



# MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: [maydayeditor@meta.bc.ca](mailto:maydayeditor@meta.bc.ca)

META Website: <http://www.meta.bc.ca/>

**December 2012**  
**Volume 37 Issue #12**

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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.

Produced in Canada.

Next META meeting will be  
**JANUARY 23, 2013**

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

## SPEED READING

Dec 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 12&13	Ice Race # 1 -- Barnes Lake	WCIRABC	Ashcroft, BC
Jan 23	META Meeting – Boston Pizza	7:30	New West, BC
Jan 26	<b>META Banquet – Guildford Golf and Country Club</b>	<b>5:30</b>	<b>Surrey, BC</b>
Jan 26&27	Ice Race # 2 -- Barnes Lake	WCIRABC	Ashcroft, BC
Jan 27	Rolex 24 at Daytona	Grand-Am	Daytona, FL

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline 604-475-0583 or check the website <http://www.carsonice.ca/> before traveling.

## Congratulations

to the

2013 META Executive

*President: Lynn Rimmer*

*Vice President: Tasma Wooton*

*Treasurer: Manfred Zumm*

*Secretary: Jerold Klassen*

*Many thanks to the 2012 executive  
for all your hard work*



Please note: There will be no META meeting in December.

*Have a Merry Christmas and a  
Happy New Year*

## Presidents Report

The AGM has happened and we have a new President, Lynn Rimmer. I wish Lynn the best of luck; I know there are many looking forward to working with her.

Misinterpreting rules and reading things in that are not there seems to be a problem at Mission. I'm not sure how the rule got interpreted that the double yellow needed to be dropped when the lights went out on the pace car, however this has been the case for several years. This rule will be rewritten for the 2013 season for CACC events, the double yellow remains up until the green flag is given at start finish. This would apply to both starts and restarts. I have my suspicions the same will apply to ICSCC races, but will leave it up to the ICSCC ROD rep or our new President to clarify this (I will admit I'm not up to snuff on ICSCC race regulations).

Also covered at the CACC Fall General Meeting was the use of lights, these will be used on a trial basis at some of the corners at Mission. At this point I do not have further details.

As some of you are aware I recently received recognition from the Big Brothers of Greater Vancouver for serving as team captain for 5 years in the Bowl for Big Brothers Classic. Yes of course it was another clock, what else would I get. On that note I would like to remind everyone that I have signed up META for Bowling again in 2013 so please sign up at: [META \(Motorsports Emergency & Turnworkers Assn.\) team on the Big Brothers site or through the link on the META web site](#) and click "Join Team" (if you do not have internet access contact me, but it is best if you join online). You do not need to bowl to collect pledges, although it would be nice to see you, I do know how dates can conflict and I'm not sure what dates are available yet. However I will try to pick a date that does not conflict with racing.



The Vintage Racing Club of BC's annual Gala was a lot of fun, and I did get an opportunity to say a few words on behalf of META. As many know I am also a member of the VRCBC, so choosing who to sit with was a challenge. One of my criteria is that I try not to sit with the same people at banquets (so I hope no one felt snubbed because I did not sit with them). Since I also attend the SCCBC banquet every year as well this becomes challenging. I was surprised to receive the Spirit of Mission award from the Vintage club in recognition for all that I have contributed to racing at Mission. I would like to that the Members of the VRCBC for this honour.

Skip Jones sent me a copy of the December Edition of Cascade Sports Car Club's newsletter, Auspuff, and referenced the President's message. Scott Faris, President of Cascade, talks about NASA (National Auto Sport Association) coming into the Pacific Northwest region (of the US) and its potential impact. Unfortunately the Cascade Auspuff does not appear to be available online so I can't give you a link, but Scott's column appears below. Of equal significance is that SVRA has acquired HSR - West and will expand to the NW. So both contemporary and vintage racing scenes will have fresh blood and much higher profile, not to mention more racing. We are fortunate here as we do not have to go hundreds, sometimes over a thousand miles to reach tracks within our racing region. ICSCC already has more races per season in their region than any other sanctioning body anywhere in N. America has in any other region. Let's hope it all gets better, all groups get along and recognize the need for collaboration and welcoming each other's membership and credentials.

### **Question of the month:**

In that I am no longer president it is not likely that I will be doing a monthly column and therefore no question of the month. I may continue to submit articles from time to time.

