



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 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.

Next META meeting will be
SEPTEMBER 24, 2008

Our meeting location is Boston Pizza
1045 Columbia Street, New Westminster, BC

SPEED READING

Sep 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 13&14	ICSCC Race #11 – PIR	CSCC	Portland, Or
Sep 20&21	CACC Race # 4 with Children's Charity Grand Prix – MRP	SCCBC	Mission, BC
Sep 20&21	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 20&21	Coastal Club Race #7 – CARTBC	CKR	Chilliwack, BC
Sep 24	META Meeting – Boston Pizza	7:30	New West, BC
Sep 27&28	ICSCC Race #12 – PR	IRDC/TC	Seattle, Wa
Sep 27&28	Double Regional	SCCA/NWR	Bremerton, Wa
Oct 4&5	Westwood Club Race #7 – CARTBC	WKA	Chilliwack, BC
Oct 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 11&12	CACC Race # 5 – MRP	SCCBC	Mission, BC
Oct 18&19	Regional	SCCA/OR	Portland, Or
Oct 18&19	Coastal Club Race #8 – CARTBC	CKR	Chilliwack, BC
Oct 18&19	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 22	META Meeting – Boston Pizza	7:30	New West, BC
Oct 25	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 25&26	Indy 300	IRL	Surfers Paradise, Australia
Oct 25&26	Midnight TSD Rally	IRC	Nanaimo, BC

Children's Charities Grand Prix

"AN INVITATIONAL EVENT"

at

RIVER'S EDGE ROAD COURSE

Sept 20-21, 2008

Morris Promotions and the Sports Car Club of BC are very excited to announce the first ever **Children's Charity Grand Prix**

This event is intended to showcase amateur road racers in a professionally-presented event at River's Edge Road Course.

The vehicle classes are specific to this event only and are structured to ensure close, competitive racing.

This is a 30 minute race!

The 2008 CCGP will be open to P1 (GT1, GT2, GTO) and P2 (GT3, IP1, GTM) cars
A \$10,000 Prize Fund will be available along with a variety of contingency awards.

There will only be 32 spots available for this groundbreaking event

Mike's Ramblings:

Another successful vintage weekend has come and gone. This year saw significantly less auto carnage and oil on the track than the last few years, but was still not incident free. One of our new members demonstrated his worth by letting those of us on Turn 2 know we had oil, something he picked up doing a track walk. From our turn station we didn't see the oil, but upon walking out to the track surface it became very apparent we were dealing with a significant line of oil, which turn out to start at the exit of Turn One and ended somewhere in Turn Three. This was a reminder that frequent track walks are necessary. On Turn Two we had been doing them after every second or third session, unfortunately the session we chose to do bench racing, turned out to be the one we should have done a track walk.

The Saturday night entertainment on the Vintage weekend was well worth the price of admission (the commitment of volunteering for the weekend). Politically incorrect as usual Ian Wood and his cohort did their best to make fun of the Germans and poke fun at cars of other nationality as well. As expected Al Ores was called up to be front and centre in the fun. The German theme for the weekend also extended to food for the evening, and was excellent. Next year will be the 50 year celebration for Westwood, a race course many of us still enjoy driving in our minds and remember with joy.

The celebration of Al Ores 40 years of racing went well and I hope everyone was able to attend. I know Nick Roche attended, and it was good to see him. During the course of the weekend I also saw many old timers from Westwood, such as: Toivo Heinonen, Bert Laakmann, and Charlie Godecke.

Unfortunately I missed Al's special race, as I was helping drop a transmission at the time, however I did see the 'tail' Nick Roche & Bernie Hamm clipped on the back of Al's V. The catered dinner was good, although I didn't feel I should sit at the volunteers table since I was crewing that weekend, so Thomas Lynn and I sat in the far corner with Mark Finniss, Randy Custer, Skip Jones, Brian and Charmaine Meakings. Al was definitely overwhelmed by the number of people that think so highly of him. When I talked to Al on Monday he was still coming to terms with the celebration, and felt bad that he had neglected to thank the workers for all they had done. Thanks should be given to Al's daughters and oldest grand daughter for all the efforts they put in.

