

"Mayday"

The M.E.T.A. Newsletter

VOLUME 3

NUMBER 5

MAYPOLE FROLICS

MAY 18, 1978.

**Join
the Fun!**

On Friday night, June 2, 1978,
of the Trans-Am weekend,
Wayne Deval has announced a party at his home.

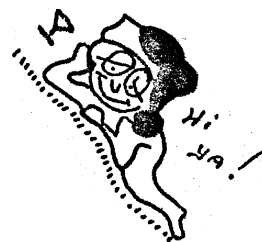
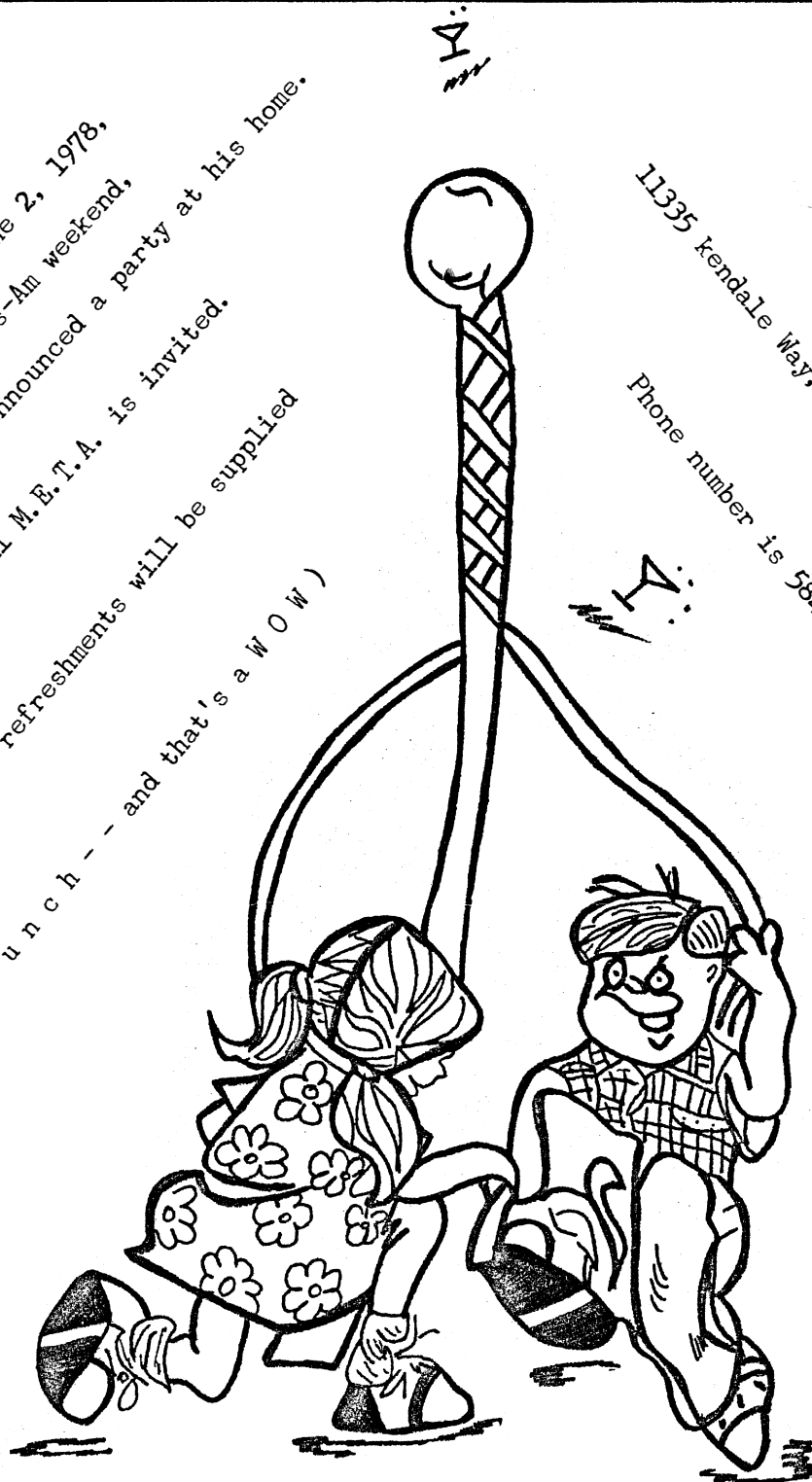
All M.E.T.A. is invited.

