



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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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.

Speed reading

Feb 7&8	Ice Race # 3 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 14&15	Thunderbird Rally – Merritt - Kamloops - Merritt	WCRA	Merritt, BC
Feb 21&22	Ice Race # 4 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 26	META Meeting – Century House	7:30	New West, BC
Mar 6&7	Ice Race Alternate	WCIRABC	Cache Creek, BC
Mar 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 20&21	Driver Training – MRP	SCCBC	Mission, BC
Mar 24	META Meeting – Century House	7:30	New West, BC
Mar 27	Season Opener – Evergreen	NASCAR	Monroe, Wa

Note: Ice races are subject to ice and weather conditions.

Please check the website at www.carsonice.ca or call 604-945-4592 before traveling.

Congratulations to the 2003 META Awards Winners

President's Award (META Member of the Year)
-- Lynn Yeo --

META Rookie of the Year
-- Sion Davies --

Non-META member Worker of the Year
-- Dean Bremner --

Buzz Beley Memorial Award
-- Lynn Yeo --

Rick Neyedli Memorial Award
-- Ian Wood --

Important Notice

The date for the next META meeting has been changed to
Thursday February 26
due to a very large function being held at the Century House
on the same night as our regular meeting date.
The March meeting will return to Wednesday night.

TURBO TALK TWO

What a great way to start a new season. Good turn out at the meeting, no negative vibes, and members stepping up to the plate to take on several club responsibilities. I had a great time last year with the 2003 executive (although I will miss Roger whispering in my ear "Now just settle down Lynn"), and am really excited about the 2004 executive. We have just celebrated our 30th Anniversary and if you put all the experience of our club members together, there can be no holding us back from anything that we, as a club, NEED TO DO!

I am writing this on the morning following a HUGELY SUCCESSFULL banquet. We had past workers (NOTE: I didn't say old), drivers, SCCBC members, and honored guests, door prizes galore, good food, and good tunes. And we had Charmaine!!!!

I would like to congratulate the award winners for this past season:

META Rookie of the year - Sion Davies

Non-Member of the year - Dean Bremner (but he joined our ranks for 2004)

Rick Neyedli Memorial - A well deserved Standing Ovation for Ian Wood.

There was one odd-ball award however. The Member of the Year, which as we know is awarded by the president, was awarded to the president. It was an honor to have received this award, it was just a little unorthodox in the presentation. I hope the award's committee and the MC's had a bit of a chuckle at that one.

BUT, the one award that took me aback, was the Buzz Beley Memorial. I was honored with this award, but it actually belongs to all the members that helped arrange the fun and join in on the fun. This is what we, as a club, must strive to do on a regular basis, because to openly have fun is what will attract and invite others to join us.

So 2004!!!!!! Here we come.

Turbo

META Distinguished Service Awards

5 Years

Bob Manaton

10 Years

Nancy Bibby

Mark Miller

Graham Moffat

Darryl Ness

15 Years

Kevin Kochi

More than 25 years:

Jo Adair

Dave Forster

Vic Kennedy

Pat Moffat

Fran Pelletier

Joe Proud

Al Stewart

Roger Salomon

META Extra Mile Awards

Irene Chambers

Angus Glass

Charmaine Meakings

“BOA Bytes”.....



Here we go.....

Another racing season quickly approaches.

It was wonderful to see everyone this past weekend at the banquet all dressed up, having a good time and wearing big smiles. Thank you Charmaine, a job well done.

The 24 Hours of Daytona is now behind us, a good sign that the racing season has begun.

We will be holding a Turn Marshall's meeting in late February or early March, we will let you all know via email once the date and logistics are in place.

As you read through the minutes of this Mayday, you will see that we have added a number of new committees to assist the club with the business of the club during the year. If you would like further explanation to the actual jobs of the committees please feel free to contact the “Chairs” or the Executive.

Thank you to all of our club members who volunteered to be Chairpersons for these committees and the many others that have volunteered to assist them. Please feel free to contact any of your “Chairs” to offer your assistance or suggestions.

As they say, “many hands make less work”.

All of us are our best spokespeople, lets all help to build and grow our racing community.

See you at the races.....

Irene

604-944-7759 or chambersw@shaw.ca

**"When a team of dedicated individuals makes a commitment
to act as one...the sky's the limit."**

Time to renew your membership in ME7A

It's that time of year again!!! Please send in your renewal as soon as possible to avoid the catastrophe of missing your monthly Mayday. OK, there are other good reasons to join but I'm a little bias. Look elsewhere in this issue for the renewal form and get your \$20 bucks into Thomas.