Next on the agenda is the charity weekend, which includes an invitational race. Be aware that although the schedule sets aside 90 minutes for this race, the race itself is only 30 minutes. The balance of the time will be spent on presentations and other activities. The advertising of this event has been somewhat limited to date, therefore may not draw as many spectators as it should, however it does appear to have good driver support. With luck this will be an annual event, please let friends and co-workers know about it.

Mike Bailey

META's Silent Auction

*held at the recent ICSCC race at Mission on the September long weekend
was a huge success, with \$791 being raised for the club.*

*Thanks go out to all who supported the auction with their
donations and bids.*

*Also thanks go out to Ann Peters for organizing and
Bryan Nuttall for staffing the booth for the weekend.*

The logo features a yellow cross at the top, with red curved lines forming a stylized 'X' shape. Below this, the words "CHILDREN'S CHARITIES" are written in a bold, black, sans-serif font. To the right, "Grand Prix" is written in a black, cursive script font.

CHILDREN'S CHARITIES Grand Prix

PRESENTED BY



River's Edge Raceway – Mission, BC September 20/21, 2008

Since the departure of the immensely popular Vancouver Molson Indy, local race fans have been starving for a Professional-style event providing them with the sights, sounds and thrills that go along with Motorsport Entertainment.

The Children's Charities Grand Prix is the most exciting Motorsport news in British Columbia since the Champ Cars last graced the streets of Downtown Vancouver in 2004.

The first CCGP will take place September 20th and 21st at the new and improved, River's Edge Raceway. The CCGP concept was derived from the ultrasuccessful fan-favorite SCCBC Invitational that ran along with the Vancouver Indy from 1990 through 2004.

The SCCBC Invitational thrilled the Vancouver Indy crowds with its wheel-to-wheel racing action and fan-friendly format. Huge grids of up to 60 cars kept fans on the edge of their seats with lots of passing, close calls and diverse grids.

The CCGP will continue to feed the fans need-for-speed by featuring a vast array of beautiful P1 and P2 class, big-horsepower cars and amazing driving talent from all over Western Canada and the Pacific Northwest racing for a \$10,000 prize purse.

The CCGP race will take place during round 4 of the Pacific Region CACC Championship. The weekend will also feature a variety of exciting classes from Open Wheel Formula Cars right through to Vintage and everything in between.

The Children's Charities Grand Prix will benefit the BC Children's Hospital and Children's Wish Foundation. Partial proceeds from gate will go to both charities as well as funds raised from a silent auction and the infamous 'Hot Laps 4 Kidz'. This unique offering will give fans the opportunity to go for a ride on the newly configured 9-turn 1.3 mile race track in a variety of Supercars and Race cars with Professional Drivers at the wheel.

This concept offers a fantastic opportunity to all those involved in Motorsports (and beyond) to come together to benefit sick children and demonstrate on a grand scale that great road racing action is alive and well in BC. For further information please contact Tony Morris Jr at 604.341.3884 or CCGP@proracing.ca



Written by Al Ores daughter, Jennifer Arthur, printed with permission from the family

Al Ores 40 years in racing

Al was born in Slovenia in 1933. As a teenager Al worked at the Puch Motorcycle factory as an apprentice mechanic. He raced motorcycle sidecars in Europe before immigrating to Canada in 1953 (Al was the monkey on the side car).

In 1954 Al met Ann, married her in 1956 and had four children, Mike, Diana, Patricia and Jennifer. Al was always interested in motorsports and took Ann, Mike and Diana to Westwood to watch the races in the early 1960's.

In 1963, Al began what would be a 30-year career at Bert's Automotive. Five years later, in 1968, a bet between Charlie Godecke and Bert Laakmann would change his life forever. The three of them had a bet on who would chicken out first in taking the SCCBC's driver training course at Westwood. No one backed out. Dave Ogilve (a formula Vee driver) and the legendary G.B. Sterne were Al's instructors. Driving a 1965 Mustang during heavy rainfall, Al finished his course and was hooked on racing. He already knew what class he wanted to participate in. It was Formula Vee.

Al, Charlie and Bert bought a Bobsy FV and built it in the shop at Bert's Automotive. Charlie and Bert were more interested in racing Porsches, so Al bought them out and was now the sole owner of the Vee. He ran his first novice race in Seattle on April 1968. The rains poured down on the combined 40-car open/closed wheel field. Al finished mid pack. After three more novices races, Al entered his first senior race. He finished second among the 30-car Formula Vee field.

