

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3 NUMBER 11

THE HAPPY HOLIDAY SPECIAL

DECEMBER 4, 1978.



President's message

The 1978 - 79 season should be the start of something big for M.E.T.A. We have the foundation of a training program with which to work, the ultimate goal being an internationally accepted licence for versatile, qualified workers. We have gained the respect and friendship of a number of drivers. Recognition from influential people and organizations, within and outside of motorsport, has come our way. Our membership is ever-increasing. Most important is that we have a group of dedicated, willing people involved in this club which makes it a pleasure to be part of it.

Unfortunately we will be losing a number of our best turnworkers to the glorified ranks of (gasp!) race drivers, I hope it doesn't swell their heads too much. With luck, they will still attend our meetings and give us a glimpse at what the other side is like.

As the new executive takes up its duties, we owe a word of thanks to last year's council: Roger Salomon, President; Pat Gleeson, Vice-President and Fran Pelletier, Secretary Treasurer. They did their jobs to the best of their abilities and put in a lot of work. (Special thanks to Roger, who put up with us for 3 years straight as President. That is a lot to ask from anyone!).

I, personally, am looking forward to this season with M.E.T.A. It will be quite a learning experience for me - it has already proved to be that in these past few weeks. M.E.T.A. appears to have a direction more now than ever before. With the cooperation from the clubs we are associated with and our co-operation with them, I believe we will be able to achieve our goals. We have some obstacles to overcome, but we can do it if we support each other.

Welcome to a brand new season of race-working. We have a super year ahead.

Robin Jackson,
President.



*I did What!!
They did!!*

*Congratulations &
Best Wishes
from
all of us.*

Psssst! President Robin is sporting an engagement ring for the last month, who's the lucky guy? None other than sexy eyed Mike Holloway. Wedding Bells in September.



CANADIAN AUTOMOBILE SPORT CLUBS, B.C. REGION

The C.A.S.C., B. C. Region A.G.M. and election of officers was held at Richmonds Airport Inn, October 27 - 29, th weekend. Elected to office were:

Vice-President: Dave Fairhall
Treasurer: Linda Hone
Secretary: Gail Lewis

Congratulations to all.

One thing that was greatly appreciated was the interest shown by other groups in the Workers Workshop, particularly Peter Brand (Vice-President, C.A.S.C. National), Hector McDonald (C.A.S.C. Steward), 4 Wheel Drive rep Len Zomor, and Russ Mildenhall, Doug Wall representing Rally racing, all these reps monitored our meeting for quite some time, a definite improvement over last year, when only one person showed up and then only for a few minutes. Beverly Crump had received regrets and apologies from other reps, when the busy schedule did not allow them time to take part in our workshop. Beverly says, next year will be even better. Len was so impressed in what was discussed in the workshop that he invited Bev. to attend the 4 wheel drive workshop, and give a briefing on our training program, unaccustomed as Bev is to this, she, shaking, with butterflies, spoke to their membership, the response was so great that upon Bev's return we were enlightened to find that the 4 wheel drive people are behind us 100%, and will be forwarding a list of name in which these workers wish to take part in our training program. Their response was province wide. B. C. is onward up, with the help of M.E.T.A. HURRAY!

By - *Reporter Joe*

Member Honored

**** C.A.S.C. AWARD TO M.E.T.A. MEMBER ****

* * * * *

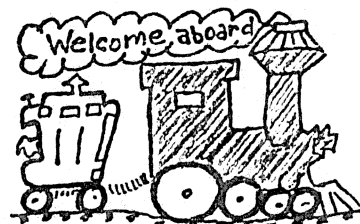
Beverly Crump, M.E.T.A.'s Secretary/Treasurer, received THE BRAND TROPHY, a special tribute for all the work that she has done for motorsport in the past year, when she was awarded the Most Outstanding Member of the Year, at the recent C.A.S.C. Convention.

In addition Bev. was elected by acclamation as the Worker Director for C.A.S.C., B. C. Region for the upcoming racing year. By: Joe

RENEWALS:

MEMBERSHIP

Jim Sheldon
Beverly Crump
Roger Salomon
Robin Jackson
Mike Holloway
Pat Gleeson
Larry Ryan
Jeanne Ryan
Fran Pelletier
Arlene Young
Marge McDonald
Mike Bailey
Joe Proud
Lauri Street
Sheri Street



*New M.E.T.A.
CWB
members*



Marion Cockroft
Don Johnson
Vicky Weaver
Bruce Lauridsen
Pat Somerville
Bill McNamee
Grace Lassen
Judy Corra

RUST BUCKET RACING MAKES DEBUT.

