



# MAYDAY

The Official Newsletter of the Motorsport Emergency and 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

Nov 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 13	ICSCC Banquet – Marriott		Seattle, Wa
Nov 13&14	Totem TSD Rally	WCRA	BC Interior
Nov 14	Ice Race Meeting – Douglas College Room 1630	1:00pm	New West, BC
Nov 20	CACC AGM and Banquet – Best Western Hotel	9:00am	Coquitlam, BC
Nov 24 AGM	META Meeting – Century House	7:30	New West, BC
Nov 27	VRBCB Banquet – Beluga's Restaurant	6:00	Langley, BC
Dec 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC

## Annual General Meeting

*META's Annual General Meeting will be held on*  
**Wednesday November 24<sup>th</sup>**

*Century House-620 8<sup>th</sup> St New Westminster at*  
*7:30pm*

*Our annual elections will be held at this time.*

*The positions available are:*

*President, Vice President,*  
*Secretary, Treasurer*

There are no minutes this month due to the October META meeting being cancelled. Once again there were not enough members present for a quorum. This is the 3<sup>rd</sup> month in a row meetings have been cancelled. Please plan on attending the November AGM. Important topics will be up for discussion and vote. The future of META is in jeopardy. Your club needs you and your input

## IMSA at Laguna

Hi everybody,

Sorry I missed the last race weekend of the year in Mission. I missed attending because I went down to Mazda Race Way in Laguna to attend the IMSA Races.

I did the usual thing I made a last minute decision to attend. Talking back and forth with Gail and finding out that Ann and Roger were going.

I booked my ticket. I was to be on the same flight as Roger and Ann. Wouldn't you know it but without even trying I ended up sitting the row in front of them for the flight there and the flight back.

We flew into San Francisco where we met Gail, rented a car (we had to get a bigger one... too many bags!). We then took the scenic road along the coast to avoid traffic. It was a beautiful sunny day and you couldn't ask for better driving weather. We did some look-outs along the way to look at the ocean and the cliffs. In which Ann almost became part of. She was wearing these cool shoes with heels, not the best for sight seeing, but she made due. Ann came running up this incline and came to a sudden stop because the path ended and there was a huge drop off. We didn't lose her. For those who have traveled with Ann when she is driving she actually was stopping at places. (Roger and I were the kids of the trip). We got to see people surfing not to mention surfers changing as we drove past. Us girls enjoyed that? Making our way along the road we came across this cool lighthouse so we went to look at it. It was call Pigeon Point Light House. The Light House still works and the new owners have turned all the buildings into this cool Hostel. The view was great and we even got to see 8 or 9 seal's sun tanning. We got to the Hotel got our rooms. Gail and I did not have much luck. The toilet in our room sounded like a tornado touching down. We went to Bubba Gumps for Dinner Gail hadn't been there. It's good food.

Thursday was our first day at the track. We had to register at 6 am with Ian Cook. Off to the track we go. Morning meeting was lacking in a lot of people because the meeting time got changed twice. We got our assignments, I went to turn 2, Mark was in turn 3 (He drove down and stayed with the Cooks), Roger and Ann were working turn 6 and Gail went to turn 8. The day was hot and long. We were on the track at 9am and didn't get off until after the night practice which was 7:30 (Which I might add was the coolest thing I have done in a long time.) We even had to turn the lights on for your corner. I have come to the conclusion that turn 2 is a huge turn and something always happens there. Once we were off the track we were fed steaks (small cows) spuds and salads. Food for as far as you could see. Willy and Sue arrived and stayed in the same hotel as us. Did I mention that for the first 4 hours of the day I worked without any comm. We had contacts, spins, you name it, and everybody else had to help us. Good thing that Mark was in turn 3. Nobody else knew what a waving yellow and white flag was. (they hold their head set in the air.)

Friday morning meeting was on time, we got our assignments. I was to be in turn 2 all weekend. Mark stayed in turn 3 (for the whole weekend). Ann went to turn 8, Gail to 8a, Roger and Sue were in 9. Willy was in turn 4 with Karen. Every body had one thing or another to do. You know all that racing stuff. Did I mention that I lost comm. again for a little bit. (Starting to think they didn't want to talk to me.). The day was not as long because we did not have a night practice. But I will say that the Super-Karts are the coolest things to watch and are they fast.