### **Answer to November question:**

**A:** The short answer is that tire scrubbing is allowed any time the cars are behind the pace car for races at Mission. Joe Proud was the winner last month. The rule was re-written a couple of years ago because someone was misinterpreting the rule (although I still don't know how they managed to misconstrue the rule - I have a posting on the SCCBC forum on this - [Tire Scrubbing & Rule enforcement](#) - as well as my blog - [Race Rules and Misinterpretations](#)). Currently the supplementary rule at Mission is the same for both CACC and ICSCC: "Tire scrubbing is not allowed at any time during practice or qualifying sessions. Scrubbing is allowed only on the pace laps preceding the initial green flag starting a race, or under pace car control." The newest supplementary are posted on the SCCBC web site and as officials we should be aware of what they are. The 2012 rules are the current ones currently available, for CACC the link is <http://www.sccbc.net/data/2012/2012CACCSupRegsMar2.pdf> and for ICSCC the link is <http://www.sccbc.net/data/2012/2012-ICSCCSupRegsApr9.pdf>.

## *Mike*

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From CSCC Auspuff:

*Message From The President*

*"Parting is such sweet sorrow". I think some guy named Bill Shakespeare said that. But it is true, at least in my case. This is my last president's memo though as of this writing I can't tell you who the 2013 president will be. Whoever it is, I am confident the new president will take over a club that is in quite good shape. That is no brag on my term, but a realization of all the hard work and good fortune we have enjoyed as a club this past year. We successfully managed many races, rallies and driver's ed events and protected the club's treasury along the way. I owe a big debt of thanks to my fellow board members, committee chairs, many other volunteers and our general membership.*

*Though I have another year left on the board, it will be as a director at large because I am really looking forward to being next year's ICSCC License Director. Just as raising children creates the future for our families and society, bringing along the next generation of racers is likewise the future of Conference racing. And speaking of our future, many of you already know that the National Auto Sport Association (NASA) has booked a number of race events around the Pacific Northwest for next year and is even relocating some staff from their other regions. The good news is that NASA views the NW as an opportunity for growth which really means they recognize that our region has great potential. And if they can draw more racers up from California (which frankly neither Conference nor the SCCA have been all that successful in doing) or encourage more non-racers to join our sport, then our collective racing "pie" will get bigger and we will all benefit. Of course if having them come to our region doesn't increase the size of the pie, but merely draws existing drivers from Conference or SCCA, then this new "competition" will not be as successful. In any case, new competition means we have to sharpen our game to continue to attract new members, racers, ralliers and driver's ed attendees. Competition, I have heard it said, improves the breed. That will be the challenge for the 2013 board. I am confident we are up to it. With some returning experienced board members and some fresh and enthusiastic new ones (Gary Presting, Zack Grant and James Gregory as alternate) we have the "A" team we need to succeed. I hope you will offer them your full support by volunteering whenever possible, attending our various events and recruiting new folks to the Cascade family.*

*Now to close on a personal note, I just returned from the first US Gran Prix since 2007. On Friday there were some 63,000 attendees at the new and very impressive Circuit of the Americas (COTA) for various practice sessions; some 80,000 on Saturday for qualifying and some support races; and a reported 120,000 for the GP on Sunday. Wow, what a treat it was to be among them. If you ever get the chance to go, then by all means go. Austin Texas was generously welcoming; the weather was perfect; everyone I saw had a big grin on their face and the venue was just fantastic. There were quite a few Portlanders there and several Cascade members I know of. Notably, our own ROD rep Kim Kuzma-McFarland got to work turn 11 C. She can tell you her own story. Many of you know Andy from Armadillo racing. I got to celebrate his 60<sup>th</sup> birthday at Threadgill's which is an Austin institution. And Phil Fogg Jr., who has run Conference enduros, Star Mazda and other series, led the inaugural Pirelli GT3 Cup race for several laps before being passed by 19 year old wunderkind Madison Snow from Utah. Phil finished a strong second in a 30-car field. So on the podium there was Snow and Fogg. I didn't see Rain until I landed at PDX. Glad he wasn't on the podium too. See you at the Cascade banquet on December 1. And until then and forever more, drive on.*

