

# "Mayday"

The M.E.T.A. Newsletter

VOLUME 3

NUMBER 5

VALENTINE EDITION FEBRUARY 7, 1978

Surprise  
Wire  
Back

Who said we left town"



believe it or not !!!!!!!

**We're with you all the way. (all of you!)**

Its nice to be back again -- explanation -- Well, O.K.  
Yours Newsletter Staff didn't leave town, we worked hard to put together two (2) complete newsletters - BUT - DUES, DUES, DUES, were not paid, sooooooo our work, time, effort, gas sleep was to no avail sooooooo get up off of your backside and pay your DUES. No dues no newsletter, **THIS IS YOUR FINAL NOTICE** = Pay your membership dues and enjoy your newsletter. Auto Sport magazine and other fringe benefits.

We don't mean to



! you-but  
help

Many thanks



**MOTORSPORT  
EMERGENCY  
TURNWORKERS  
ASSOCIATION**

BOX 82095 NORTH BURNABY BC V5C 5P2 CANADA

We Welcome \* \* \* \* \*

\* \* \* \* \* New M.E.T.A. \* \* \* \* \*

\* \* \* \* \* Club members

Deryk Forester  
Heather Hayes  
Jack Cave

Lorne Graham  
Michelle McArthur  
Jim Saxelby

\* \* \* \* \*

\* \* \* \* \*

Its great to have you with us, we look forward to seeing you at our next meeting.

\* \* \*

It pays to go to meetings.

TOGETHER

WE CAN DO IT!

COME OUT AND SEE  
WHAT WE CAN DO  
FOR YOU

Don't just dream

Next two meetings

February 15, 1978

&

March 15, 1978

Plan to attend



# SHAKY'S

NEW WESTMINSTER

820 - 12th Street  
New Westminister, B. C.  
Phone: 526-9784

World's greatest pizza.



ICE CHALLENGE CANADA

1978

At the time of this writing, there have been two races on lakes near Cache Creek. In the past, all the races were run entirely on Barnes Lake, but last race weekend, due to there being a buildup of water on Barnes Lake, the races were moved to Duck Shit Lake, and in case you were wondering, I do not know how the lake got that name. The racing has been excellent. The front wheel drive cars appear to be the quickest on ice. Andy Field seems to be headed for another big year.

The Honda Class, on ice, is very exciting, and only a lack of entries keeps it from being an unqualified success. Last weekend, Sam O'Young kept the string of rolling a Honda every race, be it on ice or at Westwood intact. He managed to get a look at ice racing from upside down, and as we all know, its not too fast, but the view is unreal.

The get togethers on the ice racing weekends for the racers crews and workers have been outstanding. I have met more drivers and crews at these events than at any other race meetings I have attended.

All in all it makes for a fun weekend for everyone, and considering the mileage compensation paid to workers by the organizers is available, it makes it a fun, and relatively in expensive weekend for those who wish to see ice racing first hand.

\* \* \* \* \* Jim Sheldon \* \* \* \* \*



SELBY - CANADIAN  
RACING ENTERPRISES

G. Roland Selby  
31 Dec. 1977

Mr. Roger Salomon,  
M.E.T.A.,  
P.O. Box 82095,  
North Burnaby, B. C.  
V5G 5P2

Dear Roger,

I am sure very often you feel that the efforts of your M.E.T. Association are not sufficiently appreciated or acknowledged. I would agree that they are not sufficiently acknowledged, but please do not feel that your efforts are not appreciated. I think I speak for the vast majority of drivers when I say that your association and its individual members are held in great respect for your most unselfish service. We couldn't do it without you. I personally had a most enjoyable season in '77 and much of the success and enjoyment that I experienced at Westwood was as a result of the excellence of the Turnworkers. Most sincerely, I thank you all.

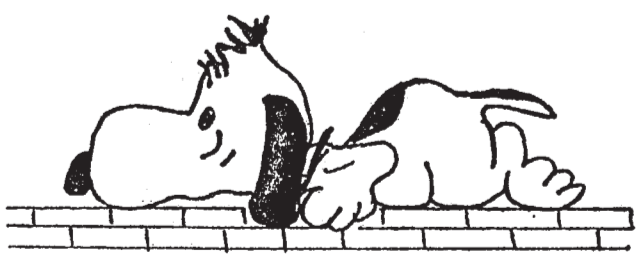
Regards,

G. Roland Selby.

These excerpts were from a letter received. We humbly receive it with gratitude. And look forward to a better 1978 season.