Saturday Race Day. Everybody was in the same spots that they were on Friday. We had warm-ups and practices. Cars were all over the place. The Star Mazda series was the first race of the day. It was quite the start and all the action on the first lap ended up right in our laps at turn 2. What a way to start the race. Then you had all the normal racing contacts, spins, and off and on's. I was quite happy that the re-start was quite tame compared to the original start. It was a really good race. The IMSA race started at 4 in the afternoon. We had 1hour of pre-race antics. The race start was good the only thing that happened was the #2 Audi was spun in my corner which just made it a much more interesting race as he now had to make his way through the entire field. Once the lights where turned on it was the coolest feeling and once it was dark, well words were hard to use. The cars where incredible, you could see the brakes glowing red, the position lights working on the sides of the cars, and all the different shaped headlights. Some of the numbers were hard to read and some were very lit up. All I can say is that I am glad that I now have done a night race because it is not like anything that I had ever done before. I must say I would do it again.

Sunday Race Day. I was still in turn 2, Mark was still in turn 3, Karen and Willy were in turn 4, Ann in turn 8, Sue moved to 8a and Gail joined Roger in turn9. We had Super-Kart races. We had practice sessions. Then on with the races. We had the Speed Challenge race, which was really good racing. The thing that sticks out about that race was rolling alert into turn 5 of the #32 purple and yellow Saleen. He kept everybody on their toes. Nobody was hurt. Then we had the Touring Car Challenge. This was quite the challenge for turn 2. (Continued)

(Laguna cont'd)

The start was off from the beginning but there was contact between 2 and 3 resulting in two cars hitting the wall right at our station. No turn workers were hurt and the drivers were ok. The wall was moved 6 inches and we were covered in sand. But we were ok. The two cars where the losers in this little contact. The rest of the race was quite busy for everybody else. I was ok with that. A break was nice. Then there is Mr. Miller, he tried to help a car whose bonnet had flipped up and wouldn't stay down. Then we should ask him how big the debris was that he got to get off the track. The very last race of the day was the Miata's and I can tell you that having 62 of them coming at you all at once is quite breath taking. Sue and Gail shared a car. Sue kept the tire and Gail collected the car, come to think of it Gail and Roger were getting good at collecting cars in turn 9. Simone from race control kept calling me a magnet. I was only a little magnet. Simone says hello to everybody she knows and Dennis the starter says hello to Bruce and everybody at the track.

That is it for racing at the track now all that was left to do was go back to the hotel pack our bags get some sleep and head home on Monday.

Thanks for reading my story of racing at Laguna.

*Tasma and everybody that went.*

## 2004 VRCBC ROCKIN' GALA EVENING

*Saturday, November 27th at Beluga's Restaurant in Langley, BC*

*Come and enjoy a night of fun, great food, good friends, dancing to vintage music and even cut out that late night return drive home by staying across the parking lot at The Travelodge, Langley City.*

*Get a group together of your friends to let loose and have fun.*

*Only \$36.00CAD (\$28.00USD) per person gets you a full buffet, some wine on your table, the Annual VRCBC awards ceremony and live entertainment with all the dancing you can stand.*

**TO AVOID DISAPPOINTMENT BOOK NOW BY CALLING:**

*Catharine Wood at 604-433-7140*

*The Travelodge, Langley City is located at 21653 Fraser Highway, Langley.*

*Call Kim at 604-533-4431 or toll-free 1-887-533-4431, mention the VRCBC and you will receive our special rate of only \$69.00CAD for a standard queen size room and \$74.00CAD for a twin double room.*

**The Evenings Program:**

**6:00PM to 7:30PM Happy Hour and a Half!**

**7:30PM to 8:30PM Full Buffet Dinner with wine, dessert and coffee.**

**8:30PM to 9:15PM Presidents Welcome and the 2004 VRCBC Feature Awards.**

**9:15PM to 10:45PM Dancing to Time Machine's first set.**

**10:45PM to 11:15PM VRCBC Prize Draws and intermission.**

**11:15PM until you can't take it any more! More dancing !**

To pay by mail, please send this form in with your payment to  
Catharine Wood, 7185 Buller Ave., Burnaby, BC, Canada, V5J 4S1.

Please make checks out to the VRCBC.

Name of attendees: \_\_\_\_\_

Amount of cheque: \_\_\_\_\_

If you have any questions, call Catharine Wood @ 604-433-7140, or Evan Williams @ 604-539-9680

# ICE RACE MEETING

SUNDAY, NOVEMBER 14TH  
1PM - 4PM

WCIRABC FALL MEETING  
AND

REGISTRATION PARTY

(yes there will be goodies - Jo's bringing cookies!!!)

