

"Mayday"

The M.E.T.A. Newsletter

VOLUME 5 No. 5

AUGUST 31, 1981

Long time no read, eh? We have a bit of catching up to do so here goes.

VICTORIA

July 25/26 brought blistering heat to Victoria Motor Speedway for what appears to be the last race at that track (see VMS - Hope Springs Eternal). A good time was had by all and good racing abounded. Smaller grids than have been seen at Victoria were the order of the day, though it never ceases to amaze one how many cars appear to be on the track, owing to the time it takes to negotiate it (45 seconds & less!)

Turn workers cum race drivers "Manfred" Kubossek & Uwe Gildemeister made good showings coming 2nd and 1st respectively in their classes. (Uwe had a little help - he was the only one running in CIP!) Mike Bailey ran his final novice race and though DNFed, went ahead with his first senior race and promptly came 3rd in his class.

Congrats, guys.

On to the fun & games -

After Saturday's practice and qualifying, it was decided that everyone needed a dip in the closest lake. To get everyone there at the same time was well nigh impossible, what with some running off to buy shorts (heaven knows why they didn't bring 'em in the first place) others hanging around, waiting for the ones who went to buy shorts, etc. Finally, we all got to the right place, though not at the right time, and some of us went swimming. Talk about refreshing. We dried off and went to dinner, where, customarily, we drove the waitresses quite mad. We left early as you need a compass to find the hall and camping area in the dark.

There, we proceeded to play "throw the baseball around" (one could not call it a game) and "lob the 5 frisbees at one time". The latter resulted in a good many frisbees on top of the hall's roof. One brave soul by the name of Frank scaled the walls to remove them, clucked on by the chickens on the ground.

(Con't)



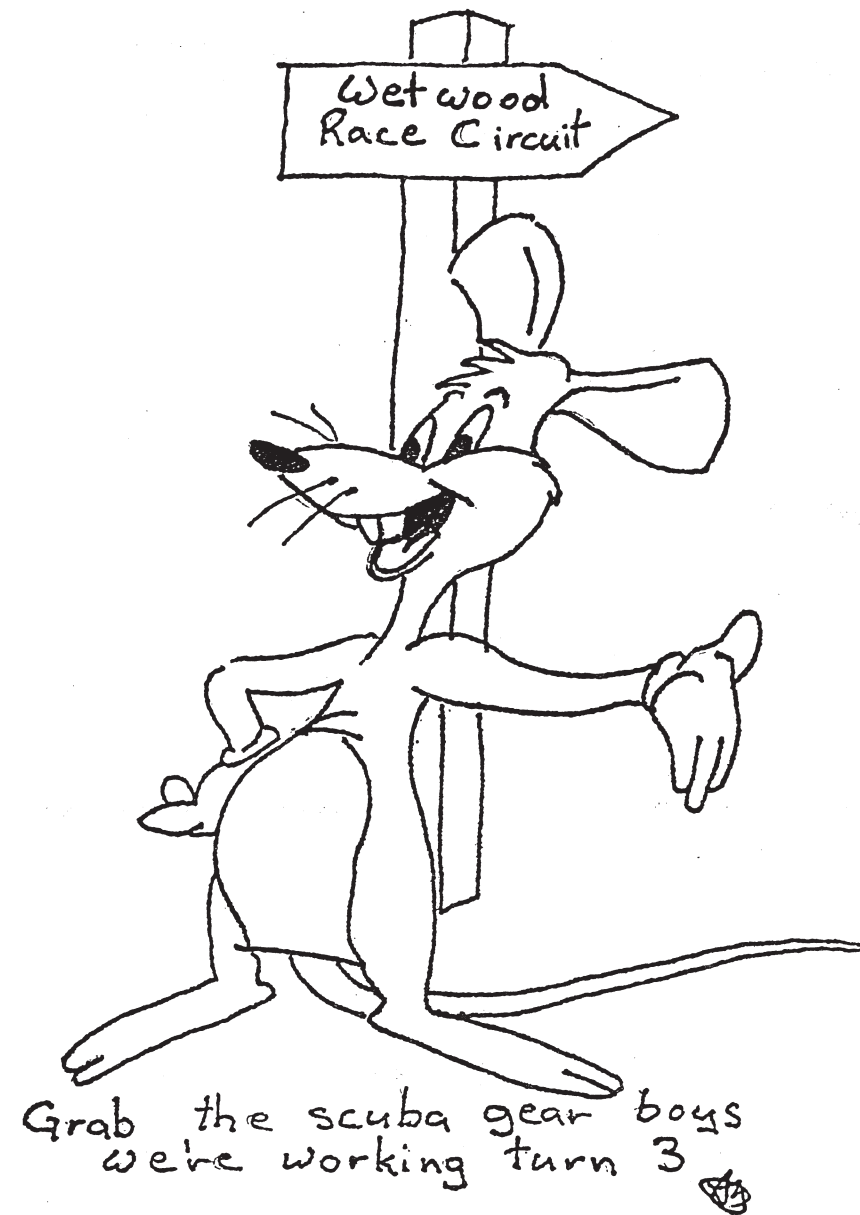
Then, getting tired of this physical exercise we decided to get into some heavy sitting around, quaff beer, etc. And to liven us up, a birthday cake was brought in for Jo Humphrey and Fred Kubossek and a good piece of cake was had by all! It was an early night for most after a long day in the sun.



