elected, and that will definetely be a move in the right direction. If he doesn't, well then I feel that it will be everyones loss. In that event, I would like to thank Tom for everything he had done this year. If Tom stays, Good Luck, and I hope he gets all the support he needs.

See you all at the Enduro.

****EDITOR****

August 14/77 St. Felicien, P.Q.

Gilles Villeneuve recently won the 100-mile sixth race of the Labatt's Challenge Series at St. Felicien, P.Q. He drove his spare car, a March, after crashing his primary car during Saturday's qualifying.

This puts Gilles in second place in the series standings with 84 points, with one race remaining, three behind leader Bill Brack. Brack was knocked out of the race in a three-car shunt.

Brack's accident also eliminated Juan Cochesa and Dan Marvin. Keke Rosberg crashed for the second time (same day, same corner), when his accelerator jammed at 140 m.p.h. at the end of the straightaway. He sustained minor leg injuries.

Tom Gloy (March) was second and Chip Mead (Ralt-Ford) third, while Kevin Cogan (Ralt-Ford) took fourth in the accident-filled race. From a field of 22, only 12 finished.

Series standings are: (1) Bill Brack - 87 points
(2) Gilles Villeneuve - 84 points
(3) Keke Rosberg - 78 points
(4) Price Cobb - 73 points

Conference Race August 13/14

A wild and wooly weekend was experienced by many of the corner crews, particularly Turn 1 on Sunday. On a day that saw three Maydays and four race stoppages, the greatest excitement was, as usual, in Formula Ford, in which one of the cars went over the bank into the trees. Later in the day, during the Honda race, the lead car flipped end-over-end five times on the first lap at Turn 3 and could be heard all the way to Deer's Leap. Luckily, no serious injuries were suffered, particularly as the corners were undermanned and the lack of crew could have caused problems.

One of the winners of note was Bob MacGregor (Tiga) for Formula Ford. The current point standings for that series are: Irving Jack Scher - 64 points, Jack Cross - 50 points and Brian McLoughlin with 48 points. Brian finished second on Sunday. Gary Pullyblank's new Vette, unveiled for the recent Trans-Am, was also a winner. John Storr won the All-Formula race.

Trans-Am Write-Up

The Westwood Trans-Am is mentioned in the September issue of Road & Track in the "About The Sport" column on pages 88-92.

RACING '77' - Seattle and Portland

During the summer months, I spent some time travelling to race tracks in the Pacific Northwest. These tracks were Seattle, Portland and Spokane. On all occasions, Roger Salomon, our illustrious course marshall accompanied me.

Visiting tracks is an interesting way of watching car racing. You get to see what other tracks look like, and get to see how the turnworkers perform their duties.

Following is my impressions of how things are run in Seattle and Portland.

Seattle is a very well run racing circuit. Their marshalls are in most cases experienced, as as far as I could see, all incidents were handled with a minimum of problems.

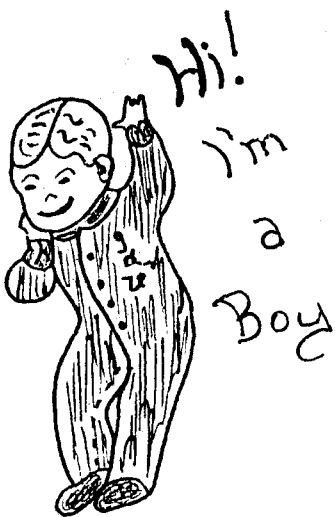
The race at Portland was a whole different bag of tricks. The race was sponsored by the Sports Car Club of America, and it was a national championship. The machinery in most cases was quite exotic and very fast. The only problem I could see was a lack of workers.

The lack of workers did not affect the running of the races to any great extent, but it did put a noticeable load on everyone else.

Some of the things at Portland that caused discussion amongst Roger and myself were things, such as fifty gallon drums which the workers stand behind. This gives the workers a false sense of security, and for that reason I think its dangerous. You get to feel that they will protect you, and they sure won't. I'm still for large run-off areas with lots of room to run.

All in all I would have to say that the weekends spent in the States were very enjoyable, and the people treated us very well. A very enjoyable, and good learning experience.

CONGRATULATIONS!



My Mom borned me on the 18th of September, and was I ever a big sucker at 8lbs. 7oz. My Mom's name is Bonnie (Paul), my Dad's name is Glen and my name is David Dustin. but they're calling me Dustin. Well. I'm at home now and you know I think I just might stay here, it seems really nice. Oh yeah, my Mom would really like to see some people cause she hasn't had a chance to show me off, they're real proud of me and they should be - I'm a little cutie!! Okay, it's settled give Mom a call, she's always home to burp me. See ya.