Douglas College, New Westminster  
Room 1630

We will be taking Registrations on the 14th (thus the reason for the "registration party").

Please remember your cheque books.

Rule Books will be available. Registration Forms, Club Membership Forms, and License Applications will all be available.

Club Membership: \$40.00/single \$60.00/family

CACC License: \$15.00/novice \$25.00/senior (if you have competed in two ice race weekends and Novice Director approves that you are now a Senior Driver!)

Registration: \$70.00 for registration in first division  
\$50.00 for registration in 2nd division and  
\$30.00 for registration in 3rd division.  
This is PER DRIVER.

One cheque for everything is all you need. If you are bringing cash, please bring exact payment. I will not have any change.

Thanks, Sheree

# CACC MEETING

Saturday, November 20th  
Best Western Hotel, North Road Coquitlam  
9am

We will be presenting a motion at the CACC meeting to have all CACC license holders approve our request to spend \$2000.00 of the money collected from Ice Racing by CACC, to pay for the purchase and renovation of our new lap charting, scoring, equipment storage trailer. We need you all there to vote on this motion.

## CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

Black Border/Vancouver or

Black Border/Vancouver/25<sup>th</sup> Anniversary or

Red Border/Westwood \$3.00 each

META Decals Static for inside or

Stick-On for outside \$1.00 each

META Pins \$3.00 each

## Club Shirts

White, short sleeve, 'Golf Shirts' with  
META logo embroidered on front.

\$26.00 each

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes

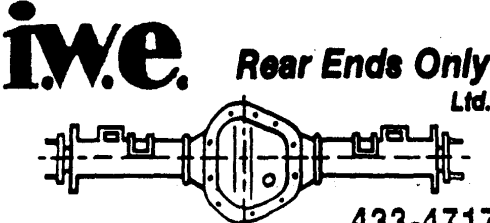
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For all club merchandise contact:

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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](mailto:maydayeditor@hotmail.com)

# Champ Car World Series

## Preliminary 2005 Schedule

Apr 10: Long Beach, Streets of Long Beach - Long Beach, CA USA

May 22: Monterrey, Fundidora Park - Monterrey Mexico

Jun 4: Milwaukee, The Milwaukee Mile - West Allis, WI USA

Jun 19: Portland, Portland International Raceway - Portland, OR USA

Jun 26: Cleveland, Burke Lakefront Airport - Cleveland, OH USA

Jul 10: Toronto, Exhibition Place - Toronto, ON Canada

Jul 17: Edmonton, Alberta, Canada

Jul 31: Silicon Valley/San Jose, California

Aug 14: Denver, Streets of Denver - Denver USA

Aug 28: Montreal, Circuit Gilles Villeneuve - Montreal Canada

Sep 24: Las Vegas, Las Vegas Motor Speedway - Las Vegas, NV USA

Oct 16: Ansan, South Korea (Suburb of Seoul)

Oct 23: Australia, Gold Coast - Surfers Paradise, Qld Australia

Nov 6: Mexico City, Autódromo Hermanos Rodríguez - Mexico City Mexico

Hello everyone:

Above is our preliminary schedule released October 28th. According to the teleconference that went with it, more races will be added. Elkhart Lake, Laguna Seca, Vancouver and a possible venue in South America are still in negotiations and could be wrapped up soon. Champ Car President Dick Eidswick thought two more races are likely to appear on the schedule, making a total of 16 for 2005.

One of the events that might be added may start the season. Milwaukee will be a day race. Edmonton will be at an airport site. The venue for the Silicon Valley race is still being negotiated, it will be a street race. Las Vegas will again be a night race. Ansan is a suburb of Seoul and now has full governmental approval, whereas the 2004 venue did not.

Expect a TV package with a different production company and different networks than 2004 to be announced in Mexico City or immediately thereafter. Spring training for 2005 should be held at the end of February, somewhere TBD in the West.

Thanks!

Jim Swintal

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From speedtv.com

## Champ Car "Silly Season" Warms Up as 2004 Season Concludes

Written by: David Phillips Mexico City, Mexico – 11/7/2004

The season closed on an optimistic note for the Champ Car fraternity in Mexico City. A year ago in Mexico City, the hot topic of conversation was the survival/future of CART and the Champ Car World Series. This year, with the survival of the Champ Car World Series secure -- at least for the foreseeable future -- conversation has turned to more conventional and, at least from a race fan's standpoint, interesting topics.