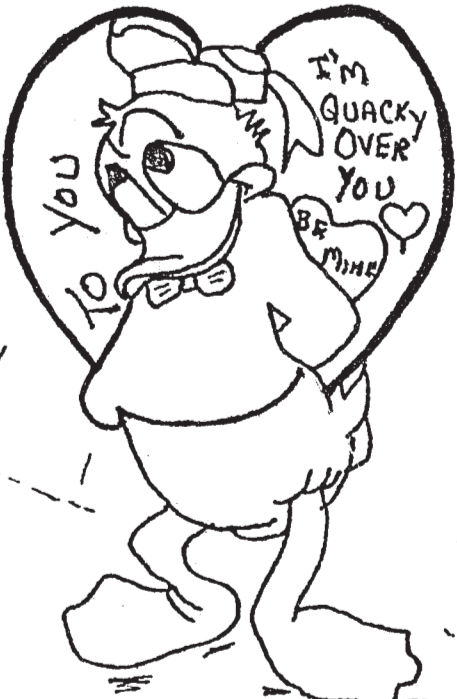
\* THE EDITOR\*

? ? ? ? ?  
? TRAINING ? ? ? ? ?  
PROGRAM m.m.m.- ?  
In case of asphyxiation apply artificial  
respiration until the patient is dead.  
\* \* \* \* \*  
To be healthy don't eat any kind of food.  
\* \* \* \* \*



**Staff Box**  
 Editor In + Pat Gleeson  
 Chief + Beverly Crump  
 Roving Reporter + Joe Proud  
 Printing + Jim Saxelby  
 Dickum + Stickum + Sue Proud

Happy Valentines Day to you



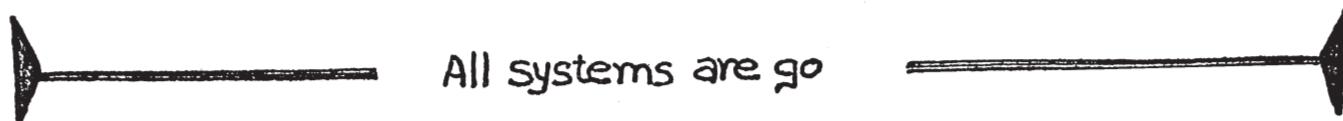
from us



Cure for toothache:  
Take a mouthful of cold water,  
and sit on the stove till it boils.  
\* \* \* \* \*  
To remove dust from the eye,  
you must pull the eye over the nose.  
\* \* \* \* \*

\* \* \* \* \* 1978 Schedule \* \* \* \* \*  
 \* \* WESTWOOD \* \* \* \* \* RACING \* \*

March 18-19	Driver Training
April 1-2	I.C.S.C.C./C.A.S.C.
April 21-22-23	Labatts Formula Atlantic
May 13-14	I.C.S.C.C.
June 2-3-4	Trans-Am/C.A.S.C. Regional
June 17-18	I.C.S.C.C.
June 24-25	Novice Rally Race
July 8-9	S.C.C.A. National C.A.S.C. Regional
July 22-23	C.A.S.C. Regional
August 12-13	C.A.S.C. Regional (Vintage Car Special)
September 9-10	I.C.S.C.C.
September 29-30-October 1	Canadian Road Race of Champions
October 7-8	Seven Hour Enduro



PLANNING TO ATTEND: PARK ROYAL \_\_\_\_\_ FEBRUARY 22 - 25th/78  
 LANSDOWNE \_\_\_\_\_ FEBRUARY 27 - MARCH 4/78  
 BRENTWOOD \_\_\_\_\_ MARCH 6 - 11/78



Recollections of a Turn Worker

Looking back, I'd have to say that the most interesting time I spent as a turn worker, was perhaps during my first race. I had attended a pre race briefing and training session on the Thursday prior to the race.

During the session, we would-be workers, were given an outling on the Westwood circuit, as well as flagging and safety procedures,

All decked out in fresh whites, good serviceable boots, heavy leather work - gloves and a new hunting knife, I was ready for a day's racing. So I thought!

At the mandatory pre race workers' meeting, I was assigned to the esses. My partner and I took up our positions at the top of the esses, and familiarized ourselves, with flagging, and our various responsibilities.

The first lap was indeed an experience. I was surprised to find that workers were required to stand as closely to the edge of the track, as they do.

