



THE OFFICIAL NEWSLETTER OF M.E.T.A.

VOLUME 12 NO. 2

FEBRUARY 20, 1987

Sorry I'm late, race fans, but I spent the most wonderful weekend (yes, weekend) in London, England. I had the opportunity to enter a contest run by the Four Seasons Hotel and I won! So off to jolly Olde Englande I went. Now I know where British drivers cut their racing teeth - on the streets of London! The traffic is incredible and always moving. An unbelievably beautiful city in many respects. We have no concept of age here in "the Colonies" and I now think our modern architecture is perfectly hideous by comparison. There are so many other things I could tell you, but it would not leave room for anything else, so please come and ask me for tales of London - and be prepared to spend a few minutes.

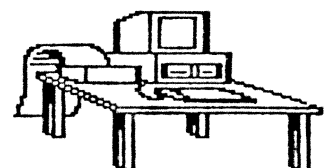
P.S. I did not have the time or inclination by my last day there to travel to Brands Hatch, Silverstone or any of the racing factories. Too much expensive French champagne, you know. (I'll bet your heart bleeds!)

And now on to this business of the Mayday.

This issue, we have not only 1 Executive, but 2 contributing. Nick has faithfully lived up to his promise and Roger, of course, cannot resist an opportunity to get a word in edgewise!

A report on backstage banking at the Telethon by Pat Shewchuk, a guide to hillclimbing by Vic Kennedy, a vintage META photo from Joe Proud and a call to arms from Course Marshal Dave Forster round out the contributions from our members. Thank you, thank you, thank you. And another t.y. to Fran, who laboured to get an updated Membership List to me. Again, a reminder that your dues are due - remember, no more Maydays if you don't pay up, not to mention all the other benefits.

Just a reminder to those folks who feel so inclined - my deadline is the 10th of each month. So the next deadline is - ta da! - March 10. Keep those cards and letters coming.



SPECIAL NOTICE

- FEBRUARY 25 Move cars into Cottonwood Mall, Chilliwack.
- FEBRUARY 26, 27, 28 Car Show - Cottonwood Mall, Chilliwack.
Thursday - 9:30 a.m. to 9:00 p.m.
Friday - 9:30 a.m. to 9:00 p.m.
Saturday - 9:30 a.m. to 6:00 p.m. (Move em out Sat nite)
- MARCH 3 Move cars into Coquitlam Centre
- MARCH 4-7 Car Show - Coquitlam Centre.
Wednesday - 9:30 a.m. to 9:30 p.m.
Thursday - same as above
Friday - same as above
Saturday - 9:30 a.m. to 6:00 p.m. (Move em out Sat nite)
- For all Car Shows
- Times for moving cars in and out, plus mall show times should be confirmed with Rick Neyedli or Roger Salomon.
- We will be showing videos and doing demos, so if you are interested and haven't yet got involved, call Roger for details. Wear whites, as usual.
- MARCH 25 M.E.T.A. Meeting - 8:00 p.m.
Moody Park, Music Room
- MARCH 28 & 29 Driver Training - Westwood (crept up on you, didn't it).
Further details, including a tick sheet for what to bring will be in the next Mayday.
- APRIL 3, 4 & 5 CART Toyota Grand Prix - Long Beach, California
- APRIL 4 & 5 SCCA Race - Portland
- APRIL 10, 11 & 12 CART Phoenix 200 - Phoenix, Arizona
- APRIL 18 & 19 CASC Race - Westwood
- APRIL 25 & 26 ICSCC Race - Portland
- MAY 2 & 3 SCCA Race - Portland
ICSCC Race - Seattle
- MAY 16 & 17 Knox Mountain Hillclimb (See Vic's article for interesting info). Kelowna SCC will billet workers free, camping available. Saturday & Sunday - tons of fun.
At least 9 workers needed. Let Bruce Yeo know if you or a group of you plan to go (H) 531-6323 or (W) 461-1221.

