

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3

NUMBER 4

REMEMBERANCE DAY--NOVEMBER 15, 1977

The race year for 1977 has come to an end. I don't know Whether to cheer or cry? I wonder just how many of you feel like our pooped bird? It has been a successful year in many ways and very upsetting, and wasted in many other Ways. But I shant get into those details for now.

The past year I held the appointed position of S.C.C. of B.C. worker registrar, and to balance off the scales I did enjoy this position, for I had the opportunity of meeting, getting to know, and work closely with many of you, and I know I'm a better person for having my life touched by a lot of you. I wish to sincerely thank all or most of you for co-operating so splendidly with me. I'm most grateful, for this position is very time consuming, but with your co-operation it makes the job so much easier. My year started out with many ideas and changes to be put forth, but I found due to many situations these changes were either slow in coming or didn't even make the grade at all. All those concerned last year are more than willing to except my recommendations and act upon them for next year. I strongly feel our workers MUST be better recognized not only at Westwood, but at as many tracks in the world as they may wish to work. I kept a master log on each and every worker who signed the insurance waiver this year. and the results were very revealing and certainly most interesting. At the present time I must speak in general terms, but those results will benefit us all during our winter program and training sessions. And I'm sure all of you would like to be a part of the test qualified workers and most efficient race track in at least North America, if not the world (reach for the top!! - dreams are very precious - they keep us all going.)

I wish to go on record in thanking Tom Wilson, President of S.C.C. of B. C. for his undaunted support, the best we've had in many a year. And with Tom's re-election by acclamation for the second term I know we will continue to enjoy this support, with bigger and better things to come in the 1978 race season.

As the word goes there will be many changes going into effect next year, and I hope you as a link in the chain will stand together, link to link. making our chain strong. (For we are only as strong as the links in the chain.) making 1978 A YEAR TO REMEMBER.

Thanks one and all.

Bev Crump

Bev Crump





From: *The Presidents' Desk*

* * * * *

First of all I would like to thank EVERYBODY for their support throughout the season of racing. Being appointed unexpectedly, as Course Marshall half way through the season is a hell of an experience (especially with the first race the Trans-Am. I honestly feel without your support I could not have done the job.

THANKS A MILLION ALL YOU WORKERS

What's up for next year. Well, more and more work. We M.E.T.A. members got more than one thing going for us, we have the full support of the Sports Car Club of B. C. So lets get together and PROVE we are the BEST workers in North America.

CAN WE DO IT???????????? YES, YES YES YES YES

The present executive will do everything possible to improve the communication between the workers.

WHAT DOES M.E.T.A. MEAN ????????

*M*ORE

*E*FFORT

*T*OWARDS

*A*CHIEVEMENT



M.E.T.A. LET'S GET TOGETHER AND PROVE IT!!!

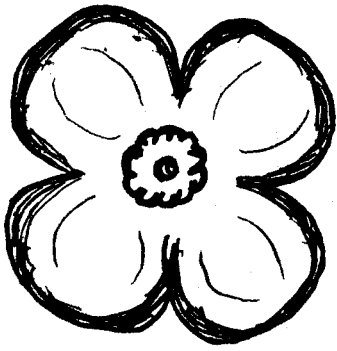
THE PRESIDENT
Roger Salomon

No one ever stumbled on something good while sitting down

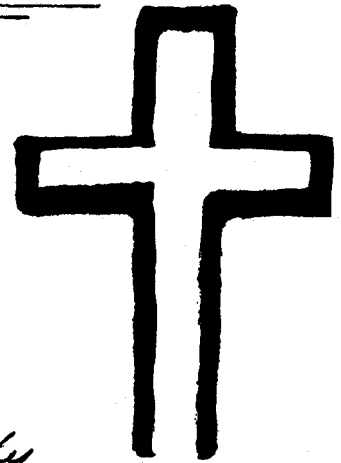
You had the story,
Now HERES
The Man!