*Scott Faris*  
President

# *Congratulations*

*to*

*Jim O'Keefe – ICSCC Worker of the Year*

*Nick Roche – SCCBC Volunteer of the Year*

*Mike Bailey – VRCBC Spirit of Mission Award*



## **Open House**

Roger and Ann will be holding their annual open house

**December 29, 2:00pm onwards.**

All are welcome to attend

**10952 McAdam Road**

**Delta, BC**

**604-581-7189**

*META*  
*AWARDS BANQUET*

*SATURDAY, JANUARY 26<sup>th</sup>*

*Guildford Golf and Country Club*

*7929 – 152<sup>nd</sup> St*

*Surrey, BC*

*Tickets \$45*

*Happy Hour: 5:30*

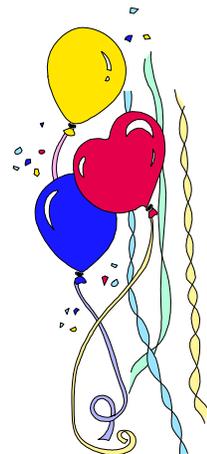
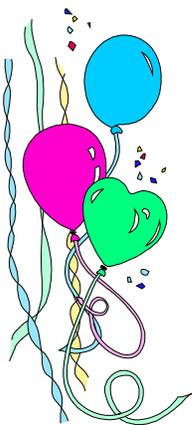
*Dinner 6:30*

*This year's theme will be Jim Clarke*

*RESERVED TICKETS AVAILABLE FROM:*

*Doris Gildemeister: 604-588-9218*

*Tickets will also be available at the January META meeting.*



## WCIRABC 2013 Ice Race Dates



January 12/13

January 26/27

February 9/10

February 23/24

March 9/10 (Alternate if necessary)

AGM - 1st weekend in April

Please note dates are tentative as of this printing.

December 15 will see a confirmation of the 2013 schedule

As always, please call the hotline 604-475-0583 or  
check the website <http://www.carsonice.ca/> before traveling.

From: [http://www.nasanorthwest.com/?page\\_id=19](http://www.nasanorthwest.com/?page_id=19)

### *NASA NorthWest 2013 Schedule - Not so Tentative!*

May 4-5 Pacific Raceways

June 1-2 The Ridge

July 13-14 Portland International Raceway

August 10-11 Oregon Raceway Park

September 5-8 Miller Motorsports Park – NASA Championships

September 14-15 Pacific Raceways

October 12-13 Portland International Raceway

This schedule is subject to change or modification without notice –  
Announcements will be forwarded but please check back often!

## **AWESOME AUSTIN**

The newest track on the F1 circuit may look impressive on TV, but it is absolutely breathtaking when seen in person. There is almost no detail that has been missed and the quality and workmanship on everything is outstanding.

I was lucky enough to be able to go to the F1 race in Austin in November, at the Circuit of the Americas, or COTA for short. Purpose built for F1 over a two year period, this 3.427-mile (5.515 km) circuit has been built on land originally destined to be a residential area, not far from the Austin Airport. There is still some work to be done, such as approach roads, parking areas and local services, but for its first on-track event, all was ready in time, even if the paint was barely dry.

I arrived at the hotel on Wednesday afternoon and immediately began to see many familiar faces, most of whom I had not realized were planning to come to the event. There were marshals from the UK, Ireland, Quebec and Ontario, as well as many from all parts of the US. Gordon Ensing and his wife Connie were there, Jim Swintal was in race control along with Sue Franco, Lon Bromley in charge of the Safety team – it was almost like old times!

On Thursday, the Captains had to go to the track for meetings which gave the rest of us the opportunity to explore downtown Austin. It is an interesting city, very cultured, with lots of contrasts including old and new buildings. It is the capital of Texas and the Capitol building and its grounds are most impressive. Although the US flag was at the top of the flagpole, the Texas flag below it was at least four times the size – everything in Texas being bigger, of course. There is no shortage of good restaurants and interesting stores and lots of live music.

Later that afternoon, we were picked up at the hotel by coach and taken to the track for registration followed by a Texas style barbecue dinner. We were given an F1 tabard (our only credential) a hat and a shirt, and issued with our blue coveralls for the weekend. Apart from the washroom difficulties for us female marshals, having to wear a jumpsuit was not as bad as expected, although we did look like the Smurf army. There were no worries about what to wear, they kept us warm in the cold mornings and prevented too much sunburn later in the day.

Next morning saw the coaches pick us up at our hotels at 5:15am – well ahead of the morning meetings but they were worried about traffic and wanted to make sure we were there in plenty of time. Our hotel, the Drury Inn, could not have done more for us. They had breakfast available from 4 am, with hot dishes from 4:30 am each day. They also provided free drinks and a buffet dinner each evening, plus free long distance calls anywhere in North America – so many unexpected bonuses but all are standard when you stay there, although breakfast usually starts later. Some of the other marshals stayed at the Hyatt Park Place, not far away, but they did not get as many extras as we did.