By Michael Bailey

Originally Ron and I had just planned to enter my truck in the U.B.C. Slalom on November 12th. Tony Weinberger however, in his usual fast talking way, convinced us to enter our Datsun 510. This was only a week and a half before the event, as we were still only half finished our "el cheepo" ice racing paint job. (Spray painted by the same T. W. who painted a decrepit abused yellow 510 wagon Black before selling it to a priest).

Saturday Nov. 11, I finally ripped the masking off the car and started the many preparations install door mechanisms, install exhaust system, find why engine only ran on one cylinder, install shift mechanism (this car was originally an automatic) install shock absorbers, acquire tires with tread on them (preferably ones that would also hold air), put some bolts on the fenders, reinstall driver's seat, and bolt on steering wheel. At this time cold and exhausted, I proceeded to my future brother in law's stag party. which I stayed at until well after 2 a.m.

At 7 o'clock Sunday morning, hung over and somewhat lacking of sleep, I proceeded to attach the tow bar and put on the borrowed tires (unlike the ones on the car these were inflated radials which weren't bald). Ron Snook and Bruce Lauridsen arrived in time to help me acquaint the car with the road under its own power (this car didn't run when Ron and I acquired it, as the original engine was seized), at which point we hooked it to my truck and proceeded to U.B.C. Parking Lot "B".

Upon arriving, we were greeted by Bruce Yeo, who was amused by the two tone Green and Yellow Paint job on the, 510 which complimented my truck, his old truck, which is also green and yellow. After registering, we proceeded to inflate the tires to higher pressures (50 lbs. front - 35 lbs rear), Install a muffler and seat belts, and remove the Canopy from my truck.

Tony arrived in the nick of time after the driver's meeting, chauffeured by Jim Sheldon and suffering from an all night party in Seattle, just in time to register.

Since Tony was the one that got the trailer plates for our car (and allowed me to slalom that prior mentioned high mileage (125,000 miles) Datsun 510 last March, we allowed him to make the debut of our Datsun Claimer. Tony immediately proceeded to go straight down the first section and crash the car into the bushes at the end of the lot. A few minutes prior a Bug-Eyed Sprite went through those same bushes, and down the bank to the road below. The sprite owner, who didn't feel he should have to wear a Helmut, although uninjured never made another run.

Ron Snook, co-owner of Rust Bucket Racing, thanks to the self destructing 510, never did make a successful run. Our 510 looked ridiculous enough, being painted 'Tremclad' yellow and green, with its flopping trunk, front fenders, and opening gas cap door, however, Ron had the muffler come off on his first and second run, as well as the passenger door open on his last run, so was given the red flag on all his attempts at timed runs.

The other owner of Rust Bucket Racing, myself, running his own truck, and suffering from terminal Brain Fade (in other words, I was same Blank minded self), never made a clean run either. Unfortunately, I can't blame this on my truck as it's almost too reliable, I just couldn't remember which Pylons to go through, and reinforced this by sliding sideways through the "stop gate" hitting the End Pylon. Due to the fact there were only 8 competitors in my class (group 4) I got 3 points for my efforts.

Bruce Yeo (Formula Libra #00 & #700 - S.C.C.B.C. - parts manager of Southside Datsun) made a fine showing in a Honda Civic (Group 2), finishing second in his class with a time of 1:04.05, well ahead of the car's owner, Sandy Bruniski (BCMA - parts truck driver at Southside Datsun), who had a time of 1:06.44 (6th in class). As Bruce and Sandy have competed in more than 5 B. C. Regional Slaloms, they weren't considered Novices and therefore couldn't pick up any points.

Jim Hargrove, the M.E.T.A. member that informed us of this slalom, was having the odd bit of difficulty getting his Datsun 510 through the right Pylons, but did well, finishing second in Group 4, with a time of 1:07.39, collecting 9 points.

Another spectacular sight was a Capri that spun to avoid hitting a spectator that drove onto the course to get a better view. Later a Cougar driver came down the hill from the start, lost control and had to rear end swinging back and forth until the end of the straight stretch where he spun it completely around.