SPECIAL REPORT

This year is going to be a new experience for me as it is the first time I have been on the Executive. I had mixed feelings about being VP, but with Roger as President I felt "what better person to work with?". Roger has many new ideas and suggestions for this coming season and I am willing to support him in any way I can.

We have three car shows in three weeks starting in Chilliwack at the end of February. Then we move to Coquitlam Centre and Westwood Mall (Tentative at this time - Ed.), so we are going to need a lot of help. We also need help in manning the shows as it looks bad with only one person there. Be prepared to answer lots of questions (i.e. why do race cars have bald tires??).

I attended a C.A.S.C. meeting along with Roger and Barb a few weeks ago. I wanted some insight as to how the club operates and see if it would be a good idea for M.E.T.A. to join. I think we need to have more discussions with Peter Brand and amongst ourselves before we put it to vote. So long as we get the available grants and are told what to do and what not to do with it, it would be worth a try for one year. If we are to grow, we might need them in the future as much as they need us now. So have your arguments ready for the next meeting.

Lastly, I would like to say what a good job Robin is doing for both the Mayday and the training program. Where does she get her energy from?? (Cornflakes??) I hope you will all support her in the coming year. See you at the car shows!

Nick Roche
Vice-President



HEAR YE, HEAR YE, HEAR YE - TURN MARSHALS, TURN MARSHALS, TURN MARSHALS

That means you (Roger, Rick S., Rick N., Brad, Al, Tom & Nick) SO PAY ATTENTION!

There will be at least one or maybe two meetings prior to Driver Training. I would like to discuss the 86 & 87 seasons with you. I would appreciate each person writing down any suggestions or ideas that he thinks might improve our operations and bring them to the meeting. Think of everything and anything, but please keep it within the scope of M.E.T.A. Please phone and advise me as to the weeknights that are or are not suitable to you.

In addition, I want to train some new Turn Marshals this year. If you would like to be a T.M., please don't hesitate to advise me of your desire so that you can be included in this meeting(s).

I will set a meeting date, based on your comments. Please call me by March 6th at the latest. If you don't voice your opinion, then don't complain if the date is not suitable. I'm thinking of the weeks of March 9 - 13 or March 16 - 20. Thanks.

Dave Forster, Course Marshal

SPECIAL REPORT

TO JOIN C.A.S.C. OR NOT TO JOIN C.A.S.C. - THAT IS THE QUESTION

Most of the members had a chance to listen to Peter Brand, President of C.A.S.C., B.C. Region talk at our last meeting of the advantages of becoming a member of that club. I had the feeling that some of our members were not totally in favour of the idea, due to past experience dealing with C.A.S.C.

Let's analyze the Pros and Cons.

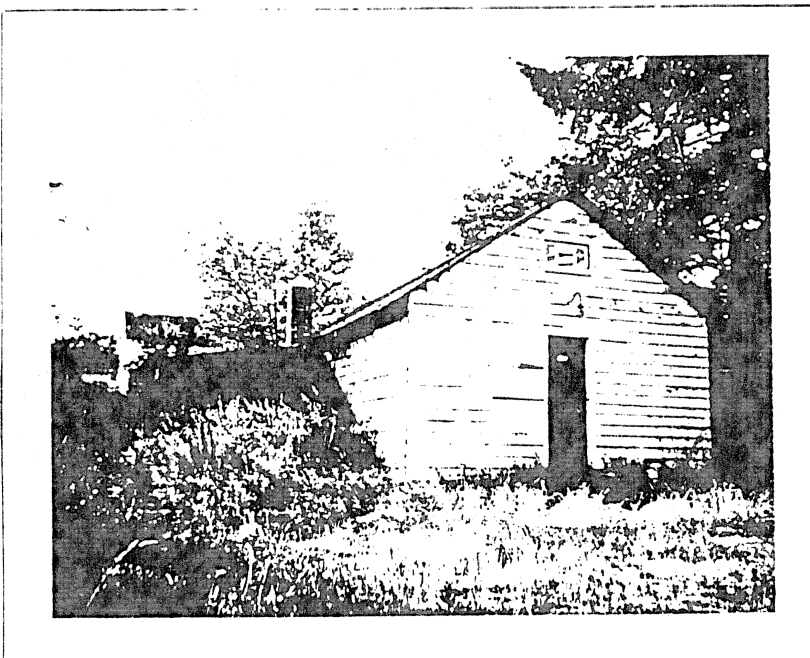
Pros

- 1) M.E.T.A. has the opportunity to get a grant from the government to purchase safety equipment.
- 2) Money is available for our training program.
- 3) The MAYDAY can be printed at minimal cost through Sport B.C.
- 4) Liability insurance is available for our club's activities (meetings, car shows, practice nights)
- 5) Tread Marks, the C.A.S.C. newsletter will be sent to all members.
- 6) Voting privileges on all C.A.S.C. affairs.
- 7) Worker logbooks for all M.E.T.A. members.
- 8) More input in track safety.

Cons

It is the Executive's belief that our club should join C.A.S.C. and give support to motorsport in B.C. and Canada. Also our club will benefit through more exposure in general.

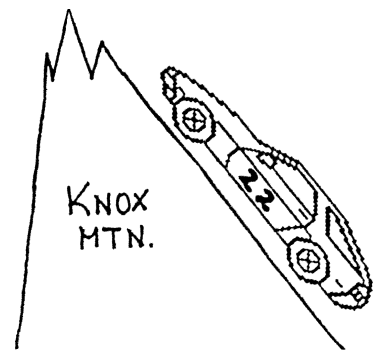
Part of the Executive will have another meeting with Peter Brand to discuss our involvement with C.A.S.C. further so we can answer any questions members may have. Remember, you are part of it, so have your questions ready for the next meeting on March 25th. I hope to see you there.



Roger Salomon
President

Remember this? I don't! But, as relayed to me by our knowledgeable historian, Joe Proud, this is the old motorcycle clubhouse, where M.E.T.A. held monthly meetings. Any guesses to when this photo was taken? I may just turn this into a contest!

ABOUT KNOX MOUNTAIN HILLCLIMB - KELOWNA



For those of you who have never been to Knox, I would like to tell you about it. Things may have changed since I was up there in 84 & 85, but this is what I recall.

Knox is a two-day event. Saturday is one or two practice runs and one timed run, Sunday is two timed runs and then King of the Hill for the fastest class times. There are 9 turns, plus Turn 10/Finish. Each turn has one or more workers with all equipment, radio and a red flag.

Procedure: Car leaves Start. It is called through each turn (i.e. "Clear, Turn 2"). After clearing Turn 5, another car leaves the Start. And so it goes, until about 15 cars are up and then everything stops while they bring the cars down and then begin again. If a car goes off, dumps oil or whatever, that Turn will call it in. If the incident occurs in Turns 1-5, the next car will not be started. If it's in Turn 8, the upcoming car would be stopped by using the red flag in Turn 3 or 4. And so it goes. It is an easy day, usually in the sun. Experienced workers are needed and I can tell you of a couple of times that got interesting. I have some slides showing Turns 5 to 9 that will be available next meeting.

Another suggestion. There is a camp ground in Westbank about 10 minutes out of Kelowna where we have stayed 3 times. Green Bay Resort has tenting spaces, some cabins, flush facilities and showers. It also offers a good sandy beach, dock and boat rentals. Book early for the sites near the beach - we are going to.

Also, Kelowna has a Malibu Grand Prix. (The most important feature - Ed.)

Vic Kennedy



M.E.T.A. BACKSTAGE AT THE VARIETY CLUB TELETHON

When the Loans Officer at my Bank told me she was short-handed for the Telethon, being a good Samaritan and always a sucker for a heart-breaking story, I volunteered to help. Along the way, Fran heard about it and also volunteered her assistance (could it be our new Treasurer wanted to know if she could handle all those hundreds of dollars M.E.T.A. has stashed in the bank?)

We started our gruelling weekend by lifting a glass or two at the Coal Harbour Keg Friday night. (In my case, I kept to coffee as my cold was not doing me any favours that weekend). We met a few other people who were volunteering their efforts for Saturday & Sunday and decided that our group definitely wasn't as rowdy as the table from the Royal Bank at Davie & Bute (Kathy couldn't quite beat Mary's laugh). From there we went over to the Bayshore to meet the "stars" for the weekend. The crowd packed the conference room, as we tried to see our favourites. Nanette Fabray had a very nice hairdo from where we stood & Leslie Nielsen's wasn't too bad, either! Fran & I finally headed home to get some sleep for the rest of the weekend.

We arrived Saturday about 6 o'clock to help set things up. Our Banking Dept. was located just behind all those people you saw manning the phones. The hustle and bustle of backstage was just beginning. Directors, lighting men, dancers, various official and security were all trying to organize the last minute details, as show time drew near.

Not to be outdone by any other event we have volunteered for, things did not start out smoothly. A half hour before we were to start, Diane (the Loans Officer), called to tell us she couldn't get into our branch as the wrong locks had been set. In the meantime, the adding machine we needed took a couple of walks upstairs, which we all decided was ridiculous. So Fran & I left for the Bank to see if we could help Diane get in and also see about getting an adding machine. (If anyone has seen us juggle photocopiers, it was nothing like the 3 adding machines Fran & I took back to the Telethon via Granville Street on a Saturday night!)

We were just arriving at the stage door of the Queen E, when a frantic waving caught our eye. There was our beloved President, Roger, driving a Telethon car.

We hurried backstage to finish setting up, as showtime arrived. We were kept pretty busy the first couple of hours. When Fran & I managed to take a break, we ran into Roger and Barb Moewes lounging in the cafeteria. A little later, Grace Lassen came in and we chatted for awhile before heading backstage again.

The money just kept coming in and we were really busy when the coin counter decided that 12 sided pennies looked more like nickels, and had to be sorted out.

The stars were always roaming around backstage. We got to see all of Nanette Fabray and Leslie Nielsen this time! Also we saw Jill Whelen (Love Boat), Mary Hart and a lot of local celebrities.

It was almost 3 Sunday morning when Fran & I finally said goodnight to everyone and called it a day. On our way out, we again run into Roger (that guy should does get around).

I know for myself, I had a great time at the Variety Telethon (and I'm sure Fran did, too!).

P.S. We did see our illustrious Past President Rick Neyedli, but anyone who knows Rick & coffee will also understand he didn't say too much as he headed to the coffee pot.

P.P.S. We heard this rumour that Vic Kennedy and Nick Roche were there, too. Funny - all Fran & I saw were their cars in the parking lot!

Pat Shewchuk

ANSWER OF THE DAY

Tom Popovich.

UPDATE ON THE TRAINING PROGRAM

The Training Program Committee has been working feverishly to produce the Basic Training as promised. We are happy to say that we expect to finish on schedule and have this first module ready for delivery before Driver Training.

The Trainer's Package and Basic Training Module is in final draft form and a videotape is currently in production.

We hope to be able to give the program a dry run, before we unleash it on the herds of new workers we will have corralled from the car shows. Should you be contacted to participate in this rehearsal, we would appreciate your support. We expect to be setting this up at least one week before Driver Training, so keep those appointment calendars and dance cards free.

We will likely need some volunteers to assist in the first "real" session. This will be an opportunity to get to know some of the new workers and help them through a learning experience which can sometimes be fairly confusing! You will have the chance to use your leadership and/or support skills when assisting the Chief Trainer. And since we've all just weathered another winter, it could be just the refresher you need to get back in the swing of things.

Please think about it and if you feel so inclined, please call Robin, Grace or Dave to express your interest. Thanks!

