

"Mayday"

The M.E.T.A. Newsletter

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Well, folks, this is our last newsletter of this race season. The issues haven't been a monthly concern for a while, but you all know how it is when things start to wind down.

In any case, there's lots of things to catch up on.

Our club song went down the tubes with only one submission to the contest. So, needless to say, that guy wins! And a fine effort it was, too. Congratulations to Brian Meakings and here is our song as it sings now -

White is our clothing
Racing is the game
We work at Westwood
And safety is our aim
We flag them on through the sun and rain
Cuz META, META is our name

Someone said we're crazy
That just may be true
We stand out unprotected
And wait for things to do
But soon as you hear that the day is through
The clubhouse is where you'll find some brew

We've heard people say
That racing isn't fun
But we know different
Cuz racing's number one
We don't care whether it's rain or sun
As long as race cars always run!

Your prize, Brian is forthcoming.

NEW SCCBC EXECUTIVE

The Sports Car Club of B.C. held their elections recently. None of the previous executive ran for office, so there's a whole new bunch.

Firstly, Bob Randall is the new President and brings a lot of years of experience to the position. As Vice-President, a virtual unknown has been elected, some guy named Roger Salomon. (Who's that?) Congratulations is in order, Roger. Such a deal, from Vice President of META to Vice-President of the SCCBC. (A step down in my eyes, just kidding!) Secretary is Val Child, a hard worker who co-owns a nifty black MG with her hubby. Treasurer is Hilda Randall, a purported wiz at figures - (to take care of those debentures, one would have to be.)

Looks like an interesting year to come.

A NEW LOOK FOR THE MAYDAY

I must say I've had fun with this publication this year and I intend to keep the fun stuff in for next season. However, I do feel that as a newsletter, it should have some news, plus opinions, reports and so on. I do not want the Mayday to become a purely political paper (what alliteration!) and as editor, will keep anything deemed to be inflammatory out of it. But I do want it to reflect the goings-on in our sport and become a bit more relevant to what is happening to us, as a club and individuals. Executive reports should become a regular feature, along with an editorial comment. (Oh boy, I get to spout off) I should be able to get some of the important things that people miss at meetings into the paper along with items that occur between meetings. This is a pretty tall order, but I'll do my best with a little help from my friends.

MONTREAL REMEMBRANCES

Most of you have heard the stories from Montreal by now. Andy's good fortune and Ross and Bob's lack of luck has pretty well gone the route. But there are those few moments that spring up in one's mind that not everyone has heard. Here are a bunch:

The indescribable feeling as you look down on the Formula One pits from a perch that allows you to see almost everything and then Mario looks up as if he's searching for you.

Attempting to speak French and then finding out it almost comes naturally.

Feeling your heart skip a beat when Ross doesn't come around on the lap that you are timing and a sickening gut reaction as you wonder if you've tightened the lug nuts.

Getting as much of a thrill watching Arlene have her jacket signed by Jody as she does (and feeling your face go as bright red as hers when Mario signs!)

Thinking alternately, as you walk by the workers at the Grand Prix "Oh, how I wish I was in your shoes" and "Geez, those poor suckers", depending on the weather.

Having fits of laughter watching the Hondas race and wishing they were back at Westwood.

Thinking, while looking at any one of the successful F1 drivers "One of these days that's going to be me" then hearing about Mike Thackwell (a 19 year-old who got his first F1 ride in Montreal) and feeling convinced you're over the hill.

Walking anywhere and everywhere with our Pit Crew passes, even into the F1 paddocks, while crowds of spectators were kept back by guards and fencing.

Getting absolutely spinny at a chicken restaurant and bewildering the waitress by falling on the floor laughing when she said "Anyone here have a Number 2?"

Discovering a whole new way of saying "Dash Plaque".

Realizing that the fun part of the Grand Prix is all the action before the race, not the race itself.

Getting ticked off at the way flags and incidents were handled, forgetting you might handle them in precisely the same way, under the same circumstances.

Swearing off hot dogs for the rest of your life.

Wondering why \$400 didn't go as far as you had planned.

Paying \$25 for a Sunday seat and not blinking an eye.

Finding out that Grand Prix workers just get Labatt's hats, too.

Being disappointed that Gilles Villeneuve didn't show his cute face anywhere and finding out that the old Ferrari ('old' meaning this year's and non-turbo) was guarded like we were spies intent on discovering the secrets of tire problems and poor handling.

Discovering an addictive foodstuff - Mae Wests!

Buying a racing book written totally in French just for the pictures.

Acquitting a complete repertoire of inane phrases and sayings - Birch bark, my butt!

Making plans to do it again in Long Beach!

BRIGHT FUTURE FOR CASC NATIONAL

A new President of CASC was elected some time ago, replacing the infamous George Chapman. John Magill, was somewhat unknown by Westerners when he decided to run, though he had served on the Executive Board as the National Karting Director, a position virtually created for him. The clue to the kind of man he is was the personal profile sent to all CASC members - an impressive way to make yourself known.

In any case, at the CASC B.C. Region Fall Meeting, John Magill gave us a few more indications of the sincerity and eagerness to understand our problems, including those of Westwood. An approachable fellow, he likes people to know what is going on. He feels National has been operating like a secret brotherhood by keeping everything important (and unimportant) to themselves. John obviously believes this should stop as evidenced by in-depth talks he has had with some CASC members, who are just that and not executive position-holders.

This all leads to some very happy news. With a proposal in hand, Georges Boucher approached John Magill at this meeting which occurred at the end of October. By the November S/CBC meeting, we had a decision from him. The licencing hassle has been settled for the time being (4 years or so) and race drivers can run under whatever licence they hold in whatever race. How's that for quick, positive action.

A similar incident has occurred on National's homefront - IMSA apparently told CASC if their Canadian drivers couldn't run with their IMSA licences, they would take their series elsewhere. If this is true, then we can see that this may have helped our situation. It helps, though, that the IMSA series is a lot bigger and a money-maker.

However, it is good to see that it was dealt with so quickly and positively. It tends to restore your faith in the powers-that-be.

Note - A word should be said about Gail Lewis, Region Secretary. She has done a lot of probing into our situation and most likely has put a few words in favour of at least a compromise, being tired of the fighting and lack of cooperation as we have. Thanks, Gail.