



# MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association  
M.E.T.A. c/o: Suite #469, 104-1015 Columbia St, New Westminster, BC, V3M 6V3  
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META Website: [www.meta.bc.ca](http://www.meta.bc.ca)

January 2006  
Volume 31 Issue 1

Next META meeting will be  
**January 25, 2006**

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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 every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

## Speed reading

Jan 7&8	Ice Race # 1 -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 14	IRDC Banquet – Hydroplane and Race boat Museum		Kent, Wa
Jan 14&15	Ice Race # 1 -- Alternate Date	WCIRABC	Cache Creek, BC
Jan 21&22	Ice Race # 2 and Enduro -- Barnes Lake	WCIRABC	Cache Creek, BC
Jan 25	META Meeting – Boston Pizza	7:30	New West, BC
Jan 28	META Banquet – Beluga's		Langley, BC
Feb 4&5	Ice Race # 3 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 18&19	Ice Race # 4 -- Barnes Lake	WCIRABC	Cache Creek, BC
Feb 22	META Meeting – Boston Pizza	7:30	New West, BC
Feb 26&27	Ice Race # 4 -- Alternate Date	WCIRABC	Cache Creek, BC
Mar 12	NW Endurance Series 4 Hour Enduro – PR	IRDC	Seattle, Wa

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline or check the website before traveling. [www.carsonice.ca](http://www.carsonice.ca) 604-945-4592



## 2006 Ice Race Schedule

January 7 & 8

(January 14 & 15 alternate)

January 21 & 22 Enduro Weekend

February 4 & 5

February 18 & 19

(February 26 & 27 alternate)

Measured at 1:00pm, December 31. Temp was -1, there is 7.5 to 8.5 inches of ice and it is clear blue hard ice. Fred will check again, Monday and Wednesday with the official decision being made Wed, January 4<sup>th</sup>, late afternoon.

Sheree.

(Note: Minimum safe thickness is 8-9 inches.)

## Presidents Report

First of all. I would like to say thank you to all of you for the vote of confidence shown in the Executive by re-electing all of those who were willing to run again. Thanks to Mark Miller for stepping up to the plate and becoming the new Secretary and a big thank you to Mike Zosiak for doing such a great job as Secretary for the past few years. I am looking forward to a year of moving forward with all our committees and hopefully recruiting some new members. I hope that going back to monthly meetings and having a new location for the meetings more people will be encouraged to come and attend. The Executive will be working on ways to make the meetings more interesting and upbeat (and no, that does not mean we will have Manny and his band playing each month!). We will however have food (at least some appetizers) before each meeting.

I wish all of you a very happy holiday season and hope that the year to come brings all you are wishing for.

*Ann*

## A HEARTFELT APOLOGY

I received a phone call from Gerry Lomas on Tuesday Dec. 13<sup>th</sup> saying that he was reading the list of ROD Award Recipients and noticed that his name was not on the list for having achieved the Blue Award for working 6-8 races for this past season.

I double checked my roster list, membership list, and attendance list. I even had his logbook which he had personally given to me at the end of the season (as requested) and compared it to my attendance list. Everything matched. I even had beside his name on the attendance list that he earned a Blue level award and had marked that I had received his logbook.

I did not however capture his name for the awards list.

This was a HUGE oversight and mistake on my behalf and one for which I am so truly sorry for.

I would like to congratulate Gerry and thank him for his hard work this past season. I have ordered his 2005 year plaque and have his worker and year patch already for him.

I would also like to thank him for showing me that there is still room for someone to fall through the cracks and that I had better do a better job to ensure this doesn't happen again.

Gerry, your ROD fees for this year are on me and please accept my apologies. This shouldn't have happened.