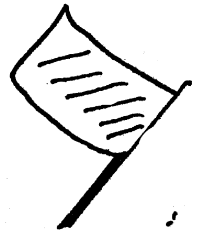
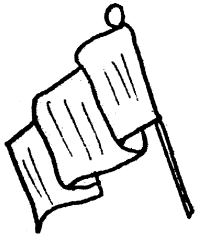
Liquid refreshments will be supplied

(Wayne's famous --- punch --- and that's a WOW)

1135 Kendale Way, Delta. (Scot Town Plaza)
Phone number is 584 - 5892.

WHERE:



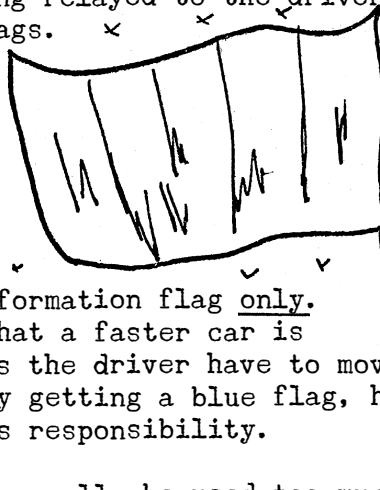


T H E
B L U E
F L A G

Blue flag mania has once again struck Westwood. Some days there is so much blue, you would swear that we are trying to blot out the grey clouds so prevalent to Westwood. When times there is so little blue, that the drivers forget what a blue flag means when they see it.

Our job as track workers, is to make sure that the track is safe, and that the correct information is being relayed to the drivers. one of our ways of relaying information is with the flags. Therefore, if we do not give the correct information, they will tend to distrust the message we are giving and not pay any attention. When that happens, we have failed.

A couple of things to remember about blue flagging is as follows:



1. The blue flag is an information flag only. By showing a blue flag, you are relaying the information that a faster car is approaching, check your mirrors. Under no circumstances does the driver have to move over. It is merely suggested. If the driver is repeatedly getting a blue flag, he should be reported. He then becomes the race chairman's responsibility.

2. The blue flag can never really be used too much. It can on the other hand be used too little. The drivers look for that blue flag to help them out. Using the blue flag is not easy. It takes a quick eye, and even quicker hands. Knowing the people at Westwood, there is definitely no problem about quick hands. There are probably some of the fastest hands, this side of Italy, in action at Westwood. The quickness of eye is a must. You have to be able to pick out a car, at a distance and decide who is the fastest.

A few of the tricks I have learned in the last years that really help, are as follows.

1. Watch the practice sessions on Saturday closely. Quite often you will get a pretty good idea of which cars are running the fastest.

2. Check out the class marks on the side of the cars. They are in alphabetical order, so that the biggest machines are close to the start of the alphabet, and the smaller the car and engine is, the farther back in the alphabet they are.

3. During racing, on the pace lap, take note of which cars are near to the front of the pack. These ones should be the cars that you will be concerned about the most, as they will be the first to lap the backmarkers.

4.

4. Watch to see which cars are racing each other. Don't blue flag them, unless a faster car is behind them.

5. If you are not sure, use the blue. At least the driver knows that you are watching!

All of this previous discussion is important to track safety. Everyone must realize the drivers are counting on us.





CONFERENCE RACE SEATTLE - April 29-30, 1978.

Jim Saxelby, Roger Salomon, Rick Neyedli and myself journeyed to Seattle, to marshall for Seattle's first Conference race of the year.

We were in Seattle for the Saturday practice and qualifying sessions, and the Sunday racing. The weekend was bright and sunny on both days, which I must admit, surprised me, because I have never seen a dry race at Seattle, or at least participated in one.

Jimmie was stationed on turn two, Roger and Rick were on turn three A and I was stationed on turn 3 B. The day was fairly quiet, with only a few instances in which yellow flags were displayed. The oil flag, however, seemed to be on display constantly, such was the amount of oil dumped on the track, Saturday finished with three novice races which were quite entertaining, to say the least.


