

# “Mayday”

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

VOLUME 3.

NUMBER 9

SUMMER TIME SPECIAL

July 12. 1978

Hi. Y'ALL!  
The Westwood Spirit  
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I sometimes wonder if there can be something like team spirit amongst a large and diversified group of people, such as what we have at Westwood. At this point in our 1978 season, I would have to say it is very evident.

There is a vitality and sense of interest that was not really prevalent in earlier years that I have been at Westwood. People are doing their jobs, and doing them well. We have a fantastic group of new workers, who are making themselves very prominent in the Westwood scene. The timing and scoring crews are doing a fantastic job, and at the same time, are probably the most understaffed departments at the whole track.

In respect to numbers, I would have to say that the slogan made famous by Sir Winston Churchill during the Second World War, that "never in the history of the world has so much been owed by so many to so few", is in a small part, a direct reference to the job we do. The depressing situation about it all is that most of the people who show up week after week, are the same.

At this point I would like to mention some of our new workers who by their hard work, and continued appearance at Westwood, have made myself, and the rest of the executive of M.E.T.A. very happy to know them. Two prime examples of our new gung-ho workers would have to be Jimmie Saxelby and Colin (Batman) Wicks. Incidentally for those who don't know how Colin got the Batman nickname, all you have to do is remember back to when Colin was sporting a great deal of tape on his nose, to protect a broken nose. I might also add that he did not miss a race. In the couples department we have Lauri and Sheri Street. They have been able to prove that motorsport, Westwood and marriage; although not necessarily in that order, can survive through the rigors of a Westwood racing season. Other notables amongst the new workers are Glen Noble, who seems to never miss a Saturday or Sunday or a race weekend, Fred Kubossek a 510 driver turned turnworker (what a switch), and Soren Lyth and Son Geofferey. I will attest to Sorens abilities on the crash truck, and I am sure Bev. Crump will attest to Geoff's strong legs (figure that one out). There are undoubtedly workers who have been missed on this list. To all those people I can only say THANK YOU, and for EVERYONE, keep up the **SPIRIT!**

WESTWOOD that is

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GROUSE MOUNTAIN (UN)SPECTACULAR \*\*\*\*\*

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Off Road Racing itself is an interesting sport, however due to fog and lack of running entries (9 started, after an hour, 5 remained, with 8 finishing) on Sunday, I don't feel the spectators got their \$10.00 worth.

I had to work until 1:00 on Saturday, so I didn't get up the mountain until 2:30, in time to see the end of the qualifying race for the first class of vehicles. This class of vehicles included 4 wheel drives, pick-ups, and one Ford Mustang (specially prepared).

The course was approximately 7 miles on Saturday, using a mud hole, between sections 2 and 3, and a section of the road up Grouse Mountain. The mud hole, an unexpected occurrence, was the cause of many problems and probably contributed to many breakdowns.

Hermann assigned me to the station before the mud hole, where I passed much of my time waving the yellow flag. I was amazed at the positive reaction these drivers give the flags, and found the whole event a interesting change to what I've been accustomed.

The afternoon event was for "Buggies", also known as "Baja Bugs", which are basically off-road formula V's, with extremely sturdy roll cages, (tech requirements for roll cages in ALL vehicles for off-road racers are very stringent). Due to a misunderstanding there was a 4 W.D. Ford Bronco running with the Buggies. In one and a half laps the Bronco stuffed it twice going into the mud hole, bounced off a tree and into a John Deer Tractor (used to pull severly stuck vehicles out of the mud hole) put it in a ditch at section 8 rolled it twice in section 1, and finally put it into a rock wall at section 8. The 4 W.D. pick-up rolled on the 4th or 5th lap after hitting a stump between sections 3 and 4, damaging the entire undercarriage and body. Many of the buggies lost wheels-hub and axles included- and shocks, due to the roughness of this track, putting them out of Sundays race.

In order to have some vehicles finish on Sunday, the track was shortened, taking out the worst parts - such as the mud hole. This however was too late as the damage had already been done, but lets hope for a bigger and better event next year.



THE EDITOR SPEAKS OUT.

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For a number of years I have been very wrong. As a matter of fact, I was so very wrong, when everybody knows for a fact, that I do not make mistakes, it is very embarrassing to admit that I was wrong.