Noisy, I'll say! The sounds emanating from my heart and clattering knees were so intense that I could barely hear the exhaust sounds generated by the sedans.

With each consecutive lap, several racers came closer and closer to the outside edge of the track. Ah, atleast the race was over, with no loss of limb or life. What a relief!

After a brief respite of some five minutes, the second race had begun. Formula Fords!

Having surveyed these beauties in the pits, I assumed that these vehicles were designed with racing in mind, and could handle the tightest corner. I believed these vehicles were capable of handling the Westwood course with ease and a certain amount of safety.

It soon became obvious during the first few laps, that all the automotive engineering in the world, will do little to compensate for a driver's driving ability, or lack of same.

The third lap through the esses, much to the consternation of my partner and myself found an out of control Ford heading directly toward us. We soon found ourselves hurling our bodies over a large log, and into the dirt inorder to save ourselves from certain destruction. So much for clean new whites!

This incident clearly illustrated, to me, the need to be alert and quick at all times.

After this incident, I have kept a close look out for the probable and the seemingly impossible. Everytime you narrowly miss being obliterated by an out of control racer, you realize why you sign a waiver before working each race.

Aside from Westwood's freezing cold, almost certain rain and lack of flush toilets, I find being a corner worker intersting and exciting. It is a good way inwhich to break from one's normal routine.

Larry C. Ryan

TURNWORKER 1976 - 1977





A new racing season is just about upon us ! In two more months we will be out at Westwood to watch the start of this season. AND WHAT A SEASON ITS GOING TO BE, WOW - If you check the schedule you will see that, we have a Trans-Am again this year. We also have the Labatts Formula Atlantic race, an S.C.C.A. National, and the Canadian Road Race of Champions. There is also an effort being made by the Sports Car Club of B. C. to have a Formula Ford Pro Race. There will be a special Vintage Car Race, and the usual number of Conference and C.A.S.C. Regional Races.

As for the workers end of things, a training program has been established, which fulfills all our requirements for licensing of workers.

With a season like this one coming, we must be prepared to put time and effort into our jobs at Westwood.

I am very aware of the fact that we are volunteers, but I do not believe that it allows us to become lax. We must continually strive to better ourselves as workers. That is why there is a training program. I fervently hope that everyone makes use of it, because it is for you.

Another area we all have to work on is recruitment of workers. As I have mentioned in the past, we have an excellent core group of workers. Our job now is to add to that group. In that direction, we are going three ways to get new workers.

- 1) Public service announcements, on the radio and features on T. V.
- 2) Posters placed in areas where there are high concentrations of people i.e. - U.B.C., B.C.I.T., S.F.U., Pizza places etc.
- 3) Car Shows, at Brentwood, Park Royal and Lansdowne.

Hopefully we will get a large number of new workers through these efforts.

Everyones help is needed for the car show. Displays have to be set up, and we need people at the malls, in their whites, to explain what we are doing at Westwood. I would like to point out that these car shows are sponsored by M.E.T.A. and the S.C.C. of B.C., therefore, if you are a member please help, it is really needed.

I firmly believe that we are stepping into a new era of racing at Westwood. The competition we will see in races this year, will be the type of which we have never seen. We are fortunate that we can be a part of it. And, just to prove how high my star has risen, I am going to make like Monsieur Trudeau, and plead for unity amongst the workers.

If we are to succeed, we must work together for the good of racing at Westwood. I would like to see everyone put their personal preferences aside, and strive for a common goal. There is so much potential for good things to happen this year, but if we become a split group, we will not succeed. Also, just because we are volunteers, don't expect the world on a platter. Anything that is received is a gift. You have volunteered to be a worker. Be content with that and enjoy it. If you say you will work races, I feel you have made a commitment. You have said, that you will work races, come hell or high water. If the day practices go overtime, or the races take longer to run than was originally planned, be ready for it. If there is no beer after a Saturday practice or Sunday race, don't bitch. The S.C.C. of B.C. does not owe us the beer. It is a goodwill gesture on their part, to show their appreciation for what we have done. If these things are remembered, and you go to the races with the attitude that you are going to see some good races, spend your day at the track, and generally have a good time, then you will. Anything else that is received, makes the whole weekend that much better.

I believe that together, we can all have a great year of racing, and a lot of fun together. Just remember the old saying.

"UNITED WE STAND - - DIVIDED WE ..... (FALL)