

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

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MARCH 16, 1987

Another season opens with "Driver Training", otherwise known as "Dress Rehearsal". The players are rusty, having closed the stage door 5 months previous. The understudies will rehearse the lines over and over - the principals are patient, feeling no threat to their acclaimed roles.

The stage director gathers his crew for this rehearsal. Uniforms are taken from storage, hats dusted off, equipment polished up - they've got to look good. Dress Rehearsal is almost the real thing. He reminds them to be sharp - we must show our stuff to the veterans and newcomers alike - respect is what we want to earn. The behind-the-scenes labour is really important and we all must operate as a team to give the public a good show at the opening.

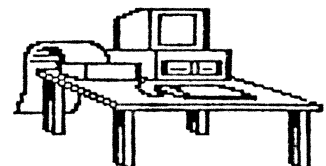
Ahh - the opening. Only a few weeks away. The roar of the grease & paint, the smell of the crowd! It's in the blood - this play called "Motorsport". "Break a leg" and hope the run is a long one.

There, how's that for melodrama!

You know, the spectacle we put on for racing fans is not unlike theatre. Our purpose is to entertain. There are stars - there is the supporting cast without whom the stars would be running around by themselves (which is no fun for them - it's like carrying on a dialogue with no one there to play the other part). There are the people who make things work, like us. We make sure the show goes on - technically. Then there are the critics. Call them stewards, call them "officials", call them anything you want (but don't call them late for dinner!). Yes, all the world's a stage, especially to rallyists.

And on that note, I will give you a rundown on what's in this issue. First, a list of the necessary equipment to bring to Driver Training (in case the brain got a little rusty over the "holidays"). Then a couple of brief articles from Vic Kennedy and you guessed it, Roger Salomon. A report on the Player's Challenge Series about to unleash its fury on Westwood. The - gasp - editorial. And of course, the calendar of upcoming events and a Training Committee report. Is that enough? I'll save the rest for next issue!

And remember - next deadline - April 10th. Thank you!



SPECIAL NOTICE

MARCH 25 M.E.T.A. Meeting - 8:00 p.m.
Moody Park, Music Room

MARCH 28 & 29 DRIVER TRAINING - WESTWOOD
Noon Saturday
8:30 a.m. Sunday

APRIL 3, 4 & 5 CART Toyota Grand Prix - Long Beach, California

APRIL 4 & 5 SCCA Driver's School - 4th) Portland
SCCA Regional race - 5th)

APRIL 10, 11 & 12 CART Phoenix 200 - Phoenix, Arizona

APRIL 18 & 19 CASC REGIONAL - HONDA/MICHELIN CHALLENGE SERIES - WESTWOOD
(Starring our own Julie Wilkinson)

APRIL 24 SCCA Driver's School - Seattle

APRIL 25 & 26 ICSCC (Cascade SCC) Championship Race - Portland

APRIL 26 Corvette Club Swap Meet - White Rock Arena (We'll have a booth -
more details to follow)

MAY 2 & 3 SPI-Formula Atlantic/IMSA - Laguna Seca, California

MAY 2 & 3 SCCA Regional Race - Portland

MAY 16 & 17 SPI-Formula Atlantic/IMSA - Firebird, Arizona

MAY 16 & 17 Knox Mountain Hillclimb - Kelowna
(Complete report next issue)

MAY 24 Indianapolis 500
(Not to mention the Editor's birthday)

MAY 30 & 31 CASC REGIONAL - ICSCC CHAMPIONSHIP RACE -
HONDA/MICHELIN CHALLENGE - WESTWOOD

MAY 30 & 31 SPI-Formula Atlantic/Trans-Am - Sears Point, California

MAY 30 & 31 CART - Miller American 200 - Milwaukee, Wisconsin

"ALL THE NEWS THAT FITS" DEPARTMENT

Hell, it's almost time to say goodbye to our dear American friend, Dennis Paul. He was here for a good time, not a long time, unfortunately. Being a research biochemist (or whatever he is!) does not always get you a job where you study to be better at it, particularly these days if you're not a Canadian citizen. Dennis is off to the Big Apple shortly to assume a new position - I don't have all the details and I certainly hope Dennis will make it to the meeting or Driver Training, so we can get the scoop. We really don't want to say goodbye, Dennis. We will miss you, indeed. (Please write and tell us how you are doing and what the racing is like there, too. Loved your "Letter from Europe" in previous Maydays...Ed.)

SPECIAL REPORT

Okay, all you people - we want you and your ideas at the next M.E.T.A. Meeting on March 25th. We need some input on advertising, marketing and promotional type things. Therefore, a brainstorming session will be part of the next meeting, so we can come up with some ideas we can put into practice and soon. We got a lot of positive response from the folks in Chilliwack due to our car show at Cottonwood Mall. It was an eye-opener for me, though. They had absolutely no idea what the racing or the track would be like and they had some serious fears about the noise levels. They obviously haven't been given any information. Maybe we could do some further PR in this area, as the car show went a long way to educating some people. Anyway, please come on March 25th to discuss this and other methods of promoting M.E.T.A. and safety in motorsport.

Roger Salomon



COMMENTS FROM THE WEEKEND AT THE COQUITLAM CENTRE CAR SHOW

Rick Smale lowered his time for assembly of the take-apart racer from 1 min. 35 sec. to 50.5 sees!