In other words, there is a silly season of sorts in the Champ Car paddock at the Autodromo Hermanos Rodriguez with the '05 plans for drivers like Michel Jourdain Jr., Justin Wilson, Oriol Servia, Ryan Hunter-Reay and Roberto Gonzalez -- among others -- in play, along with those of teams such as Herdez Competition, Mi-Jack/Conquest, RuSPORT, PKV and Forsythe. Not to mention, of course, 2004 championship Newman/Haas Racing which is widely expected to run a third car for Cristiano da Matta in addition to Sebastien Bourdais and Bruno Junqueira.

(Continued)

(Silly Season cont'd)

Jourdain's position at RuSPORT has attracted a lot of attention in the midst of news that Gigante may not renew its sponsorship agreement with the popular Mexican in the face of disappointing earnings. Although neither Jourdain or RuSPORT team owner Carl Russo would make ironclad commitments regarding '05, Jourdain seems likely to return for a second year there.

"We'll have two cars, maybe three," said Russo.

2004 rookie of the year A.J. Allmendinger is contractually locked in at RuSPORT for the near future, but what about Jourdain in the face of the potential loss of Gigante?

"Gigante is not 100 percent either way," said Jourdain. "But my relationship with RuSPORT is not dependent on Gigante."

Russo as much as seconded those sentiments, saying "We value continuity highly . . . We cannot allow our team to be driven by any one sponsor or (our) business model would begin resembling that of a prep shop. Not that there's anything wrong with that, but that's not consistent with what this organization represents."

Next door to RuSPORT's hospitality operation stands that of Herdez Competition. Herdez (which owns a large stake in the team) announced earlier this year that it will be drastically reducing its involvement in the team, if not bowing out altogether, at the end of this year. Nevertheless, managing director Keith Wiggins is cautiously optimistic about his team's prospects for '05.

"I'd be lying to you if I told you it's cut and dried," he said. "But we're moving forward on the sponsorship side of things. There are two more years remaining on Mario's (Dominguez) contract. The second car? We'd like to maintain continuity and have Ryan (Hunter-Reay) back, but there are money issues."

Wilson's name is commonly mentioned in connection with Wiggins' team for '05, right?

"I've heard that," Wiggins grinned. "It's no secret we had an option on Justin's services two years ago but Herdez made the decision to employ Roberto (Moreno), which is perfectly understandable.

"I thought pretty highly of Justin then and nothing he's done this season had changed my opinion but, as I said, it comes down to money issues."

"I'm talking to a few people," said Wilson, "but I've got nothing settled as of now. But people seem interested, so it's looking good. Who with and how I don't know but I aim to be back in this series next year."

Gonzalez, who is largely responsible for the Nextel (Mexico) sponsorship at PKV Racing, is also thought to be in the frame at the team about to be formerly known as Herdez Competition.

As for RHR, he has received entreaties from at least one Toyota-powered Indy Racing League team for 2005, but has made no decisions about next year as of yet.

"I'd like to stay in Champ Car with Herdez," said RHR. "Outside of the Milwaukee race, we haven't had the season we hoped for, but it's a good, growing team, and road racing is my first love."

Sponsorship will also be a deciding factor at Mi-Jack/Conquest where Wilson did a stellar job this season on a modest budget; so stellar that his name is being mentioned around the paddock, most often in connection with Herdez but also at RuSPORT, perhaps in that third car Russo hinted at. . . .

"I want to run two cars again," said Mi-Jack/Conquest's Eric Bachelart, but at the moment I don't have the budget in place. We're working very hard, and we have some promising prospects but nothing had been closed.

"I'd very much like to keep Justin. He's very, very good, but I'm sure he's attracted interest from other teams, so we'll have to wait and see."

As for young Nelson Philippe, Bachelart remains a strong supporter. "Nelson is young (18 years old) but he has a lot of potential. He makes mistakes, yes, but that should not be a surprise. He has good chemistry with the Forsythe may augment Lavin and teammate Tracy with one or two more drivers. (LAT photo)

Then there's Forsythe Racing. Although Patrick Carpentier is as good as gone to the Indy Racing League's Team Cheever, Gerald Forsythe says 2003 champion Paul Tracy will be back along with Rodolfo Lavin and sponsor Corona. Beyond that?

