

# "Mayday"

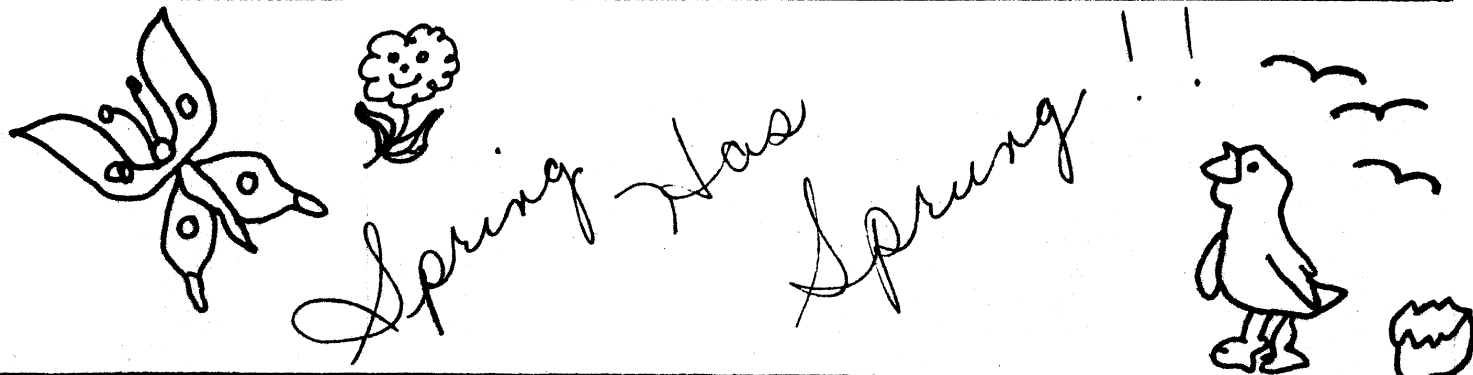
## The M.E.T.A. Newsletter

VOLUME 3

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SPRINGTIME EDITION

APRIL 14, 1978



The first race of the season is over, and by all counts, it should be considered a success.

We started the Saturday with a little bit of rain, and it was a bit cool. Fortunately the rain left at about 10:00 a.m., and we were blessed with a dry day. Other than a few spinouts, Saturday was fairly quiet.

Most of the drivers and crews from the States were impressed with the work that was done at the track over the winter. With the new pit area, the large entry did not have too much trouble getting a pit.

Sunday morning was a traditional Wetwood day, with more than one driver using ice racing tactics to make it through the corners.

At this point I must point out that there was a real shortage of workers, on all corners. Those who showed up must be congratulated on doing a very good and efficient job. Hopefully, by talking it up, people can encourage friends to show up at the track and help. We really need it.

The radio's were used for communications, and, other than some changes being needed in procedure, and language, I think that they will definitely be an asset for the track.

The line of the weekend came from Larry Ryan, Turn Marshall in corner one.

He reported an infraction as follows: "Course Marshall, - Car number 57, yellow Cortina, 4 wheels off." Race control came on the radio, and said: "We have your message Turn One, but why did you call the course marshall, instead of race control?????" To which the reply was - "EXCITEMENT".

You had to be there!

The next race on April 22/23, and part of April 21, will be the Labatt Formula Atlantic Challenge series.

This series keeps getting bigger and better every year. Not only will there be several of the drivers back from last year, but there will also be many drivers of international stature racing as well.

All in all it should be quite good, and we want you all there to help. The first actual time we will be needed at the track will be Friday, April 21st, at 1:00 p.m. Saturday and Sunday will follow the normal schedule.

The M.E.T.A. meeting on April 19, will be for all workers, so that we can discuss this race. It is very important that you know what to expect from these very fast racing machines. See you at the meeting !!!!



\*\*\*\*\* THE EDITOR SPEAKS \*\*\*\*\*

\*\*\*\*\* O U T \*\*\*\*\*

Do turn Marshalls have a special in with GOD ?? Can they drink most people under the table ?? Can they walk on water ??

The answer is not necessarily. Turn Marshalls are human. They just have a little bit more responsibility.

The reason I wrote the preceding, was because of the great scramble by people to climb to the pinnacle of success at Westwood. To be a Turn Marshall at Westwood, is not the ultimate. The ultimate is to do a good job.