It must have been the second run Tony took, that he got the time of 1:15.21 (1:13.21 1 pilon worth 2 seconds), which put him 8th in Group 3, giving him 1 point, at any rate, I didn't see it as I had thought our record was consistently DNF, until I read different. Tony's last run was the one I remembered best, however as he almost immediately made a mistake and was red flagged. Tony chose to ignore the flag, later claiming that he didn't see it, and proceeded to do several 360's along the course. Tony completed the run with spectacular style, by going around the stop gate at full throttle to the beginning of the pits where, once he had stopped, one the of officials gave him a severe talking to. On one of Tony's runs he also had the throttle linkage become disconnected.

Jim Sheldon, our club Vice-President, although only spectating gave a spectacular close to the event. About at mile from parking lot "H" at U.B.C., as he was demonstrating oversteering to Bruce Lauridsen one of his engine mounts decided to call it quits, proving once again that a graduate from the "Jim Sheldon School of Insane Driving", need not compete in order to spin, stuff and/or break.

Holiday Party

The Christmas Season is upon us and it's time for the annual M.E.T.A. Christmas Party (logical) This year our meeting and party will be held at the residence of

Glenn Noble, (our Aussie friend)
820 Knockmaroon Drive,
West Vancouver, B. C.
PHONE: 926 . 0490

DIRECTIONS ... from both bridges

Admission: # 2. ~~99~~ Per Person

SECOND NARROWS:

Cross 2nd narrows bridge and follow Upper Levels Highway. Cross Capilano Bridge, continue to Taylor Way exit, Just off this exit is the Haddan Drive exit. Turn RIGHT, continue to 2nd stop sign, turn right. The first street on your left is Knockmaroon Drive, Drive to the far end of the street. A camper will be parked outside the house.



LIONS GATE BRIDGE

Take west Vancouver exit, go over a small bridge, keep to the RIGHT hand lane. Turn right at Taylor Way. And continue straight up to "T" intersection. Turn RIGHT to Stevens Drive, LEFT on Hadden, up to South Borough Drive, turn right first left on Knockmaroon Drive.

" B. Y. O. B AND YOUR OWN Mix "

As we would like to get business done as quickly as possible and get down to the munchies, PLEASE be there before 7:00 p.m. - 6:30 p.m. IF POSSIBLE.

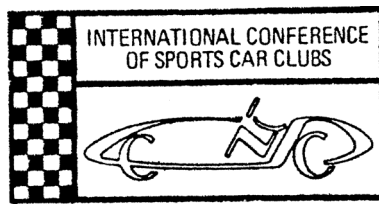


Merry Christmas From WESTWOOD

once aeain, the S.C.C.B.C. will have WESTWOOD open to our members who wish a live Christmas tree DECEMBER 16 - 17, bring your own tools, leave the area clean after you have cut your tree.



~ HAPPY HOLIDAYS from the Executive of S.C.C.B.C. ~



Many M.E.T.A and S.C.C.B.C. members were in Seattle on the November 11th weekend, for the Conference Awards Banquet and workshops. The Race Officials Division, the part that M.E.T.A. would be most concerned with, had more Canadians than Americans in attendance.

Items of business dealt with included the revision of the Master Log (for infraction reports, accident report sheet and a general rearrangement of the Passing Under the Yellow Flag situation sheet. Another improvement should be in colour coding of the various sheets.

Other items discussed included the use of orange dayglo gloves for emergency workers, getting used white clothes from hospitals, paying closer attention to the use of yellow flags (re: passing as the flag prevents passing while it is in use), and also the blue flag where there was some discussion as to whether the flag should be used in waving as well as steady modes. The general Consensus favoured the steady only use of the flag.

Problems with registration and timing were also discussed, and it was decided to put in writing different procedures which up till now had only been passed on by word of mouth.

A recommendation that timing not be done on Sunday was heard (for organizational purposes) and also it was recommended that more emphases be placed on Novice Driver. Observers actually working on the corners, especially for longer periods than at present so that some se can be gained from their presence, rather than having the corner crew spending their time just trying to train the observer.

