

MAYDAY

OCTOBER 1995

M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8

VOLUME #20 - NO. 10

CLUB EXECUTIVE.

PRESIDENT:

Ann Peters
581-7189

VICE PRESIDENT:

Thomas Liesner
591-7729

SECRETARY:

Sandy Meggyesi
951-8535

TREASURER:

D o r i s
Gildemeister
270-3700

PAST PRESIDENT:

Roger Salomon
581-7189

MEMBERSHIP.

Mikko Kauppi
857-9106

NEWSLETTER

STAFF.

EDITOR:

Steven Bibby
942-6041

ASSISTANT EDITOR:

Thomas Liesner
591-7729

ADVERTISING:

George Chambers
944-7759

GRAPHIC DESIGN:

Mikko Kauppi
857-9106

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday Staff, Club Executive, or the members of the Motorsport Emergency and Turnworkers Association.

NOTICE OF ANNUAL GENERAL MEETING

Wednesday, November 22, 1995 will be the next AGM for META. If you are planning to nominate someone for one of the following positions, please be sure to discuss it with them first. If you would like to run for a position, the following is a (very basic) list of the duties for the META Executive:

PRESIDENT:

The president chairs all meetings, is the spokesperson for the club and gives direction to the executive.

VICE-PRESIDENT:

Takes over the duties of the President in his/her absence.

SECRETARY:

This person writes and files all club correspondence, and keeps the minutes of all meetings.

TREASURER:

Keeps all the financial records of the club, does all the club banking, arranges to have the books audited once per year.

WORKER AWARDS

Now is the time to start thinking about nominating someone for the Annual "Worker of the Year" Awards. If you would like to nominate someone, please complete the attached Nomination form and send it in to Nominations Committee, c/o the Executive.

FAST TALKING

| DATE: | EVENT: | LOCATION: |
|----------------|------------------------|------------------|
| October 7-8 | ICSCC | Seattle, Wa. |
| October 9 | 510 "All Clubs" Day | Mission, B.C. |
| October 13-14 | ICSCC 6 Hour Enduro | Portland, Or. |
| October 14-15 | SCCA Regional | Monroe, Wa. |
| October 20 | SCCA Regional | Portland, Or. |
| October 21 | IRDC 6 Hour Enduro | Seattle, Wa. |
| October 21-22 | Driving School | Portland, Or. |
| November 4-5 | Driving School | Portland, Or. |
| November 10-11 | ICSCC AWARDS BANQUET | SEATTLE, WA. |
| November 18 | SCCBC AWARDS BANQUET | WHITE ROCK, B.C. |
| January 6-7 | WCIRABC - Barnes Lake | Ashcroft, B.C. |
| January 20 | META AWARDS BANQUET!!! | |
| January 20-21 | WCIRABC - Barnes Lake | Ashcroft, B.C. |
| February 3-4 | WCIRABC - Barnes Lake | Ashcroft, B.C. |
| February 17-18 | WCIRABC - Barnes Lake | Ashcroft, B.C. |
| March 2-3 | WCIRABC - Barnes Lake | Ashcroft, B.C. |

* * All race dates are subject to change or cancellation without notice * *

BULLETIN BOARD...

WANTED, RACING INCIDENTS ON VIDEO....

If you have video tape of any racing incidents, racing contact, crashes, etc, where the pictures are taken from the view of a turn station, please contact John Mocyk. He is creating a "training" video to assist new communicators and workers and may be able to use the footage.

ICSCC AWARDS BANQUET....

The annual ICSCC Banquet will be held on November 10th & 11th at the Seattle Marriott at Sea-Tac (3201 South 176th Street, Seattle, WA, 98188; phone: 206-241-2000). Single/Double rooms are available for \$79.00 per night and the reservation deadline is October 20, 1995. For banquet tickets call Melinda Hillison at (503)-692-0901.

SCCBC AWARDS BANQUET....

The Sports Car Club of BC will hold their annual banquet at the Best Western Pacific Inn on November 18, 1995. Tickets are only \$30.00 per person and can be ordered by calling Irene Mitchell.

SCCBC INVITATIONAL SEDAN RACE ON VIDEO...

If you would like an official copy of the video footage from the SCCBC Invitational Sedan Race at Molson Indy Vancouver, contact (Rick???) the Sports Car Club for details.

WCIRABC MEETING DATES...

The Ice Racers are back, and their meeting dates are set for October 18 & November 27 at 7:00pm in the Douglas College, New Westminster. One of their rule changes for this year "may" require that all vehicles parked in the pit area or on the lake must be using bio-degradable anti-freeze.

WHITE WOVEN SHIRTS AVAILABLE...

If you would like to order one of the shirts on the following page, please contact Ann at 581-7189 for details.