Sunday was not quite so bright as Saturday, but at least it was dry. Jimmie was again on turn 2, and Roger, Rick and myself were on turn 3 A.

The racing was quite good, and except for the copious amounts of oil dropped on the track. The only major problem of the weekend was the rollover of a 240 Z car in turn 2. Apparently the car rolled, and when it did, the fuel cell ruptured, filling the inside of the car with fuel. The driver was okay, but the corner crews had to be careful putting the car back on its wheels due to the possibility of sparks from the battery. the action of rolling the car back over was apparently carried out on tip toes. There were definately no martyrs in that crowd.

All four of us admitted to having a good time, and an enjoyable weekend, which is just the reason why we went down.

Next Meeting
May 17, 1978
Come One
Come all.
PAT.

ax

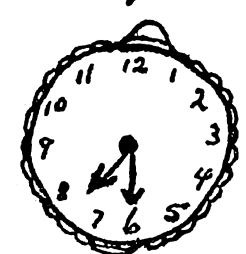


SHAKY'S

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World's greatest pizzas.



ax
P.M.)



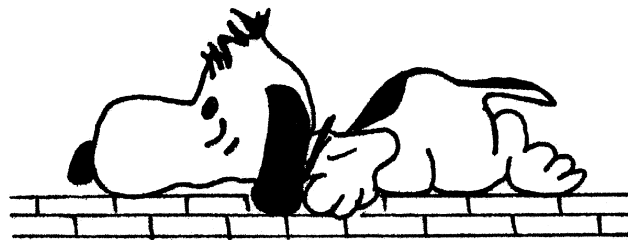
Support Projects

***** GO KART RACE * * * * MAY 20 - 21 *****

WE REQUIRE TURN WORKERS FOR THIS EVENT -

PLEASE COME OUT, AS THE MONEY EARNED BY OUR CLUB, FOR WORKING THIS GO-KART WEEKEND WILL GO INTO THE FUND SET UP BY THE SPORTS CAR CLUB OF B. C., TO HELP WITH COSTS INCURRED BY TERRY VISGER'S FAMILY.

***** PLEASE COME AND SUPPORT US *****



Staff Box

Editor In + Pat Gleeson

Chief + Beverly Crump

Roving Reporter + Joe Proud

Printing + Jim Saxelby

Dickum + Stickum + Sue Proud

Next Race Weekend

MOTHER'S DAY SPECIAL
MAY 13 & 14 Only!!

The tentative schedule for the Trans-Am calls for two one hour sessions, then a five (5) lap qualifying race for each of Group I and Group II. Also there are some hopes of having a helicopter in attendance for the weekend.

———— S.C.C.A. — TO - BE —



———— HERE - FOR - TRANS-AM ————

Jim McRae recently announced that all of the S.C.C.A. top brass will be at Westwood Motorsport Park, for the Trans-Am. Part of the benefits of this will be to help determine what other possible events we may be able to handle in the future.

SO LOOK SHARP - BE EFFICIENT - WE'RE GOOD - LETS SHOW IT ??

MOLY SLIP TO SPONSOR THE 7 HOUR ENDURO ————

It was recently announced that Moly Slip will be putting on the Second Annual Moly Slip Endurance Series. This will be Westwood's first time in the series, and as we are the last of a five race series, most of the cars should be here to determine the championship. The series begins May 27, at Nelson International, Ontario, then goes to Quebec, Newfoundland and Nova Scotia, before coming to Westwood. Prize money for the Westwood Race should be approximately \$5,000, so should attract a good entry.

x
We're With you all the Way

TERRY VISGER - DOING WELL

Recent reports are that Terry Visger, driver of car #55, recently injured in a crash at Westwood, is progressing well in hospital, is in good spirits, and if things go well may be out of hospital in about two weeks time. he has expressed his and his families gratitude, for the heartwarming kindness expressed by everyone.



Keep smiling Terry, each day your one step closer to going home.

x
 ` GREAT MINDS HAVE PURPOSES;
 OTHERS HAVE WISHES. "

JOE: ` What are you doing with those two pillows under your arms? "
 MOE: ` these aren't pillows. They are five year deodorant pads ! "

"Impossibility: A word only to be found in the dictionary of fools"

LABATT CHALLENGE SERIES RACE 1, LONG BEACH

The Long Beach track laid out through the city streets, is especially interesting in that the start line and the finish line are located at different points, this for safety reasons.