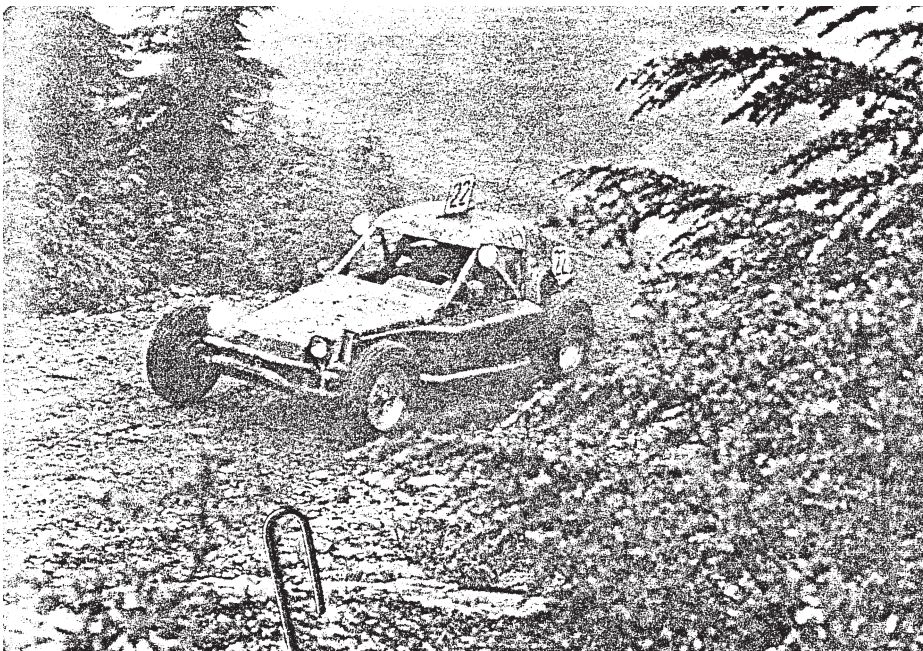
At this point, I am sure you are all asking "What the H---, was he wrong about?" Well, I can now, finally, put down that myth, that the people who work at start finish are lazy, so and so's. Well, they are NOT. I am now situated at start finish, and everyone knows for a fact that I am not lazy. Now, before I go admitting I'm lazy, let me point out a few facts about start/finish. For starters, you work your butt off, and when you get a new one, you proceed to wear that one out as well.

I'm positive Roger has about six arms, and eight legs. Bev. Crump makes the cardiac kid look like he's just starting to walk, Pete Jadot is his usual suave, sophisticated self, and then there is Jim McRae.

Jim McRae is the Competition Chairman, alias head honcho for racing activities on a race weekend. Jim has some good qualities. As for his bad ones, well, I just have to keep remembering that those who live in glass houses should not throw stones. Anyway I must admit that there is one thing about Jim that you have to see to believe, and that is when it is time for him to "talk" to a driver who is in flagrant violation of some rule or other. I am quite convinced that Empire Stadium, at the middle of a football game has less cleat marks on it, than the driver by the time Jim finishes going up one side and down the other. His methods are effective !!

Start/finish is by no means a slackers job. It is a hard job. Personally, I would prefer to work on a corner. It is definitely more interesting, and you are a lot closer to the racing. However, due to a medical problem, I can no longer function as a marshall. For this reason, I am at start/finish. I would like to take this opportunity to thank all the workers who have supported me over the last few years. It has been a great pleasure to work with you all on the corners, and I look forward to continued association with you all, from the now position at start/finish.

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GUESS WHO ??

Overheard as Doug Blackburn's Green and Brown V.W. racer drove by their campers, a small girl stepped out "Oh look, its Herbie the Love Bug!"

Joe

##### WORKER PASSES #####  
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Apparently there has been recent abuses of worker passes and pit car passes. People have been observed giving theirs to friends, so that they can get in too. THIS IS NOT A GOOD IDEA, as it could easily result in the worker having his privileges suspended.

"Proud"

CROWD CONTROL PROBLEMS AT THE ESSES =====

At the last M.E.T.A. Meeting several members expressed their dismay to the Clerk of the Course Jim McRae, at the almost complete lack of promised help from the S.C.C.B. regarding crowd control problems, at the esses. After some discussion no real answer to the problem was reached, but S.C.C.B.C officials should well pay heed to the increasing amount of dismay and disgust that a number of M.E.T.A. members are feeling.

"PAPERS"

===== CROSSING THE TRACK DURING A RACE

The worker wishing to cross the track will hold up his arm vertically in the air. The person signalling him across will also hold one arm in the air, point to the car that it is safe to cross behind with the other arm, then bring the upright arm down when it is safe to cross.

"Proud Joe"

+++++++ TRANS- AM +++++++

After experiencing problems on Saturday (a broken timing belt), Ludwig Heimwrath won on the Sunday, with a steady drove after pre race favourite Gregg Pickett's highly modified Vette started loosing gears, ending up with only fourth (he also had a blistered hand from holding the gear lever in fourth), Hal Shaw Jr. in another Turbo Porsche took second place while Nick Engel (Vette), as third and Bob Tullius (Jaguar XJS) fourth, with Pickett finally placing fifth.