Location: Mission Racetrack
Date: September 24, 1995, 8:00 a.m.

I arrive on location and I am thinking what do I do if short of workers - how to spread the experience evenly around the circuit and how to keep everyone happy. First good sign, my assistant Nick is here and we rearrange some of the turn assignments, and off to the beginning of the races we go.

8:30 a.m. Off I go and deliver umbrellas and make sure every turn has the equipment needed. I park my car by the timing tower.

9:00 a.m. First group out to practice right on time. So far so good. I can relax.

10:00 a.m. I make my first round starting at turn one. Everybody happy, lots of workers. I proceed to turn two. No complaints, all the crew smiling and working together. Next stop turn four. As I arrived at four, TM and staff greet me with smiling faces and humorous insults (good sign, love it). No complaints. Well, I guess no need for me here so I proceed to turn five. Here I found out that the TM made a bet with two new female workers about... well, you have to ask them for further information, sorry. Happy crew. Not needed again. Darn, I go to last turn, six. No help needed here either. Darn. Then I suddenly realized, wow, the track is fully staffed. Every turn had their workers placed to cover every possible incident quickly and safely and the greatest satisfaction for me was all the happy faces around the circuit - wow - what a feeling.

So off I go, useless in a way, but happy, to the paddock area. I noticed a gentleman leaning against the fence. I said "Can I help you?". "yes, I am looking for Al Ores." Just follow me and I guided him to Al's pit, and I headed for the Tech area to get a hug from the Tech girls. Mission accomplished, I head back again towards Pregrid. I noticed the Ores gentleman walking towards me. He asked if there was any chance of getting to see the racing from other areas. When I asked why, he said that he was planning on going racing, but needed to know how to go about it. I forget about my being useless and explain to him how Conference works, and what is involved in the novice program. We proceeded to the SCCBC office and he got a Rule Book. I made him sign a waiver and we headed for turn six. As we walked I found out that he worked for REVV at the Indy and he also has a friend who would like to get involved in working at the races. We finally introduced ourselves, so on arriving at turn six, I was able to introduce Luke to Bonnie and off I went.

Sitting in my truck and getting my face soaked with a wet tongue (no guys, the dog!!) I suddenly realized how lucky we are as a M.E.T.A. group and how we seem to have new workers coming to continue our growth, to work together with us old folks to exchange ideas and by training to make racing safe and fun.

As I arrived in turn five, I met with our gentleman Luke again and he came to shake my hand and thank me for my help and the hospitality of all the people he came in contact with and he commented that back East, things like that don't happen.

Driving home on Sunday night, tired but feeling like a million bucks and the reason why? Seeing all you M.E.T.A. members happy and getting all the help from everyone to make it work.

Thanks a million everyone.

The Course Marshall

Random Memories Part Two

Sept.9+10 SOVERN races at S.I.R. had sunny weather, a good field but a poor turnout of workers. Only five canadian META members were present, one half of the total. Saturday, I was assigned to turn 8 by myself and most stations had only one worker. Luckily the only serious incident occurred on the straight where more personnel was available, The Can-Am car was badly damaged and the driver was taken to the hospital for a check up, then released. Cars would spin out behind me. One got my attention when he threw rocks toward me as he returned to the track. Control told me of another who spun to the outside. I responded and he said he had lost the shut off key during the spin. We spotted it 10 feet away so he then returned to the fray.

Sunday started better when I found that I had someone to watch my back. This was a thing when two cars wanted the same piece of track at the same time. One of the drivers became irate at this. He was still not calmed down when I told him that the Stewart wanted to speak to him "again" before going on track.

After four days of rest and relaxation on the Oregon coast, we arrived at Portland Friday afternoon with the sun shining brightly and clear skies for the Doembecker Dash, Sept. 16 & 17.

Lots of workers (3 Can. META members) greeted a cloudy Saturday morn. Assigned to turn seven as communicator, we had a continuation of the oil disposal routine I saw in the spring. A VW Rabbit exploded its engine leaving turn six and stopped at our turn station. Later, a Formula Ford blew its motor and coasted to a stop down the right wall almost at turn eight. Thus before noon we had oil on both sides of the track.

That evenings b.b.q. of chicken and ribs was delicious.

Sunday was also cloudy and warm. I was moved to turn ten as second communicator. The morning was uneventful. Several feet of submarine sandwich was consumed by the workers at noon. In the p.m., a car tried to move the armco barrier and tires twenty feet from the station. I called an "alert" and after the dust settled, found the driver shaken but not hurt, the cars body altered considerably, the armco moved, and the tires in disarray.

They had a large entry (270?) and provided track rides at noon so their schedule resulted in the workers not getting off the track until nearly seven o'clock both days.