YOU SUCCESS



"In Flanders Field"
The Poppies Grow



They died for us, that we
may be free. November 11th
at 11:00 A.M., take two
minutes of your time, and silently
remember them, and thank them for the hell
they went through for us. God Bless Them All"

MILO
EUROPEAN CAR
SPECIALISTS
LTD



781 KINGSWAY
874-1941

SERVICE FOR SPORTS CAR LOVERS

CIRCUIT TIRE SALES LTD.

3227 ST. JOHN'S STREET
PORT MOODY, B.C.

Authorized Dealers For:



We supply most Canadian Race and Rally Drivers
with tires and accessories to fill their
competition requirements.

B.F. GOODRICH	SEIBERLING
SEMPERIT	ASTRO MICHELIN

We also distribute accessories such as: Koni
Shock Absorbers, Minilite Wheel, Appliance
Wheels and Racemark Racing and Rally Wear

M.E.T.A's Annual General Meeting was held October 27 1977. The highlights
being the elections with:

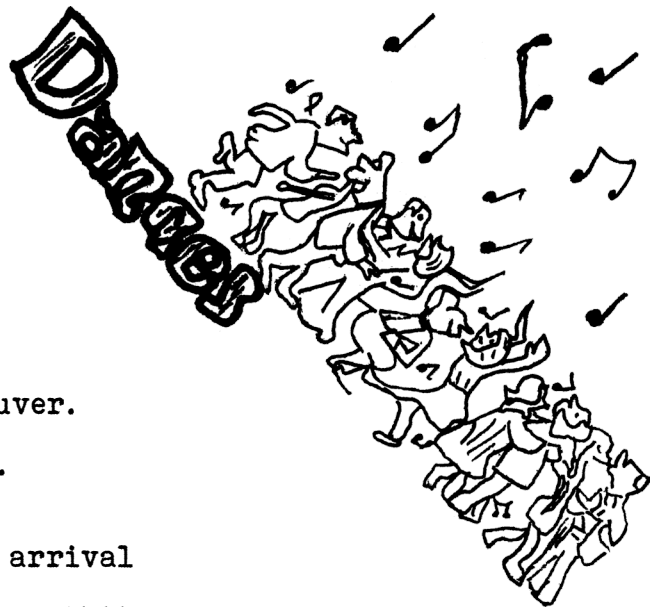
PRESIDENT	-	Roger Salomon	re-elected by acclamation
VICE- PRESIDENT	-	Pat Gleeson	elected by acclamation
SEC. - TREASURER	-	Fran Pelletier	(tough ballot)

GOOD LUCK : To our new executive, their work is already cut out for them.

NEXT MEETING: @ Shakey's - New Westminster November 16/77 - 7:30 sharp

Due to the expensive printing costs. We have had to limit our Mayday pub-
lications. We many articles and valuable comments will have to be put off
till the next issues. SORRY, but watch for them as they are well worth it.

STOP PRESS
FLASH! FLASH!



WORKERS NIGHT OUT

Saturday November 26, 1977
Ho Ho Chop Suey - 102 East Pender Street, Vancouver.
11 course dinner 5:30 - 8:15 p.m.
\$10.00 per person including gratuities and mixer.
Parking at rear of Ho Ho.
B.Y.O.B. in a paper bag
Maitre Dee - Pat Gleeson will collect monies on arrival

DANCING!!!! Lasseters Den - 9: p.m. - ? Group ONLY - \$1.00 per person
Drinks - around \$1.50 each.

Dress: casual or better NO JEANS
FIRM BOOKING BY NOVEMBER 24, NO RESERVATION - NO COME!!!!

Reserve by calling (Sexy) Beverly Crump - 939-9809



by: Bev Crump

The Sports Car Club of B. C., held there Annual General Meeting, Wednesday, October 12, 1977, and was as lively a meeting as has been the standard for several months now.

One of the biggest items on the agenda, was the elections for the 77-78 year.

The executive you are asked to work with are:

President	TOM WILSON - 2nd term by acclamation
Vice President	Jim Reid also "
Treasurer	Bob Randall
Secretary	Bill Norris
Westwood	Paul Lautard
Committee }	Deryk Forster

We congratulate them and wish them a successful term of office.