When asked for a Driver Training form, we lifted the poster to get the form and found the Saturday colour comics. I wonder if there is something significant about that. A suggestion was overheard that the comics were the latest edition of the manual. (Don't let my husband hear you say that - he teaches Driver Training! - Ed.)

Vic Kennedy

TRAINING PROGRAM - BRIEF UPDATE



It's coming along.

Too brief? Okay. Actually, we're not too far from where we were last time, though we should be on schedule for our Driver Training deadline. We are now aiming for a delivery date between Driver Training and the first race. The logic behind this is: If we train 'em too far ahead before the first race, we'll lose 'em. We really want them to see what racing is like the first time out at the track. I'll bet if my first event was Driver Training, I might never have been back! Anyway, we'll see how this works - Roger originated the idea and the President has spoken!

The Training Committee

NEWS

THE PLAYER'S CHALLENGE SERIES

As most of you know, a series for stock Camaros and Firebirds has been running back East since last year. You may have even seen some races on T.V. or read about them in On Track. Well, the series is out West this year. Kicked off by a press conference on February 16, prospective racers were given until February 28 to cough up the performance bond money and obtain sponsorship from various GM dealers. Sounds mighty challenging, doesn't it? The pressure worked - we have 24 cars registered to race the Western Series - 12 here and 12 in the Prairies. You can bet on decent grids as the drivers have to race 75% of the events or lose the bond. And the prize money will certainly get them going - a total purse of \$20,000 per race, plus end of season purse.

The local drivers who have made deals and will be racing this series are:

Ross Bentley	Frank Allers
Bill Johnston	Tony Morris
Vance Swifts	Murray Craig
Derek Ross	Andy Mahood
George Aron	Toivo Heinonen
Kent Holden	Fred Semple

Could be some interesting race meets, to say the least! The first race happens on July 3/4/5 at Westwood, with the next event at Calgary (oval or road, we don't know yet). At the Sports Car Club meeting last week, Pete Jadot said he had already received a call from a fan wanting to buy advance tickets for the entire series! Word travels in mysterious ways...

EDITORIAL

Just a few words from me on Driver Training. In support of what Roger suggested about training new people closer to race date, I would like to add the following comment. Driver Training is just that - training for new drivers. I have never thought about this in quite this fashion - and I should have when I took Driver Training. (I was too nervous!) As the senior drivers are teaching the novices their part of the course, so should we be teaching our part. If we are busy training new workers, we are not putting our full attention to ensuring these new racers are learning what they should be about the flags, etc. I believe, too, that we are shortchanging them when our club doesn't show up in full force. Three to four people to man the track on various Driver Trainings I've participated in is simply not enough. Neither enough to inspire confidence in these people, nor enough for them to feel the full impact of proper flagging and emergency procedures. It's no wonder we complain that novices are inattentive - they don't know who we are or what we're doing! Surely, we must consider it our obligation to give these possible racers the best training we can. And that requires that we be professional, keep our attention level high and pretend it's a race. It is to them.

Something I experienced as a trainee was the absolute separateness of novices and workers. Many trainees feel very nervous and seeing a bunch of us workers whooping it up by themselves and never approaching the drivers to chat or offer help only increases the gap. Please, for your sake, too - say hello, offer your name, ask them how it's going, make a friend. Maybe they will feel a bit more confident, you can use your expertise to answer any questions and everyone will be just a little richer for the experience. Try it and see. I plan to, cuz I remember how it feels.

CHECKLIST OF THINGS TO BRING FOR "DRESS REHEARSAL"

- White Clothing - Oh yes, the grey looking stuff in your closet. Well, bleach it and we'll pretend we don't notice! Long sleeves are good particularly at this time of year, and of course, long pants. No red, yellow, orange or blue, please.
- Hat - It may be a ski hat, judging from the weather. However, the usual baseball-type cap with a brim is also handy for keeping the sun or more likely, the rain out of your face.
- Gloves - Again it may be ski gloves you wear. But bring a loose fitting pair, too, if you are working emergency.
- Footwear - Ski boots are probably overdoing it. Sturdy workboots that are waterproof and give good ankle support for standing long hours are perfect.
- Belt - Have a good stiff one ahead of time. No don't. Have one after. And if you are working comm or emergency, a belt is a must to hold the equipment ie. radio or knife.
- Rain Gear - The gear you put the car in when driving in the rain, right? Not in this case! A clear plastic suit to show your whites beneath or a white plastic suit are perfect to keep you from getting soggy and miserable (or it lessens the pain, anyway).
- whistle - While you work. Yes, you may have to. And wear a whistle with a breakaway lanyard, in case it gets caught in a car's innards or various other hazards.
- Pencil & Paper - Write a love letter between race groups. Or better yet, for writing down your version of an incident, in the event of a protest and differing stories.
- Extra Clothing - Particularly if you wish to camp overnight. You may get cold, wet or dirty and it's nice to have a change handy.
- Food & Drink - Bring your own mystery meat sandwiches - at least you have an inkling of what it might be. It's a good idea to bring hot and cold drinks and munchies to keep you going through a long day.
- Survival Gear - No Rambo togs, please. We mean bandaids, ointment, suntan lotion, sunburn treatment, bug spray, chapstick, ear plugs, etc. Frisbees, baseballs and hacky-sacks also allowed. Whatever keeps you going.
- Sense of Humour - Don't leave home without it!



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