Pole position was held by Bobby Rahal, with Howdy Holmes (8) alongside him. The cars were not released on the first lap due to a mixup which knocked out Rahal and Keke Roseberg.

Once the race started Tom Glay (38) moved into an early lead, but Holmes (who has had a lot of development work done on his car) got by him and led for most of the remainder of the race taking the checkered flag with a fairly comfortable lead.

LABATT CHAMPIONSHIP SERIES 78, WESTWOOD

Starting on Friday the cars had a 25 minutes of dry track to qualify, before the rain started. Jeff Wood (20, white & blue) took pole position with Tom Gloy (30, Yellow) alongside him.

It rained for the rest of Friday, and all day Saturday, but Sunday turned out warm and dry, necessitating the change from wet weather suspension settings to dry with little time on the track to check how things were made for interesting possibilities.

After a clean start the cars were coming over Deer's Leap at top speed on the second lap when Terry Visger (55, Yellow), and Alan Lader 35, yellow & blue, were involved in a spectacular end over end accident. Fortunately Lader was unhurt (although being trapped under his inverted car), but Visger received some injuries.

A few laps later ex Canadian Driver Champion Bill Brack (Red 7), spun at Turn 4, dropping him to last place. Meanwhile Keke Roseberg (4, pink), was gradually moving up through the pack after starting in 6th position.

Brack then had a bit of a shunt with Alan Karlberg (43, white), at Turn 1, knocking him out of the race. Bobby Rahal (2, blue), dropped with mechanical problems out at Turn 4, while leading the race and shortly thereafter Glory spun, also at the Hairpin, just after Keke Roseberg made a beautiful move to take the lead in the race.

After running a strong race Howdy Holmes (8, white), had a flat tire which dropped him down in the standings. Finally Roseberg took the checkered flag to win the race and \$10,000 first place money.

ATLANTIC SIDELIGHTS

The only local entry Jeff Smith (50, white) was unable to complete the race due to battery problems.

Bobby Rahal considers Westwood one of the better race circuits in Canada, the only problem being a lack of run off areas.

Howdy Holmes says "Westwood is a very fast circuit."

PROUD PAPERS CONTINUED.....

FOR THOSE WHO MISSED IT

Howdy Holmes and the Doug Sherson Racing Team, as a way of expressing their gratitude for the Westwood people, put on a party at the Port Moody Inn. Due to the communication breakdown a number of us unfortunately missed it.

ALSO

Fred Opert, one who doesn't give out compliments easily, had nothing but good words for the Westwood Workers.

THE BILL BRACK INCIDENT

The unfortunate incident at Turn #1, where Bill Brack was somewhat less than nice to one of the corner workers, is being taken into consideration by Dave Romer, Technical Administrator for C.A.S.C., and some action will be taken by the next race in Quebec.

TECHNICAL QUESTIONS ON RACE WEEKEND MAY 13 - 14

For those of you who wondered about the rules concerning car windows. Well, windows must be at least 25% rolled down. Tail lights in formula cars during wet weather races are the Starters decision.

OIL ON THE TRACK

An important point to remember during races where it is raining, is that when a car dumps a small amount of oil, it looks worse in almost all incidents, due to the spreading qualities of oil on a wet surface.



TRANS-AM ENTRIES ALREADY

Early entries have already been received for the June 4th Trans-Am Weekend. Peter Gregg has a Twin Turbocharged 935 Porsche putting out 725 horsepower (worth \$85,000) Wilson Pickett (Monza last year), now has a new Vette, which has been very well prepared. Last years series champion Ludwig Heimrath will also be back with another new Porsche. As last year was more or less a trial, as far as Westwood was concerned (and we passed the test), this year will have a considerably greater entry list.



Dear Workers;

Our little drawing amply expresses my frustrations that I have been feeling once again this race year.