In his second year of Conference, Al won his first race at Westwood. He will never forget the date, as it was his 36th birthday- May 4,1969. After the race a couple of friends threw Al in the lake at turn 1, just to congratulate him.

Al drove his Bobsy from 1969 to 1975 in ICSCC and CASC events. During these years Al and his 16-year-old son, Mike built a Bobsy for Mike to race and another Bobsy for a friend, Dr. Phil Plager. Al and Mike (the youngest Conference driver ever at that time) had many battles on the track, and yes, Mike did beat Al at times. In 1975 Al sold his Bobsy and bought a Kelly Formula Vee, which he raced for a couple of years. He would later sell it and Lawrence Green now races it.

Meanwhile in 1976 Mike had sold his Bobsy and bought a brand new Caldwell D13 from Pierre Philips, a distributor for Caldwell and fellow competitor. Mike beat Al often that season, so Al suggested that Mike buy a Formula Ford because "you're too fast for Vee's!"

So, in 1977, Mike bought a Ford and Al bought Mike's Caldwell. Al has been racing it ever since, taking it to Victoria, Spokane, Seattle, Portland, Westwood and Mission. Throughout the last 31 years racing his Caldwell, Al has won numerous awards in all clubs, including the ICSCC Formula Vee championship in 1979 and 1988. He was the first Canadian to win the ICSCC Sportsmanship Award in 1996 and has won the SCCBC Sportsmanship shield several times. Al holds the Formula Vee track record at his beloved Westwood. Al has always loved racing his Vee, but he has also raced some other interesting vehicles in the seven-hour endurance races at Westwood. He drove with Rod Hamilton in a Sprite, with his son Mike and the late Wolfgang Naschel in a Rabbit, a rusty Pinto with Al Brown, a sports racer with Al Brown, and his own Datsun 510 with Brian Ennis. Al also helped start the Datsun 510 series in the 1980's. No matter what vehicle Al races, he is always happy when he has had a fun clean race.

(Al Cont'd)

During his forty year Formula Vee racing career, Al has met, influenced, helped, mentored, taught and raced against hundreds of people. Years ago, while sitting at a table with Greg Moore at an SCCBC banquet, Greg told Al that Al was one of the influences why he wanted to get into open wheel racing. When Richard Dean Anderson (MacGyver) was racing the Honda/Michelin Series at Westwood, Al lent his racing suit to Rick because he had forgotten his own suit. Al lent his son-in-law Scott, the Caldwell for Scott's first novice race. Al also lent Scott his spare engine at a race in Seattle when Scott's engine blew in qualifying. During the race Scott did well but Al's own engine blew! One foggy morning at Westwood, the sedan drivers were asked to drive around the track to try and lift the fog. Al, always wanting to help, duct-taped a flashlight to his helmet and drove around the track in his Vee!

Al was the pace car driver for The Vancouver Indy supporting race for all years except one. He is the pace car driver for the Gastown Bike Races and enjoys driving the pace car (especially the Lamborghini) at the Vintage Clubs Historic Motor Races at Mission Raceway. Al has been a member of SCCBC, ICSCC and CASC/CACC for 40 years. He is a long-time member of IRDC, RDC and META. The Vintage club has recently made Al an honorary member. Al was also inducted into the BC Motorsports Hall of Fame in 2002 as a Pioneer of Motorsport.

The Ores family has always been involved with Al's racing. Ann, the banker, has been there to support Al (even when she was pregnant, she manned the corners on practice nights at Westwood); Mike as crew and competitor; as a teenager, daughter Diana would carry the battery to Westwood pre-grid, sometimes wearing a bikini! Of course his two most famous daughters, Tricia and Jennifer are still helping and have done their share of timing, working in the concession stand, working the T-shirt stand and tormenting other drivers and crew (you know who you are). Son-in-law Scott Arthur races against Al in Formula Vee, son-in-law Dale Phillips crews for both Al and Scott. The grand kids are right in there, cleaning Al's car, changing tires or just cheering from the grand stands.

In his spare time Al likes to relax with the family at his cabin in the woods.

This is just a brief look into Al's long racing career. We don't have enough space for the many more stories that could be written down. If you have a chance; go and talk to the man who has made such a large impact in the motorsport world!