As one of the senior turn marshalls, I feel I can converse on this subject. I know for a fact that I am not close to GOD. Some people have even suggested I may be headed in a completely opposite direction. The last time I drank somebody under the table, they were only getting down there to see if I was still alive, or just passed out, and as for walking on water, we generally splash through it. As far as I know, there has only been one person who walked on water, and they crucified HIM. As for myself, it has been tried, but I guess I'm just not the crucifying type. (take NOTE: J. McR.) A turn marshall has to think about what he is doing, react quickly, and most of all, think of safety.

When I say that a turn marshall has to think about what he is doing, what I mean is that in the event of an accident he just does not charge to the scene. He must use his people wisely. Some people are not too good in accident situations, some are very good. The turn marshall must be able to spot these abilities in his workers, and put them to his best advantage.

I am not saying that any person can not be a turn marshall. What I am saying is that if you are, you must accept this responsibility.

Being a turn worker can be fun. It can also be hell on wheels. This is again, one of the responsibilities of the turn marshall. You have to be aware of the needs of the people who are working for you. You have to keep them happy, make sure they are safe. In effect you must become their guardian.

As a turn marshall you must also be prepared to stand up for any mistakes your crew may make. You are the one calling the shots, so you are the one who must take the shellacking if something goes wrong.

The idea of being in charge is an ego trip to some people. They are boss and they love it. That attitude is not only wrong, it is dangerous. You must rely on your crew to take care of situations. If you do not have their trust, then their help will not be there.

I have found that by trying to make a weekend enjoyable for your crew, they will make it very easy for you. They will work their collective butts off, if they know that you will be right in there with them.

Whatever you do, please don't take this as a condemnation of peoples efforts to progress. Ideally we should have a complete track manned by fully qualified turn marshalls at every flag and safety position, as well as the "Boss" position.

Enjoy the coming season and make sure that you have a safe year.

I finally got it all together - but I forgot where I put it. (Next issue: Application for the Mafia.)

\*\*\*\*\* PAT \*\*\*\*\*

Come  
on in!



# "The Proud Papers"

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## C A R S H O W S

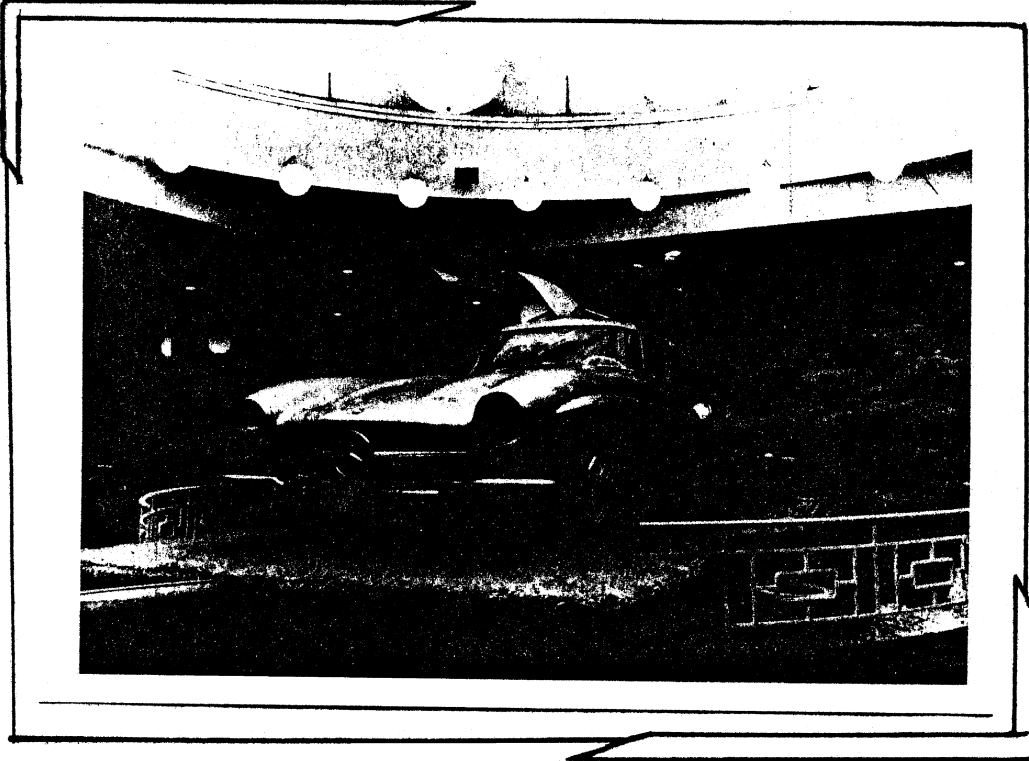
The car shows were a SUCCESS. An estimated 250,000 people saw the cars after the different shows were over. Starting in Park Royal-South Mall (We couldn't get Lansdowne courtesy of the Richmond Fire Marshall), with 13 cars on Thursday the 23rd of February, we moved over to the north mall, on the weekend, and opened on Monday the 27th. The 5th of March was moving day again, this time to Brentwood Mall for a further one week stand.