New M.E.T.A.
CLUB
?? members ??

CONSIDER THESE FACTS

Infractions

At the last M.E.T.A. meeting, Jim McRae brought up the subject of infractions, and how they are being reported.

He said, that situations when a driver goes two wheels off, and four wheels off when he is either avoiding hitting another car, or just overcooked it, and by going off the track manages to stay in the race, then this should not be regarded as an infraction.

The point is that now an infraction is totally at the turn marshalls discretion when it comes to off track excursions. It becomes a judgement call. There will be mistakes, that much we can be sure of. The advantage of doing this, means that it may save a driver from being black flagged, who is actually driving a very good race. Four off track excursions means an automatic black flag for any car. Therefore, you can see why you have to be careful calling two and four wheels off. By: Joe Proud

Deer Park Race Ways - Spokane

A long weekend! Rain forecast! Stories about hords of snakes and waspe's other years. (THIS TIME IT WAS THE YEAR OF THE GRASS-HOPPERS). Entry of a 100 cars! A round trip of 900 miles! What do you get? You find five M E T A members going to a race in Spokane Washington U.S.A.

The race's were held at Deer Park which is a 30 minute drive from downtown Spokane. The totally flat, 70 foot wide, boot shaped, one and one/quarter mile track is laid out on an old airfield.

Saturday was your usual practising and qualifing sessions without any novice race's. Sunday, race day which meant warm up for everyone and two novice race's before lunch. The novice closed wheel race set the pace for racing that day by the winner crossing the finish line just two feet before the second place car. After lunch things got off to a slow start with the workers on "turn four" sending a round scientific device through the air to check the velocity and direction of the wind so they would have an idea where a light waight race car would go if out of control. But a local driver who likes the colour orange, owns a morgan and a "D" sports racer, who thinks rum cures cancer, and is from North Vancouver (NO NAMES MENTIONED) was telling all the drivers waiting on pre-grid that the hold up was due to some workers throwing a frisbie around. All considering with most of the race's being just as tight as the novice first race, plus a few rain showers, the events managed to keep both drivers and workers on their toes at all times.

Some ask if the trip was worth it? I for one think so and more than likely so do the others that went.

Rick

THE WESTWOOD SPORTS RACING CHALLENGE *****

*****BY: JOE PROUD.

The Westwood Sports Racing Challenge was Not. In fact it was not one of the better races ever seen. The race itself suffered from a lack of good competitive cars. The reasons the cars were not here was because of a lack of money to put care together, and the last conference race of the year in Portland, which quite a few people were putting their cars together for. For the record, the race was won by Bryan Evans #758, second place went to #70 Mike Barbour, and third place was taken by #7 Al Allinson.

The Hondas were definitely in evidence. There were body contacts reported on every lap, most of them coming from turn four. And they were not your ordinary everyday bumper to bumper contacts. They were side to side, front end to side etc., Reg Kennedy was driving like he thought he was still racing at Langley. It got so hectic on turn four that at one point, the following transmission was heard over the Walkie talkies; "Turn four - I have a body contact, but I don't know who it was because I was too busy getting out of the way of some other cars." There is no question that this is one of the of the most exciting, competitive series we have ever seen at Westwood. There was also a rollover again in turn 3. This time it was Dean Warner in #43. Dean was not hurt, and the car was not too badly damaged. The winner of the Honda race was #77 Wray Nixon, second #49 Michael Elliot, third was #60 Lloyd Saunders. There was a formula ford race, won by Brian McLoughlin. An antique car race won by #13 L. J. Swann in a Austin Healy, and a sedan race won by #1 Barry Kowalchuk. With the Westwood Class winner #501 Mark Saunder closing off the day.

QUESTION: How many kilometers would Westwood be????

ANSWER: In next issue. See how right you are!!