Thank you for your support.

Submitted by Irene Chambers

Press Release

Contact: Aaron Hollander, 860.435.1300

Skip Barber Racing, 29 Brook Street, Lakeville, Conn. 06039-1629

Skip Barber to Elevate Status of the National Series and Not Run the Pro Series in 2004

LAKEVILLE, Conn. (Feb. 2) - Skip Barber Racing School LLC announced today that it plans to further elevate the profile of its highly successful Formula Dodge National Championship Series (FDNC) Presented by RACER in 2004 to provide even more visibility to one of the most important series for aspiring professional race car drivers. As part of its 2004 schedule, the National Series will be supporting the 52nd running of the Mobil 12 Hours of Sebring, Mar. 17-20, and the Champ Car race at Road America Aug. 6-8. In addition to an announcement concerning increases in scholarship funding for FDNC competitors, its complete schedule will also be released shortly.

The company also announced that it will not run the Barber Dodge Pro Series in 2004 in order to update the series for the future and focus on the National Series. The move was precipitated by the widespread uncertainty in U.S. open-wheel racing resulting from the ownership status of CART-Champ Car.

“The delay settling the ownership status of Champ Car, our sanctioning body, prevented us, like many others, from adequately preparing for the 2004 season,” said Aaron Hollander, President and CEO of Skip Barber Racing School. “We were unable to negotiate a mutually beneficial sanctioning relationship that would allow us to operate a viable series for our drivers and sponsors. Having said that, we look forward to the possibility of continuing to work with and support Champ Car in numerous ways this year and in the future. We wish them nothing but success.”

Hollander went on to say, “We are exploring all alternatives for 2005 that meet the requirements of a changing marketplace. Skip Barber Racing participates in nearly every facet of motorsports and we are afforded a large number of opportunities for continued growth. We are very optimistic about the future of racing in North America.”

“Skip Barber Racing School has a 28-year history of providing unique and innovative programs to help up and coming racers achieve success,” commented Divina Galica, Senior Vice President of Racing. “We will spend this year focusing on the Formula Dodge National Championship Presented by RACER and evaluating all of our options for 2005. Those include the possibilities of a new car, and/or race team ownership, and/or race team sponsorship and management. The fact is, Skip Barber Racing has trained more of the world’s racecar drivers than any other organization. With all other Skip Barber businesses in a strong growth mode, it allows the company to offer positions to those currently associated with Barber Dodge.”

Skip Barber Racing, headquartered in Lakeville, Conn., is the world's largest racing school, available at 20+ tracks across North America. It also owns and operates seven open-wheel road racing championships. Other components include the Dodge/Skip Barber Driving School, a Corporate Events department and the innovative Special Projects Group, which as part of its responsibilities is active in the emerging youth/tuner/drift market.

Ice Racing Is Beyond Hope (BC)

Two down, two to go. Time flies when you're havin' fun!!! The Ice race season is half over, and it's been a good one so far. Not many cars but lots of action. The track has been shortened due to lack of entries, which has made for some great racing all through the grid. Paul Bunbury in his CRX has been quite a challenge to Herb and Murray in their Turbo/Propane/Honda Prelude rockets. The Kelowna boys have been bringing over 3 cars and what seems like a dozen drivers. Practically every race there are different numbers on the cars. Same with Cal and his 3 car group, never know who is going to be driving. As always the track is constantly changing throughout the weekend and between weekends. Last race they even tried an oval(sort of D shaped), very fast and very fun. Next weekend (Feb 7/8) will be the enduro and back to the long track with more entries. Lots of workers are planning on coming up so it should be a really great time. If you want to stay in one of the worker rooms, contact Jo Adair. If you want your own room you should contact the Motel soon as it will fill up fast. There are tournaments in town on both remaining weekends so rooms will be scarce.

The Wander Inn has been supplying lunches at the lake this year, good food and good variety, as always. The Happy Hour on Saturday nights have been extended to include dinner. Chinese buffet first weekend and Baron of Beef buffet last weekend. For the Enduro weekend dinner will be at the Wander Inn (upstairs), if there are at least 70 people attending they will have a Prime Rib Buffet for \$15(not sure what they'll have if less than 70????). Weather's been great, there's lot's of ice, so there's no reason why you can't get your racin' fix in before Driver training in March. If you can't make it to this weekends enduro then come on up for the last races on Feb 21/22. See you there. And don't forget your tacky tourist outfits for the enduro weekend!!!!!!!!!!!!