GERRY LOMAS

HELL HATH NO FURY

like a Meta Car Rallyist lost, or something like that. Let it be known that the Meta Car Rally Committee (Vic, Thomas and others who prefer to remain anonymous) are even now designing dastardly devious directions to completely confuse crazed motorists. Well, you guys have to be to keep coming back for more, so you 've only got yourselves to blame. Anyways keep your eyes open for further notices on a yet to be determined date sometime in the spring of 96.

SUCH A DEAL YOU'VE NEVER SEEN!

'A great success', that is how Bob LeFluffey described the 2nd Auto Classic Car Auction held at the PNE Sept. 30 & Oct 01.

10 META members were on hand to ensure all 190 unique vehicles made it across the block safely. While the selection was weighted towards 50's & 60's domestics, there were numerous antique and significant european cars to play with. It never ceases to amaze me how many different ways there are to start a car.

Bonnie was particularly smitten by a mint green Bently, Christine wanted to take the 454cu. in./400+ hp '72 Chevelle. Personally I'd have gone for the '72 Ferrari 246GT or the '66 Alfa Sprint Speciale. The high price was a '33 Ford 5 window coupe at \$42,000, the low a '70 MGB GT stolen for \$840.

Meta did a flawless job and gained considerable recognition from the 3,500 bidders and spectators over the weekend. Bart Gestner and Peter Bielefeld, principal organizers of the auction expressed their sincere appreciation for the professional job META performed (darn it makes me proud to belong to an organization that works so well together).

The next auction will be held April 19, 20, 21, 1996.

MISCELLANEOUS RAMBLINGS OF A RACING ADDICT

Sitting in front of the tube feeling somewhat prolific I thought I might jot down some thoughts on the '95 season and where motorsport in general is going in the lower mainland.

These are the darndest of times aren't they. Motorsport throughout North America and around the world has experienced unprecedented growth in recent years. Molson Indy Vancouver is one of the most successful events on the Indy Car calander. Canadian racers crowd the headlines of every major professional road race series in North America. Indy Car, Indy Lights, Formula Atlantic, Trans-Am, Mexican F3 and now even Formula 1 count Canadians among their top talent. Over the past 15 years Vancouver has evolved into one of the most desirable cities in the world in which to live.

In light of all this it astounds me that British Columbia doesn't have a single true road racing facility. Yes we have Mission. Mission is certainly fulfilling a critical role at a time when no other facility exists. Through the tireless efforts of a handfull of people road racing has continued to exist in the lower mainland. In point of fact, participation has risen dramatically over the past 18 months. All that not withstanding, Mission, for a host of reasons does not meet my concept of a comprehensive motorsport and safety centre.

Over the past 18 months awareness of the Sports Car Club's and for that matter META's activities has increased enormously. The unqualified success of the sports car race, paddock and community newspaper coverage during Indy weekend was awesome. Indy was the culmination of 9 months of mall displays, car & motorsport shows, radio & newspaper exposure, brochure distribution and even a fire fighters festival.

The above coupled with some excellent racing, increasing grid sizes and the completion of the track facilities at Mission have made '95 a very successful year. The opportunity for META members to engage in their favourite activity, closer to home, more often and with better facilities has got to make it a great season for us also (despite the rain).

Looking toward the '96 season, local motorsport is carrying more momentum than it has for many years. In the short term more racers is the order of the day. More racers means better entertainment and either lower race entry fees (not likely) or better facilities from the additional revenue. Spectators will be possible when the grand stands are relocated to the east end of the parking lot this winter. Perhaps we'll see 15 Fords grid in CFDA next year. While the SCCBC race at Indy is covered by darker clouds than usual the club is in its strongest position to date following this years success. '96 should indeed be a great season.

To bring this full circle, it astounds me that the lower mainland doesn't have a comprehensive motorsport and traffic safety centre. Above all, '96 must serve as a tool to launch a campaign to build such a facility. Who knows what will work. Molsons, North West Entertainment, Chrysler. How about the new PNE site or the various military facilities scheduled for closure. The previously explored Maple Ridge site would be beautiful, and the site is still undeveloped. Who knows. What is certain is that participants in and fans of road racing, vintage racing, solo, karting, marque clubs and driver safety education must all work together to support whatever project is ultimately pursued. We need to continuously advance our message. It must become engrained in the publics mind that Vancouver lacks a race facility and that Vancouver should have such a facility. Then, when opportunity knocks, as it ultimately must, we will be in a position to address the inevitable detractors of racing and with the weight of public opinion in our favour see the project to fruition.

So any way, how many races will it take for Villeneuve to win his first F1 event.

Marc Rovner

THE POETRY PAGE....