The most interesting race of the day was between Engels Vette and Tullius in the Jaguar, as not more than 5 seconds separating the cars at the finish. Engels was pushing the Jag., hard in the early stages until its brakes started to go then he went in to take the first place in Category 1 and 3rd overall.

Overall it was a nice clean race and the S.C.C.A. Officals present were more than happy with the job done. Rumors have it that as a result of the good show we put on, we may even get to have an I.M.S.A. Camel GT next year.

Joe Proud

FUTURE CLAIMER ROLLED

As many people may know I had been slaving to use my brothers 510 Datsun for a claimer next season, that was until his friend rolled it. When Tony Weinberger found out he talked Ron Snook and myself into going up to Gold. River to recover it. So with a bit of wheeling and dealing, borrowed Bruce Yeo's trailer and left the next morning at 5:30.

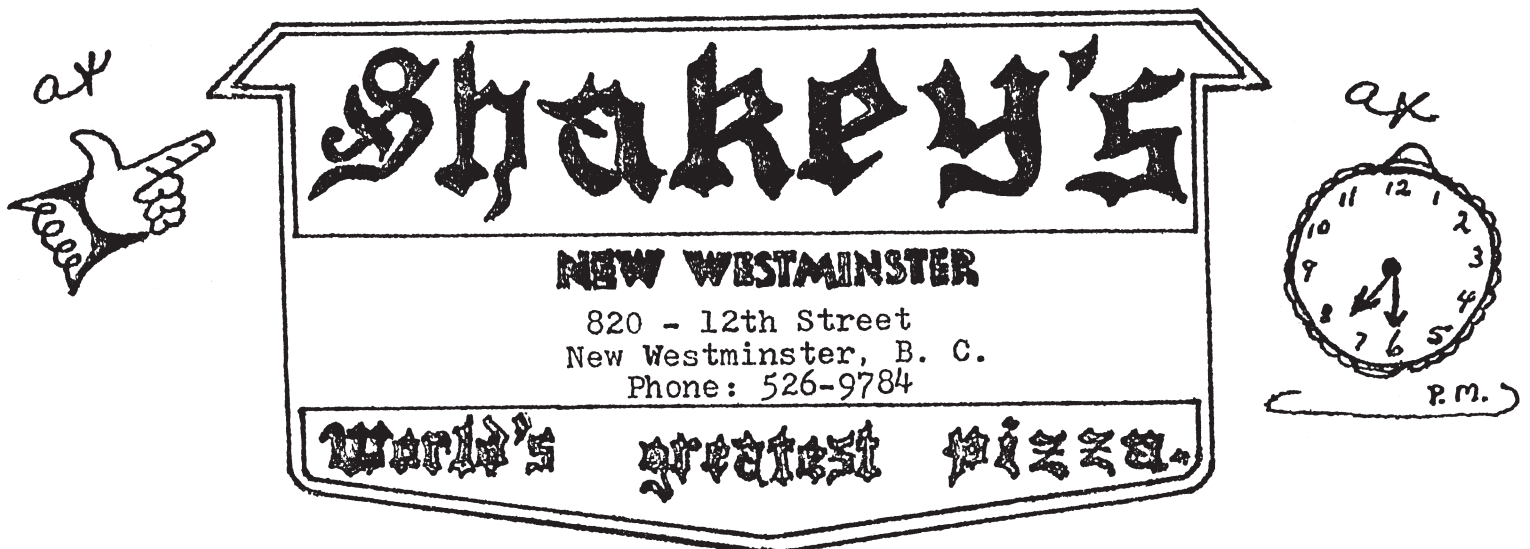
The day got off to a good start with us missing the 6:00 ferry by about 30 seconds. Having 2 hours to kill before the next ferry we decided to check vital functions, and discovered that we had no rear lights, due to a blown fuse, and several fuses later decided that it was a short in the trailer wiring. Having planned to arrive at Lookout before dark, we continued on to Campbell River. Ten miles past Campbell River the good roads end, and Westwood type roads started. Upon arriving at the Gold River Wrecking yards, we found the best part on the car was the roof, which surprisingly enough was easily repair-able. However, the rest of the car was suffering from the all night excursion in the lake. At this point the owner of the wrecking yards pointed out his 2 door rust bucket as having a better body. So inspite of a blown head gasket, and an automatic transmission, we took it. As Ron and I loaded this 510, Tony was busy stripping the other 510 for parts. for his own "thing?".

I got the honour of driving back to Campbell River, where due to my style of trailer towing (no I didn't jackknife this one). Ron took over again. Ron then proceeded to overheat the car 10 minutes outside of Nanaimo. However, it was timed nicely for having us just catch the 7:00 ferry. Once on the ferry we realized it was going to be dark once we got to the other side, and we still didn't have tail lights, so I tied a red plastic flashlight to the back pointing to the ground.

