

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3

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IF I WERE A RACING CAR DRIVER

Oh !! The joys of being a race car driver. Signing autographs, drinking champagne, having the groupies whisper obscene messages in my ears. Ah to be a race car driver.

The endless nights of standing around, waiting for my pit crew to finish putting my car back together, so that I can go out and blow another engine. It sure is fun being a race car driver.

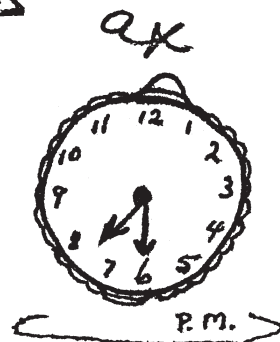
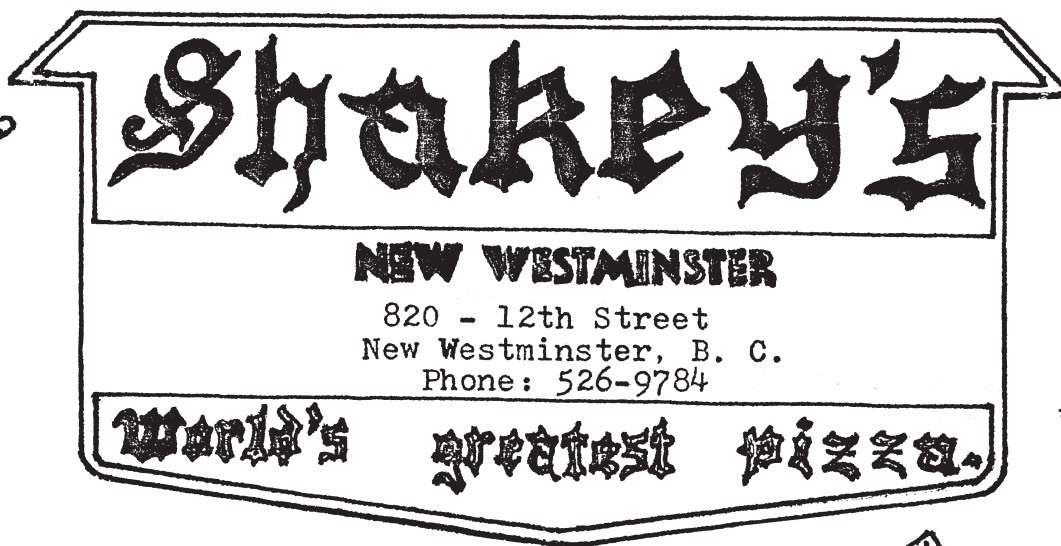
The hot days, sitting in my car waiting for the pregrid crews to get me ready for my race. Its sometimes tough being a race car driver.

The thought of what it is going to cost to repair the damage to my car, after I have done my best to prove that the esses, are really a chicane. Its sometimes expensive to be a race car driver.

The problems of a hangover (Gordie and Jack take note), early in the morning. The pounding ache in my head, as I listen to people rev their engines to warm them up. It is sometimes painful to be a race car driver.

To look at the turnworkers standing in the pouring rain, frying in the hot sun, jumping out of the way of spinning cars, cleaning up my oil spills, pushing cars out of the way, chasing bears and deers through the bush, saying pleasant things to people who jump over fences, and watching people drink beer in the stands on hot summer days. Those people are crazy - I'm sure glad I'm a race car driver.

" PAT "



NEXT MEETING: MARCH 15, 1978

The blood vessels are the veins, arteries and artilleries.

Posters are sheets of paper pasted on blackguards.

To make a tail-light red, you put red oil in the battery.



the editor speaks out!

Contrary to popular belief, I do not believe that the world is centered around Westwood Racing Circuit. I believe it is centered around racing in general. Unfortunately, too many people seem to feel that their track is the best. Let it be known once and for all that it is not the track that is the best, it is the people who work at the track, race at the track, and spectate at the track, who make it.

Admittedly some tracks are better laid out, and better viewing and better surfaces and better . . . ad infinitum, ad nauseum.

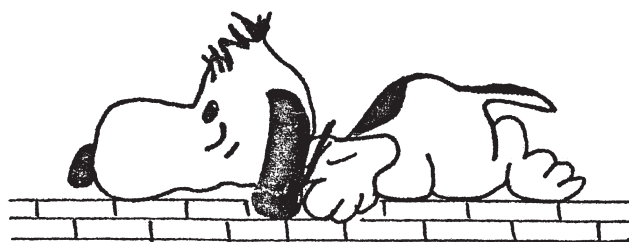
The point I am trying to get across is that it is the people who make the racing. When you get right down to it, how often can you have a beer with the track. It only absorbs it like so much water, and its real hell trying to keep up a conversation with a piece of asphalt, especially when most people thing that its rectum trouble.

Anyways, I would also like to bring to a final standstill the old argument of "without the corner workers there could not be a race." First of all, for all you truly observant people, without the drivers there also could not be a race. So, the obvious conclusion is that who ever heard of apple pie without the apple, Dister Racing Team without a beer; George Boucher without a blown engine; A Honda race without a body contact; one of Eddies magic burgers without the magic; and so on. I just hope you get the idea.

I hope nobody gets the idea I get a masochistic thrill from venting my spleen (or dumping) on everyone in racing. All along I have been saying that we have to get together and work as a group, for the good of racing. The only thing is that from my lofty position, as editor of this newsletter, and Vice president pf M.E.T.A., I see a great deal of garbage that only hurts racing, and only makes enemies for those who started it.

And I am not only saying this to turnworkers. I believe everyone should try to do their best for the good of racing, if they are truly involved in racing.

" PAT "



Staff Box

Editor In + Pat Gleeson

Chief + Beverly Crump

Roving Reporter + Joe Proud

Printing + Jim Saxelby

Dickum + Stickum + Sue Proud

Tobacco lowers the mentality of the heart.

The spinal column is a long bunch of bones. The head sits on top and you sit on the bottom.

- Describe the heart.

- All I know about the heart is that it is shaped like a Valentine

The Ford is a fine car, with good body and excellent chaos

A DRIVER -- ?? oops , OH :: NOW HE'S A WORKER SPEAKS.

(Confused, well lets read on)

As another exciting Ice Racing Season draws to a close, with this party at the Circle H Ranch, I have to stop and reminisce about the season. For me the season started with getting the well known Car #72, ('63 Renault Dauphine) ready for racing, However, typical of my Blue trash can it quit, so I ended up working Sunday as a corner worker, just in time to catch the third roll of the season. Car #71, the red Cortina also was involved in a six car pile up on the last race of the weekend number two, totaling the vehicle. As I wasn't working the whole weekend I didn't witness any of the other four rolls.

The second race weekend, had Saturday cut short as the lake started breaking up about noon, at which time we had a large meeting (photo shown) and the rest of the day was time to ourselves. At 7:00 a.m. the next morning, after much typical Ice racing partying, we found that we had to move to Duck ---- Lake, a half mile south of Clinton, which I think is a better lake anyway. This is the race weekend which Sam O'Young kept the Honda Class record in tact on the famous back strait. Sunday went exceptionally well for our first day on a new lake, in spite of a 6 car pile up delaying the last race of the day.

Weekend three was my second attempt at driving car #72, completing practice under its own power, over confident me was late for the pace lap, loosing power on turn one before finishing the complete pace lap. After a few frustrating minutes I managed to restart it to complete a further 3 or 4 laps, before loosing power completely and permanently. This enabled some quick talking person to send me to the back strait, only to form a mobile yellow flag station, this weekend brings only one other thing to mind - drinking till 3: a.m. Sunday morning.

The fourth weekend we were down by a couple of workers, so I was made Corner Marshall on Turn one, where I spent a very busy Saturday with a new communicator, and some spectacular stuffs and the most spectacular roll of the season - Car #84 - Honda Class (what else) I also remember watching car #13, come out of a cloud of snow on the back strait 6 feet above the other cars going in a 90 degree angle off the track. Latter that day Andy Field car #1, started a race in last position (at his own request) and gave us a fantastic, most exciting race in the history of Ice Challenge, with Grant Ingram, car #13, coming out the winner, and what a victory. This week end was cut short due to the rather sizable hole in the ice on the back strait.

Murray Horsburgh was reported to have made out an infraction sheet for a certain turn worker who collided with his stopped car. The incident happened when Murray's car #5, blew his engine and stopped at the exit/entrance road. Jim Sheldon came running down from his station on turn two, slipped landed flat on his back, knees up in the air, and still at running speed, did a fantastic polish job on the car. Meanwhile as Jim is lying on the track, several cars at top racing speeds are bearing down on him, his hair was parted in several different directions as they safely passed, believe it or not Jim maintains his shorts retained their cleanliness. ~Jim's antics continued during the duration of the four weekends of racing. The waving yellow was up, and as Jim was running to the edge of the track slipped and fell was lying flat on his back again still maintained the waving yellow in that position, the drivers are still wondering where the body was who was waving the yellow, as you had to be well past the spot in order to see Jim lying there. The drivers still talk about the mirage on ice, or was it the morning after the night before????? Again the last weekend, again on his back (he seems to really like that position) sending weird hand and arm signals up to Bev on the bank, but to top that she understood those signals and was repeating them back to Jim. Talk about floored drivers, crews, workers and spectators.

The workers party weekend - coming down the road to the Circle H, saw our friend in the Green TR-6, Jim Sheldon, stuff it in the snow banks not less than four times, the last time I came along an hour after he did it and saw him still digging snow. Dave Richardson, Tony Weinberger and myself just stopped long enough to laugh and say, "at last we can get to arrive somewhere before he does."

For those of you unfortunate enough to stay in town for one reason

or another I'll try to fill you in. Friday - Saturday we had a "small" all night poker party - with 'Happy Bear' the winner take all, and take all he did cause he left around noon Saturday, after stirring up everyone with Saturday morning wake up "party" at about 9:00 a.m. with only two hours of sleep he started and organized this party, who pulled several people out of bed, banged on doors, wall and windows, with rocks, sticks etc. and scarring them right out of their skins, not only their comfortable sleeping bags. Not once but several times till they staggered out of the door. Patti how come your sleeping bag was out in the snow and you were hollering threats at "Uncle Ray" at the top of your lungs, while still in the cabin??? Did you have a raw problem????? In order to walk off our excellent breakfast, several of us took a 6 mile hike (return trip), practiced shooting trees, (or in my case the wind) with rifles. This walk saw a few of us pushed into several snow banks. For our afternoon entertainment we took our sleeping all night prowler, who spent the night keeping people awake by putting snow in our sleeping bags, and buried him in his under shorts in a snow bank. Tony, having the door barricaded didn't help, all us Ice Challenge people are very versatile, as you found out.

Saturday night saw the 37 of us Boogieing to the Sounds Great Disco, with some side show entertainment, straight from Herman's mouth, as well as Bev being dumped on her head by her son Michael, when she tried to stop him from telling those ??? jokes. He got cured in the snow bank around midnight. Jim wanted to show Bev his bruises - don't know the outcome of that one as they only smile when it's mentioned.

Sunday morning Lynn and Herman were awakened with an avalanche of snow landing on their bed. Everyone involved in that one were all as guilty as the next, for each step involved another person, oh what fun it was We had to walk off our breakfast again so we went for another brisk walk in the other direction, on our return trip we started a game of soccer, that had me several times checked into the snow banks, and Rita hit on the head with our "ice ball", how's the head?

Many thanks to Mike and Danny for a fantastic weekend, it sure was nice to have all the home made cooking which included home made buns, cinnamon buns and strudels, the works ummmmm good. All of us went home happy and looking forward to our return trip in September.

Happily submitted by:

Mike Bailey:

Back in '79 with #72.

Mike:

Sorry for changing this article some, but I had to add some of the highlights you had forgotten. Luv-Bev.

We encourage more of you to submit articles into this your newsletter, this article started around the large table at the Circle H Ranch, when I suggested we share some of our antics with our fellow workers, Mike said he had wanted to write before, had started and felt he wasn't doing a good enough job for everyone. I leave this article up to you for an opinion? But, what about the rest of you, we all have it in us somewhere, jot it down on paper towels just as Mike did, he was so short of paper he even used a paper bag, but his enthusiasm was just great to see once he got started. Let's see what you can do. And a whole big bunch of thanks to you Mike.

Bev.



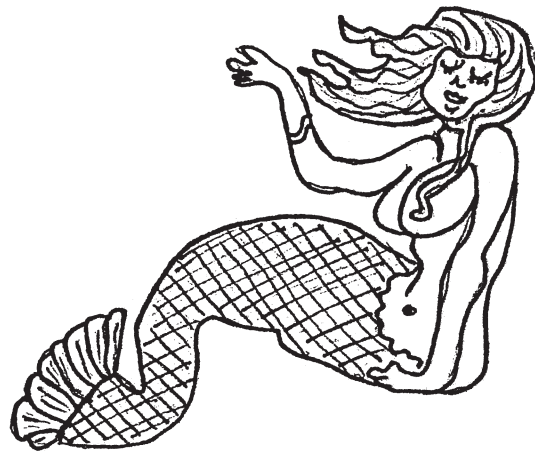
Hi Workers

Here we go again !

Are you ready ?

Or do you need to get your rear into gear ?

Cause we face a fantastically great busy racing year. We have seven regular, four biggies and two driver training weekends. Lots of every type pf activities, work and your choice of racing.



Are we ready ?

Well, for sure !

And we're ready to roll with our workers registrations. The Sports Car Club of B. C., has asked me to continue as workers registrar, and we have a few changes we'd like to announce and ask you to please help me to keep a tight smooth operation.

1. Registrations open at 8:00 a.m., in the registration buidling by the main gates.
2. Also, we request you pre-register for the next race, when you sign the worker waiver in the morning.
3. Pre-registrations are imperative so we can run a smooth track, and plan to have qualified workers dispersed around the whole track, last year some turns were too experienced and some greatly lacked experience, you as the workers had lots to say about this, so please co-operate with us and try to eliminate as many problems in this way as much as possible.
4. Registrations close at 9:00 a.m.
5. If not registered or waiver signed to pickup your pass by 9:00, your out of luck for the rest of the day. - no registration - no pass for beer or other goodies for you. As I will be overseeing the new department in the tower, and will be unable to register anyone after 9: a.m.
6. Turn Marshalls - make sure all of your turn crews are signed up at your turn cause - no name - no credit for the race, no matter who works on your turn - out of town workers included - or for how ever long a worker visits your turn - no matter what record it all fully.
7. ALL workers dressed in white - NO other colours.
8. Meetings with the Course Marshall, and meetings at each turn with individual turn marshalls are to be announced.

We really cracked down on workers just showing up for the big races, and will continue toe same program. The workers who constantly show up no matter what, will always get the best consideration and best jobs. We are striving for a number one show and look forward to your supporting us remember these drivers are world travellers and we want to be known around the world as being the best and we can if we try together.

I would like to thank all of you again for your tremendous support during my first year as worker registrar.

Any suggestions from Drivers, Crews, organizers and fellow workers will be greatly appreciated, if it will help us to do a better job.

I hope to be seeing a lot of you this coming season.

..... *Les Crump*

ESPECIALLY FOR YOU

At Easter

*sincerely meant
for you
a happy one*



THE MAYDAY 1978

FEARLESS PREDICTIONS

- There will be a racing season
- Tom Wilson will be responsible
- S C C A will wonder how the hell we do it.
- Some of the girls will wonder who did it
 - Working corners will become a glamour position
 - Jim McRae will become a Gestetner representative
 - The Duster Racing Team will become Labatt representatives.
 - Labatts will wonder where all the beer went
 - Tom Wilson thought he was responsible
 - Elsie and Al will get a McDonalds franchise
 - Ten more ambulances will be required to handle the food poisoning
 - Roger Salomon will be named course marshall
 - Roger will think that he belongs to a travelling car show Co.
 - All the turnworkers will open a body shop, and get the rights for fixing Hondas that are raced.
 - Bev. Crump will be asked to live up to her T-Shirt
 - Tom Wilson will think that he should not be responsible
 - M.E.T.A. will take over the S.C.C. of B.C.
 - Tom Wilson will be found lying camatose at the track with the words "over my dead body" written on his T-Shirt.
 - There will be a race this year.

//



"Hi! How ya be?"

From the wee folk and me!

HAPPY
ST PATRICK'S DAY!

- The Police will install a breathalyser at the bottom of the hill
- Gordie Smith and Jack Cave will immediately make it ineffective