Sunday was another hot day with rest periods gratefully taken in the shade between race groups. Spray bottle water-fights felt terrific until the water got as hot as the air outside.

However, it appeared that the weather conditions were right for some drivers as no less than 7 lap records were broken for individual classes. Ron Householder not only set a new lap record for Formula Atlantic but broke the track record by turning a time of 33.14.

All worn out by the excitement we all made our way to the ferries. Usually the over-heights, which include cars with trailers, vans etc., get on the truck ferry with the rest of us plebes getting the buffet (ha ha). But this time we all got on the same ferry - the super-big sucker - as



A PORTRAIT OF OUR BELOVED VICE PRESIDENT

NEXT MEETING
September 23rd, 8 pm
at the Plum Blossom
Restaurant, Grandview
& Renfrew.

ELECTIONS - NOVEMBER
The nominating committee

has been selected.
The Chairman is Fred Kubossek, members are Jo Humphrey, Robin Holloway, Mike Holloway & Ron Snook. If you have any nominations for the committee to discuss, please give one of these people a call. Also, have your ideas read for the meeting as nominations will be

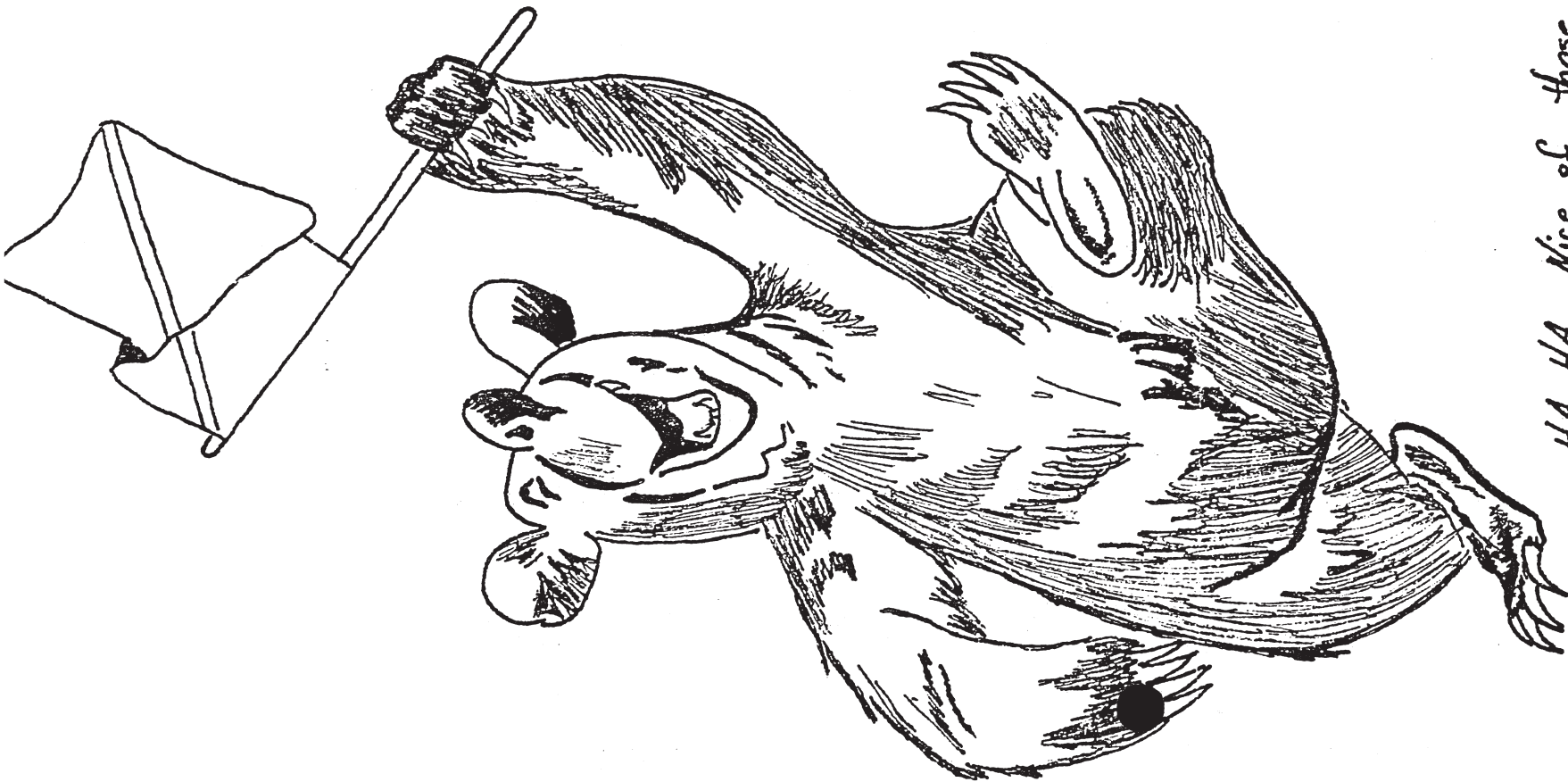
us got the bulletin. All in all a fitting race weekend for the last hurrah at VMS. If it does turn out to definitely be so META would like to thank VMSC for the hospitality and good times shown over the years. Victoria races were something to eagerly anticipate and we will miss them.