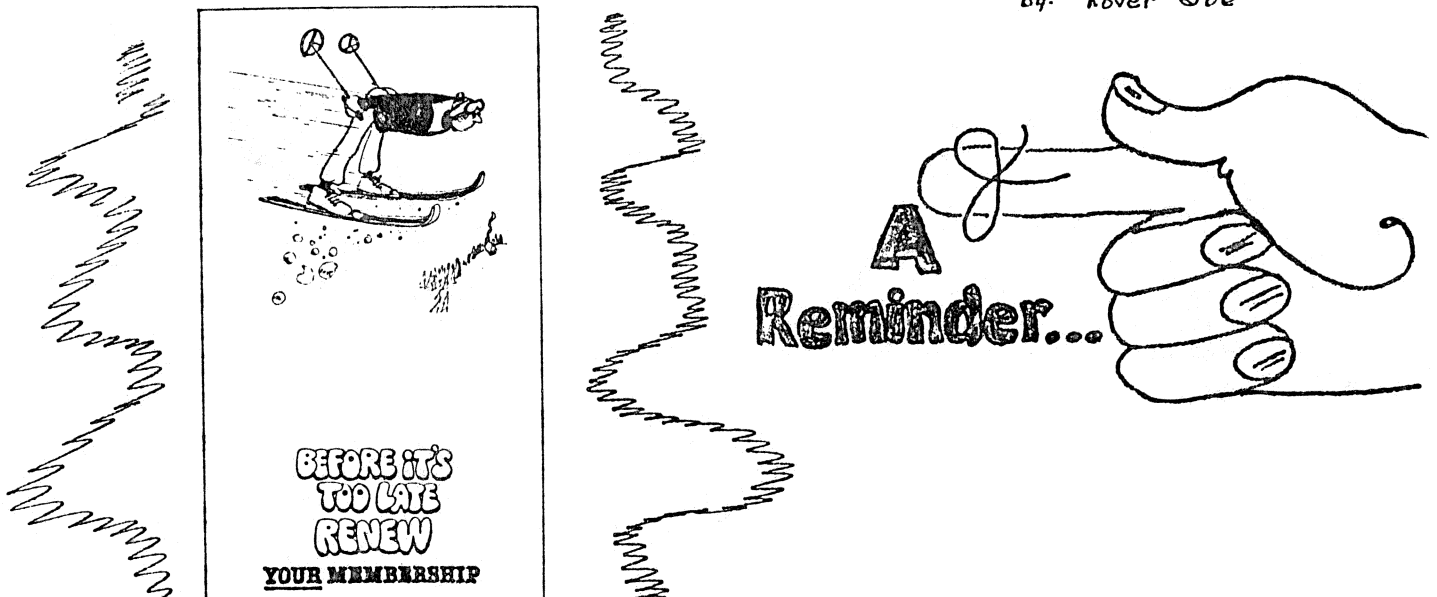
Members of other tracks were quite interested in our Alert Scramble procedure, and it appears others may adopt our system to their own tracks.

Bill Dodson hosted the workshop, all Canadians attending enjoyed themselves, and found the workshop worthwhile attending, Many thanks Bill and Cindy.

Bill Dodson, known to many M.E.T.A. members as the Course Marshal at S.I.R. and also as the co-driver of a 240 Z, was awarded the Novice of the Year Award, a very popular decision Congratulations Bill from Canada, you really deserved this award.

Driver of the Year was Jerry Barnett, this was also a very popular and deserved recognized award, Jerry was co co driver of the MGB.

By: Rover Joe



CONFERENCE BANQUET - SEATTLE

Well, the weekend started with a bang (me falling out of bed at quarter to five a.m.) After a quick trip down the "I - 5", Arlene driving with one eye on the road and one on the rear-view mirror for those funny cars with the strange lights on top (I just love a man in uniform), we finally reached Seattle. Marylee gave us a quick trip through Sea-Tac Airport, when "we" took a wrong turn trying to find the hotel. We then spent the afternoon in meetings with several other Tracks trying to standardize things for all tracks. I think we accomplished quite a lot.

THEN TO THE BANQUET ! ! ! ! Bev. got a little worried at dinner when Doug Walter tried to "grape" her. Not half as worried as the waitress who was standing behind Doug, holding her dress between her knees, as Doug tried a backwards, over the-shoulder, into the mouth, with a twist shot, with a grape (not sure if it was plastic or not), that he had stolen from the Banquet Table.

AWARDS CAME NEXT... Bobby Carradine made them quite interesting by hopping up on the trophy table, bending over the microphone and insisting on thanking EVERYONE on his racing team.

AFTER THE AWARDS IT WAS PARTY-TIME... (but not for Mike Ores). At one point I thought it was Mike's Birthday and sweet little Doug from the Duster Racing Team had bought him a "present". Mike didn't appreciate it though - it took him half an hour to get the whipping cream out of his hair. But Doug was just saying thank you for the "present" Hike had given him last year.

THE EVENING ENDED.... (or the morning began) with a Hospitality Suite provided by the Duster Racing Team. The highlight of the after-party had to be the Duster Racing Team Theme Song (unprintable, but forever etched in our hearts).

THE NEXT MORNING... started at breakfast with the waitress saying to little Doug of the Duster's - "walk this way" - you got it - he took her literally !!!!!