(Photo: <http://www.bertsauto.com/>)

Clothing with META Logo available for purchase

We will be selling these at cost, but have rounded the prices to the next dollar for ease of handling payments. The prices quoted are based on a minimum order of a total of at least 21 garments (mix and match) and include all taxes and embroidery of the META logo on the left chest. You can order your name to be put on the right side at an additional cost of \$6.00. All are available in larger sizes up to 4XL or 5XL with a small surcharge

If you are interested in any of these, please let us know as soon as possible as we would like to know the interest from the membership and if we could meet the minimum order. As discussed at the last meeting, payment is due at the time we place the order.

White Sweatshirt available up to size 4XL Price \$22
10% surcharge for larger sizes over XL

Fleece vest Colour Flint Available up to 5XL Men's Price \$43
Ladies price \$35
12% surcharge for larger sizes over XL

Hoodie Colour Ash Sizes up to 2XL Price \$35
Similar style available up to 4XL at surcharge of 10%

Golf Shirts White Men's and Ladies Price \$31
Available up to size 4XL at no extra charge

Contact Ann Peters at 604-581-7189 or ann_peters@telus.net
for more information and photos of sample merchandise.
A separate email will be sent out to members with photos attached

Twice is Nice Weekend at Mission

It was a fantastic weekend for “SNAFU racing” and Mark Finnis’s Datsun Radial Challenge (DRC) 510, which now runs as an ‘H’ Improved Production (HIP) car. We had a minor disagreement with Tech about covering the DRC designation, later an official agreed with us that it was a defunct class and part of the car’s historic heritage so could stay. The new ceramic brake pads work well and don’t seem to go away, plus the brake bias still has adjustment left when set at what appears to be optimum, allowing Mark to go real deep into a corner before jumping on the brakes. Mark and I did a final bleed on the brakes Saturday and never needed to touch them again. Mark got the car down to lap times in the 1:29s and it ran consistently, even managing to get by Keith Robinson’s Honda driven by Bruce Jamieson during the Sunday novice race. Unfortunately Bruce passed Mark and two other cars under yellow resulting in him getting penalized, so what would have been a good race was over. The Datsun 510 also ran well for the group 7 races. I think the only thing we need to change before the next race is the distributor bushing (the ignition timing is bouncing) and fix the threads in one of the distributor mounting collar bolt holes. Randy Custer and Skip Jones (HIP record holder in Mark’s car on the old track) still think the car needs a little more camber on the front to improve turn in. For those that didn’t know, we were nick named SNAFU racing in 1983 by the Stec brothers (sometimes we were referred to as the keystone cops of racing).

With Al’s 40 years of racing celebration on the weekend many Westwood old timers dropped by and congratulated Mark for holding onto the car for all these years, instantly recognising it as the car we ran at Westwood. Mark, Skip Jones, and I had arrived at the track early on Sunday to plant our little surprise for Al in his Formula V. The package of depends had a label letting Alios Ores know it was from SNAFU, the bottle of prune juice was labelled “Mexican Posi Fluid” (this dates back to prank instructions given to Mark by Al when the differential was welded up on the 510 by Al in 1982 to create a locked rear end – AKA: DRC welded Diff). Al’s celebration was good fun although we were getting chilled by the damp weather by the time it was over. On our way out I let Al know who SNAFU racing was; the look of realization on his face was priceless, he was positive Nick Roche had planted the stuff in his car.

Brian Meakings of Blacksheep Racing, who were pitted next to us (or should I say with us - we’re almost one team when it comes to working on the cars) had a less enjoyable but decent weekend. We were all happy that he has finally fixed the issue of the car throwing belts, so he finished all the Saturday practice and qualifying sessions. On Sunday morning before car owner Robert Barg even got to the track Brian broke the transmission on the Black Firebird and needed to be towed in. While Brian was off getting Robert’s green Firebird we pulled the wheels and tires from the black Firebird and started to pull the transmission (this was the first drive shaft I would pull on the weekend). Mark and I decided to go for lunch at this point, so when Brian got back Thomas Liesner, John Shoeberg, Randy Custer and Brian were left to swap the good tires and wheels onto the green Firebird and get it through Tech inspection. Brian was doing well in the race Sunday afternoon when the clutch let go so once again needed to be towed in. The pit area was rearranged so we could put the “Green Bird” on jack stand and pull the transmission. Another drive shaft for me to remove, and then I went to work on the transmission mounting bolts with Brian. Randy Custer acted as my ‘nurse’, handing me tools as needed. Since we were waiting for parts we decided to wait until Monday morning to finish the job and proceeded to clean up for Al’s Celebration. We decided to let John Shoeburg and his assistant put the “Green Bird” back together since Mark was out in the first session on Monday. Brian’s race went well, but we didn’t realize that the header collector had started to separate from the rest of the exhaust system when the clutch was changed so every time he slowed down the car would back fire (unburned fuel burns in the hot exhaust when oxygen is sucked in through a leak – closed throttle tends to create a rich mixture in a carbureted engine). Since this was the first race Brian had managed to finish this year he celebrated by ‘drifting’ through some of the turns on the cool off lap (Brian is noted for doing something interesting to show appreciation to workers, especially those he knows, at the end of a session), so was reprimanded when he came in. Some officials have no sense of humour.