The Training Program Committee



EDITORIAL

AS I SEE IT

As Roger mentions in his article, there are many reasons for joining C.A.S.C. as a full member. Not only would some of our operating costs (a fair chunk for a small club) be reduced, we will have voting privileges at the Regional and National Meetings of the recognized body of motorsport in Canada.

There are other, less obvious benefits. A sizable amount of work is necessary to get them, however. Unfortunately, many clubs in an organization such as C.A.S.C. join and then sit on their hands and say "So what are you going to do for us, now that we've joined your group?" They fail to realize that with the joining of an organization, there is an inherent responsibility to bring something of value to that organization. In fact, we have a clause in our Constitution which states a M.E.T.A. member must work so many race days in order to keep his/her membership - thereby ensuring a contribution for being allowed the privilege of membership.

Therefore, should we decide to join C.A.S.C., we must be willing to work to cultivate a beneficial partnership. We should be willing to ensure we receive licences, ensure recognition as a worthwhile, hardworking motorsport club, ensure we keep communication at its best.

Speaking of licences, one of the questions that keeps coming up is "What licences can C.A.S.C. give us?" The truth is that they can't give us any licences at this time, because no one has set up a licensing system. Unlike S.C.C.A., worker clubs do not seem to be an integral part of C.A.S.C. on a National or Regional basis. So basically, there have been no "workers" to formulate and institute a licensing mechanism. Could we do this? You betcha. That's one of the best reasons for joining - the chance for us to make a difference with our training program and position requirements already in place. Will the club and the Executive commit the time and effort to do it? I hope so. If not, we'll be in the same situation we were a few years ago. Money, but little time spent and all we came away with was bruised egos, ruffled feathers and some terrible grudges. We all know that when it comes to licensing, we are not in the mood to let anyone but workers devise the plan. We better put our money where our loud mouths are.

In order to get the most for our money, we must be willing to work within the system. If this means running for Regional Office, so be it. The Executive of our own club knows that being elected to office is certainly a good way of getting your views known and things done. We've been skirting the issue too long, though I believe we've chosen to be there. It's very convenient to blame all & sundry when things go wrong, when one can claim to have nothing whatsoever to do with them. But, when one becomes part of "them", responsibility and accountability are necessary positions one must take. No more blaming, griping, complaining and bellyaching to anyone who will listen. I know it's an old saw, but if you're not part of the solution, you're part of the problem. Tell someone who cares and do something about it. We may have the opportunity to do exactly that.

So, to me, the benefits, should we choose to work for them, are:

- 1) Recognition as a contributing member to the sport.
- 2) The designer of a worker licensing program (possibly extending past this Region).
- 3) The designer of a worker training program (same possibility as above).
- 4) Recognition as the authority in our field in this Region.

Peter Brand told us, in essence, that he couldn't promise the world would change if we joined C.A.S.C. He mentioned that the people in any organization make the difference - it's not just the organization itself. As we know, the people have changed and perhaps we'll work well with the current bunch. We must face the eventuality that they may change for the worst and we will have to deal with them, too. Will we give up and opt out, only to pray that people we like will run the show, then we'll join again? we must make the commitment wholeheartedly. It's a bit like marriage - you cannot enter into it thinking of divorce or the relationship is doomed.

I think it would be a bold challenge for us to make our own positive difference to our sport and the people around us. We have been too long on the outside, looking in. I support Roger and Nick in suggesting you think long and hard on this proposal and have all your questions answered. It looks like we are moving into the future and we ought to be prepared to deal with it.

WRAP-UP

You will notice that, yes, there is an updated Membership List at the back of this publication. PLEASE NOTE: those names with a * next to them are delinquent in paying their dues as of January 29th of this year. Fran, our Treasurer and Membership Chairperson, doesn't take too kindly to being broke and having only a few members to report at the meeting. So be kind to Fran and pay up! Thank you!

Bye bye for this month



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