In the presidents report Tom stated the Club had a successful year financially, and during the winter months will be spending these monies on improvements at Westwood, and these will be many work parties during the winter months, so why don't we surprise him and show up, and give him support after all these improvements are for you the worker, as well as putting Westwood on the Race Map, where it belongs.

SPORTS CAR CLUB OF BRITISH COLUMBIA
20th ANNUAL BANQUET
SATURDAY, NOVEMBER 19, 1977
PLAZA 500 - 12th AVENUE AT CAMBIE STREET

COCKTAILS 7:00	AWARDS	DINNER 8:00
	DISCO	
\$ 27.50 COUPLE		\$ 15.00 SINGLE

DOOR PRIZES

CALL NOW
SHELLEY REID



Have a Good time!



OREGON REGION

SPORTS CAR CLUB OF AMERICA, INC.

October 17, 1977

Mr. Pat Gleeson, Editor
"MAYDAY", The M.E.T.A. Newsletter
6285 Prince Albert Street
Vancouver, B.C., CANADA
V5W 3E5

Dear Pat:

In reading your last "Mayday" I was reminded of how much Oregon Region SCCA owes to our Canadian friends. Many, many times Roger, Rick, Sue, Martin and others have filled our worker's ranks with their invaluable experience. This does not mean to neglect the large number of Canadian drivers and cars that journey south to do battle. A number of both workers and drivers are also members of Oregon Region which is, of course, the ultimate assistance in the perpetuation of our racing program. Please, if you will, extend to them all our appreciation and sincere thank you.

I'm distressed that you picked the August National to visit our course. Truly we were low on workers during that vacation period. This is not always the case, but fortunately the Canadians were there to help us get through the weekend. We highly encourage that continuation.

Your comments about the false sense of security are well taken and shall be included in our spring workers' school. The 50 gallon drums are required due to SCCA safety specifications. They've been emptied of water and filled with rock and earth. They're also pinned together to prevent separation. On a flat track such as ours, such a barrier is required. They must be designed so as to not injure the driver but be solid enough to stop his machine. Rest assured they have done just that on a number of occasions. However, we try to encourage the installation of your analysis. We too are for large run-off areas with lots of room to run. All turn workers must know how to run...to run smart as well! Working turns is dangerous; I daresay, at some courses more dangerous than racing. Therefore, we've taken your remarks to heart and will keep them in our training syllabus. To date, our safety record, both for workers and drivers/crews, has been outstanding. Oregon Region SCCA intends to keep it that way. What makes Skip run? Formula Fords and Corvettes make us all run at one time or another. It's too bad they don't have an exclusive, otherwise we could sit down the rest of the time. Incidentally, please tell Sue that from the bank it appeared that the yellow Camaro missed her by at least 6½ feet, instead of the 6 feet as reported!

Mr. Pat Gleeson
October 17, 1977
Page 2

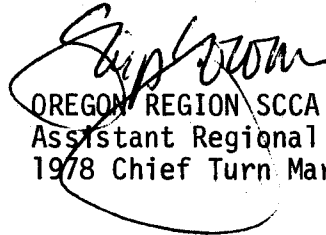
I've just talked to your former worker, Ed Dulian, in Quebec. He'd just returned from the U.S. Grand Prix at Watkins Glen. This weekend he's at the Canadian Grand Prix at Mosport. He's been TRANS-AMing, CAN-AMing and IMSAing all season. You all should be pleased to know that our workers out here are generally better than those he's observed out there. Congratulations, Roger!

Please also include in your next newsletter that SCCA licenses for 1978 should be sent to me for updating. Those of you who are working on SCCA log books and wish to be licensed should contact me regarding membership. Oregon Region SCCA associate memberships are also available. An associate member is given course official crests and decals, as well as corner assignment considerations. To be licensed, however, regular membership is a pre-requisite. My address is:

Skip Yocom
4206 South Cedaroak Drive
West Linn, Oregon 97068
Phone: (503) 636-5720

You need not be either to be on our workers' mailing and "Race Crowd Crier" newsletter list. If any of your people wish to be included, please ask them to drop me a card. Thanks, again.