Andrew

Jo Adair – 604-534-0556 or joadair@hotmail.com

Desert Motel – 1-800-663-0212

WCIRABC website – www.carsonice.ca

From Speedtv.com website

OWRS Wins CART Asset Battle

Written by: RACER staff

Indianapolis, Ind. – January 28, 2004

U.S. Bankruptcy Judge Frank Otte has approved the sale of CART's assets to Open Wheel Racing Series "with no stipulations attached," marking the end of a long and convoluted court process in Indianapolis.

"I'm glad we can get this court crap behind us," beamed a relieved OWRS principal Kevin Kalkhoven. "The process has taken a long time. Now, we just want to get on with the season, getting fans in seats and teams on the track."

"I'm happy," understated partner Paul Gentilozzi. "You never know how these things are going to turn out, but we believed all along in our plan for the future, and it's great to see the court agree with that vision."

Judge Otte based his ruling on the issue of potential liability that would have resulted if the IRL offer had been accepted and the majority of scheduled races been canceled. "There's a vast difference of opinion on that issue (of the value of race event contracts)," the judge noted. "There is no way we can be certain what the damage would be, but we can be certain there would be litigation." The damage was estimated by the CART creditors' committee at between \$10m and \$30m, although attorneys for the IRL disputed those numbers.

In his decision, Judge Otte noted that the OWRS group's bid included assuming the obligation to run those races, and also to assume responsibility for what is owed to CART's parent company. Responding to questions surrounding the ability of the OWRS group to conduct a full Champ Car season as scheduled, Judge Otte noted that "There are no guarantees," but he indicated that the OWRS bid represented the possibility for a second chance under new ownership.

The third principal of OWRS, Gerald Forsythe, added his delight at finally being able to concentrate on racing.

"I'm just glad all this is over and we can get back to the business of what we do best, and that's giving our many fans the kind of racing they've come to expect from the Champ Car World Series," he declared.

In statement following the court proceedings, OWRS said that its final 2004 race schedule, television plans, and team, driver, and sponsorship announcements will be forthcoming throughout the next two months. The 2004 Champ Car World Series will begin April 18 with the Toyota Grand Prix of Long Beach.

From an email sent by Ian Wood

THE VINTAGE RACE CLUB OF BC NOTICE TO VINTAGE ENTHUSIASTS

The REVS series will comprise at least 4 races at Mission, BC this year (maybe more). Racers will accumulate points over the season based upon track performance and exemplification of the Vintage spirit shown by themselves and their car.

A significant trophy, sponsored by Ian Wood of I.W.E Rear Ends Only, will be awarded to the overall winner at the Club's annual Gala Night next November. Additionally, there will be awards for the best performers in the various classes.

There will be the addition of the new 'Classic Class' in the series. A category for 1970 - 1974 production based race cars. All those racers, or would be racers, that would like to receive copies of the rules and eligibility guide lines for the new class, please reply to the writer.

Evan Williams
Vice President
VRCBC
evanwilliams@shaw.ca

Rivers Edge Vintage Series

Philosophy & Points System (effective January 1, 2004)

Series Committee

The sitting members of the Club Executive.

1. General

REVS derives its name and basic framework from an idea proposed originally by stalwart VRCBC member Gunter Pichler.

Essentially, REVS (R ivers E dge V intage S eries) refers to the vintage racing events to be held at the Mission Road Racing Course during the year.

The Series will employ the Club's Eligibility Guidelines and Competition Rules, however, the points awarded to competitors at each event will reward authenticity in all respects of vintage competition as well as the car performance on the track.

Points will be accumulated by entrants over the course of the year at the various REVS events. At the Club's Annual Gala night in November, the class winners will receive trophies to honour their efforts and the overall champion will receive the VRCBC REVS Award, to be held in their custody for the ensuing year. Additionally, there will be a permanent trophy to be retained by the winner in perpetuity.

The Series will comprise the HMR weekend and several one day races to be held as Vintage Grids to CACC events.

2. Points

2.1 On Track Rewards

Points will be awarded for all appearances on the track. This will include Warm- up sessions, Un- timed Practise, Timed Practise, Qualifying and Races. Due to administrative considerations, a transponder will be required on all cars entered for the Series.