"We're looking at the opportunity to run a couple of young Czech drivers," said Forsythe, "and we're also going to test David Martinez (age 21) who won the Cupa Corona here in Mexico and deserves a chance.

"I've spoken with (vice president of operations) Neil (Micklewright) says it's almost cheaper to run four cars than three. More than that and we would have to expand our facility in Indianapolis . . . and we're considering that.

"I'm dedicated to making this series a success and we'll do whatever need to be done to support it. If we have the ability to run more than three cars and do it well, we will."

Perhaps it was Servia who best summed up the situation, not only for himself and for a number of other drivers, but for the series as a whole. "People are excited," he said, "and there's a lot of talk, but it all depends on getting the funding together. But it definitely feels better than the end of last year."

# Marshal In Man

Imagine walking along the side of a racetrack towards unseen traffic with only a yellow flag and an orange vest for protection. This is how it can be at the TT. The intrepid flagman has the job of warning approaching riders. The other Marshals assist the para-medical or Doctor and remove debris and bike off the road. To flag at the corner will not give the on-coming riders approaching at 150 plus mph enough warning. Line of sight to the preceding corner is not always possible over 37 miles of road course and radio coverage is un-reliable at present due to terrain.

The Isle of Man is a small Island in the Irish Sea between Ireland and England. It is the home of the greatest Motor Cycle road Race circuit in the world. One lap is 37.3 miles from almost sea level up through towns and villages to the mountain road at an elevation of 1400 ft and back down to Douglas the capital. Fastest lap is now over 17 minutes with an average speed of 126mph! By comparison the old Nurburgring was 14.7 miles and fastest lap set by Niki Lauda was 122mph.

After the cement barriers and tyre lined corners of Vancouver, overlooked by high rises and sky train. Nothing could be anymore different. The TT is on ordinary 2 lane roads with hairpins, bridges, walls, curbs and grassy banks to catch the rider out. Throw in fog rain and wind, wet leaves and eye level sun (occasionally) and it is a challenge just to put in a good lap in one piece. Rider's start at 10 second intervals and a race is usually 4 laps with a pit stop for fuel.

At the TT damage to the bike and rider is inevitable if a mistake occurs. One visiting Doctor at my corner likened it to Gladiator combat. Poor performance can be fatal or very painful. Nevertheless hundreds of riders and thousands of spectators come to the Island every year to watch or race and take part in the 2 weeks of racing, partying and festival. The only improvement over the years is in personal safety equipment and the speed at which a casualty can be transported by helicopter to hospital.

I attended a training session for Marshals put on by the TT Marshals association at the St Johns Ambulance HQ. Among topics covered were helmet removal, neck collar and airway protection and moving and handling casualties on to the Medi-Vac helicopter. The philosophy is to provide immediate first aid for the rider then loading into the helicopter to transport. Average time taken to get the helo to an accident is 7 minutes with the rider arriving at hospital within 20 minutes.

Yellow flags are used to warn on-coming riders and debris has to be cleared off the road. A bent motorcycle can be quite heavy if it can't be wheeled away. An interesting point is that the rider's helmet always goes with them for inspection for external damage that may indicate injury to the head inside.

My chosen corner was "Windy Corner" so named since it is on a saddle in the mountains where the wind accelerates across the road, buffeting the riders as they make the fast downhill right-hander.

"This is not one of the most popular points from which to watch because it has very restricted access! But it is a corner that sorts the men out from the boys". Quotes the handbook.

It is a fast downhill right-hander with bikes braking and downshifting before accelerating away down the hill. I suppose approach speed of the F1 bikes is about 150+mph, leaning over and cornering at about 70mph with right knee pad scraping the road, a quick glance over the shoulder behind as they go up the gears to the next corner about 1/2 miles away.

Speeds are such nowadays that the film helicopters cannot keep up with the bikes all the way round but have to "short cut" to keep up!

Windy corner is a half hour walk up a track from where I stay. Passable by 4x4 or Trail bike, sheep etc. The long way by road means that like other points on the course, once the road is closed -there you stay. Some vantage points are more accessible and the best.... are outside a pub!