*Lynn Yeo*

ROD Director

# Time to renew your membership in META

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



# 2005 Celebration

META Awards Banquet

January 28, 2006

Beluga's Bar and Grill 

21671 Fraser Highway, Langley BC

Cocktails 6:00 pm – Dinner – 7:00 pm – Awards: 7:45  
Buffet Dinner

Music Provided by “Freddy Yawman”

Please contact Irene for tickets – 604-944-7759

chambersw@shaw.ca to advise your intent to attend

Deadline for tickets – January 25, 2006

Tickets must be paid for in advance

**TICKETS \$35.00**

Special Room Rates @ Travelodge Langley City

(Next door to Beluga's)

\$69Single/\$74Double

21653 Fraser Highway, Langley, BC

604-533-4431

## Worker Profile: Mike Bailey

Family: *Brother, 3 sisters and two teenage daughters. I'm currently living with my Mother and am working towards getting a divorce.*

Birthplace: *Comox, BC*

Occupation: *Prepress Technician at Benwell Atkins, an RR Donnelley Company. In layman's terms, I take customer's computer files and rework them so they will work with the commercial printing process.*

Hobbies/Activities outside of racing: *I like dabbling with computers, mostly PCs, but sometimes Macs. I also like taking things apart and most of the time back together and working (eventually). I'm noted for having a multitude of projects on the go, for instance I have an '81 320i that I'm replacing the rusted out floor on (this will eventually be my youngest daughter's car), an '86 LeSabre that I'm doing the top end on with my nephew, and my '67 Honda 305 Superhawk that I'm almost always fixing something on. I also have a bunch of PC junk in my mom's family room, one PC is actually running (this is besides and the PC my mom has in her office, the PC I actually use in my room, and the old Mac LC I have in the closet). Oh by the way I'm a Pack Rat.*

Customary/favorite job at track: *Flagging and response*

How and why did you get involved in race working and/or META & when did you get involved?  
*I have always been a bit of a car nut, and probably had 'the racing bug' since early childhood. However my involvement started when my oldest sister went out with Rick Neyedli a couple of times. Upon finding out that she was going out to Westwood with Rick I asked if I could come along. The first race I worked was the 1986 Atlantic race, working in turn two with Rick, Roger, my sister Ann and the Stretton family. From that point I was a turnworker, often traveling to other tracks, including Ice Racing events, until I took Race Drivers Training in March of 1981 in a Datsun 510 that was built and co owned with Ron Snook and Tony Weinberger, both of whom were META members at the time. Although Ron had taken Driver training the year before, and one or two races later he never did get his upgrade. Tony Weinberger ended up getting into racing motorcycles at Westwood and won the*

*250 championship in 1982 (I think). When I took Race Drivers training I rolled the 510 on the front straight, after losing it coming out of the Esses during my high-speed test, in spite of that I still passed driver training, although with an extra race tacked onto my novice requirements. I eventually got my upgrade and ran in the Datsun/Westwood radial challenge class in 1981 and 1982. A few laps into the 1982 endurance race I overcooked it coming out of the hairpin, got the car completely sideways and launched it off the FIA curbing (I was still hard on it in second gear thinking I could bring the car around) and stuffed it into the tire wall on the inside of the track standing the car straight up on end. I'm sure Jo Adair thought the car was coming over right on top of where she was. The following year I partnered with Mark Finniss, another META member turned racer, 1983 being my last year at Westwood. 1983 was also the last year I worked an Ice Racing event. When I got married in the spring of 1984 I started my 20 years of non-involvement with racing, although Ron Snook my wife and I watched the Vancouver Indy races from the hairpin until the track was reconfigured. I didn't return to the racing fold again until 2004, a year after separating from my wife.*

What do you like most about it?

What do you like least about it?

*I like being around the people involved with the sport most, and I like being out in the cold wind and rain the least (although I think that was a typical weekend at Westwood in the old days).*

If you could attend any race, in any capacity, where and what would you choose?

*I would love to go to Laguna Seca someday in any capacity, but would jump at the opportunity to drive there.*

Do you have any racing or race working "heroes"?

Who are they?

*A.J and Mario come to mind as heroes, simply because they hung in there and did what the love for so long. They were also my idols as a child.*

(Continued)

(Mike Cont'd)

*Favorite track: Still Westwood, however when it comes to existing tracks I still have fond memories of Portland, even though I haven't been down there for years, the last race I worked was in 1980 I also went to the First Indy they had in Portland, which I watched with Ron Snook and my wife. If memory serves me correctly turn 9 was my favorite.*

*Favorite race event: The 2004 Vancouver Indy, since I got to be so close to the action. As I tell the people where I work "I was so close to the action I could have grabbed the wings of the cars as they raced by"... my coworkers all think I'm nuts. I actually enjoyed all the Vancouver Indy races, and took both my daughters to one of the races in the late 90's; my youngest daughter enjoyed it the most.*