GOSSIP FROM THE VICTORIA WEEKEND

Who decided to sleep outside because he thought the people in the tent he was supposed to sleep in were 'fooling around'? (Married people don't do that anymore, you know!)

Who gave a blue flag to a vehicle that was slowing down because there was a standing yellow at the same turn station?

Who repeatedly hit the editor of this newsletter with frisbees until she was black & blue & will never be allowed to play again?



HA HA HA Nice of those guys to
 Leave turn two for me to work
 IT'S fun!

ALL SUPER ARTWORK IN THIS ISSUE BY TONY MEAKINGS.

ICSCC	Westwood	Sept. 12/13
ICSCC	Portland	Sept. 19/20
CASC	Westwood	Sept. 27
ICSCC	Seattle	Oct. 3/4
CASC		
7 HR		
Enduro	Westwood	Oct. 10/11
6 HR		
Erduro	Portland	Oct. 17
LVGP	Las Vegas	Oct. 15/16/17

HOT TIPS

In reading through the last couple of GRIDs, the newsletter of USARM in San Francisco Region, I came across some great ideas that could work here, given some time and effort. (I hope Lynne Hunnting, the editor of the GRID doesn't mind - they have some super things going for them there and I think we could learn from them). Firstly, SFR has Communicator-of-the-Weekend awards & Cal Club has Flagger-of-the-Weekend awards. Perhaps we could look into what the clubs consider to be criteria for these awards and institute an award system of our own. Secondly, USARM has a Race Information Service which their members can utilize when they attend races out of their region. It is also available for out of Region workers wishing to work SFR events. The service consists of a packet which includes maps of and to the track, information on food & lodging, working at that particular track, et cetera. META could look at the possibilities of setting up the same type of information service for the Pacific Northwest region - it would be a real help to our workers and especially to those attending our events.

S - HOPE SPRINGS ETERNAL

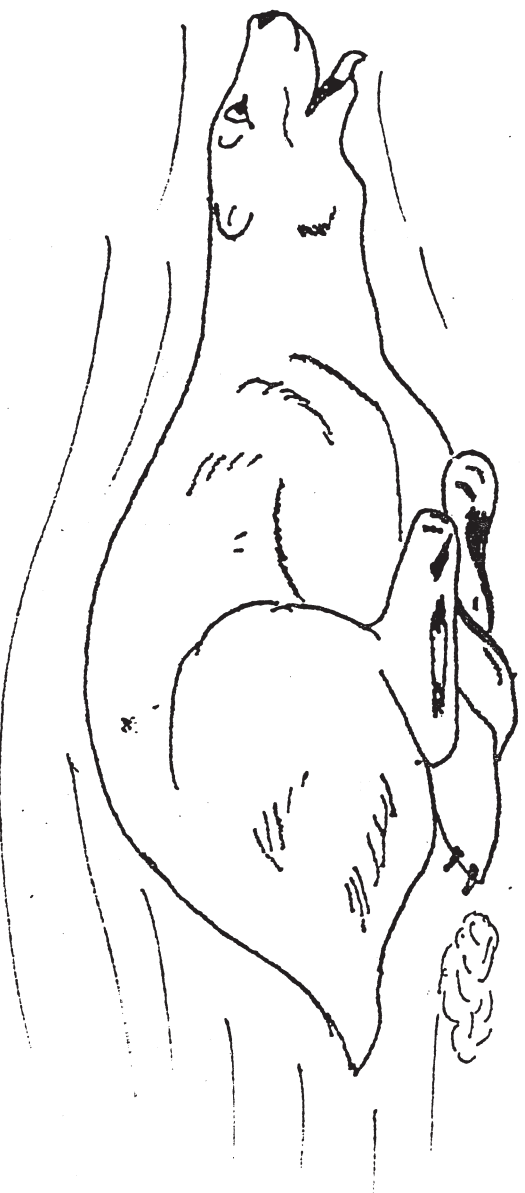
The situation looks more promising than first thought with regard to the closing of the track at Victoria. Originally, the track was to be partially destroyed by bulldozing, but the RV park is gone ahead with the re-signing etc. and left the track intact. Further talks between the developers and ISC may see the track being in a better future.

