



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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

Newsletter c/o 3809 St Thomas St, Port Coquitlam, BC V3B 2Z2

Newsletter E-Mail: maydayeditor@hotmail.com

META Website: www.meta.bc.ca

November 2001
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SPEED READING

CLUB EXECUTIVE

PRESIDENT:

Bernice Zosiak
604-591-7213
zosiak7213@home.com

VICE PRESIDENT:

Gerry Lomas
604-882-1246
lomasg@3web.net

SECRETARY:

Krystyna Mitchell
604-944-7759
chambersw@home.com

TREASURER:

Angus Glass
604-264-1641
liliardsedge@aol.com

PAST PRESIDENT:

Ann Peters
604-581-7189
ann_peters@telus.net

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@hotmail.com
fax:604-882-9783
(attention Andrew)

MEMBERSHIP

Thomas Liesner
604-501-1503
tliesner@home.com

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 META.

META meetings are held on the fourth Wednesday of each month. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

Nov 10	SCCBC Banquet	Executive Inn	Burnaby, BC
Nov 13	Ice Race Meeting 7:00pm	WCIRABC	New West, BC
	Douglas College Room 1807		
Nov 14	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Nov 28 AGM	META Meeting – Century House	7:30	New West, BC
Dec 12	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jan 5 & 6	Ice Races	Barnes Lake	Cache Creek, BC
Jan 19 & 20	Ice Races	Barnes Lake	Cache Creek, BC
Jan 26	META Banquet		
Feb 2 & 3	30 th Anniversary Ice Races	Barnes Lake	Cache Creek, BC
Feb 16 & 17	Ice Races	Barnes Lake	Cache Creek, BC

ANNUAL GENERAL MEETING

META'S ANNUAL GENERAL MEETING WILL BE HELD ON

WEDNESDAY NOVEMBER 28TH

CENTURY HOUSE-620 8TH ST NEW WESTMINSTER AT 7:30PM

PLEASE PLAN ON ATTENDING THIS MEETING AS OUR ANNUAL ELECTIONS WILL BE HELD AT THIS TIME. THE POSITIONS AVAILABLE ARE:

PRESIDENT, VICE PRESIDENT, TREASURER, SECRETARY

From SCCBC website

SCCBC 50th ANNIVERSARY BANQUET

NOVEMBER 10, 2001

TICKETS ON SALE NOW

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Ice Race Meeting

Very Important Date

Mark Your Calendars Now

Don't Miss This Meeting

Important Information Regarding the Future of the 2002 Season Will Be
Discussed

and there just might be some prizes to be won as well

TUESDAY, NOVEMBER 13TH

7:00 PM

DOUGLAS COLLEGE - NEW WEST CAMPUS

ROOM 1807

From speedvision.com website

Trans-Am – The Little Blue Flag That Could

Clearwater, Fla., Oct. 12 — In one of the more bizarre incidences in the long history of the Trans-Am Series, a blue passing flag went on a journey last weekend that won't soon be forgotten.

Mike Davis, driver of the No. 11 Applied Computer Solutions Panoz Esperante, managed to snag the material of a blue flag on the rear wing of his car during the series' event last Saturday in Houston. Apparently, the flag was pulled out of a flagger's hand. The details are still foggy as to what exactly happened, probably since no one was eager to own up to it. (No one was hurt except for perhaps an ego).

The flag, stick and all, remained on the back wing of the car for several laps, flapping away behind the car as Davis remained at full speed.

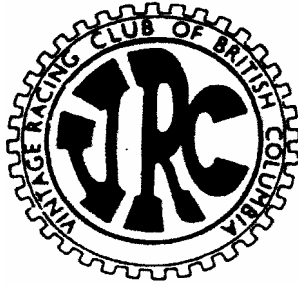
But then the tale of the flag got even more weird.

As Andre Toennis was passing Davis, the rear wing of his car caught the blue flag and pulled it off of Davis' rear wing. The blue flag was then stuck to Toennis' rear wing. Eyewitnesses said it looked very much like a baton being passed in a relay race.

After a few laps, Toennis made a call to the pits to extract the flag. Ed Ferguson, Race Chair, took possession of the offending (and now badly damaged) blue flag. It was brought to the track PA booth, where the spectators on hand were given a good look at it on the giant Diamond Vision screens around the circuit.

The flag then continued its run of fame at the Trans-Am Series awards banquet Sunday night.

The only question was a very bizarre one: If a driver is following a car that is waving a blue flag, what is the driver supposed to do? — Speedvision.com *staff*



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

Meetings held on the second Tuesday of every month at the Cruisers Pit Stop Diner - 21671 Fraser Highway Langley, B.C.