For years many of you worked under terrible conditions and were never recognized for your efforts, accomplishments and responsibilities. Last year, when I was asked to look after the workers. I recognized these short comings, and was bound and determined to make some immediate changes. I started my sales pitch. and finally at my own expense (in more ways than one),

decided to put a system into bring, finally after ramming down my ideas, doing a fair bit of fancy talking, obtained support and enthusiasm. Working conditions, better equipment, opportunity and training program, were put into being. I must point out many ideas came from other sources, I just lumped them together, chose the best, expanded a lot, and added more of my own ideas. Generally the support from the workers was good (there are always die hards), but that's to be expected, as any new system, especially dealing with so many individuals is slow to catch on, also when so few workers belong to any club involved in racing. O.K., at the end of last race season, the system was thoroughly scrutinized, many bugs were ironed out, but basically this year's race year started under the same system.

B U T, I find the system is still not able to function properly once again. So HELP, HELP, HELP. Please follow the items listed below, and make my job easier and everything better for YOU.

1. PLEASE PRE-REGISTER: it takes but a few minutes, and helps everyone involved be prepared. My phone number and address is always stamped on the back of your workers pass. You all had a lot to say about who you worked with last year, meaning some turns ended up completely manned with inexperienced workers. We are trying to disperse qualified experienced personal evenly around the track, but unless we know who to expect, we can not do so. And some of you are ending up with the jo-jobs, instead of being considered for the better placements.
2. TURN MARSHALLS: You complain about not having enough help. You have been asked to record each workers name, address and phone number - including visiting workers. novice and regular drivers - Without this information we can not make contact with new workers, can't keep up the enthusiasm, and can't issue log books so everyone obtains their credits and identification. With more of you traveling the race circuit, you know the importance of your log books. Its really nice to see the impressions you make, when you flash your experience, and credentials at other worker registrars. Therefore you will note new forms are in your turn binders. PLEASE PRINT ALL the information I have requested, please give me more information concerning each worker, e.g. colour of flag, or position worked, emergency station #1, or #2 etc. this helps in the upgrading and recording experience of each worker. ALSO grading workers from #1 - #10, I'm absolutely amazed, brand new workers are getting the same marks as you are, with your 10 years experience, and you've been through the training program to boot??!!! Yes, these new people are working to the best of their inexperienced ability, and are paying attention to what you say reasonably well enough, but what school teacher or boss you worked under, gave you top of the ladder marks right from the start? Therefore, we can abolish the training program, dismiss the qualified instructors as everyone knows it all, and are fully qualified and confident in their jobs. So please, be more careful and record your grades as they really are, and let me know where more training and experience for each worker is needed.

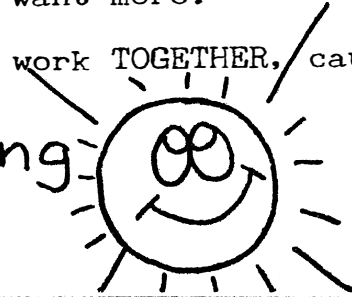
Dear Workers continued.....

DON'T FORGET TO SIGN YOUR WORKER WAIVERS: I have been informed if a worker doesn't sign the waiver and becomes injured, you will have one dirty fight on your hands, and I won't be able to do anything for you in any way at all. Neither will M.E.T.A., or the S.C.C. of B.C.. So protect your backside, look out for number one.

I am open to criticism and all suggestions are most certainly welcome, as this system is for you and you alone, let's give it a chance, don't muff it up now, when such a big step has been taken, if this is successful more maybe on the way. Do you want more?

Keep smiling, keep up the good work TOGETHER, cause we deserve it.

For A Happy Ending:



Beverly Bump

WELCOME NEW MEMBERS

* Glenn Noble —

* Rick Kroeker —

* Robert Kroeker —

* Bob Munroe —

* Larry Stanley —

JUNE

TRANS-AM

I.C.S.C.C.

M.E.T.A. MEETING

DRIVER TRAINING

WESTWOOD
WESTWOOD
PORTLAND

BURNABY

WESTWOOD

2nd - 3rd - 4th

17th - 18th

21st

24th - 25th

See y'all there!

I will leave and sign off now but before that I will give you three questions that are very important.

- (1) WHAT RELIGEON IS THE POPE?
- (2) WHAT IS A SILVER DOLLAR WORTH?
- (3) WHO WON WORLD WAR II, AND WHO CAME SECOND?