Mike Bailey

Cascade Sports Car Club

presents

Doernbecher Dash XXIII

September 13th & 14th 2007

This is a Chicane race run from the Pro Pits

This race is sanctioned by ICSCC, under the 2008 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway.

Sports Car Club of British Columbia

presents

“Children’s Charity Grand Prix”

September 20-21, 2008

Featuring the Children’s Charity GP and the C.F.D.A.

This event is sanctioned by CACC as a championship points race conducted under the 2008 CACC regulations and is organized by the Sports Car Club of British Columbia at the River’s Edge Road Course at Mission Raceway Park in Mission, BC.

Each regional group will have a point’s race on each of Saturday and Sunday.

International Race Drivers Club

presents

IRDC’s FINAL DASH of 2008

September 27th & 28th 2008

This race is sanctioned by ICSCC under the 2008 Competition Regulations as a championship race, which is organized by IRDC and held at Pacific Raceways.

Pacific Forest Rally

Event notice: An open invitation and call for volunteers! WCRA is organizing the Pacific Forest Rally. Round 5 of the Canadian Rally Championship, PFR takes place Oct 17-18th in Merritt, BC. We need volunteer marshals for radio communications, road access control and controls for stage starts and finishes. This is a high speed closed road rally with positions available for all experience levels. Our goal is a safe fun day out in the woods supporting motorsports at the national championship level. Event details can be found at the following link:

<http://www.pacificforestrally.com/home.html> Volunteer info and registration is here:

http://www.rallybc.com/wcra/volunteer_letter.html

www.rallybc.com

West Coast Rally Association is having its next monthly club meeting on September 3rd, 2008. Location is at the Boston Pizza Restaurant, 1045 Columbia St. New Westminster, BC @ 7:00 pm. Details on rallyBC.com: http://www.rallybc.com/wcra/wcra_club_meeting

CASCADE SPORTS CAR CLUB
presents the
33rd ANNUAL 12 HOURS OF THE CASCADES
October 25th, 2008

This race is sanctioned by ICSCC, under the 2008 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway.

12 Hours of the Cascades
October 25th, 2008

Enduro Classes

P0 3501cc and up

P1 2500cc – 3500 cc and up & 13B Rotary Engines

P2 1650cc – 2499cc & 12A Rotary Engines

P3 1649cc and under

SR Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

Note: Engine Displacement excluding an overbore allowance of 1.2 mm (.047).

Schedule

FRIDAY

9:00am – 12:00pm Registration & Tech Inspection
(Registration is in the second floor of the tower)

1:00pm- 1:45pm Enduro practice

1:45pm- 2:00pm Track crossing

2:00pm- 2:45pm Enduro practice

2:45pm- 3:00pm Track crossing

3:00pm- 3:45pm Enduro practice

3:45pm- 4:00pm Track crossing

4:00pm- 4:45pm Enduro practice

5:00pm Mandatory Crew Chiefs Meeting (next to pit stall #1)

5:00pm Mandatory Drivers Meeting (motocross grandstands)

6:00pm 8:00pm Registration Open

SATURDAY

7:00am - 9:00am Registration & Tech Inspection

9:00am - 9:30am Enduro Practice

9:30am - 9:40am Track Crossing/ Cars to the Le Mans grid

9:40am Engines off/ Cars on the Le Mans grid

9:45am - 9:45pm 12 Hours of the Cascades

2008 SCCBC Awards Banquet

November 1st, 2008

Eaglequest Golf Course

7778 - 152nd St. Surrey B.C.