Information contact Andrew Slater (604) 986-0949

CLUB MERCHANDISE

Pens on Neck string \$2.00
META Crests (Black Border) \$3.00
META Crests (25th Anniversary) \$3.00
Westwood META Decals \$.50
Contact Don Souter (604) 572-6279

META Shirts with design by Krystyna Mitchell
100% Cotton--Long sleeve--All sizes--~~\$25.00~~

On Sale for \$20.00 or 2 for \$30.00

Contact Ann Peters (604) 581-7189

Copies of META Promotional video are now available

Video runs 15 minutes and are free

All club members are encouraged to get a copy

Contact Marc Rovner (604) 986-3497 or Ann Peters (604) 581-7189

(Non-members contact Marc or Ann for details)

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Time to renew your membership in META. If you haven't already done so, send this form in to Tom with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

Membership

C/O Thomas Liesner, 13425 87B Ave, Surrey, BC V3W 6G7

Name: _____

Address: _____

City: _____ Province/State: _____ Postal Code: _____

Phone No.-- Home: _____ Work: _____

E-mail Address: _____ Newsletter via E-Mail Yes No

Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31
Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at maydayeditor@hotmail.com

Stewards Report Race #14 Mission Raceway Park Sept 29/30 2001

The turnout in Canada was really effected by the difficulty and long wait at the border crossing. It took me two hours on Fri. to get across. For many it was almost three. For those who chose to come up on Sat it was much shorter. Oh well, so much for getting to the track early. I would personally like to thank all the members of SCCBC, META and all Canadians for their unwavering support and prayers in our time of deepest need here in the USA. Your comforting words, bumper stickers and offers of encouragement are really appreciated, more than you even know! Thank you Canada.

Well, what a start on Sunday. After a long day and night on Saturday, celebrating a birthday, I thought I would sleep in a little on Sunday. About 6 am I was awakened by someone grinding a starter motor over and over and over. After about 15 min. of this endless noise I got up and looked out the window and guess who I saw, trying to start his generator, JEFF CLARK! I yelled at him but he couldn't hear over the noise of the offending motor. So I did what any good Race Steward would do, I fined him at our drivers meeting for starting his generator before nine am. as per the race sups. Ha, gottcha Jeff. The Steward strikes again!

Speaking of breaking the law, Michael Lord confessed to living illegally with an underage female motor head. Mike did the smart thing though, he waiting until she turned 18 then threw a surprise birthday party for her in Mission. Happy birthday Miki! Michael and I got a chance to share some of our Proformance Racing School stories with our friends. Very funny stuff, good thing we didn't tell them the really good stuff huh Mike?!

We had some very close, hard fought battles on Sun with more than a few championships on the line. There was some really good racing going on and the neat thing at Mission is you can see most of the track from the grandstands. Most drivers behaved themselves with a few exceptions. I saw Dan taking some notes for next year! You guys better be good, cause Dan tells me he is going to be tougher than I have been. Hmmmmm and I'm driving next year.....

This was the last race at Mission this year, but SCCBC ended the season just like they started it, with a commitment to Conference racing and a professional, friendly attitude. For those of you who didn't make it to Mission this year, you missed out on a lot of fun. Do yourself a favor and give it a try next year. If you don't like the track you don't have to come back but I think you will.

Thanks SCCBC for a GREAT year of Conference Racing in Canada. Keep up the good work, you guys and gals are the greatest!!!

See you in Seattle,

Stewards Report Race # 15 SIR October 6/7 2001

Well folks, we started the weekend on a very scary note. Jeff Clark lost control of his 07 RX7 going into turn one, went off drivers right between T1 and T2, rolled over the dirt bank and wound up on his top between the berm and the fence. He was airlifted to Harborveiw and kept overnight for observation. I'm happy to report Jeff is ok. He suffered a cracked sternum, two black eyes and a whole lot of bangs and bruises for his acrobatic maneuvers. Meg brought him to the track Sun and according to Jeff he is going to try and make the T-Hill runoffs. The smack Meg gave him was probably the worst injury of the weekend. Now I am starting to feel guilty for picking on him at Mission. On behalf of all our racing family Jeff, we are glad you weren't hurt more seriously. Get well soon and we will see you and the Banquet!

At our drivers meeting John Bachofners sunglasses won him the ugliest sunglasses of the year award. He has lost them twice this year and I've found them both times. All the drivers voted to fine him, so I did. Sorry John. Now that I think about it John is pretty fast in his sports 2000 with those glasses on. Maybe I should pick up a pair since I will be racing against John next year. Hmmmmmmm.

I brought my Driver Of The Year trophy to the track for the drivers to see since we were voting on the 2001 Driver Of The Year. It was really neat to see so many past recipients at the drivers meeting. Dick Boggs, Paul Whitworth, Jack Scher, Don Kitch. Pretty cool stuff!!!! On second thought, maybe I'll keep the trophy.... Only kidding, besides we have a new Driver Of The Year but you will have to come to the ICSCC Banquet to find out who the winner is. Just a reminder, you can come to the Banquet even if you don't come for dinner. Come, join in the celebration, after all it's your club. Speaking of Don Kitch, Don introduced Jason Fiorito who is the new Pacific Raceways Manager. Jason is the guy in charge of making things happen and he shared some of the future plans with us. Thanks Jason, It's sounds exciting and we are all looking forward to being part of the new program.