*I also enjoy watching a full grid of sedans the most, since there is usually a lot of speed difference and there is usually some exciting incidents while racing. It may also be because I raced a 510 and there are still a few out there.*

*The race that sticks out most in my mind was one I drove in, I was driving Mark Finniss's 510 (he ran it in WRC, I ran it in GP), I got caught behind Bill McLennan's Pinto. The 2 liter Pinto was running slicks and twin Delorto carbs, so should have been quicker than a 1.6 liter 510 on radials and running the stock carburetor. Bill would pull away going through turns, and I'd reel him in on the straights, but I just could not get by his very wide Pinto as he anticipated my every attempt to pass (now he would have been called in for blocking, but back then it was normal racing). I put the car two wheels off going through turn 3 a few times trying to keep enough speed to get by on the back straight. The last few laps Bill was starting to plow going into turn 2, almost loosing it at one point. It turned out he was working so hard keeping me behind him his slicks were starting to go flat, one more lap and I would have had him... his words not mine. He was real happy to see the checkered flag.*

*As a worker the race that sticks out was when a TR 7 and a 'TR8' (TR 7 with a V8 fitted into it) were running at Westwood. One of the TRs was driven by Bill Adams, who I understand went on to be a very good TV commentator and was even here for some of our Indy weekends covering one of the support series*

*(thanks to Joe Proud for giving me this information, he was Working Dears leap for this race). Neither Joe P. nor I can remember the name of the other driver. I was on blue flag at the entry to the hairpin, so had a fantastic view of them coming over the leap. On one lap they were together as they came into sight as they were coming up behind a Porsche, they divided one on either side of the Porsche, then back together as they headed towards the hairpin. A couple of laps later one of them (not the one driven by Bill Adams) lost it coming over the leap ending up in the hog fuel on the inside. From my vantage point I saw clouds of hog fuel, the back end of the car pointing up in the air, more clouds of hog fuel, the front end of the car pointing in the air, more hog fuel and what I think was the bottom of the car popping out of the cloud momentarily. I'm not sure how many times the car rolled before it came to rest. The driver survived in Good condition! Joe Proud also reminded me that the back straight had a slight jog to the left just past the leap, yet the track tended to cause cars to drift to the right. Fast cars would also become slightly airborne coming over Deer's Leap, and there were a few slight undulations in the track heading down towards the hairpin, these imperfections in the track would all conspire to make life interesting under the wrong circumstances.*

*Advice for new workers: To dress for the weather, but be prepared for any weather. Have fun and take the time to get to know some of the drivers.*

*What is your favorite:*

*Food? I'm a meat and potatoes man, however I'm most noted for having downed 10 dozen freshly baked chocolate chip cookies in one evening, honestly, I only thought I'd had a few until I got scolded the next morning for eating most of the cookies. I think this goes along with my brother and I eating most the Christmas baking out of the freezer one year. We would go into the freezer every day after school and grab just a layer, didn't take long for mom to figure this out though, something about all the extra space at the top of all her containers.*

*Relaxation activity? Watching Science Fiction or CSI shows (also known as vegging out in front of the tube).*

*Book? It's been years since I read them but it would be the Dune series by Frank Herbert. I also like reading Star trek books when I ride transit.*

*(Continued)*

(Mike Cont'd)

*Favorite Movie? Star Trek First Contact, I have fond memories of watching that at the theatre with my daughters.*

*Magazine? I rarely read magazines, but a Motorcycle magazine was the last one I bought.*

*Car? 1970 Datsun 240Z, I've been fortunate enough to have had an opportunity to drive and work on several examples and always had fun with them.*

*Dream car? Gull Wing Mercedes*

*Are you a frustrated racer? What car would you race? Anyone that has worked with me probably knows I am; no secret there. Turn working is just the next best thing to actually being on the track. There are still lots of 510's around, and I'd be willing to give a sports racer a shot, but I'd race anything I could afford to run. I won't make the mistake of using my Master Card to 'sponsor' racing though.*

*What was the:*

*Most embarrassing thing you ever did at the track?*

*I've probably done a lot, but having a 10 second memory I don't remember many, so the only one that comes to mind was the first race in the 2005 season when I was on first response. I forgot the hand signal to indicate that the driver was OK, Lyn Yeo was getting somewhat flustered trying to get me to indicate what the situation was. That same weekend I drained the water off the tarp on the turn shelter and soaked all Lyn's stuff, I still owe her note pad.*