FORMULA ATLANTIC WEEKEND

Some excellent racing occurred this past race weekend with some atypical incidents for a Pro event. Workers had to be on the ball for this one - alerts abounded and a couple of scrambles happened, too.

The SCCA Pro Formula Ford event saw good racing among groups in the field (though some did manage to stay on the track, ha ha). Seriously though, we like to see than kind of competition. An unfortunate

incident during this race caused a vehicle to land upside down in the gravel in Turn 4. Though praised for their expert handling of the situation, doubts occurred in the minds of some of the workers as to whether they did handle it correctly and this was brought up at our last META meeting. This precipitated a discussion on how we can improve safety training and flagging. It is a good thing in that we can always improve on what we are doing and can benefit from



"I'll show those formula drivers how to run this track"

FORMULA ATLANTIC Cont.

self-criticism and the observations of others.

As one of the Formula Ford races was cancelled, two events were manoeuvred for the sedans, one for pair the other for money. Though 34 cars were entered for both only 1/2 showed up for the money race which was a bit disappointing.

The Main Event went off nicely and had a number of lead changes to make the race exciting. Rogelio Rodriguez, the leader, spun in Turn 4 on the next to last lap which caused a few hearts to stop, but recovered in time to win the race.

All our local entries finished the race (though Ross Bentley blew his engine with two laps to go, he had enough under his belt to finish 18th) Congratulations go out to Bob McGregor, Andy Mahood, Marc Akerstream & Ross Bentley. They did us proud!

Brian Meakings made an interesting observation soon after the race. In the Herald; a local Coquitlam newspaper, it reported that Westwood was the host of the Atlantic Formula One race that weekend. Don't we just wish!

WELCOME to newest META members, Jo Humphrey, Mark Finnis, Nick Roche & (gasp) Bill Welter. Thought we'd

Since I didn't go to Portland August 1st weekend, I was conned into working the Vintage Race at Westwood. As I suggested to my sister that she work in lap charting, she talked me into giving her a driving lesson on the way to the track. I should have known better, especially since I started the day m usual half hour behing schedule. However, I finally took the driver's seat and managed to arrive at the pit entrance just as the workers were called to the Start/Finish line.

I was handed a radio, told to find a person to work with and report to Turn Three. I had barely arrived on the scene at Three when Race Control (Roslyn Brand) was calling for track clearance, so I flung the broom and phone over the tire wall and set out to explain the flags to my rookie turn worker. Since the cars were out for a two hour open practice, I figured I was clear to go looking for a phone box (since I last worked Turn Three, a lot of changes have been made). This brings up a complaint - why was the green phone box hidden so well in the green trees?

The only excitement during the practice was the blue Cobra from Alberta losing its wheel in Turn One. Due to the lack of action, there were a couple of times Race Control had to call me several times when doing radio checks, as I was too busy admiring the large turnout of vintage cars.

There were two races in the morning. During the second race, the Cobra from Alberta decided to make a small hole in the side of its engine block, spreading a thin coat of oil from the exit of Three to the bottom of the Leap. This oil slick was lengthened, however, to the exit of Four when the car was flat towed into the pits.'

During the lunch break, we were allowed plenty of time to admire the non-competing vintage cars, ranging from a 1912 Rolls Royce to a Super Team Tiger. There were also vintage motorcycles, Vincents, Indians, & a BMW etc. (Maybe next year I should bring up my 1963 Honda 305 Super Hawk. Yes Honda made a 305 - before the days of the 350 - which at that time was a big Japanese bike). Anyway, if you can find someone who took pictures of these cars, etc., get them to show you. There was some beautiful machinery there.

During the afternoon, after the Vintage Car Parade (2 laps) and the Vintage Motorcycle Parade (3 laps), they had a Relay Race and a Reverse Order Race. (For the Reverse Order Race, the slowest qualifier is released first and the fastest is released last, and if properly done, all cars take the checkered flag at the same time.) I forget which event it happened in, but the afternoon saw a Ferrari repeat the Cobra incident along the back straight, only the Ferrari finished its oil spill in the hairpin. So all in all, it was one of the easiest days I've had at Westwood, but it was somewhat expensive for a couple of drivers.

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META CREST & T-SHIRTS

You want 'em, we got 'em.
Call or see Joe Proud.
Crests are \$2.50 &
T-shirts are \$5.00.

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