We had some really good racing on Sun and some close championships were decided. Congratulations drivers on a great season. To all the workers, thank you. You're the best! A special thanks to Canadian workers who endured the long lines at the borders to come play with us! To all the volunteers who donate their time so we can have fun, thank you! Without you it wouldn't happen.

Well, the time has come for me to leave as Race Steward, and although it's been two fun years, I am ready to get back in the Swift! But I will tell you this, the past two years have been the highlight of my racing career. You people as drivers have really impressed me. You have accepted your fines and punishment with grace and class. You have shown me the skills and professionalism not seen in many other venues. You guy and gals are truly great drivers and I'm proud to call you MY friends! To the workers.... what can I say that hasn't already been said? Getting to know you personally has been a real highlight for me. You ARE the spirit of Conference Racing. Your history, skills and true caring for the drivers well-being is something very special. Your commitment is amazing. We are so fortunate to have you amongst our ranks.

I want to take this space to give a special thanks to three people who without their help I could not have done this job. Chris Bowl, my mentor, my friend my confidant and the guy who got me into all this.. Conference, your fortunate to have Chris as your President! Thanks Chris!!!

Dan Heirich... What can I say about my partner. This year you didn't have one Steward, you had two, a 50/50 deal. Without Dan's expertise in production rules I would have been in deep -----! His willingness to help with anything at anytime was a God Send. You are getting a better Steward next year, believe me. 'Thanks Dan, Thanks Linda for letting him be part of this great year!

And last but certainly not least, My wife, Sherrie. Some of you have gotten to know her the last few years and know what I already knew. She is special. She is the heartbeat of my life and for her to give me up for two years to do this has been hard for her. She has been supportive in every way, and she is my soulmate, Thanks babe!

Well I'm getting snivelly here so I'll close. The friendships I have made will last a lifetime and I want to thank you all for your patience, understanding and support.

See you at the Banquet!!!

Dennis Peters
Race Steward

THREE NEW RACES FEATURED ON 2002 CART FEDEX CHAMPIONSHIP SERIES SCHEDULE

November 4, 2001

New races in Montreal, Denver and Mexico City join traditional dates at some of the world's greatest race facilities on Championship Auto Racing Teams' 2002 FedEx Championship Series schedule announced today. In making the announcement, CART Chairman and CEO Joe Heitzler said that CART will continue its quest to place the best markets and the most successful events on its schedule as it builds its series in the coming year and beyond.

“CART racing and our race events are coveted by cities throughout the U.S., as well as in many other parts of the globe,” said Heitzler. “With the addition of these three new events to an already strong lineup of races, we believe we have strengthened our series for our sponsors, teams and race promoters.”

CART opens its 2002 FedEx Championship Series season March 10 in Monterrey, Mexico, with the Tecate Telmex Grand Prix Presented by Herdez on the temporary street circuit at Fundidora Park. The 2001 race was the first in the northern Mexican city and drew a CART weekend-attendance-record 318,000 spectators, including a race-day crowd of more than 115,000.

The Champ Cars return to the streets of Long Beach, Calif., for the annual running of the Toyota Grand Prix of Long Beach on April 14. Two weeks later, the FedEx Series moves across the Pacific to Japan for the fifth running of the Firestone Firehawk 500 on the weekend of April 27 at Twin Ring Motegi, north of Tokyo, where Kenny Brack won before the largest race-day crowd in the facility's history .

Many of CART's teams have indicated they plan to enter cars in the Indianapolis 500 and the 2002 schedule is designed to accommodate the teams' interest in doing so. For the second straight year in 2001, a CART driver—Helio Castroneves—won the Indy 500 and, in fact, the top five finishing positions last May were filled by CART drivers. CART driver Juan Montoya won the event in 2000.

The Champ Cars then return to FedEx Championship Series oval action on June 2 when they travel to the historic Milwaukee Mile—the oldest, continuous-running race circuit in the United States—for the Miller Lite 225.

CART makes a West Coast swing for its next two races. The CART teams visit Monterey, Calif., and the legendary Corkscrew at Mazda Raceway at Laguna Seca on June 9 for the Honda Grand Prix Featuring the Shell 300. The Champ Cars head up the coast to Portland the following weekend to return to the Rose City for their annual visit to Portland International Raceway on June 16 for the Freightliner/G.I. Joe's 200.

After a weekend off, CART takes its show back to the Midwest with a stop at the Chicago Motor Speedway for the annual Target Grand Prix of Chicago Presented by Energizer on June 30. The first weekend in July finds the FedEx Series going north of the border for the first time in 2002 for Toronto's Molson Indy on the streets around the Canadian National Exhibition grounds on July 7.

A swing between Lakes Ontario and Erie puts the series in Cleveland on July 14 for the Marconi Grand Prix of Cleveland Presented by Firststar at the Burke Lakefront Airport. The race on the shores of Lake Erie is traditionally one of the most exciting of the season.