All in all - it was a great weekend.

Oooops!!! .. almost forgot Ian Noble might still be walking around carrying his lighted torch in his hands.... and still dodging the hotel security.....

See you soon.

Marge and Arlene

Honors And Awards

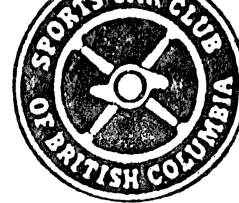
Out of the top five worker awards, awarded at the Conference Banquet, four were M.E.T.A. members, Roger Salomon, David and Deryk Forester, Beverly Crump, all recieved the Silver Plaque of distinction.

Congrats to all of you You sure earned it But all in fun....

A closed mouth....
Gathers no feet!

For that run-down feeling.....
try jay-walking.

A blizzard is the
inside of a fowl



S.C.C.B.C. OFFICIALS AT THE NOVEMBER M.E.T.A. MEETING

Tom Wilson President, Jim Reid Vice-President, were both present at the meeting to field questions from M.E.T.A. members. The following is a summation of the main points covered:

GOOD NEWS AT THE ESSES ...The exit road out of the Westwood pit area will be changed for the next racing season. The existing road will be used by emergency vehicles only. Instead, a new exit road will be constructed for regular traffic, probably at the location of the old pit exit road.

RADIOS..... The same system as last year, perhaps more of the belt type microphones, and although we will not get a private frequency, we may get a different one from the one used last year.

M.E.T.A. CRASH TRUCK...When the idea of a M.E.T.A supplied crash truck was suggested Tom and Jim voiced very cautious approval of the idea, pending upon a few points such as a conflict of interest with rival sponsorships (i.e. any advertising on the truck which might upset the sponsors of a particular race). There was also a comment that the idea had never been formally presented to the S.C.C.B.C., so this will be done in the near future when the idea is put down on paper.

NEXT YEAR'S RACE CALENDAR..... This will be announced at the next S.C.C.B.C. meeting. It will be a final arrangement, subject only to chance if special problems arise with individual races.

WORKERS NEEDS TO BE LOOKED AFTER??Jim Reid suggested, under intense questions from several M.E.T.A. members that workers "creature comforts", will be more greater stressed in the upcoming season. The past few years have been spent on the track and the drivers needs, so now perhaps it will be the workers receiving a greater share of the attention.

One special item was the possibility of workers getting a chance to have a ride around the track in one of the actual racing vehicles. This would be done on a practice evening (Tuesday or Thursday) and it was suggested that Tony Morris be approached with the idea.

Also mentioned as a special incentive for workers is the possibility of workers who attend every race day during the year being entitled to a free drivers training during one of the regular weekends set aside for that purpose. This was proposed by Tom Wilson. It would have to be limited to 10 people.

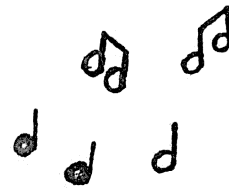
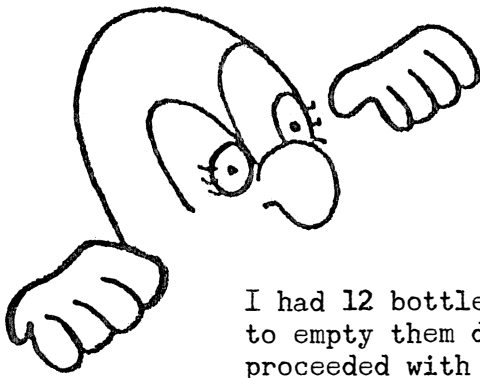
NEW SPONSORSHIP FOR CONFERENCE RACES An interesting development at the November M.E.T.A. meeting was the revelation by S.C.C.B.C. President Tom Wilson, that next year at Westwood, the S.C.C.B.C. will not be sanctioning Conference Races. Instead the Cascades Club (from Portland) and the Victoria Club, will be putting the races on, along with I.R.D.C. (Seattle). This could be to the workers benefit in the long run as there should be a competition to see who can put on the best races.

Also discussed were such things as the crowd control fencing, problems with photographers (it's the Turn Marshals decision on how to deal with the problem) and fire bottles. Tom reported that during the last year the S.C.C.B.C. had found 12 - 15 fire bottles around the track after the individual races had been completed. In addition, 14 extinguishers were lost during the course of the year.

Wood for building additional facilities, such as the re-construction of the Deer's Leap flag station, and some sort of a drinking water supply were also mentioned, though there may be problems there due to costs involved.