*Funniest thing you've seen or done at the track?*

*Dave Fairhall's 510 after Jim Reid rolled it in an endurance race at Westwood; I wish I had a picture of it because I'm not sure how to describe it, other than to say that the mid section of the car was just about dragging on the ground the car was so bent. They ran the car 7 hours like that.*

*Most dangerous event you've seen or been involved in?*

*Probably that would be when I almost landed my 510 on top of Jo Adair and another worker in the Hairpin. Another situation that comes to mind is when I was working with Tony Weinberger at the center station of turn 2 at Westwood during practice for a Trans Am race, a Corvette came sliding through where we were standing. For those of you that don't know the track, between the Carousel and Turn 2, just past the point that the track starts going downhill into Turn 2 there was a slight dogleg, so if you weren't familiar with the track it would catch a driver off guard if they forgot*

*about it. The short straight coming out of the Carousel also lined up roughly with where the center station in*

*turn 2 was, and faster cars got light just before the slight bend in the track so would need to line up with the entry to turn 2 before they got to the crest, needless to say the Corvette driver forgot about the dogleg until he got light and went sideways as he was trying to make the slight right. I was on yellow flag and Tony was on blue, I knew something was going on by the look on Toni's face, so I was ready when he indicated which way to go.*

*Most awe-inspiring?*

*When my youngest daughter, Chantelle, was in grade 4 her class hiked up to the summit of Seymour Mountain. I was one of the parents that volunteered to 'bring up the rear'. Just before we got to the summit we had an awesome view of the city and surrounding area. Unfortunately cloud surrounded the summit, so the view from above the cloud cover was sporadic, just enough to let us know it would be a fantastic view of the lower mainland on a clear day.*

*Biggest thrill so far?*

*I spent five days in Disneyland going on rides with my daughters. Going on Splash Mountain with both my girls is the one that stands out most in mind.*

*What thing would you most like to have an opportunity to do?*

*I'd like to race again, although I don't think I could ever be competitive at my age. I know my eyes aren't as good and my reflexes have slowed down compared to what they used to be.*

*Accomplishment:*

*Helping raise two daughters that are both honour roll students. Sabrina, my oldest, is paying her tuition at U Vic with scholarship money, and his paying her living expenses working at McDonalds. My Youngest daughter, Chantelle, works part time at MTF Liquidators in Newton while attending Grade 12.*

*Final Comments: Writing this has prompted many more racing stories to come to mind, so I may be doing more writing. Andrew may need to prompt me though if he needs 'filler' for the Mayday.*

## Charles Schultz Philosophy

The following is the philosophy of Charles Schultz, the creator of the "Peanuts" comic strip. You don't have to actually answer the questions. Just read straight through, and you'll get the point.

1. Name the five wealthiest people in the world.
2. Name the last five Heisman trophy winners.
3. Name the last five winners of the Miss America.
4. Name ten people who have won the Nobel or Pulitzer Prize.
5. Name the last half dozen Academy Award winner for best actor and actress.
6. Name the last decade's worth of World Series winners.

How did you do?

The point is, none of us remember the headliners of yesterday. These are no second-rate achievers. They are the best in their fields. But the applause dies. Awards tarnish. Achievements are forgotten. Accolades and certificates are buried with their owners.

Here's another quiz. See how you do on this one:

1. List a few teachers who aided your journey through school.
2. Name three friends who have helped you through a difficult time.
3. Name five people who have taught you something worthwhile.
4. Think of a few people who have made you feel appreciated and special.
5. Think of five people you enjoy spending time with.

Easier?

The lesson: The people who make a difference in your life are not the ones with the most credentials, the most money, or the most awards. They are the ones that care.