The Champ Car teams get the next weekend off before traveling to the West Coast for the Molson Indy Vancouver on July 28 in the streets of British Columbia's largest city. Following a break the next weekend, CART's teams move back to the Midwest, stopping first on August 11 at the Mid-Ohio Sports Car Course for the Miller Lite 200 on the twisting circuit in the rolling hills of central Ohio. A trip to Elkhart Lake, Wis., is next up as the series visits Road America for the Motorola 220 on August 18 on the four-mile road course that is a perennial drivers' favorite.

The first of the three new venues for 2002 comes on board the following weekend with the Molson Indy Montreal, conducted on the Circuit Gilles Villeneuve on August 25. The final of four races in a row is set for Labor Day weekend on the streets surrounding the Pepsi Center in downtown Denver for the September 1 Grand Prix of Denver.

CART's first visit to Europe in 2001 was well-received and the Champ Cars load up for the 2002 European swing in September, heading across the Atlantic to Great Britain and Rockingham Motor Speedway near Corby, England, for the Rockingham 500 on Saturday, September 14. Germany's EuroSpeedway Lausitz and the American Memorial 500 is up next on the schedule on Saturday, September 21. A crowd of nearly 90,000 turned out for the initial 2001 event in Germany.

CART returns to the U.S. and heads south of the border on October 13 for the initial running of the Mexico City Grand Prix. Event promoters CIE and its partners are investing \$25-30 million in the facility at Autodromo Hermanos Rodriguez and expects huge crowds for the inaugural race in this city of more than 20 million.

CART's annual visit down under is set for October 27 with the Honda Indy 300 through the streets of Queensland's Surfers Paradise, which experienced record crowds approaching 300,000 this past weekend. The series concludes its 2002 schedule November 3 with the running of the Marlboro 500 Presented by Toyota at California Speedway.

CART is considering additional dates for the 2002 schedule in the April/May timeframe. A return to the streets of downtown Houston is not on the 2002 schedule because of commercial real estate development and construction in the area surrounding the venue. The event will return to the CART schedule in 2003.

“We are very excited about the 2002 schedule and season,” said Heitzler. “The diversity that is CART racing is very apparent in our schedule. We believe the markets we visit provide a terrific opportunity for the entire CART Community to effectively showcase and market their products. This schedule will again allow CART to continue as North America's most heavily attended open-wheel racing series.”

2002 CART FedEx CHAMPIONSHIP SERIES SCHEDULE

March 10	Fundidora Park Monterrey, Mexico
April 14	Streets of Long Beach Long Beach, Calif., USA
April 27	Twin Ring Motegi Motegi, Japan
June 2	The Milwaukee Mile West Allis, Wis., USA
June 9	Mazda Raceway at Laguna Seca Monterey, Calif, USA
June 16	Portland International Raceway Portland, Ore., USA
June 30	Chicago Motor Speedway Cicero, Ill., USA
July 7	Exhibition Place Toronto, Ontario, Canada
July 14	Burke Lakefront Airport Cleveland, Ohio, USA
July 28	Concord Pacific Place Vancouver, British Columbia, Canada
August 11	Mid-Ohio Sports Car Course Lexington, Ohio, USA
August 18	Road America Elkhart Lake, Wis., USA
August 25	Circuit Gilles Villeneuve Montreal, Quebec, Canada
Sept 1	Streets of Denver Denver, Colo., USA
Sept 14	Rockingham Motor Speedway Corby, England
Sept 21	EuroSpeedway, Lausitz Lausitz, Germany
Oct 13	Autodromo Hermanos Rodriguez Mexico City, Mexico
Oct 27	Streets of Surfers Paradise Surfers Paradise, Queensland, Australia
Nov 3	California Speedway Fontana, Calif., USA

Note: Additional dates are being considered. TV broadcast information will be announced at a later date.

LYNX RACING SIGNS VANCOUVER NATIVE MICHAEL VALIANTE FOR THE 2002 CART TOYOTA ATLANTIC SEASON

October 22, 2001

Lynx Racing announced today that Michael Valiante, 21, of Vancouver B.C. has signed with the team for the 2002 CART Toyota Atlantic season.

Valiante, who scored two podiums and two top-five finishes in five starts with the Lynx team in 2001, finished ninth in the championship and will replace the graduating David Rutledge as driver of the team's traditional #19 car.

Rutledge is working on moving up to CART, a process the team will assist with, as it has with previous graduates including Patrick Carpentier (Player's/ Forsythe), Memo Gidley (Target Chip Ganassi) and Alex Barron (Arciero-Blair).

For the 2002 CART Toyota Atlantic season, Valiante will be teamed with Grant Ryley, 28, of San Jose, California who will race a car fielded by Lynx and sponsored by the Kart2CART program of Microsoft executive Rick Waddell.