It was suggested that what M.E.T.A. should do is to put down on paper any ideas for improvements to the track, these ideas to be presented to either Tom or Jim.

By: *Rowing Joe*

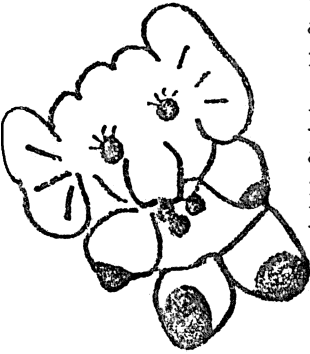


I had 12 bottles of Scotch in my house, and my wife told me to empty them down the sink or else, So I said I would and proceeded with the unhappy task.

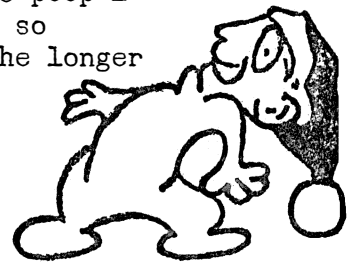
I withdrew the cork from the first bottle and poured the contents down the sink, with the exception of one glass which I drank. I extracted the cork from the second bottle and did likewise with the exception of one glass, which I drank. I withdrew the cork from the third bottle and emptied the good ol' booze down the sink with the exception of one glass, which I drank. I then pulled the cork out of the fourth sink and poured the bottle down the glass which I drank, I then pulled the bottle from the cork of the next and drank one sink of it, and threw the rest down the glass. I pulled the sink out of the next glass, and poured the cork down the bottle. I then pulled the next cork from my throat and poured the sink down the bottle and drank the glass. Then I corked the sink with the glass, bottled the cork and drank the pour.

When I had everything emptied, I steadied the house with one hand and counted the bottles and corks and glasses with the other which were 29. To be sure, I counted them again. Finally I had all the houses and bottles and corks and glasses counted except for one house, and one bottle, which I drank.

I am not under the elcodluence of incohol, as some thinkle peep I am, nor am I half so think as they drink I am, but I fool so feelish I don't know who is me, and the drunker I stand the longer I get.



Thanks for passing this on
By: David Forester.



A NEW LOCATION FOR M.E.T.A. MEETINGS???? Efforts are being made to find a new location for our meetinbs, as our present location is proving to be somewhat unsatisfactory, possibly B. C. Sport Building may be available to us in the New Year. Announcement next meeting.

CAR SHOW THANKS...Both Eaton's and A.F.X. Aurora Models sent letters of thanks for M.E.T.A.'s involvement in the recent promotion in the downtown Eaton's store toy department. Both hope to put on an even better show next year, with our help. C.K.N.W. Orphans Fund realized approximately \$50.00, from monies collected.

ICE RACING NOW OFFICIALLY SANCTIONED.... The upcoming season of ice racing has had its problems, but has now been officially sanctioned by C.A.S.C. and will be holding 7 races this season. In addition to the 4 races held at Barnes or Duck Lake near Cache Creek, there will also be races at Prince George, Kamloops and Vernon. Our own Jim Sheldon has been elected as the Workers Rep on the B. C. Ice Racing Council.

By: Joe the Rover



"Under the spell of Christmas"

The World seems to live anew.
Loved ones are dearer than ever
Friendship is heartier, too
Blessings pour forth in abundance
Richer than words can tell-
If only the world could always be

"Under the Christmas spell"

*Syn & Cheryl
Robin Jackson
President
M.E.T.A.*

*The Merriest Times
"Famous Reporter"
Joe Proud*

*Joyous Good Times
Beverly Crump
Secretary Treasurer*

*Top of the Season
Joe Proud
"Lickum + Stickum"*

The tree is trimmed,
the stockings hung,
the wreath is up,
the carols sung...

the cookies baked,
the cards are sent,
the presents wrapped,
the money spent...

the hour is late,
the time is right
FOR WISHES TO COME TRUE ...
so may this Christmas season be

THE MERRIEST FOR YOU !

*Best Wishes.
See you next year.
Beverly Crump
"Mayday Editor & Chief,
Arts & designs."*

*Good Wishes
Jim Sheldon
Vice President
M.E.T.A.*

*Seasons Greetings
Jim Lapelly
Printing*

from: the Mayday Team.

May we wish all of you

Health!
Happiness!



And
Prosperity!
for
1979

OUT WITH
THE OLD
IN WITH
THE NEW



Happy New Year