For each lap completed:

Warm- up Sessions 1 point

Un- timed Practise 1 point

Timed Practise 2 points

Qualifying 2 points

Races 5 points

For each event:

Original engine type and size 10 pts

Original type gearbox 10 pts

Original type brakes 10 pts

Original wheels, size & type 10 pts

Car driven to the event 10 pts

Support vehicles pre- 1975 5 pts

(maximum of two)

Completion of tech. inspection 20 pts

2.3 Extra Points

Additional points will be awarded by the Club Executive as it sees fit to equalize inequities, viz. If a race group completed less laps than another for an innocent reason, extra points will be awarded to all competitors in the group. e. g. Group 1 races (Vintage) are usually at least one lap shorter than Group 4 races (Sports Racers and Single Seaters)

2.2 Off Track Rewards

Authenticity points will be awarded for basic car preparation to its exact year of manufacture (not its period) as follows:

2004 S.C.C.B.C. RACE SCHEDULE

Mar 20-21	Driver Training
Apr 3-4	CACC & WestCoast Sports Car Championship Race #1
Apr 17-18	ICSCC & WestCoast Sports Car Championship Race #2
May 1-2	Vintage – Historic Motorsport Races
May 22-23	Westwood Motorcycle Club Mission Race
June 12-13	ICSCC & WestCoast Sports Car Championship Race #3
July 3-4	Driver Training
July 23-25	Vancouver Indy & WestCoast Sports Car Championship Race #4
July 24-25	Westwood Motorcycle Club Mission Race
Aug 14-15	CACC & WestCoast Sports Car Championship Race #5
Sep 4-5	ICSCC & WestCoast Sports Car Championship Race #6
Oct 2-3	Westwood Motorcycle Club Mission Race
Oct 16-17	CACC & Dash for Cash & Enduro

2004 ICSCC Race Schedule.

Apr 17-18	Race 1	SCCBC - Mission
May 8-9	Race 2	Cascade - P.I.R.
May 22-23	Race 3	IRDC - Pacific Raceways
June 5-6	Race 4	Cascade - P.I.R.
June 12-13	Race 5	SCCBC - Mission
July 16 –18	Race 6 & 7	Team Continental - Spokane Raceway Park
Aug 7-8	Race 8	IRDC - Pacific Raceways
Aug 28-29	Race 9	Cascade - P.I.R.
Sept 4-5	Race 10	SCCBC - Mission
Sept 25-26	Race 11	Cascade - P.I.R.
Oct 2-3	Race 12	IRDC - Pacific Raceways
Oct 16	Enduro	Cascade - P.I.R.



Watch for the Annual Combined Schedule
of all the local races in next month's Mayday



Pacific Raceways starts resurfacing tomorrow

Friday, January 16, 2004

By Susan Wade

Special to The Seattle Times

KENT — Gary Scelzi has been in the National Hot Rod Association winner's circle twice in the previous four years at Pacific Raceways. But the Fresno, Calif., drag racer's grin spread under his signature handlebar mustache last July when he said he'd like to bulldoze the place.

Scelzi won't have the honors, but his vision will be a reality at 10 a.m. tomorrow.

Local racing legends Bucky Austin and Dick Kalivoda will man the machinery, ripping up the first 700 feet of track to prepare it for a new racing surface that will give drivers more traction. The public can watch without charge.

The existing concrete launch pad extends 400 feet from the starting line. Current NHRA standards call for a 660-foot stretch before the concrete blends with the asphalt on the quarter-mile drag strip. Tomorrow's ceremony will signal the Fiorito family's effort to ensure safety and competitive racing at their 46-year-old facility that is a regular stop on the \$50 million POWERade Drag Racing Series schedule.

Jason Fiorito, Pacific Raceways president, confirmed that the \$300,000 renovation is "a stop-gap measure," not to be confused with an overall revamping he projected will be completed by the 2007 or 2008 racing season.

That makeover calls for the track to be lowered for noise abatement with the start and finish lines reversed, a new tower, a newly paved pit area and a 40-plus-acre conservation easement. Fiorito said he expects to submit plans sometime this summer to King County for that construction.

He said this weekend's action "puts me behind schedule" for the final facelift. He said the track will "have to operate long enough ... to be on firm financial ground" to pay for the sweeping changes. Added Fiorito, "I had anticipated running on the current surface another year."

However, drivers and team owners were having none of that. Professional Racers Organization members voted unanimously in a private meeting in Indianapolis last September that they would not return to the Northwest for the July 23-25 Carquest Auto Parts NHRA Nationals, the 14th of 23 events on the tour, unless the track surface was changed to their satisfaction.

"We did what we had to do because that surface was absolutely inadequate," said Kenny Bernstein, six-time NHRA series champion and PRO president. "When we saw ... how badly it deteriorated ... we felt like it was time to take this stance."

He told Fiorito as much on race day last July.

"Jason was very receptive, understood totally and was very nice about it. I said that's the minimum that we want to see, the surface fixed. There are a lot of other areas we'd like to have fixed, but this is the one that's most important to us," Bernstein said.

Pro Stock veteran George Marnell, a Las Vegas masonry expert and PRO board member, said, "We know that Seattle is a good market for NHRA and for all of us. That race definitely has a place in this circuit. We want to come back to Seattle, but we don't want to do it at the cost of tearing equipment up and risking lives. We basically said we're not going to race on this surface, and that's all there is to it."

Said Fiorito, "If I were in their shoes, I probably would have acted similarly. There's no ill will there at all. We want to provide competitive racing and safety."

The left lane was the worst at last July's event. In the pro classes, 35 of 45 winners came from the right lane.

"Ain't neither one of them stellar, trust me," Funny Car driver Scotty Cannon said of the bolt-breaking moguls that drivers have cussed and discussed for nearly five years.

Fiorito agreed. He said the left lane had a trio of 2-inch-high bumps within the first 100 feet, and the right lane had two 2-inch bumps in the first 400 feet.

Austin and Kalivoda will help fix that. Kalivoda, a former Top Fuel racer, won the inaugural NHRA event at Pacific Raceways on July 4, 1960. Kalivoda was inducted into the NHRA Northwest Division Hall of Fame in December 2003. Austin, of Fife, is a six-time division Top Alcohol Funny Car champion with 17 career national-event victories.

The Fiorito family will pay for the improvements. Several Northwest companies — Miles Sand and Gravel, Schnitzer Steel, Speedware, Western Asphalt, Archer Construction and Lakeridge Paving — have donated services for the project in exchange for signage and sponsorship opportunities.

From speedtv.com website

Honda/Michelin Challenge Series Returns to Canada

Montreal, Quebec

January 8, 2004

Honda Canada, Inc. has announced the return of the Honda / Michelin Challenge Series to Canada. The new regional "spec" racing series will feature stock Honda Civic DX Coupes and will return Honda Canada to the grassroots racing of the past. A formal race schedule will be announced at a later date, but a minimum of 10 races will be held in Ontario and Quebec during 2004. The new series is scheduled to include a race in conjunction with the Grand Prix of Canada Formula 1 race weekend in Montreal. It is anticipated that for 2005, the series will be expanded to include western Canada.

The single-marque road racing series was originally launched in 1975 with the Honda Civic Hatchback. During its 17-year run, the series is estimated to have attracted more than 400 amateur racers. The series also involved well-known Canadian race drivers such as Richard Spenard, Tony Morris, Frank Allers, and Formula 1 World Champion Jacques Villeneuve.

"Honda has a long history of racing," said Kalim Ansari, executive vice president of Honda Canada Inc. "It is part of our company's culture, and we are very excited about bringing this series back to the Canadian market. The Honda / Michelin Challenge Series represents a significant part of our heritage and today's announcement will allow us to share that heritage with a new generation of Honda customers and Canadian motorsports fans."

The Honda Civic has been the top-selling passenger car in Canada for the past six years. The Honda / Michelin Challenge Series will reinforce the fun-to-drive aspects of the Civic and will be further supported by its reputation for quality, reliability and durability.

"While there are a number of details still to be finalized, we are confident that this series will be a positive boost to the Canadian motorsports community," Ansari said. "We are working to have all the details in place and the necessary product available from our dealers by next month for all aspiring racing enthusiasts."

From: Tony Morris Jr.

To: Max Power

Sent: Monday, January 19, 2004 11:06 AM

Subject: 2005 Honda/Michelin Series West

It's baaaaack!!! If the Honda/Michelin series is going to come out west we need to let the powers that be know that we are supportive of it. The gentleman in question is Ralph Luciwi from Honda Canada. Ralph ran the series back when we were involved and did an outstanding job. We need to let him know that we want the series here in the west so I have included his email address. I have been talking to some of my contacts in the East and we need to show our support for this concept if we want it here in 2005. There will be more info released on the series over the next month (I will pass it on as it arises)

If you know anyone else who may be interested please send this to them and have them do the same.

Ralph's email is the.farm@sympatico.ca

If you have any questions please let me know.

Lets go racin'!!!!

Cheers,

Tony

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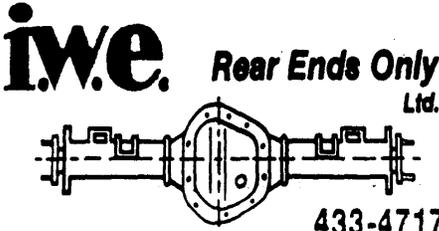
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Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

Membership

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