"Lynx is a legend among young drivers looking for a way to graduate up into CART, and I'm thrilled to be chosen for the team," says Valiante. "The five races I drove with the team this season were a real education in how a top team operates and what it takes to compete at this level. My goal this year was to satisfy both myself and the team that I can learn and run fast at the same time, and I feel I've achieved that. As for next year, the team is ready and able to win another championship, and I'm going to do my best to give them what they want. I'd also like to thank Lynx for the opportunity, David Rutledge for his generosity and help this year and the friends, family and sponsors who helped me get here, including Copart Auto Auctions, Newlife Development, Diagem and Italian Motors."

Valiante got his professional racing career off to a spectacular start, winning the Canadian and North American 'Formula A' karting championships in 1996. In 1997, he won the prestigious ELF Constructor's Championship, as well as the U.S. Grand Nationals and the IKF Gold Cup series.

Moving up to racing cars in 1997, he attended both the Skip Barber and Bridgestone racing schools. In 1998 he won the ELF Campus Shoot-Out in Le Mans, France, the North American 125 Shifter Formula C championship, and the ELF Constructor's championship. This resulted in a full-season scholarship in the Skip Barber 2.0 Series, where he won both Rookie of the Year and the series championship. This spectacular performance earned him the Rio Big Scholarship, a fully-sponsored, full-season ride in the Barber Dodge Pro Series.

During his first year in the 1999 BDPS, he scored seven top-10 and four top-5 finishes and was co-Rookie of the Year. In 2000, he finished in the top-10 eight times, was on the pole in the first race of the season at Sebring, and won from the pole at Road Atlanta and finished sixth overall in the championship.

"Michael is an absolute natural to be a CART star in the future, and we're delighted to help him get there," says Lynx co-owner Peggy Haas. "We've had our eye on him for a couple of years, and the job he did with us this year simply confirmed our assessment that we're the right team for him and he's the right driver for us. We're very much looking forward to the coming season."

2002 will mark the 12th anniversary of Lynx Racing, one of the most unique organizations in auto racing today. Created and owned by two women, Peggy Haas and Jackie Doty, Lynx is both a championship-winning racing team and a uniquely successful driver development program that focuses on a driver's mental, psychological and spiritual growth in addition to their on-track skills.

"Part of what we look for in a Lynx driver is a certain level of self-awareness, spirituality and a willingness to look inside yourself for improvement in your on-track performance," says Doty. "Michael has demonstrated all those things, as well as the ability to take what he learns -- both technically and emotionally -- and put it to use in the car. It's obvious that, like Memo Gidley, the thing he loves most is driving and winning, and that makes it exciting for all of us."

(Valiente Cont'd)

The Lynx mission is to seek out young drivers with the desire and potential to become champions at the highest levels of the sport and provide them with the funding, equipment and training to take the last step toward realizing that potential, a process the team calls 'Destiny by Design.' Lynx alumni include CART FedEx drivers Patrick Carpentier, Alex Barron and Memo Gidley.

"We had a hard choice to make between Michael and Jason LaPoint who also drove several races with us this year," says Lynx team manager and driving coach Steve Cameron. "They're both very talented, worked well with the team, had exceptional technical feedback and demonstrated the ability to run at the front at tracks they've never raced on before against drivers with much more experience. We are still very impressed with Jason and have recommended him to several other teams. That said, Michael was able to achieve podium results for the team and that tipped the balance in his favor. I'm confident he will challenge for the Atlantic championship in 2002."

For further information on Lynx Racing and its drivers, please contact the team's public relations manager, Peter Frey, at (818) 906-6997. The team also has a web site at www.lynxracing.com. For more information about the CART Toyota Atlantic series, visit www.toyotaatlantic.com. Information about Michael Valiante can also be found at www.italkart.com.

From ToyotaAtlantic.com website

DAVID RUTLEDGE: 2001 CANADIAN CHAMPION RACE DRIVER OF THE YEAR

October 31, 2001

In addition to finishing second in the 2001 CART Toyota Atlantic Championship, West Vancouver's David Rutledge has been nominated for the second annual Greg Moore Legacy Award. Other nominees for the award include Patrick Carpentier, Dario Franchetti and Tony Kanaan of the Fed-Ex Championship series, and Dan Wheldon of the Dayton Indy Lights Championship. The winner will be announced at the CART FedEx Championship Series Awards Banquet on Tuesday, Nov. 6th at the Venetian Hotel in Las Vegas. Helio Castroneves of Marlboro Team Penske captured the inaugural award last season. As well, David has received the Gilles Villeneuve award, given to the driver who "possesses extraordinary ability and has that star quality while displaying sportsmanship and perseverance and winning" and the Worldcom "Fast Pace" Award for the greatest number of fastest race laps during the 12-race Toyota Atlantic season.

Further, we are very pleased to announce that the Canadian Automobile Sports Clubs (CASC) announced on October 25, 2001 that David Rutledge, 23, of West Vancouver would be presented the Canadian Champion Race Driver of the Year at their annual awards event scheduled for November 10th, 2001 in Toronto. Previous winners include Ludwig Heimrath, Gilles Villeneuve, Eppie Wietzes, Bill Brack, Jacques Villeneuve, Horst Kroll, Richard Spenard, David Empringham, Patrick Carpentier, Alex Tagliani, Kenny Wilden, and Andrew Bordin. This trophy was re-dedicated in 1993 to be presented to the Canadian racing driver scoring the most points in competition in the Canadian events forming part of the Toyota Atlantic Championship series.