THE DRIVERS PRAYER
submitted by Shirley Olund
(copied from the PGARA Speedway newsletter)

O lord, please have a heart,
I just need one more engine part,
It makes my car go so fast,
Without that cam, it just won't last.

The other one broke in Corner Four,
I had my foot right to the floor,
I know I shouldn't ask for more,
But Lord, as you know, I'm just so poor.

When I hit another car and lost my rad,
I know I shouldn't have gotten so mad.
The things I said were not so kind,
I'm sorry, Lord - I lost my mind.

I worked so hard to build my car,
It hasn't won a thing so far.
Believe me Lord, I really tried,
All I ask is, be on my side.

JAQUE & GIL
by Tim Sparrow

Jaque and Gil raced
through the hills
at Laguna Seca

Gil won the round
Jaques took the Indy Crown
down at Laguna Seca.

A RACING RHYME
by Steven Bibby

The crew has laboured worked so hard,
in the hope that Tech will pass the car.
They made the numbers big and fat,
so timing and scoring won't miss a lap.

The pace car can look back and tell,
that Pre-grid lined us up so well.
And the starter points the meatball down,
if we happen to get tagged by sound.

We hope that comm won't call too fast,
if we "accidentally" bump & pass.
Or is it the flagger who will bellow,
When we couldn't tell the blue from yellow.

We race around the turns to win,
and hope that we don't end up in a spin.
But if we break the E-Crew comes,
(but hopefully not with water guns).

THE LEGEND OF BRIAN REDMAN'S CAT

There are a lot of different versions about why people everywhere are drinking to Brian Redman's Cat. Credit for the cat has been claimed by various groups. Drivers, crew members, every race worker specialty and even some of the more alcoholic spectator groups. Everyone wants to get into the act. Don't believe any of them. Now is the time for the true facts. Ignore all rumors. Especially the one that says the cat was invented by corner workers at an emergency drinking meeting of the "Road Racing Roundtable" in the parking lot of Schwerz's at St. Anna, Wisconsin.

Corner workers are damned particular who they raise a glass to. Their toasts are a sign of respect bestowed only on the fastest--People like, Fanzio, Moss, Clark, Donohue, and Brian Redman (No.1 with most corner workers). All properly conducted Saturday evening drinking contests follow a pattern. You take turns proposing a toast. You are expected to toast someone faster than your predecessor. Lately the toasting seems to always end with a final toast. "Here's to Brian Redman's Cat". The cat really isn't quicker than Brian, but he's faster than most, especially in the rain (his claws are an advantage). Here now is the straight story:

"The Cat", he didn't have a name in those days, (actually he still doesn't) was first noticed by corner workers at Road America near Elkhart Lake, Wisconsin. He lived his entire first life right there at the track. That first life is what started the legend. We are certain that each of his remaining lives will contribute to the legend and he will take his rightful place in racing history.

When first spotted, he certainly didn't look like legend material. He was apparently booted out of a car as a kitten and grew up wild at Road America, scrounging for his food and fighting for survival. He was a skinny pitiful sight, obviously undernourished and very anti-social. The event was a cold May Driver's School and it was raining. That dumb cat was standing there, soaked to his skin, watching the race cars just like the corner workers. He was obviously impressed.

"The Cat" was having a really rough time when he discovered the generosity of corner workers. At lunch time, eating with them was better than scrounging for food. This was easy, he was well fed on every corner he visited. He never tumbled to the fact that maybe the amount of food available for cats had something to do with the quality of the lunches. He learned to really love the vulcanized bratwurst with melted Hershey bar on top. He even learned to like "mystery meat". Eventually he became more tame and actually permitted a few corner workers to give him an occasional pat on the head. He seemed to enjoy them and their company.

Later he started drinking with the workers at the end of the day. He found that most corner workers had alcoholic beverages in their survival kits for after the last car. He got into the habit of making the rounds of the corners. He'd have quick one with anybody that was willing to share.

When he wasn't eating or drinking, he was watching the race cars. He couldn't hide his admiration for the fast drivers because he was pretty fast himself. Just like his friends, the workers, he became an ardent fan of Brian Redman. In fact everytime Brian Redman raced at Road America you could find "The Cat" hanging around his pit. If you looked real careful you could see that he was listening to and watching Brian's every move. As years went by, "The Cat" developed two burning ambitions. One was to drink with every corner worker in the country and the other was to beat Brian Redman's time at Road America. He use to work at it at night. If you were at the right place at the right time you could see that cat, which by then was known as "Brian Redman's Cat", doing hot laps. Gradually he worked his time down to where he was within a couple seconds of Brian Redman's best time. He probably might have made it if it hadn't been for an unfortunate accident.