(Continued)



(Marshal in Man cont'd)

Arriving in time before the road closed our first job is to rake a gravel trap. This is really for road cars during normal times but also helps to keep bikes off the stone walls. Straw bales are also in front of the walls, road signs are removed and areas cordoned off. Communication is by telephone in the Marshall's hut. The hut is a welcome refuge when the usual wind blows, and provides line of sight to adjacent flag stations. Earlier flagmen were in "sentry box" shelters and paid by highways department. Now there is an army of volunteers for the 234 corners. Radios are being used but there are several dead spots. Next year there is supposed to be a better system. Until then the 'phone is used. An ordinary radio tuned in to the local radio station gives the picture as race/practice goes on. Electronic timing is now used giving quick updates on rider's progress.

At this corner we were fortunate to have either a Doctor or Para-Medic. There is a stretcher and an immediate care kit that has to be checked, as well as brooms fire extinguishers etc. Flags used are the usual yellow, debris, white and new for this year a red diagonal cross on a white background for rain, and a green to show course clear.

Once all the gear is checked jobs are allocated-who carries the stretcher, assists the medic, clears the track. Then we settle down to wait. Windy corner is some 32 miles or 15 minutes from the start there is a wait. After the first bikes come into view there is a steady procession of bikes, some passing occasional breath holding wobbles and brake lock ups but pray no spills!

Stories of practice and race incidents abound-usually the more humorous than the macabre. Some of the locals have been marshalling since being old enough (18). The Marshals are a mix of locals, ex racers and visiting enthusiasts. Some visitors chose to move around the circuit from day to day to see different parts of the course. Some days we have more than others but there is always a core of regulars. In addition to the static marshals there are 9 traveling marshals stationed around the course. All are ex racers on specially equipped bikes who move to an accident scene and co-ordinate casualty transport and clean up.

Spectators have to be reminded to stay behind the barriers and walls, broken down bikes are wheeled to safety and marooned riders offered coffee and shelter in the hut.

This year saw some changes to the format of previous years. Notably no early morning practices-as in 5am for an hour or two. This played havoc with commuter traffic plus being plagued by fog and mist. Practices were in the evening unless fog or rained out. The sidecar outfits or "chairs" are the poor cousins of the TT. They practice last when the light may be fading and the chance of fog greater. Nevertheless the sight of these 12" high machines hurtling through the turns is awesome, the passenger leaning out, climbing from one side to the other or crouching down to reduce windage. There has to be a great deal of trust between driver and passenger. Apart from the Manx TT there are also short races for older bikes run in the south of the island. The Manx GP run in August is more of a clubman's event but held on the same mountain course.

For 2 weeks from end of May into June I was fortunate enough to be part of the Manx TT. This is not the place to talk about any incidents that took place at my corner. Fortunately there were no serious racing accidents. As usual the roads claimed the lives of a few racers and more tourists trying to emulate their heroes.

As soon as practice and race sessions are over and the course open car has passed, the bikers take to the roads. On the mountain it's one-way for half an hour -so its no holds barred!

Likewise on "Mad Sunday" when the mountain section is one way and anyone can be as brave as nerve and traffic allow. Sane people stay off the road that day and just watch the stream of seemingly crazy bike and car drivers. These drivers take the opportunity to see how fast they can go. Un-fortunately it was foggy on the mountain this Sunday so speeds were down. There is always talk of posting a speed limit on the mountain section (there Isn't one yet). The enthusiasts think it will spoil some of the attraction, some don't think it will make any difference. The police are very tolerant of what goes on during the 2 weeks. There are even some German police motorcyclists sworn in as temporary constables, to keep the hundreds of their countrymen in order.

I hope that this account gives a brief in sight into another sort of "turn working". As anywhere, its great racing, you get to meet some interesting people and contribute in some way to make the sport safer.

*Ken Butler*

# ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the awards committee chairman:

Joe Proud – 8671 Galway Crescent, Surrey, BC V3W 6C8      jjproudca@yahoo.ca

**Deadline for submissions is December 31.**

Please offer a brief explanation as to why you wish to nominate a given person for an award.

## The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate \_\_\_\_\_ for the President's Award for the following reasons:

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## The META Rookie of the Year

Criteria: The rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

I wish to nominate \_\_\_\_\_ for the Rookie member of the Year for the following reasons:

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## The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate \_\_\_\_\_ for the non - META member Worker of the Year for the following reasons:

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## The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate \_\_\_\_\_ for the Buzz Beley Memorial Award for the following reasons:

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Nomination submitted by \_\_\_\_\_ on \_\_\_\_/\_\_\_\_/\_\_\_\_.  
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