For further information, please contact:

Shelley MacFarlane

604-913-6001

shellelou@hotmail.com

MINUTES
META MEETING OCTOBER 24, 2001

Meeting was called to order at 7:40 with Bernice Zosiak sitting in the chair.
Number of members present was 18.

Minutes of September meeting were read and adopted as corrected 1) Charmaine M received only two responses 2) the two people mentioned as new members were guests. 3) \$600 was received from the Vintage Car Club.

Correspondence: copy of 1) Similkameen News Leader; 2) Voice of Variety from Variety Club; 3) Wheelspin from VMSC; 4) B.C. Govt. Program Guide (2002)

Mayday: Absent.

Membership: 89 regular & 8 honorary

Treasurer: General account \$ 6864.70
 Gaming account \$1587.94
 Equipment account \$4477.80

Historian: Photo Albums and Maydays are here

Training: Roger S. has last order of small fire extinguishers here for sale.

Race Chair: Absent.

Course Marshal: Few entries for Oct. 27/28 at Mission. May be cancelled or scaled back to a one day event.

Chief of Emergency: New water extinguisher system has been installed on the truck. An 80 gallon capacity propelled by nitrogen.

Old Business: Ann P. - price list for Pladdium; Brian M. – Banquet input still needed, call Charmaine; Bryan N. did repairs to club house including new locks; Joe P. -construction of Merit track met same setbacks when they had encounters with old coal mines (some still burning!). Brian M. – stairs to turn 3 station are made and ready to install when a welder is available. – Entertainment Books are still for sale.

Vice President: No report.

New Business: Lynn Y. reported a web site (sandmanautoracing.com) that has pictures of Westwood. Bryan N, - requires one or two helpers on Sunday to aid him to install the section between the awnings. Dave B. – Award Committee needed. (Joe P., Angus G. and Brian M. volunteered!) Roger S. moved that META reimburse \$10 to each 2001 member in good standing at the next annual banquet. Seconded by Brian M. Discussion followed. Vote taken was unanimous in favour. Brian M. – started discussion about the turn stations lack of proper standing positions.

President: Received a total of \$2500 from SCCBC. We will not need to use portable propane heaters. Tarps will be hung around the edge of the awnings. These will have to be taken down on Sunday nights and stored inside the clubhouse. Truck storage – still require secure undercover storage for the winter, 6’ 6” high and 20 ‘ long (call Bernice) The inventory of all our equipment needs to be updated.

Good & Welfare: Nil

Swap & Shop: Brian M. gold books for sale; Ann P. has a friend with a cat to give away to a good home (no dogs)

Draws: 50/50 Mike Z.

Libation - Andrew S.

Merchandise – Lynn Y.

Meeting Adjourned: 9:30 P.M.

recorded by g. lomas

META Membership List

October 2001

Please note that the information contained in this list is for the exclusive use of META members.
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If there are any errors or omissions please contact Thomas Liesner.