(over)

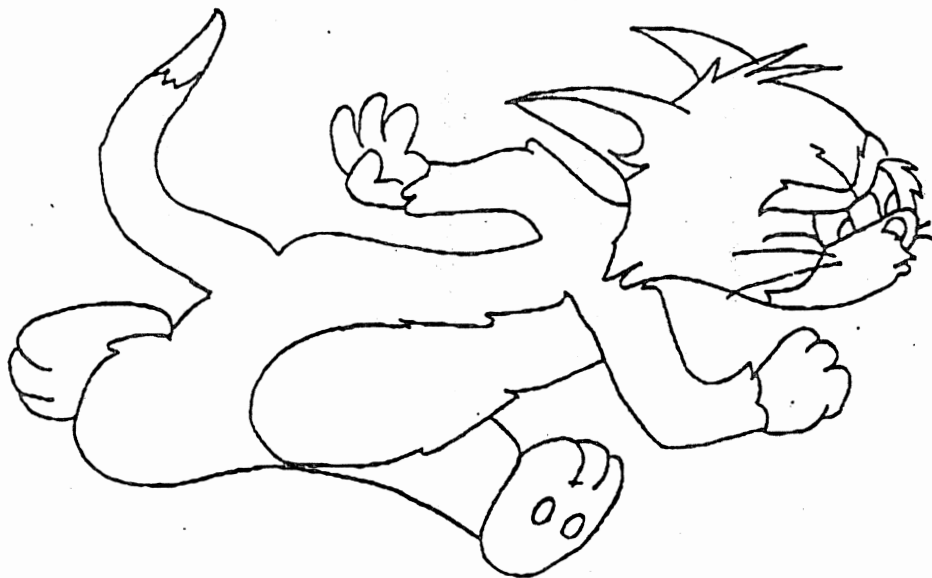
One particularly dark night he had a real fast lap going. He came into Station 10 right on the ragged edge. A large deer was asleep on the apex and he hit it at speed. There weren't any corner workers there to help and he did not survive the crash.

The next morning when the corner workers came out to set up the station at 10, they found his remains, and out of respect for the cat and Brian Redman, they buried him with a good view of the turn.

Today at Station 10 you'll find a rather large mound of rocks with a crude cross on top of it. Directly in front of the mound is a granite headstone with the following inscription; "Here Lies Brian Redman's Cat--The Bloodshot Blur With Fur". That is the final resting place of Brian Redman's Cat. When a corner worker is assigned to Station 10, it is traditional to add one more rock to the pile.

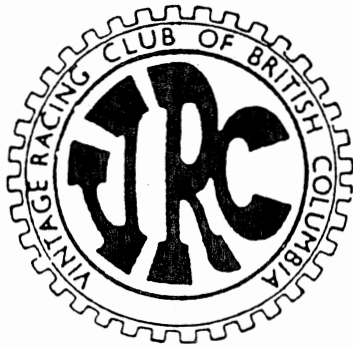
That might have been the end of this legend except for a strange phenomenon that was noticed shortly after the crash. Whenever corner workers got together for serious drinking, The Cat would usually show up after a sufficient number of toasts "to Brian Redman's Cat". That damned Cat would come back for one more drink with his friends, the corner workers. And so, if your a good corner worker and have faith, and especially if you drink enough, (this is very important) sooner or later, you will see Brian Redman's Cat.

HERES TO BRIAN REDMAN'S CAT



A REALLY BIG "THANK YOU" TO THE FOLLOWING CONTRIBUTORS:

Tim Sparrow for "Jaque & Gil"
Shirley Olund for "the Drivers Prayer"
Gerry Lomas for "Random Memories, Part Two"
Gail Fetterman for "The Legend of Brian Redman's Cat"
Vic Kennedy for "the Ioco Hillclimb"
Roger Salomon for "Location - Mission Racetrack"
Marcrov Ner for "Such a Deal You've Never Seen"
The Rally Committee for striking fear in the hearts of
workers all over the world.
A.Nonomous for "A letter to the Editor and the members of
META"



"...to restore, race, and exchange information...
concerning vintage sports and racing automobiles"

MEETINGS: 2nd Tuesday of every month

INFORMATION: Ralph Zbarsky, 604-733-4955

THE IOCO HILLCLIMB by Vic Kennedy

21 cars turned up to do battle with the clock. Many of the cars were shared and the numbering arrangements were interesting. Thankfully, no serious incidents occurred (a loose dog was the worst). Fine lunches and good bar-b-q's made us feel welcome as well as the many thanks expressed by the competitors at the awards ceremony. It was a quiet weekend, but just what I needed after Indy.

Up coming activities at which META would be welcome are:

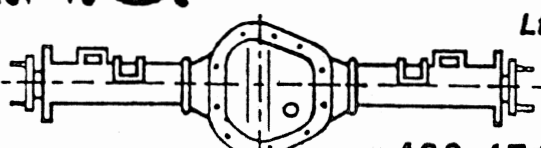
October 9, 510 & other clubs day at Mission
October 14/15 BCMA Test & Tune and maybe sprints

THE FOLLOWING CHANGE HAS BEEN PROPOSED TO THE META POLICIES AND PROCEDURES MANUAL, AND WILL BE VOTED ON AT THE NEXT ANNUAL GENERAL MEETING.

Delete the wording under "The META Rookie of the Year:" and add:

The rookie of the Year must be a member in good standing in their first membership year and attended at least 50% of the local races as a paid-up META member. If there is no local racing, out of town races worked must be substantiated by logbook.

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To the Editor and the members of META;

What is happening with our news letter called MAYDAY in relation to the constitution of our club called M.E.T.A. (MOTORSPORT EMERGENCY & TURNWORKERS ASSOCIATION)?? Yes, over the years the people who have produced this newsletter have done their best to get articles from members or non-members. They have mainly published the minutes of the monthly meeting, written their own articles, bug members to write something about their trip to another track or event, and other minor happenings. BUT what is missing and disappointing is articles about safety and training which our constitution says META is all about. The present editor of the newsletter tried to start a question and answer section in the newsletter about motorsport. Does he get any questions about safety???????? Just to help, here are some questions.

- what is the best way to clean up a major oil spill that is approximately 200 yards long and about 2 feet wide?
- why should you not use a water extinguisher on a gas fire?
- What is the responsibility of the turn marshall?
- For people who help with safety and management of an event, why do they not get a manual/booklet that lists the flagging and other safety things like eye protection, whether windows must be up or down, gloves, window nets, etc.

These questions are asked hoping people will write in and give their answer, because I know the editor will ask other qualified people before listing and answer. And I know that if its not answered satisfactorily, maybe a good discussion will be had at a META meeting. Hopefully answers can be made in each monthly issue and also new questions will arise.

* * Editors Note * *

I appreciate the honesty of this writer(s), even if the letter was anonymous. I believe their concerns are valid and I look forward to receiving, and publishing, some written responses from the membership.

META MEETING
September 27, 1995

Meeting was called to order at 7:40 pm. In attendance were 29 members and 2 guests...Kedre Murray and Jamie Mitchell. Minutes were adopted as read by Brian and seconded by Vic.

Treasurer: Doris

Equipment fund \$5,364.68, General Revenue \$1,817.86 and Casino fund \$12,139.22 for a total of \$19,321.76

Joe contributed \$50 from the social and Roger contributed \$30 for a membership and \$80 in 'pin' money.

There is \$500 of raffle money that will be spent on wood this weekend.

The books will need auditing very soon so we will contact Pat Moffat and see if she would like the pleasure.

Correspondence: Sandy

Charity tax return, 3 months worth of ICSCC newsletters and our Outdoors report

Social: Joe

Beer, Hats, Posters, other odds and ends. Thanx to Muck Ruffner for the Community Newspaper T-shirts

Mayday: Steve

Has articles (and a new computer!!!!)

Membership: Mikko

91 Regular and 10 honorary for a total of 101!!!! Mikko nominates Shari Welters and Roger nominates Karen Cook and Mathew Bower. All were voted on and welcomed.

Historian: Joe

Albums are with Muck Ruffner who will be here soon

Training Committee: Roger, Jo, Thomas, Rick, Barb and Brian

Jo: The new Communicator Training toy is 1/2 made. Vic is working on the other half. Will keep you posted as to the sessions.

Roger: 30 applications to go through yet. Will contact them and arrange an informal meeting to chat. During the Winter we will (hopefully) be holding another informal session like we did before for all who would like to ask questions and share experiences with each other regarding quick response, comm, flags, etc..

Race Chairman: Dave and the Chipmunks

Had another engagement!!!

Course Marshall: Roger and Nick

Lots of workers were at Mission this past weekend!!!! Give yourselves a big hand for another successful race weekend!!!! Thank you Assistant Nick!!!

Went to the Indy de-brief for the chiefs and there were almost no complaints from the work the Turns did.

Molson was very happy and impressed with everything. There is a possibility of the SCCBC race being canceled next year. If you would like a copy of the SCCBC Sedan Race it is available for only \$20!!!!

Old Business

-No logbook-no award!!! The time is fast approaching so make sure your logbook is up-to-date!!!!

-In January the new Executive will look into a new procedure for keeping accurate records

-Bonnie still redesigning logbook. Kedre will bring in her Ontario Logbook for us to use as a guide

Vice President: Thomas

Can't mention the Logbook issue because that has been beaten to death.

Steve will put nomination award in Mayday for you to fill in. Roger also needs help on some gag awards.

Nomination Committee: Joe Proud, Vic Kennedy and Mark Miller

There will also be a Notice of Motion for you to read and be prepared to vote on at the AGM. It is regarding an amendment to the P&P.

New Business

- Greater Vancouver Fire Protection Assoc. is having a course running Monday October 16-Friday October 28. The cost is \$60 and covers a variety of things. Registration is limited to 100. Contact the #1 Firehall.
- Roger-CPR training went well and will consider doing another one if there is enough demand. Please contact him if you are interested.
- Vic-IOCO hill climb went well-the group expressed there appreciation.
- Jamie Mitchell would like to ask for all workers who are not busy on October 9 (Thanksgiving) to please come out to Mission to help the 510 Club.
- Charmaine is once again working on the infamous META banquet and is considering other ideas for this year. One idea is to have it at a hotel so that the out-of-town people have less traveling to do. There would be a special room rate of \$69. If you have ideas feel free to call her!!!!
- Ruthie has looked into the polar fleece jackets and found out there are only men's small and med. available. The cost is only \$20. If interested give her a call.
- The SCCBC banquet is on November 18 at the Best Western Pacific Inn and the cost is \$30 each.
- ICSCC banquet is on November 11 at the SeaTac Marriott and the rooms are \$79 each. Tickets will probably be around \$25 US
- Muck Ruffner would like to invite all workers for a fun day of working the Classic Car Auction. Please wear your Dress Whites. Morning meeting is at 8:45 am
- Brian has information on a Stage Rally being held in Port Alberni on November 18. It's put on by the UBC Sports Car Club and is 3km in length.
- Ice Racing is just around the corner with the first weekend of fun on January 6/7 of the new year. The alternate weekend being January 13/14. Will have more detailed info in upcoming Maydays.
- Would like to extend big Thankyou to Muck for the wonderful brochures!!!
- Marc received a thank you letter for all who helped out at the Mini Indy Race.

President's Report: Ann

Once again Marc, Thank You!!! The ad in the Molson program brought lots of people to the META display in BC Place. The brochures are great! Thank you to all who helped man the booth at Indy. Would like to thank all the workers on the professional manner in which you conducted yourselves that weekend!!! Several people went to Laguna for their Indy race. Once again Roger was a star and got a special Thank you for not appearing on any of the TV cameras on Race Day.

Good and Welfare

- Olaf and Danielle are expecting a baby!!! Congratulations!!!!
- Entertainment books are on sale again. This year there are two editions so please take a look through them both before buying to make sure you get one that suits the area in which you are in.

Swap and Shop

Sold the shop so cannot swap

Raffle: Rick-Beer


Thomas-hat/shirt

Vic-(didn't write it down-will let you know next month)

50/50-Genevieve

Motion to adjourn meeting at 9:35 pm by Barb, seconded by Jo. Motion carried.

TTFN

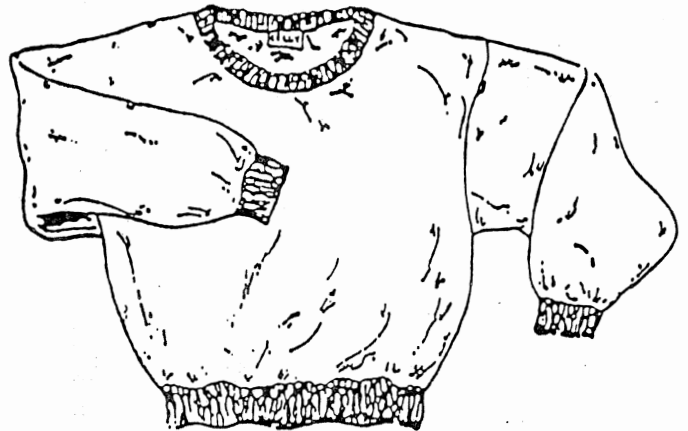

Sandy Meggyesi
Secretary

WOVEN SHIRTS

CREW NECK WOVEN - 100% COTTON

OVER SIZED-DROP SHOULDER
HEAVY RIB ON NECK, CUFF & WAIST

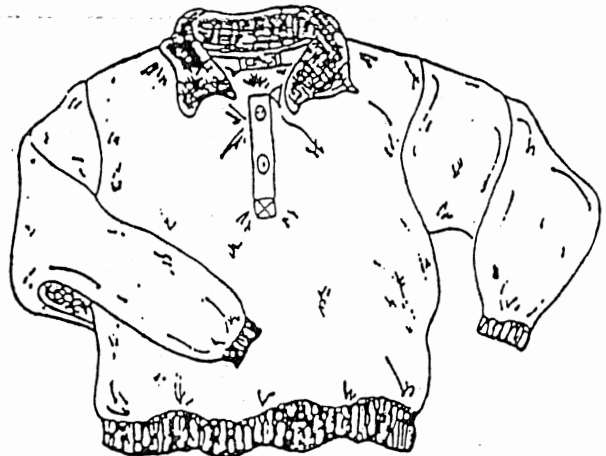
| STYLE | COLOUR | YOUTH | ADULT |
|-------|--------|-------|-------|
| 504 | WHITE | 6.00 | 8.75 |
| 505 | BLACK | 7.00 | 11.15 |



RUGBY WOVEN 100% - COTTON

OVER SIZED-DROP SHOULDER
FUSED COLLAR
TWO SNAP PLAQUETTE

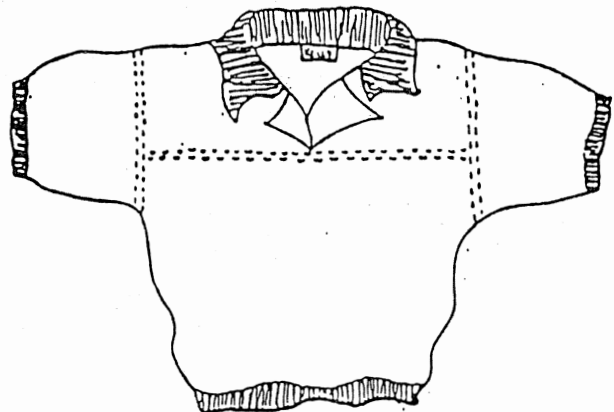
| | | | |
|-------|-----|-------|-------|
| STYLE | 518 | WHITE | 12.75 |
| STYLE | 519 | BLACK | 14.00 |



RUGBY SHORT SLEEVE - 100% COTTON

OVER SIZED-DROP SHOULDER
FUSED COLLAR-OPEN NECK
FRONT YOKE DETAIL

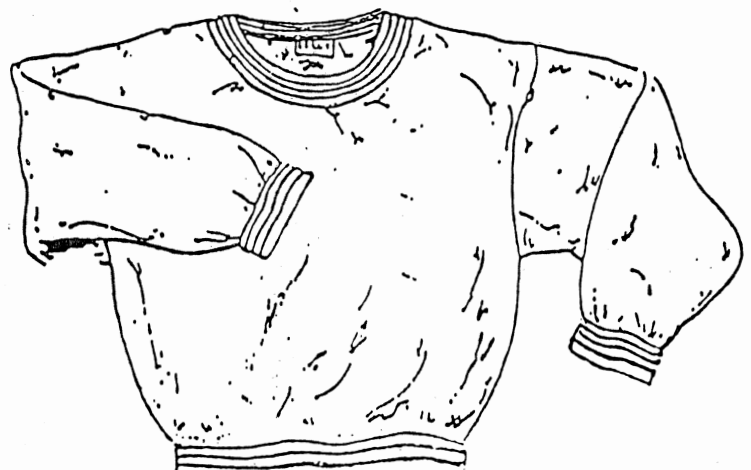
| | | | |
|-------|-----|-------|-------|
| STYLE | 520 | WHITE | 10.00 |
| STYLE | 521 | BLACK | 11.00 |



CREW NECK WOVEN 100% - COTTON WITH STRIPED RIB

OVER SIZE-DROP SHOULDER

| | | | |
|-------|-----|-------|-------|
| STYLE | 510 | ROYAL | 12.50 |
| STYLE | 510 | LILAC | 12.50 |
| STYLE | 510 | MINT | 12.50 |



MOTORSPORT EMERGENCY AND TURNWORKERS ASSOCIATION

ANNUAL WORKER AWARDS NOMINATION

Nominations will be accepted only from META members in good standing. Three different signatures are required to complete a nomination. Only complete nominations will be forwarded to the Awards Committee. Please consult the Policy and Procedures Manual for basic criteria upon which the awards are based. Note in the "Reasons:" section how the candidate meets or exceeds the requirements and any other details which merit recognition. Return the completed form to:

The Secretary
Motorsports Emergency and Turnworkers Association
c/o 10952 McAdam Road
Delta, B.C.
V4C 3E8

WE, the undersigned, hereby nominate _____ to be considered as a deserving recipient of the following award:

President's Award (META Member of the Year)

Reasons:

META Rookie Member of the Year

Reasons:

Non-META-Member Worker of the Year

Reasons:

Name (please print)

Signature

Nominator 1: _____

Nominator 2: _____

Nominator 3: _____

DATE: _____