"Don't worry about the world coming to an end today. It's already tomorrow in Australia."  
(Charles Schultz)

If you have received an e-mail entitled "Triangle of Life" PLEASE READ THIS American Red Cross response to "Triangle of Life" [e-mail article] by Doug Copp

Sent from: Rocky Lopes, PhD,

Manager, Community Disaster Education American Red Cross National Headquarters

*Recently it has been brought to my attention that an email from Doug Copp, titled "Triangle of Life," is making its rounds again on the Internet. "Drop, Cover, and Hold On" is CORRECT, accurate, and APPROPRIATE for use in the United States for Earthquake safety. Mr. Copp's assertions in his message that everyone is always crushed if they get under something is incorrect.*

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Recently, the American Red Cross became aware of a challenge to the earthquake safety advice "Drop, Cover, and Hold On." This is according to information from Mr. Doug Copp, the Rescue Chief and Disaster Manager of American Rescue Team International (a private company not affiliated with the U.S. Government or other agency.) He says that going underneath objects during an earthquake [as in children being told to get under their desks at school] is very dangerous, and fatal should the building collapse in a strong earthquake. He also states that "everyone who gets under a doorway when a building collapses is killed." He further states that "if you are in bed when an earthquake happens, to roll out of bed next to it," and he also says that "If an earthquake happens while you are watching television and you cannot easily escape by getting out the door or window, then lie down and curl up in the fetal position next to a sofa, or large chair." These recommendations are inaccurate for application in the United States and inconsistent with information developed through earthquake research. Mr. Copp based his statements on observations of damage to buildings after an earthquake in Turkey. It is like "apples and oranges" to compare building construction standards, techniques, engineering principles, and construction materials between Turkey and the United States.

We at the American Red Cross have studied the research on the topic of earthquake safety for many years. We have benefited from extensive research done by the California Office of Emergency Services, California Seismic Safety Commission, professional and academic research organizations, and emergency management agencies, who have also studied the recommendation to "drop, cover, and hold on!" during the shaking of an earthquake. Personally, I have also benefited from those who preceded me in doing earthquake education in California since the Field Act was passed in 1933.

What the claims made by Mr. Copp of ARTI, Inc., does not seem to distinguish is that the recommendation to "drop, cover, and hold on!" is a U.S.-based recommendation based on U.S. Building Codes and construction standards. Much research in the United States has confirmed that "Drop, Cover, and Hold On!" has saved lives in the United States. Engineering researchers have demonstrated that very few buildings collapse or "pancake" in the U.S. as they might do in other countries. Using a web site to show one picture of one U.S. building that had a partial collapse after a major quake in an area with thousands of buildings that did not collapse during the same quake is inappropriate and misleading. According to the Centers for Disease Control and Prevention (CDC), which collects data on injuries and deaths from all reportable causes in the U.S., as well as data from three University-based studies performed after the Loma Prieta (September, 1989) and Northridge (January, 1994) earthquakes in California, the following data are indicated: Loma Prieta: 63 deaths, approximately 3,700 people were injured. Most injuries happened as a result of the collapse of the Cypress Street section of I-880 in Oakland. Northridge: 57 deaths, 1,500 serious injuries. Most injuries were from falls caused by people trying to get out of their homes, or serious cuts and broken bones when people ran, barefooted, over broken glass (the earthquake happened in the early morning on a federal holiday when many people were still in bed.) There were millions of people in each of these earthquake-affected areas, and of those millions, many of them reported to have "dropped, covered, and held on" during the shaking of the earthquake.

We contend that "Drop, Cover, and Hold On" indeed SAVED lives, not killed people. Because the research continues to demonstrate that, in the U.S., "Drop, Cover, and Hold On!" works, the American Red Cross remains behind that recommendation. It is the simplest, reliable, and easiest method to teach people, including children.

The American Red Cross has not recommended use of a doorway for earthquake protection for more than a decade. The problem is that many doorways are not built into the structural integrity of a building, and may not offer protection. Also, simply put, doorways are not suitable for more than one person at a time.

The Red Cross, remaining consistent with the information published in "Talking About Disaster: Guide for Standard Messages," ([www.disastereducation.org/guide.html](http://www.disastereducation.org/guide.html)) states that if you are in bed when an earthquake happens, remain there. Rolling out of bed may lead to being injured by debris on the floor next to the bed. If you have done a good job of earthquake mitigation (that is, removing pictures or mirrors that could fall on a bed; anchoring tall bedroom furniture to wall studs, and the like), then you are safer to stay in bed rather than roll out of it during the shaking of an earthquake.