Adair, Jo	4581 45A Ave	Delta	BC	V4K 1M3	940-9765	adairjo@hotmail.com
Allison, Tim	1987 King George Hwy	Surrey	BC	V4B 4X2	538-6738	
Baxter, Danielle ICSCC Editor	22828 Copperbeach Ave (PO Box 219)	Fort Langley	BC	V1M 2R5	882-8078	danielleb@primus.ca
Bell, David	12372 188 St	Pitt Meadows	BC	V3Y 2G8	465-0331	dpbell3@shaw.ca
Bell, Stacey						
Bentley, Robin	18 - 1828 Lilac Drive	Surrey	B.C.	V4A 5C9	538-6220	robinbentley@netscape.net
Bibby, Steve & Nancy	1222 Windsor Ave	Port Coquitlam	BC	V3B 7J8	942-6041	bibbys@intergate.ca
Blackburn, Linda	12215 NW 36 th Ave	Vancouver	WA	98685	360-573-7853	
Bower, Matthew	6 Top Dartford Rd, Hextable	Swanley Kent	UK	BR8 7RT		Ctb2it@btinternet.com
Burnett, Jack	22-3555 Bluejay St	Abbotsford	BC	V2T 6N7	854-5735	advanceddisc@home.com
Chambers, George & Irene	2668 Eagleridge Drive	Coquitlam	BC	V3E 1A6	944-7759	chambersw@home.com
Clouston, Andrew & Karen	3809 St Thomas St	Port Coquitlam	BC	V3B 2Z2	942-4974	maydayeditor@hotmail.com
Cockroft, Rodney	517-2780 McCallum Rd	Abbotsford	BC	V2S 5S7	859-9462	rcockrof@rapidnet.net
Cook, Ian & Karen	32 Serene Court	Danville	CA	94526	925-837-3984	iancook@earthlink.net
Duncan, Albert	1901-739 Princess St	New Westminster	BC	V3M 6V6	597-4842	aduncan@dowco.com
Fairservice, Richard	8299 Flamingo Rd	Prince George	BC	V2N 2J1	250-962-8826	richardfairservice@home.com
Fairservice, Robin	190 Rondane Crescent	Prince George	BC	V2N 6W3	250-936-7362	R&B.Fairservice@telus.net
Fetterman, Gail	2902 NE 151 st Ave	Portland	OR	97230- 4517	503-251-0015	fetteg@portpltd.com
Forster, Dave	22535 Brickwood Close	Maple Ridge	BC	V2X 9J5	520-8234	
Forster, Deryk	3089 West 44 th Ave	Vancouver	BC	V6N 3K5	263-3498	symphonics@paralynx.com
Gadsden, Dick & Joanne	206 NW 83 rd St	Vancouver	WA	98665- 7717	206-574-6283	joanne.gadsden@communitylending.com
Gildemeister, Doris	1212-13837 100th Ave	Surrey	B.C.	V3T 5K9	588-9218	gildemeisterdoris@hotmail.com
Glass, Angus	112-8772 Hudson St	Vancouver	BC	V6P 4M8	264-1641	liliardsedge@aol.com
Hamm, Bernie	32183 Buffalo Drive	Mission	BC	V2V 4P5	826-3686	
Healy, Bonnie	1105-11920 80 th Ave	Delta	BC	V4C 8E8	599-5457	bonnie@guildyule.com
Hews, Christy	5942 173 St	Surrey	BC	V3S 4A7	576-8099	racebunnie@excite.ca
Iwata, Genevieve & Ruthie	8246 153B St	Surrey	BC	V3S 8K6	572-7240	iwata_g@sd36.surrey.bc.ca
Jossul, Ann	Unit# 105 105 - E27th St	North Vancouver	BC	V7N 1B3	904-7597	
Kennedy, Vic	1342 East 27 th Ave	Vancouver	BC	V5V 2L8	876-5981	vkennedy@infoserve.net
Kochi, Kevin	5777 Mayview Circle	Burnaby	BC	V5E 4B7	519-0545	kevkok@ballard.com
Koehn, Sandy & Noel	40247 Diamond Head Rd, PO Box 3508	Garibaldi Highlands	BC	V0N 1T0	898-5569	newport@mntr.net
LaFontaine, Catherine	10109 Dublin Drive	Chilliwack	BC	V2P 5X2	794-9942	clafontaine@telus.net
LeBarron, Pat	105-929 37 St SW	Calgary	AB	T3C 1S4	403-217-0317	
Liesner, Thomas	13425 87B Ave	Surrey	BC	V3W 6G7	501-1503	tliesner@shaw.ca
Lomas, Gerald	#61-8889 212 th St	Langley	BC	V1M 2E8	882-1246	lomasg@3web.net
Manaton, Bob	315-3080 Lonsdale Ave	North Vancouver	BC	V7N 3J5	983-8582	jmanaton@telus.net
McRae, Jim	19691 46A Ave	Langley	BC	V3A 5G3	514-2343	
Meakings, Brian	#20 20172 113B Ave	Maple Ridge	BC	V2X 0Y9	460-9399	charmainemeakings@hotmail.com
Miller, Mark	#304-5500 Andrews Rd	Richmond	BC	V7E 6M9	241-2302	mark_miller@merck.com
Mitchell, Krystyna	2668 Eagleridge Drive	Coquitlam	BC	V3E 1A6	944-7759	startergirl69@hotmail.com
Mitchell, Russ & Raemar	1503 - 1199 Eastwood	Coquitlam	BC	V3B 7W7		
Moewes, Barb	310-22022 49 th Ave	Langley	BC	V3A 3R9	514-8058	
Moffat, Graham & Pat	46669 Fairwood Drive	Chilliwack	BC	V2P 3S7	793-9506	graham_moffat@telus.net
Murray, Kedre	911 Harris Ave	Coquitlam	BC	V3K 1S2	937-0398	kedre@print.gfmurray.com
Nemanishan, Gerald	32964 12 th St	Mission	BC	V2V 2M8	826-4660	
Ness, Darryl	Box 1032, RPO Vedder Crossing	Chilliwack	BC	V2R 3N7	795-2173	dfness@hotmail.com