Upon arriving at my house we found that the taillight assembly was just hanging on the trailer by the wiring, and the car had jogged a bit sideways on the trailer. We ended up ripping off the right fender to get it off the trailer and into my yard, at 11:30 at night, after 1-½ hours of struggling over backyard lands capping.

Upon returning the trailer to Bruce Yeo's place, we found that none of us were any good at backing a trailer into a space in the driveway. However, it was a great way to waste a Sunday, and start filling my "spare" time.

Mike Bailey



NEXT MEETING - WEDNESDAY, JULY 19, 1978

Hi, Fellow Workers!

After working the Portland (Demolition Derby) Trans-Am we can be quite proud of our Westwood workers. We still have improvements to make, but all in all, we shine like a Christmas tree all lit up. I was one proud Canadian to see how all the Westwood workers in pre-grid scoring and turncrews, conducted themselves in an easy, happy, efficient manner. Many compliments were passed on by officials other workers, and sponsors about our system, work habits and how we work in teams TOGETHER

We had a terrific surprise and honour bestowed on Westwood, for the race weekend of July 1st. Seattle's Course Marshall had placed a call to me, requesting we put a scoring crew together, and help them out in a time of desperate need. We were able to, and when we arrived at Tech. Friday night, the red carpet was out. Saturday that red carpet turned to gold. None of us has ever been so graciously, sincerely welcomed and treated so royally by EVERYONE before.

We were embarrassed most of the time, as the Seattle workers were constantly showing their appreciation and expressing their thanks. For a couple of years we have been trying to get everyone together working together in any helpful way this was the first step towards success.

Seattle is under a re-organization of their system, it was nice to see they were trying out our yellow flag system, when emergency vehicles were on the course, and a few other paper work items used by our new Result/Production department. We wish them every success. Our July 8 - 9th weekend, several U.S. workers came up, and utilized our billet program, they were all very impressed and pleased as a result, I have six homes to stay at, when we go down to work Portland July 15- 16th.

Everything is on an upward swing, lets keep it up. Its a good feeling to be proud and on the way to sweet success, it can only be done if we do it TOGETHER.

Beverly Crump



## Staff Box

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

### THE BEST IS YET TO BE

The best is never over  
The best has never gone  
There's always something lovely  
to keep you struggling on  
There's a compensation for every  
cross you bear  
A secret consolation  
is hidden somewhere  
Ends are new beginnings  
as one day you will see  
The best is never over  
"The best is yet to be".

Prize money is now \$6,000.00 plus for the July 23/78 Honda Race. It is getting to the stage where one wonders what to expect, considering that on the last 2 race weekends, where the Hondas participated, there have been five roll overs, and since the start of the Series there has NOT been a single weekend, without at least one car rolling. All this has been for points ONLY, now they are going to be racing for money?????????

" Proud PAPERS "

PRO FORD WEEKEND - A HECTIC ONE

Grove Hoover of Millbrae, Ca., was the big winner in the McLoughlin Formula 1600 championship Series race on July 9th weekend. His 4.7 second victory in his white #1 Royal, over Tom Weichmanns Lola, was his second of the day as he also won the U.S. Points meet race earlier in the day. Bob McGregor #71 and Rick Lim #25 (both local drivers), took 3rd and 4th spots while Brian McLoughlin (sponsor of the race) took 5th spot.

The greatest excitement of the race occurred at the Hairpin when Dwight Sakuma of Beaverton Ore., had the #5 car of Gary Gernandes, land on top of him. Fortunately Dwight was only slightly injured.

Another fortunate driver on the weekend was Gary Pullyblank, whose #06 multi coloured Vette did a series of rolls and flips off Deer's Leap, ending upside down in the hog fuel, which lines the edge of the track.

Gary wasn't injured at all, and one of his crew was heard to remark that they were glad they spent 3 months building up the roll cage for the car.

The Turn 2 crew, also had their moments during the weekend, including having a Vette dump 16 quarts of oil right in the middle of the track, resulting in a rare red flag stoppage, of the race, their second of the weekend, as the red flag also had to be used when one of the Honda's landed on its roof in the middle of the track.

" Joe "

Found at Turn 2, one white Sunflight Canada Bag, and one Labatt Challenge hat. Contact Joe Proud 298-1743

"Optimism is the faith that leads to achievement."

"Positive anything is better than negative nothing."

TERRY VISGER WELL

After his bad accident on the Atlantic weekend, Terry Visger has finally been released from hospital, and flown to the United States. He was presented with the M.E.T.A. members get well card and the \$100.00 cheque we (M.E.T.A.) got for helping out at the recent go-cart race. Terry was very appreciative of the gesture, and said that he will be racing again, but in an enclosed car.

" Proud "