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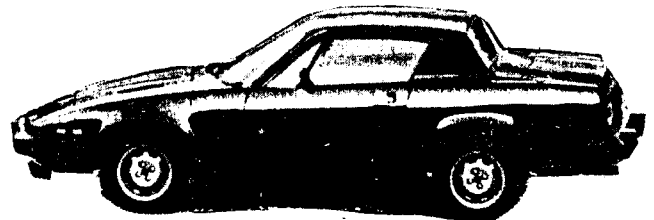
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I.C.S.C.C. RACE - PORTLAND
SEPTEMBER 17-18 1977

Again, the M.E.T.A. invaders haunted Portland race circuit for the last conference race of the season. There was an entry list of approximately 180 cars and proved to be a very exciting and interesting bit of racing. Saturday afternoon was really exciting particularly when it rained. If you think it rains at "Wetwood" you should have been in Portland -- it was like a flash flood in a matter of minutes and that's no exaggeration. In Turns 1, 8 and 9 it was like a circus. Cars spinning, crashing and whatever. Thank God for the Portlanders hospitality after racing; the keg was ice cold (just what we wanted after the day's activities) but the quarter pounder pickles and hot dogs felt good. Saturday evening everyone from M.E.T.A. along with Rob MacGREGOR, Danny TOTTEN, Bruce MATTHEWS and Rick LIM went to the 'Alibi', a Polynesian restaurant, and what a feast! The food and quantities were fantastic, the prices were cheap and the snooker was super. Of course yours truly came up with the fine idea of playing pool and Danny "Sharpie" TOTTEN beat me queues down, while Diane CARLSSON held her own while duelling with Rob MacGREGOR. Dinner finished about 11:00 p.m. and everyone went back to good ol' Mel's for the night. Everyone was prepared for the weather on Sunday and it's a good thing 'cause it was another "Wetwood" day and very exciting. Most of the races had full grids - some races had two and three pace laps. Roger and Rick had their hands full in Turn 1 with crashes, anti freeze and what have you. I had a great time in Turn 8 particularly when I was yellow flagging during a certain race when a yellow Camaro decided to come straight off the back straight at about 80 - 85 m.p.h. and missed me by no more than 6 feet. It was a super weekend and the people from PIR and SIR are looking forward to coming up for our Enduro, it's great to have friends especially when they'll come and work for you!!

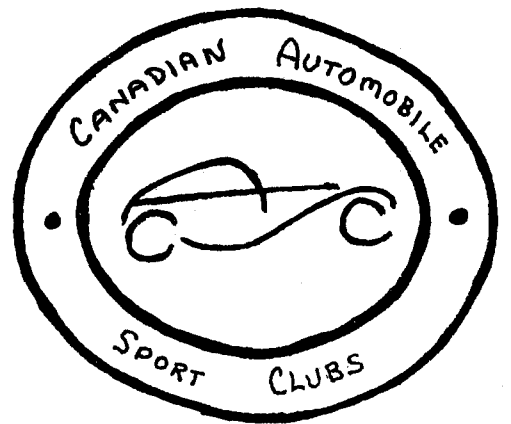
By: Sue Green

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"HEY THERE" - "What is a little love?"

*** From the back seat of a HONDA !!!

!!.. oh yeah!!!

WHAT'S HAPPENING

META'S
Annual General Meeting

Wednesday October 26th

* * * At: SHAKES - New Westminster
* * * TIME: 7:30 P.M.
* Come One Come All: Plan to attend

YOU + US = SUCCESS

- * C.A.S.C. Annual General Meeting & Convention - October 28/29/30, 1977 *
- * Conference Banquet - November 11 - 12, 1977 *
- * Sports Car Club of B. C. Banquet - November 19, 1977 *

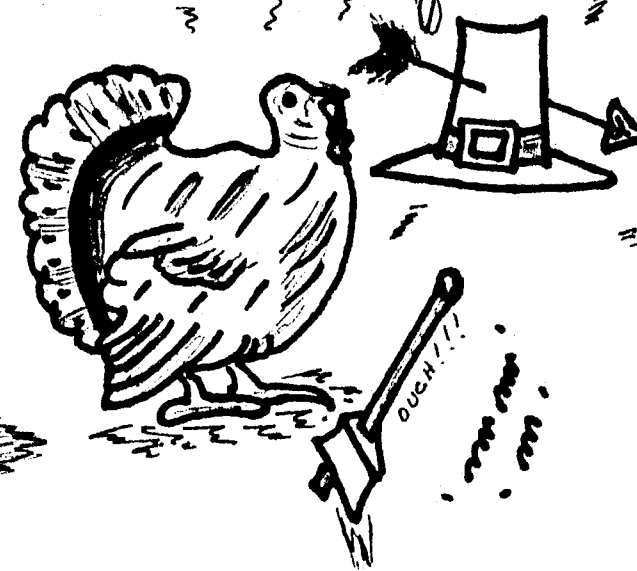


HAVE FUN FOLKS!

Happy Halloween



Thanksgiving Holidays



Staff Box

Editor in ++ Pat Gleeson
Chief + Bererly Crump
Roving Reporter + Joe Proud
Technical Assistant + Terry Ireland



have a Happy day

'HUV NA'
OH YEAH!!