Starting with the 13 cars and finishing with 33 cars there was a great variety of cars for the public to view. Brentwood saw the vintage cars arrive, including Bob Micholsons 1955 Gullwing Coup SL300 Mercedes, a 1960 Triumph TR-S and 1950 Allard J2 both owned by Peter Price, Bill Mackin's 1951 Jaquar LT-1, a Lotus Elite and Ray Cooke's Cobra.

Some interesting comments were heard "Oh, look at the wings on that car", "You mean it can actually fly?" "I wonder where the doors are?" This exchange between two quite serious ladies who were looking at the Gullwing Mercedes.

Another one was from some young fellow trying to impress his girl friend with his superior knowledge of race cars pointing to the rear wing of Bruce Yeo's Lola T360 Formula Atlantic, and in complete seriousness, explaining that the wing was what stopped the car.

Several interesting people were talking to various members of M.E.T.A., including several founding members of the S.C.C of B.C.. Circa 52-53 who reminisced of the old chicken wire and sheet metal days at Abbotsford, and one gentleman who had been a driver for Maserati, in the last British Grand Prix before W.W. II.



"The Proud Papers" continued .....

A NEW RACING SEASON

Starting with Drivers Training , March 17/78, another year of racing will soon be on us. With approximately 11 events it should be a busy season, with hopefully a lot of new workers to assist in pulling on the races. A new workers training program has been started to train new, and old workers in all aspects of corner work at a race track. Currently a number of fairly senior people are taking instruction in such things as track procedure, fire fighting and first aid, and they should be able to help instruct others, especially first year people, in the proper way to do things.

A number of local drivers, who have retired in the past may be coming back this year, due to the Canadian Road Race of Champions, being held at Westwood, One of those mentioned is George Boucher, once again driving a Renault.

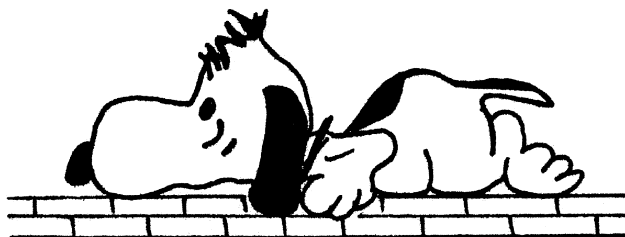
Plans for the upcoming car shows include a scale model of Westwood, a history and also along with films, signs, posters, pamphlets and other items to promote Westwood and its workers.

One of the rumors on drivers for the coming Labatt Formula Atlantic Series, this coming year will be Jean-Pierre Jarier (Jumper Jarier), who should be racing on the Ecurie Canada team along with Price Cobb.

One of the points to be stressed on the coming racing season will be the necessity of each Turn Marshall going through all hand signals each race morning, this for the benefit of new workers or those who may be a bit hazy on the proper signals.

Another point for Turn Marshalls, try asking some of the Driver Observers, about the meanings of the flags. You may get some surprising answers "!!!!"

One recent request of M.E.T.A. people was from the folks down at Boundry Bay, they want us to show them how to handle a roll over. .... <sup>By:</sup> Joe Proud .....