Sincerely,



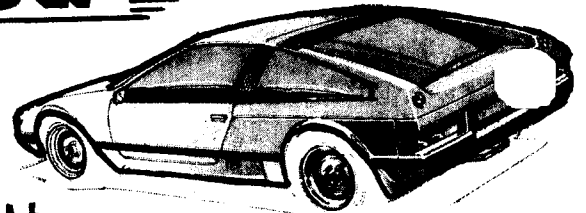
OREGON REGION SCCA
Assistant Regional Executive/
1978 Chief Turn Marshall

P.S. Since I don't have Beverly Crump's address, would you please forward to her my enclosed check for a CASC crest and decal? Thanks.

Doesn't it make
you nervous to
realize that
under your clothes
you are COMPLETELY
NAKED?
What do you think about nudity?
Frankly it just leaves me COLD!!!

NIXON

437-6121



Automotive Ltd

6935 BULLER AVENUE BURNABY BC



CONVENTIONS



MOTORSPORT B. C. - CONVENTION 77

C. A. S. C.

As one of the M.E.T.A. members who attended the entire convention October 23, 29, 30, 1977. I was asked to write an account of what happened. for those who could not make it.

The weekend schedule was enough to keep one very bust. So, like a lot of the people attending, we took a room at a lesser than normal rate, that we were offered by the Airport Inn.

The weekend activities started Friday morning at 10:00, with the first annual import car Media Test Day. on the Suehiro's Restaurant parking lot. Tests were conducted under the auspices of the B. C. Region Solo events committee, and in spite of the hampering rain, everybody had fun watching or participating.

That spread into the afternoon, and following was a scheduled press conference that unfortunately did not take place.

That evening was a great, free ! beer bash, sponsored by the generous people from Carling O'Keefe, for all those who had registered for the convention. At the bash everyone talked, drank and watched films of last years ice rally and B. F. Goodrich/Honda races.

Saturday started with the annual general meeting of the B.C. Region of C.A.S.C. The key speaker was the Vice-President from C.A.S.C. National Office Mr. Peter Brand. Peter has generously dedicated lots of his time in the past 10 - 20 years promoting and developing motorsport in Western Canada. We owe this man a lot, for all the motorsport enjoyment we get from such places as Westwood and other organizations in which we are involved.

After the annual general meeting was a no host cocktail bar, everybody then sat for a luncheon accompanied with some live music.

For the remainder of the afternoon our president. Roger Salomon held a workshop with a small group of M.E.T.A. members. At the workshop we were presented a proposed worker schedule. what this means is, for the future workers will work different areas in order to gain more necessary requirements before progressing to turn and course marshall levels etc. M.E.T.A. is working to develop the best and most effective track crews. Hence any of us will be recognized any where we will want to work.

Later Saturday. at about 7:30, the Banquet of Champions commenced, by 9:00 was the presentation of Champions, to receive prizes and trophies. At this time the announcer presenting the awards, asked that everyone show they're appreciation to all the workers efforts. We received a very warm round of applause with some people standing such as S.C.C. of B. C.'s president Tom Wilson. Following the banquet was booging until 2: a.m.

The Sunday morning brunch at 9:00, came too soon for some of us, but was very good and some of us had big appetites, the ham, bacon, eggs and muffins coffee went down well.

Around noon were more workshops for any business that wasn't finished.

continued 2

The final event scheduled was the first Regional General Meeting of the 1978 competition year. The workshop reports of any radifications were passed on and the announcement that for the year of 1978, Blake McGuffie, Lynne Kroetlinger and Seppo Arvonen, were re-elected into their positions of president, secretary, and treasurer of C.A.S.C. B.C. Region.

Well that was it, and somewhat of a relief when it was over. Most of us were tired and glad to be heading home. For me it was my first exposure to all the different types of auto clubs we have in B.C. and there's enough to cater to a variety of tastes. Hope to see you at next years convention.

First Class

RETURN TO
6285 Pr. Albert St.
Van. BC V5W3E5