6pm Cocktails

7pm Dinner

8pm Awards

Dancing until midnight

\$40 per person

Tickets: - please contact:

Kevin & Leslie Skinner:

Phone: 604 856 8957 or 604 230 6084

email: kevin@theadworks.ca

Nearby Hotel Accommodation:

Sheraton Guildford – Att: Margaret Lange Ph: 604 587 - 6111

<http://www.vcmhc.com/page.cfm/738>

Sandman Inn Surrey - Ph: 604 582 7263

http://www.sandmanhotels.com/hotel/bc/surrey_extended

Be sure to ask for SCCBC special rates

Beautiful Arizona

Just moved to Arizona!

Now this is a state that knows how to live!! Beautiful sunny days and warm balmy evenings. What a place! It is beautiful. I've finally found my home. I love it here.

June 14th

Really heating up. Got to 100 today. Not a problem. Live in an air-conditioned home, drive an air-conditioned car. What a pleasure to see the sun everyday like this. I'm turning into a sun worshipper.

June 30th

Had the backyard landscaped with western plants today. Lots of cactus and rocks. What a breeze to maintain. No more mowing lawn for me. Another scorcher today, but I love it here.

July 10th

The temperature hasn't been below 100 all week. How do people get used to this kind of heat? At least it's kind of windy though. But getting used to the heat is taking longer than I expected.

July 15th

Fell asleep by the community pool (Got 3rd degree burns over 60% of my body). Missed 3 days of work. What a dumb thing to do. I learned my lesson though. Got to respect the ol' sun in a climate like this.

July 20th

I missed Lomita (my cat) sneaking into the car when I left this morning. By the time I got to the hot car at noon, Lomita had died and swollen up to the size of a shopping bag, then popped like a water balloon. The car now smells like Kibbles and shits. I learned my lesson though. No more pets in this heat. Good ol' Mr. Sun strikes again.

July 25th

The wind sucks. It feels like a giant freaking blow dryer!! And it's hot as hell. The home air-conditioner is on the fritz and the AC repairman charged \$500 just to drive by and tell me he needed to order parts.

July 30th

Been sleeping outside on the patio for 3 nights now. \$350,000 house and I can't even go inside. Lomita is the lucky one. Why did I ever come here?

Aug. 4th

It's 115 degrees. Finally got the air-conditioner fixed today. It cost \$1,500 and gets the temperature down to 85. I hate this stupid state.

Aug. 8th

If another wise ass cracks, 'Hot enough for you today?' I'm going to strangle him. Damn heat. By the time I get to work, the radiator is boiling over, my clothes are soaking wet, and I smell like baked cat!!

Aug. 9th

Tried to run some errands after work. Wore shorts, and when I sat on the seats in the car, I thought my ass was on fire. My skin melted to the seat. I lost 2 layers of flesh and all the hair on the back of my legs and ass. Now my car smells like burnt hair, fried ass, and baked cat.

Aug 10th

The weather report might as well be a damn recording. Hot and sunny. Hot and sunny. Hot and sunny. It's been too hot to do shit for 2 damn months and the weatherman says it might really warm up next week. Doesn't it ever rain in this damn desert? Water rationing will be next, so my \$2,300 worth of cactus will just dry up and blow over. Even the cactus can't live in this damn heat.

Aug. 14th

Welcome to HELL! Temperature got to 122 today. Cactus are dead. Forgot to crack the window and blew the damn windshield out of the car. The installer came to fix it and said, 'Hot enough for you today?' My sister had to spend \$1,500 to bail me out of jail. F ***** Arizona. What kind of a sick demented idiot would want to live here?? Will write later to let you know how the trial goes.....

CLUB MERCHANDISE

Pens on Neck string \$1.00
META Decals Static for inside or
Stick-On for outside \$.50 each
META Pins \$1.50 each
Earplugs \$1.00
Training Manuals \$1.00 (Free to new
workers)

Club Shirts

*White, short sleeve, 'Golf Shirts'
with
META logo embroidered on front.
\$10.00 each..... Only 2 left.*

For all club merchandise contact:
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Membership

C/O Thomas Liesner, 8620 154th Street, Surrey, BC V3S 3N6

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 a message at
maydayeditor@hotmail.com