Newby, Lori	5306 181 Ave CT East	Sumner	WA	98390-8952	253-891-0775	morrroll@nwlinc.com
Nuttall, Bryan	Box 83 10688 King George Hwy	Surrey	BC	V3T 4W4	581-8926	
Olund, Shirley	14 - 2188 Norwood St	Prince George	BC	V2L 4C7	250-564-1507	sdolund@lycos.com
Ores, Al & Anne	3368 Dalebright Drive	Burnaby	BC	V5A 3E5	421-0170	
Pelletier, Fran	310-170 East 4th Street,	North Vancouver	B.C.	V7L 1H6	985-9485	
Peters, Ann	10952 McAdam Rd	Delta	BC	V4C 3E8	581-7189	ann_peters@telus.net
Phillips, Darren	224 14989 Roper Ave	White Rock	BC	V4B 2E5	536-0741	
Phinney, James						
Proud, Joe	8671 Galway Crescent	Surrey	BC	V3W 6C8	543-6690	jjproudca@yahoo.ca
Randall, Bob & Hilda	1755 West 68 th Ave	Vancouver	BC	V6P 2V9	266-8569	
Roche, Nick	11053 81A Ave	Delta	BC	V4C 1Z7	599-9260	
Rovner, Marc	443 Lyon Place	North Vancouver	BC	V7L 1Y6	986-3497	brovner@capcollege.bc.ca
Salomon, Roger	10952 McAdam Rd	Delta	BC	V4C 3E8	581-7189	ann_peters@telus.net
Slater, Andrew & Julia	1946 Glenayre Drive	North Vancouver	BC	V7P 1Y1	986-0949	riversideparty@aol.com
Slater, Curtis	#1103 10620 150 th St	Surrey	BC	V3R 7S1	735-3568	
Smale, Rick & Jan	PO Box 1689	100 Mile House	BC	V0K 2E0	250-395-3031	sixtoe@bcinternet.net
Smith, Dallis	2568 Trillium Place	Coquitlam	BC	V3E 2G3	464-0983	
Souter, Don	1515 -- 10620 150 th St	Surrey	BC	V3R 7K2		dwsouter@lynx.net
Sproule, Tom	410 - 8115 121A St	Surrey	BC	V3W 1J2	596-5617	fvracer@shaw.ca
Stewart, Al	4686 Canada Way	Burnaby	BC	V5G 1K8	294-0679	
Swanson, Kara	224 14989 Roper Ave	White Rock	BC	V4B 2E5	536-0741	kisme69@hotmail.com
Tibbits, Gai	PO Box 4 Wavell Heights Nth	Brisbane, Australia		4012	07 3260-7738	highlife@powerup.com.au
Walker, Wally	110 Hemlock Drive	Anmore	BC	V3H 4W9	218-8571	
Ward, Terry	1667 McPhearson Drive	Port Coquitlam	BC	V3C 6C9	941-5347	36trw@home.com
Wiebe, Dave	303-1030 5 th Ave	New Westminster	BC	V3M 1Y5	521-9665	
Wilson, Craig	467 W15 th Ave	Vancouver	BC	V5Y 1Y5	879-7196	CraigWilson500@hotmail.ca
Wilson, Safer S.	104 33522 Nelson Ave	Abbotsford	BC	V2S 2L8	853-5118	
Wintonyk, Raymond	5704 107 Ave	Edmonton	AB	T6A 0M1		winkonyk@freenet.edmonton.ab.ca
Wong, Keith	7381 Hurd St	Mission	BC	V2V 3H8	826-1963	dr.kcw@telus.net
Wood, Ian	IWE	Rear	End	Only	437-9470	iwerearendsonly.com
Wooton, Tasma	2653 B Moorland St	Abbotsford	BC	V2T 3V2	854-4245	
Yeo, Lynn	2653 Moorland St	Abbotsford	BC	V2T 3V2	864-0459	yeoyeo@home.com
Yokom, Skip	5201 SW Nelco Circle	West Linn	OR	97068	503-655-3246	rampant53@teleport.com
Yorston, Craig	6811 134 th St	Surrey	BC	V3W 4S7	591-7213	
Zeller, Rick	20689 89A Ave	Langley	BC	V1M 2N5	888-7030	zellerrick@home.com
Zosiak, Mike & Bernice	6811 134 th St	Surrey	BC	V3W 4S7	591-7213	zosiak7213@home.com
Zumm, Manfred	144 100 Laval St	Coquitlam	BC	V3K 6N2	521-4439	manfred_zumm@telus.net

Non Members Receiving Mayday:

(Please note that the membership list is not sent to non members)

Chris	Bowl	President ICSCC	PO Box 59083	Renton	WA	98058
Mike	Kearne	President SCCBC	3140 Phillips Ave	Burnaby	BC	V5A 2W6
Lorne	Stead	President WCIRABC	10500 Lassam Rd	Richmond	BC	V7E 2C3
Brian	Horne	Editor IRDC	PO Box 13069	Des Moines	WA	98198
Fran	Blackman	Editor SOVREN/Officials	13 Algona	Vancouver	WA	98661
Christine	Henderson	Molson Indy Vancouver	765 Pacific Boulevard South	Vancouver	BC	V6B 4Y9
Gerry	Frechette		2356 W 5 th Ave	Vancouver	BC	V6K 1S5
BC Custom Car Association			P.O. Box 3421	Mission	BC	V2V 4J5
Community Org. Director		Vancouver Public Library	350 West Georgia St	Vancouver	BC	V6B 6B1
SCCBC			PO Box 2125	Vancouver	BC	V6B 3T5