(Earthquake Cont'd)

Also, the Red Cross strongly advises not try to move (that is, escape) during the shaking of an earthquake. The more and the longer distance that someone tries to move, the more likely they are to become injured by falling or flying debris, or by tripping, falling, or getting cut by damaged floors, walls, and items in the path of escape. Identifying potential "void areas" and planning on using them for earthquake protection is more difficult to teach, and hard to remember for people who are not educated in earthquake engineering principles. The Red Cross is not saying that identifying potential voids is wrong or inappropriate. What we are saying is that "Drop, Cover, and Hold On!" is NOT wrong -- in the United States. The American Red Cross, being a U.S.-based organization, does not extend its recommendations to apply in other countries. What works here may not work elsewhere, so there is no dispute that the "void identification method" or the "Triangle of Life" may indeed be the best thing to teach in other countries where the risk of building collapse, even in moderate earthquakes, is great.

### **Additional Information**

In British Columbia, Canada, the Provincial Emergency Program continues to endorse "Drop, Cover and Hold" as the most effective response to an earthquake. See [www.pep.bc.ca](http://www.pep.bc.ca) for more information.

There is also a good response to the article on the "snopes urban legend" website. The URL for this page is <http://www.snopes.com/crime/warnings/triangle.asp>. Here you will find additional information which puts into question the credibility of the source of the e-mail.

On the North Shore, following are a few additional comments from the North Shore Emergency Management Office: We continue to promote the material and information approved and promoted by PEP (Provincial Emergency Preparedness Program for BC), to ensure that all of the municipalities are consistent in our messaging. As such, we maintain that "Drop, Cover and Hold" is effective for the above-mentioned reasons.

Looking for a possible survivable void is actually part of "drop, cover and hold." If you choose a sturdy piece of furniture or architecture to shelter under, it will also likely provide a good survivable void; if the desk wobbles when you lean on it on a normal basis, it may not be the best choice to shelter under or beside.

It is unfortunate that the author has made the generalization that people are "always crushed" when they duck and cover, using Mexico City as an example. There is also photographic documentation of a school in Mexico City from the same earthquake, that shows the only voids in the classroom as being under the desks...in fact the room full of desks is the only thing that stopped the concrete ceiling from completely pancaking onto the next floor down.

We have also avoided promoting sheltering in a doorframe for the past several years, as doors swing shut and injure people, not to mention that many people don't know the difference between a structural wall and a non-weight bearing wall that could collapse. Corners are good.

In terms of stairwells, we have never promoted people to run for a stairwell in an earthquake; we have always told people to stay put when the earthquake happens. A stairwell is a dynamic, exposed place that may expose people to more risks. Outer walls of buildings tend to be structural, therefore stronger and safer to shelter against. However, if it means running through the building to reach an outer wall, the person should still stay put and shelter in place due to the risk of being injured by falling objects.

In terms of automobiles, the problem with sheltering beside an automobile is that they can bounce or be shifted sideways, either risking hurting you, or moving away and depriving you of your shelter. PEP currently advises that people should stay in their vehicles during an earthquake.

We already understand the science behind wood-frame structures vs. brick buildings. The main reason why so many deaths occurred in Iran's 2004 earthquake is that the stone masonry buildings simply crumbled, leaving little chance of survivable voids. We have significantly different construction standards in Canada.

Sheltering in the bed or close beside it makes sense as long as you have already removed any materials from near the bed that could fall or injure you. (...besides, who can get under their bed quickly and effectively at any rate!?).

In a nutshell, usually we're excited when an article on earthquake preparedness reaches many people, as this one has done. Unfortunately, the sensational nature of this e-mail's delivery may scare people, and confuse their reactions in an earthquake. As always, we should look around us ahead of time, before an earthquake occurs, to select our best bets for safe shelter, and to take other measures of emergency preparedness.

To learn how you can be personally prepared for an emergency or disaster, check out our website <http://www.nsemo.org/> for upcoming courses or contact the North Shore Emergency Management Office (NSEMO) for more information @ 604 983-7440.

## 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

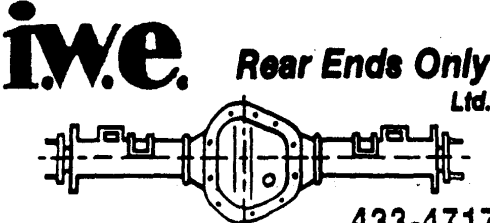
## Club Shirts

*White, short sleeve, 'Golf Shirts' with  
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For all club merchandise contact:  
 Ann Peters 604-581-7189 or  
 ann\_peters@telus.net

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