We arrived safely at the track while it was still dark and even the meeting tent was in the dark – no generators so they used truck headlights to serve coffee and doughnuts. The first thing we saw (you could not miss it really) was the observation tower, which was quickly nicknamed the Mullet. The observation platform is 270 feet above ground, with a partial glass floor, and the lighting on the sides can change colour. Below that is a large amphitheatre where shows and concerts can be held. As it grew lighter, we were taken by coach to our stations and for most of us, this was our first glimpse of the track in daylight. It is a long track, so were only able to see a short part of it when we were being dropped off, but what we saw was incredible – a wide sweeping track with many elevation changes and challenging areas. Everything was well built – high Armco and safety fencing which was sturdy with mesh that did not obstruct any views, the stations had power outlets and an overhead light – the list could go on. There is a landline, however that was one of the few problems over the weekend as it had been installed as a simplex system instead of duplex, so could not function well enough to use during a race. It was decided to use radios for the event, with the landline as a back up and in the end, all went well. We had brand new flag sets but again a minor hitch – the wooden poles were not really long enough so plastic piping had been added, which meant that as the day wore on, the top of each flag became floppy as the poles moved down against each other!

I think it is fair to say that many of the Canadians were initially a little disappointed at their turn assignment, as we were all on the Great White North backstretch (quote from Jim Swintal) but by the end of the weekend, many had decided that it really was not that bad. From 11B, you could see the cars as they came around the hairpin at Turn 11, often setting up to pass, watch the wings move as they entered the DRS zone, and then lost the view of the cars as they entered 11C, due to a slight drop in elevation. There were four groups racing – Porsche Cup, Ferrari Challenge, Historic F1 and the F1 cars, so there was plenty of action to keep our interest.

We were treated well throughout the weekend. We were given an official's newsletter each day which kept us up to date with various happenings on and off track, had good lunches, drinks and snacks every day, but the highlight had to be the pit walk at the end of day Friday. Our jaws dropped as we saw the elevation into Turn 1 from the pit lane for the first time (it is like approaching the high point on a roller coaster as it towers above you in the distance) and then we continued to drool as we walked through the pits and saw all of the teams preparing for the next day. The amenities available to the team members seem to decrease as you work your way down from the top teams to the lower budget teams!

One interesting thing that we did differently that weekend was how we called the F1 cars in to Race Control. As you will know, the numbers on these cars are impossible to read – there were only 4 cars out of 24 where you could see numbers. However, each team follows the same system for the colour on their onboard camera – the Primary driver always has the red camera and the number two driver has the yellow camera. So that was how we called them - Ferrari Red or Ferrari Yellow, McLaren Red or McLaren Yellow etc and it worked out very well.

That evening, most of us just ate at the restaurants close to the hotel, all of which were very good, as it had been a long day for everyone. Saturday was much the same, but a few of us did venture downtown for dinner that night, somewhat naively as we did not have a reservation anywhere. Nobody could take us before 11 pm, which doesn't work when you have to be up at 3:30 am, but eventually I persuaded the host to let us into a sushi restaurant, on condition that we were done within an hour. We were done in under an hour and I have to say that I was amazed at the vast quantity of sushi that my companions were able to consume in that short period!

For me, it really was the perfect weekend, with good racing, good facilities, good weather and best of all seeing many old friends. However, the icing on the cake came for me on the Monday when three of us made our way back to the track in the Mazda Laguna Seca pace car which had been driven over from California for the event as a PR exercise. I guess the car and the shirts we wore looked very official as we were ushered through security without any questions asked. We decided that it would be prudent to ask someone officially if we could go on the track and made our way towards the administration offices. However, nobody was available to give us that permission and we were told that if we tried to go onto the track, we would be immediately arrested. So we decided that might not be such a good idea and asked instead if there was any chance of being allowed up the observation tower and that apparently was OK. So we went up to the top and were able to take many photographs (most of mine unfortunately with my finger appearing in them as I was so scared of dropping the camera from that height!). Neither of the guys with me liked the glass floor, so I was taking photos for them with their cameras for part of the tour. It was a thrilling experience and the perfect ending to a perfect weekend.

Austin may officially be the Live Music Capital of the world (there was even live music in the airport), but it could easily become the best F1 location on the racing calendar. I can't wait to go back next year.

*Ann Peters*

Submitted By Mike Bailey

From *Canada Track & Traffic* / September 1967 (page 15)  
Guest of the Month

# John Randall

*A family effort*

We go west this month to Vancouver to meet one of that area's most successful drivers, John Randall. John started in motor racing as a kart driver in the local karting organization in 1960 and for three years took home the club championship. In 1964, he graduated to full size machinery when he purchased a Lotus 7. He immediately started to do well with the 7, garnering a class CGT and F modified championship and a conference championship (CGT and CASC C production) in his first year of racing. He was second in CGT C production, F modified, also, conference, same classes.