# Staff Box

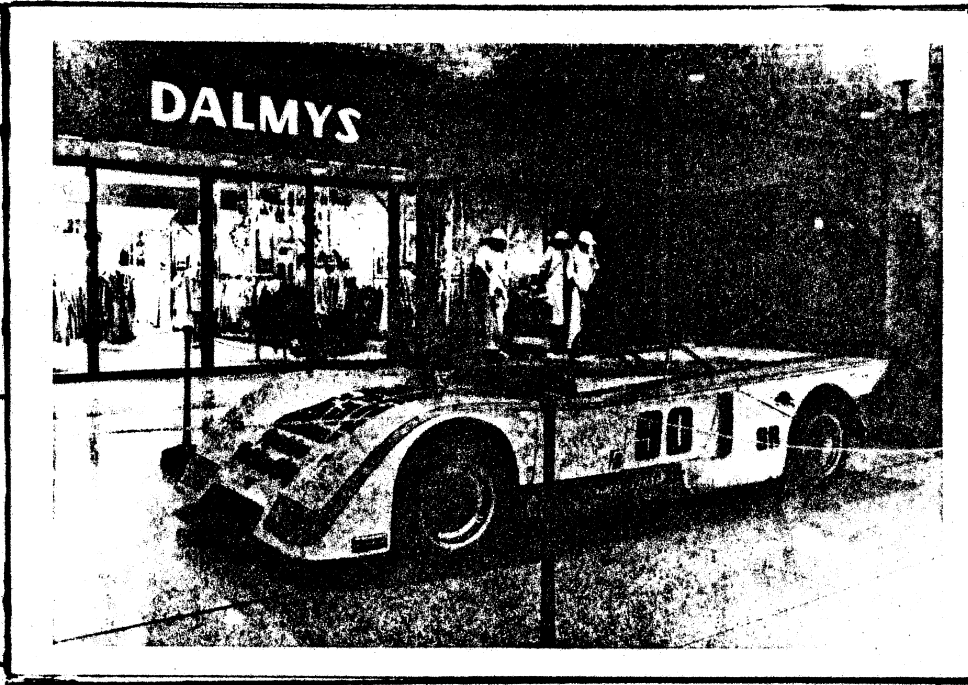
Editor In + Pat Gleeson

Chief + Beverly Crump

Roving Reporter + Joe Proud

Printing + Jim Saxelby

Dickum + Stickum + Sue Proud



Something to look forward to on the Vintage Car Special weekend (August 12-13) is a possible duel between the Red Baron (Fokker Triplane), and some opponent (Snoopy). seeing that the Abbotsford Air Show is on just about this time the possibility of the duel happening appears to be quite good.

At present it looks as if there are 30 Hondas ready to roll for the first weekend, in April, watch out Turn 3.

Since the Canadian Road Race of Champions is being held at Westwood, this year several old time drivers have decided to come out of retirement. George Boucher, has this Renault ready to roll, Laurie Craig is preparing another Vette. Tony Morris and Wray Nixon should be quite evident in the Honda Class.

----- Joe Proud -----

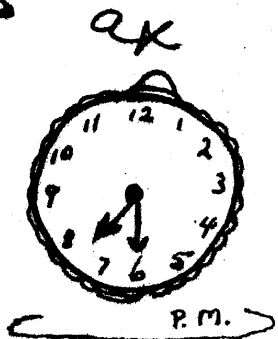


# Shakey's

**NEW WESTMINSTER**

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

**World's greatest pizza.**



NEXT MEETING :

WEDNESDAY APRIL 19, 1978

FORMULA ATLANTIC SPECIAL

# What's New

During the recent M.E.T.A. meeting Competition Chairman Jim McRae, gave a brief talk explaining some of the procedures that will be followed in the upcoming season.

The schedule during Conference races should be as follows:

SATURDAY - Registration 8 - 9 a.m., racing 9 - 5 p.m.  
30 minute lunch break.

SUNDAY - Registration 8 - 9 a.m., racing 9 - ??? p.m.  
45 minute lunch break.

Rodney Cockroft, will be coming out of retirement to work at Westwood once again. All his old friends will find him at Start/Finish, where he will be the Assistant Starter.

\$3,000.00 prize money will be up for grabs at the Enduro this year. This should make for some interesting entries. Also the S.C.C.A. National schedule for July 9th, may have a change of date.

The same F M Walkie Talkie system as last year will be used this year. No headsets are available yet due to cost, but further inquiries are being made. Also, new press passes will be issued this year, so it should be a lot easier to spot bonafide press core members.

## C.A.S.C. ACCEPTANCE:

Club President Roger Salamon, has just received word that M.E.T.A., has just been accepted by C.A.S.C. National. We had been led to believe that this had been accepted at a Regional level. This means that we can go ahead with our licensing program, for all workers, thus making it possible for Westwood workers to get in at tracks in the U.S.A.

Words from Joe Proud

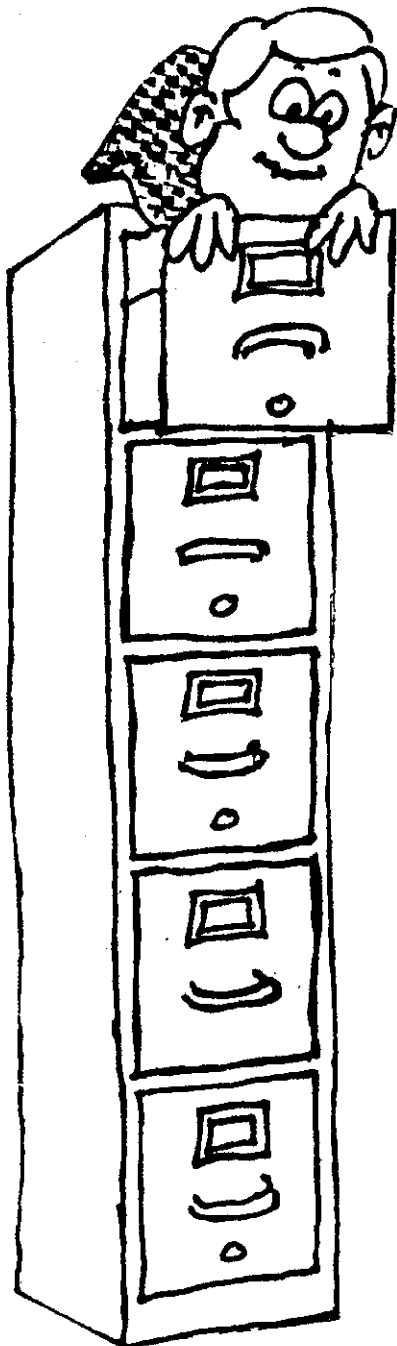
Winning is a function of enthusiasm.  
Desire and willingness to sacrifice -  
Tempered by discipline

by Bruce MacInnes  
Professional Race  
Driver 1977.

"Happiness is an inside job".

A mother asked her six year old son what loving-kindness meant. "Well," he said, "when I ask you for a piece of bread and butter and you give it to me, that's kindness. but when yuu put jam on it, that's loving-kindness."

\*\*\*\*\*  
 THE TRACK HIERARCHY  
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REGISTRAR

- leaps tall buildings in a single bound
- is more powerful than a locomotive
- is faster than a speeding bullet
- walks on water
- gives policy to God

RACE CHAIRMAN

- leaps short buildings in a single bound
- is more powerful than a switch engine
- is just as fast as a speeding bullet
- walks on water if the sea is calm
- talks to God

COURSE MARSHALL

- leaps short buildings with a running start and favourable winds
- is almost as powerfull as a switch engine
- walks on water in an indoor swimming pool
- talks with God if special request is approved

ASSISTANT COURSE MARSHALL

- barely clears a quonset hut
- loses tug-of-war with a locomotive
- can fire a speeding bullet
- swims well
- is occasionally addressed by God

STARTER

- makes high marks on walls when trying to leap tall buildings
- is run over by locomotives
- can sometimes handle a gun without inflicting self-injury
- dog-paddles
- talks to animals

ASSISTANT STARTER

- runs into buildings
- recognizes locomotives two out of three times
- is not issued ammunition
- can stay afloat with a life jacket
- talks to walls

PRESIDENT OF S.C.C.B.C.

- falls over doorstep when trying to enter buildings
- says, "Look at the choo-choo!"
- wets himself with a water pistol
- plays in mud puddles
- mumbles to himself

TURN WORKER

- lifts tall buildings and walks under them
- kicks locomotives off the tracks
- catches speeding bullets in his teeth and eats them
- freezes water with a single glance

STAIRWAY TO SUCCESS !!!!

THEY ARE GODS !!!!!!!