John graduated to a new Brabham BT8 in November, 1965 (a car that the late Bob McLean had wanted). In the 1965 season John won the F modified, overall modified and conference championship with the Brabham. It should be mentioned

here that he has had little or no sponsorship help all along, expecting some assistance from a supplier. All racing expenses have come from his own pocket, which is something when you consider running a car in the class of the Brabham.

John is 23, has just been married and was born in Edmonton, Alberta. He has lived in Vancouver for the past 14 years and is presently a pilot for Canadian Pacific Airline. on domestic flights. He'll start jet training later this year. His father is a senior pilot with CPA and between globe-girdling flights, does all the mechanical work on John's car. John says his father is a full class A mechanic even though he doesn't hold a licence and didn't go to mechanic's school.

The Randall family is an active one. His mother an 11-time



grandmother, not to be outdone, has raced go karts and took race driving instruction in John's Lotus and on occasion went faster than him. She also has a pilot's licence and often flies but enjoys racing cars more.

John had a good chance for a win in the Player's Pacific last year, placing third in the first heat, having blasted through the field from the back of the pack to finish third. A snapped cam shaft put an end to his effort in the second heat.

John's driving skills are amply illustrated by the fact that in 73 races, he did not drop out once, finishing every event. He has driven in events at Spokane, Washington, Kent and Portland, Oregon. in addition to Westwood. He says he would very much like to come east and try out Mosport and Le Circuit.

One factor in his favour is that his family has always encouraged his motor racing ambitions. It's a real family effort.



# IT'S BEEN A VERY EMOTIONAL SEASON FOR KIMI



SAD



HAPPY



WINNING



LOSING



OVERTAKING  
WEBBER



ZERO DNF'S  
ALL SEASON



REALLY  
HAPPY



REALLY REALLY  
HAPPY



P3



P2



P1

YES YES YES,  
KNOWS WHAT HE'S DOING



# ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing.

Please submit to Joe Proud at [jjproudca@yahoo.ca](mailto:jjproudca@yahoo.ca)

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 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 \_\_\_\_/\_\_\_\_/\_\_\_\_.  
D M Y

# SIGNS THAT SAY IT ALL

In a Podiatrist's office: "Time wounds all heels."

At a Proctologist's door: "To expedite your visit, please back in."

At an Optometrist's Office: "If you don't see what you're looking for, you've come to the right place."

On Plumber's truck: "Don't sleep with a drip. Call your plumber."

At a Tire Shop in Milwaukee: "Invite us to your next blowout."

At a Towing company: "We don't charge an arm and a leg. We want tows."

On an Electrician's truck: "Let us remove your shorts."

In a Non-smoking Area: "If we see smoke, we will assume you are on fire and take appropriate action."

On a Maternity Room door: "Push. Push. Push."

On a Fence: "Salesmen welcome! Dog food is expensive!"

Outside a Muffler Shop: "No appointment necessary. We hear you coming."

In a Veterinarian's waiting room: "Be back in 5 minutes. Sit! Stay!"

In a Restaurant window: "Don't stand there and be hungry; come on in and get fed up."

At a Propane Filling Station: "Thank heaven for little grills."

And don't forget the sign at a CHICAGO RADIATOR SHOP: "Best place in town to take a leak."

**Bernie Hamm**  
Auto Technician "The Doctor"

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Mission, BC



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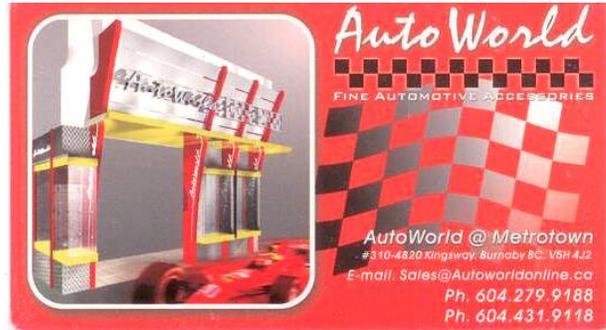
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# Membership

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Province/State \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone No \_\_\_\_\_ E-mail Address: \_\_\_\_\_

**PLEASE MAKE CHEQUES PAYABLE TO META or Renew on-line by PayPal or credit card at**  
<http://www.meta.bc.ca/Members/Members.htm#membership>

Membership cost is \$20 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail