



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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

November 2012
Volume 37 Issue # 11

Next META meeting will be
NOVEMBER 28, 2012

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

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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.

SPEED READING

Nov 10	ICSCC Banquet - SeaTac Marriott		Seattle, Wa
Nov 14	SCCBC Meeting – Sandman Inn,	8828 - 201 st	Langley, BC
Nov 17	VRBC Gala – Delta Town and Country Inn		Delta, BC
Nov 17&18	Totem TSD Rally	WCRA	BC Interior
Nov 28 AGM	META Meeting – Boston Pizza	7:30	New West, BC
Dec 1&2	Big White Winter Stage Rally	WCRA	Kelowna, BC
Dec 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 12&13	Ice Race # 1 -- Barnes Lake	WCIRABC	Ashcroft, BC
Jan 26&27	Ice Race # 2 -- Barnes Lake	WCIRABC	Ashcroft, BC
Feb 9&10	Ice Race # 3 and Enduro -- Barnes Lake	WCIRABC	Ashcroft, BC
Feb 23&24	Ice Race # 4 -- Barnes Lake	WCIRABC	Ashcroft, BC

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 28

Boston Pizza, 1045 Columbia St, New Westminister

at 7:30pm

Please plan on attending this meeting as our annual elections will be held at this time.

The positions available are:

*President, Vice President,
Secretary, Treasurer*

Presidents Report

The last race weekends of the year have come and gone, and probably by the time you read this the CACC fall general meeting will have been held. I am not aware of any rule changes being proposed in either CACC or ICSCC at this time, however we all need to keep on top of these changes. With luck the META clubhouse will have been 'put to bed' for the winter on November 3. Don't forget that the AGM is November 28.

I think it has been a successful year for local racing in spite of the economic downturn. We also appear to have gained some new workers. I'm sure many noticed a drop in entries, however this was not just limited to our track at Mission, my understanding is entries are down all over North America. For Turnworkers/Race Marshals this does equate to many small grids, which tend to be boring. A boring event sometimes leads to lapse of concentration, I'd like to think most of us have found ways to cope with this, but one of the most important is to keep hydrated on hot days (this one I learned the hard way). From what I have seen our members have done an excellent job of staying on top of things all year

Both the Mission enduros fell into the category of boring due to small entries, and the thanksgiving enduro was a huge disappointment to many. I do not believe this was missed by the SCCBC executive, so hopefully careful planning will be done for future enduros. As many know I like enduros, however I know we need a decent grid to start with in order to make it exciting and be sure there are a reasonable number of finishers. SCCBC is planning to run at least one Enduro in 2013.

The next club meeting is the AGM and our annual election, this is your opportunity to do something for the club. I hope to see you all there.

Question of the month:

Q: According to the 2012 supplementary rules for SCCBC events at Mission when are drivers allowed to scrub their tires. Hint: this rule in the past has been incorrectly enforced and misunderstood by many it was rewritten recently to clarify it.

Answers can be sent to webmaster@meta.bc.ca, please put "Mayday Answer" in the subject line - All parts of the question(s) must be answered, and a prize goes to the first correct answer. Don't assume someone has given me a correct answer, it is always interesting to read replies from club members, sometimes I learn something.

Answer to September question:

A: The first editor for the Mayday was Terry Ireland. Sorry to say we did not have a winner. I had hoped to include a list of founding members of META, however that information does not appear to be recorded anywhere and neither Roger or Joe seem to remember who they all were. If any of the older META members reading this remember the names of any of the founding members please let me know and I can start compiling a list. As most know we are attempting to get as much META history recorded online as possible before it gets lost.

Mike

Christmas is Coming and so are the META Calendars



Limited quantities will be printed with over 50% already sold

Cost will be \$10.00 each



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Thank You for Supporting META



Italy & D Day

Submitted by Bryan Nuttall

In Italy 2 scientists are facing 10 years in jail for not predicting an earth quake. This leads me to remember about D Day, code name Omaha Beach. How much blood was on the hands of the power to be? This also proves the never learned off the [Battle of the Somme](#) in WW I (see YouTube videos: [The Battle of the Somme \(documentary\) BBC 1976](#) & [the battle of the Somme \(1916\).avi](#)).

I will mainly focus on Omaha Beach (code name).

Master illusionist [Jasper Maskelyne](#) played a huge role. Because he was so good at what he did his platoon was called the Magic Gang. Three times they were used, and three times successful. He used hot air balloons that looked like tanks to lead the Germans to believe the invasion would come from the narrow part of the channel. This caused the Germans to move all Panzer Tanks to coast off Pas-de-Calais.

On 6.6.44 0600

What could go wrong, everything depends on weather. The only day open was June 6, 1944.

To help with moral they were given a full breakfast of bacon, eggs, chicken, sausage, and coffee. This in turn backfired, in 6 foot seas the men became sea sick debilitating them by as much as 60% while in the landing craft. The rough seas caused the craft to take on water so bailing had to be done along with vomit.

The beach was to be softened up by bombers to take out the bunkers (pill boxes). The low cloud cover didn't allow navigation for a visual bombing so they depended on radar (very new at the time). Scared of bombing their own troops they delayed dropping for up to 3 seconds, missing the target by up to 7 miles.

Another secret weapon was the DD Tank (swimming tank) it had a hydraulic lift to make it look like a landing craft. Problem was it was only tested in calm seas. Of 27 launched only 2 made it to shore, which were taken out. The loss of 5 men per tank totalled to 125 men drowned.

This brings to mind the Battle of the Somme in WW I, they hit the Germans with artillery fire for 10 days. They knew the Germans were underground but lead troops to believe it was going to be a walk in the park. Their training was don't drop and cover, keep advancing. The no man's land between the two lines became a killing field.

Normandy Beach (code name Omaha) was a 1,000 foot, 3 foot ball fields in length, killing field divided into 3 foot killing fields by barbed wire and mine fields. This was a foresight of Rommel; he had made a visit and looked over the beach. It reminded him of another beach, Serleng in 1943, same beach element for landing craft. He had the beach fortified with 1500 mines and barbed wire.

At 06:38 hours the landing closing in on the beach, with not one hit on any of the pillboxes and no tanks. They had 5 pillboxes to deal with, each with Hitler's Zipper MG 42 machine guns capable of firing up to 1500 rounds a minute. With up to 2500 rounds focused in on the landing craft doors chance of survival was almost zero. Some made the choice to go over the side; this was something they were never to do. Now they were in 10 feet of water with a pack on weighing up to 100 lbs. causing them to go to the bottom, with sea sickness most drowned. Physics also played into this, the MG 42 machine gun rounds travelled at 3000 feet per second, while in water you'd be safe if the round hit 3 feet in front of you, if it was less you were history. Of 1450 men in the first wave 1/3 were casualties in the first hour.

When they got to the beach for the first 600 feet they faced hedgehogs and stakes. For the next 800 feet they faced barbed wire, then another 800 feet containing 1500 mines. After that came the dunes. Remember the average age was 22, one exception was Virgil Mounts, a medic who lied to get in, he was just 15 years old.

Even with 442 bombers with 13000 bomb hits and 27 DD tanks (Dual Drive) bombardment, nothing hit its target. That meant the men were on their own when they hit the beach.

Meanwhile the paratroopers were sent to jump behind the Normandy, the first wave were dropped early. These were 3 foot exploding dummies, this was done to get the Germans go the wrong way. It worked.

The Second wave of paratroopers jumped on target. Unfortunately with all the intelligence the French underground had how could they miss that the fields had been flooded by none other than Rommel. When paratroopers hit the water their 100 lb. packs took them to the bottom. The harnesses for their chutes would mean life or death. The British had a single release for their harnesses; the US harness took up to 5 minutes on dry land. 1 in 5 of the 101st Airborne was killed.

Let's not forget ground troops were brought in gliders only to be destroyed by rail ties planted in the ground to tear up aircraft trying to make emergency landing. Guess who was responsible: Rommel.

So if we were to use Italy's justice with this failure, what would have happened?

Bryan Nuttall

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

From: <http://auto-racing.speedtv.com/article/alms-2013-schedule-released/>

ALMS: 2013 Schedule Released

Ten rounds on calendar for 2013 American Le Mans Series; Mid-Ohio absent...

John Dagsys | Posted October 18, 2012 Braselton, GA

The calendar for next year's American Le Mans Series was released Thursday evening, featuring 10 rounds for the final season under the current name. The ALMS and GRAND-AM join forces for a unified championship beginning in 2014.

Nine ALMS rounds in 2013 mark repeat visits from this year, with the only new event being at the Circuit of the Americas, a Super Endurance Weekend with the FIA World Endurance Championship on Sept. 21. The series will also have a double-header with GRAND-AM at Road America on Aug. 11.

"Our 2013 schedule reflects many of the traditional, world-class venues that have delivered so many great ALMS races over the years," ALMS President and CEO Scott Atherton said. "We welcome the opportunity to join GRAND-AM with what will be a stellar sports car racing weekend at Road America, and we also look forward to visiting the stunning new CoTA track in Texas."

The biggest change in the schedule comes with the absence of Mid-Ohio, which has hosted a round of the ALMS since 2004. The Rolex Sports Car Series, however, will return the circuit on June 15, one week prior to the 24 Hours of Le Mans.

"Both ALMS and Mid-Ohio wanted the series back on our schedule in 2013," said a Mid-Ohio spokesperson. "After we learned the August date wasn't doable, we tried, but were unable to come up with another date that worked for both parties.

"We're disappointed that ALMS won't run here in 2013, but are looking forward to the drivers and cars returning in 2014 and are already in talks with the unified series' leadership."

2013 American Le Mans Series Schedule:

March 16	– Sebring International Raceway
April 20	– Long Beach Grand Prix circuit *
May 11	– Mazda Raceway Laguna Seca
July 6	– Lime Rock Park
July 21	– Canadian Tire Motorsport Park
Aug. 11	– Road America #
Aug. 31	– Grand Prix of Baltimore circuit *
Sept. 21	– Circuit of The Americas **
Oct. 5	– VIRginia International Raceway
Oct. 19	– Road Atlanta

* - Shared weekend with IZOD IndyCar Series

- Shared weekend with GRAND-AM

** - Shared weekend with FIA WEC

John Dagsys is SPEED.com's Sportscar Racing Reporter, focusing on all major domestic and international championships. You can follow him on Twitter [@johndagsys](#) or email him at askdagys@gmail.com

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From: <http://makeawishbc.ca/wp-content/uploads/2011/09/RELEASE-Erin-Bibby.pdf>

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----- NEWS RELEASE -----

Port Coquitlam teen doing some horse trading for her wish!

July 9, 2012: 14 year old Erin Bibby is off to Lexington, Kentucky to do some good old fashioned horse trading at the Breyerfest horse show for her wish, being granted by Make-A-Wish BC. This wish is the first of its kind for the BC Chapter.

Not real horses, mind you. These are model horses that horsey people like to trade and collect. Erin is indeed a horse lover who has been riding since she was 7 years old and specializes in English equestrian riding.

Erin is receiving a wish because she has aggressive fibromatosis; a life-threatening medical condition which can cause invasive tumors to grow in her body. A year and a half ago, around the time of her 13th birthday, Erin was diagnosed after a mysterious lump appeared. Since then, she's been through 16 rounds of chemo and a nine-hour surgery. As the disease has a high rate of return, she continues to take medication and is being monitored constantly.

Parents Nancy and Steven never thought their family would ever need help from an organization like Make-A-Wish. "We're used to volunteering for others in the community as Steven has been doing for Variety Club since he was 16 years old. We never thought we would ever have a need for a wish, but here we are." said Nancy.

About Make-A-Wish BC & Yukon:

Since 1983, the Make-A-Wish Foundation® of BC & Yukon has made over 1,400 wishes come true for kids battling a life-threatening medical condition. Each wish provides a child and their immediate family a carefree and joyful experience that is far from the inherent stress and anxiety of having a life-threatening medical condition. Our goal is to refocus attention on the positive by providing a unique, once-in-a-lifetime wish experience that a family might not otherwise have. For more information about the Make-A-Wish Foundation of BC & Yukon, including how you can help refer a child for a wish; participate in the Adopt-A-Wish program; or donate in-kind gifts of goods or services, please call (604) 688-7944 or visit <http://www.makeawishbc.ca>.

CONTACT: Kim Heron, Director of Communications, Make-A-Wish Foundation® of BC & Yukon
Office: (604) 688-7944
Toll-free: 1-866-277-9474
Cell: (604) 365-4142
Email: kim.heron@makeawish.ca



NASA Expanding to Pacific Northwest

NAPA VALLEY, CA (OCTOBER 30, 2012) The National Auto Sport Association is pleased to announce that it will be expanding its operations into the Pacific Northwest for the 2013 season. Leading the region will be longtime NASA NorCal officials Andy Tencati and Robert Kinley who will be relocating to the area to start the region in 2013.

The NASA Northwest schedule will include dates at **Pacific Raceways, Portland International Raceway, The Ridge Motorsports Park, and Oregon Raceway Park**. The events will feature NASA's full offering of programs including HPDE, competition racing, and Time Trials. Other special events such as endurance races and rallycrosses may also be on the calendar depending on interest levels from local drivers.

"I am thrilled to be part of the team bringing NASA to the northwest," said Andy Tencati. "We are committed to creating the best track experience for participants at all skill levels — with an emphasis of getting everyone on the track. This is an exciting time for NASA. In addition to offering our entire range of services, we are also planning some exciting new events for 2013 that will truly elevate motorsports in the northwest region."

"It's very exciting to help spread the NASA programs to the Pacific Northwest," said Robert Kinley. "We are focused on building a fantastic customer experience as well as hosting top-notch events for all of our participants. Stay tuned for exciting things to come."

John Lindsey, NASA's Chief Divisional Director added that "The Pacific Northwest has always been an area where we have wanted to introduce our NASA programs to new participants in the region. We are very pleased to finally have all of the key pieces in place and we are very grateful for the warm reception we have received so far. We expect great things from Robert and Andy this year and we will do our best to support them in this important effort for us."

For more information on the NASA Northwest Region, visit www.nasanorthwest.com visit the Northwest section of www.nasaforums.com e-mail info@nasanorthwest.com

The National Auto Sport Association (NASA) was formed in 1991 to deliver high quality motorsports events to enthusiasts at major racing venues throughout the nation. NASA has created programs that allow owners of both racecars and high-performance street-driven vehicles to enjoy the full performance capabilities of their cars in a safe and controlled environment. NASA offers many different programs that will allow you to enjoy motorsports on a number of different levels, including our High Performance Driving Events (HPDE), Rally Sport, Time Trial, NASA-X and Competition Racing programs.

From: <http://auto-racing.speedtv.com/article/indycar-belskus-moving-forward-with-2013-plans/>

INDYCAR: Belskus Moving Forward With 2013 Plans

Marshall Pruett speaks with IMS and IndyCar CEO Jeff Belskus to get a clearer picture on where the series is headed and what's to come with its CEO search.

Marshall Pruett | Posted November 01, 2012

For those wondering where the IZOD IndyCar Series is headed, its current state of health, when a new CEO will be named and what kind of plans are in place for 2013, Indianapolis Motor Speedway CEO Jeff Belskus, who has taken over the CEO role at IndyCar for the second time since 2009, answered some of those questions for SPEED.com on Thursday.

Sunday's abrupt firing of IndyCar CEO Randy Bernard—three years into his five-year contract—caused a major panic among open-wheel's core followers, and with the need to stabilize the proverbial ship while seeking Bernard's replacement, Belskus clarified who is in charge and what attributes are being sought for IndyCar's next leader.

"I am the CEO of the IndyCar Series now," he said. "It's a position I've held previously, I'm an experienced CEO and it does relate to what we're looking for [with the next CEO]. They've got to have solid leadership experience; I don't think motorsports experience is an absolute must, but it's helpful. The ability to think strategically and implement strategy. A promotional mindset is important. And yeah, the ability to work well with others."

Asked if he and the Hulman & Co. board were seeking another all-powerful CEO, or to modernize the series' infrastructure by spreading the management load across a deeper base of VPs, Belskus alluded to the possibility of IndyCar receiving more than just a new CEO in the near future.

"Anyone who's been in a CEO role like I have will tell you that you need a good team," he said. "We're fortunate that we have a good team in place at the IndyCar Series and a good team at the Indianapolis Motor Speedway and yet, having said that, different people will want to bring their own mark to those teams, so it's understandable as well."

Efforts have begun to find a new CEO, but with Belskus currently performing that role, there's no urgency to name Bernard's replacement.

"We're still defining the process," he explained. "The search has already started. At this point, we don't have a short-list of names; I think it's premature to include or exclude anyone at this point. The criteria I mentioned to you, we need to more fully refine that and execute a vision for success on this search and communicate that to our partners in a manner that gets all of our stakeholders pulling in the same direction. No specific timeline has been attached to this."

The messiness of Bernard's removal has been a sore subject for many, which Belskus wasn't inclined to speak on in any detail, but he reiterated that with him stepping into the role once Bernard was fired, there was no lack of leadership experienced within the series.

"It gets back to one of my first comments: I am the CEO of the IndyCar Series now," he declared. "We do have a CEO in place. I'm not introducing myself as the interim CEO...and while we will conduct a search, I've spent the last couple of days doing a deep dive at the IndyCar offices engaging the staff and understanding in more detail the plans for 2013. Some of them have started to be implemented, and some are still works in progress. And I'm energized by what I'm finding. We've got a lot of really good opportunities with the IndyCar Series."

Belskus, who commands a decent level of respect from IndyCar owners and drivers, also mentioned he would not be opposed to keeping the position of IndyCar CEO on a long-term basis.

“I would consider it, and I’m not going to rule out any option at this point,” he said.

With numerous initiatives for the 2013 season needing immediate and ongoing attention in the wake of Bernard’s departure, Belskus reaffirmed that the IndyCar Series has continued on (mostly) uninterrupted since everyone returned to work on Monday.

“Nothing is stopping here,” he remarked. “We are pressing ahead. I want to accomplish everything we can accomplish as quickly as we can accomplish it. The future is bright here and we need to make the most of it.”

One of the criticisms the writer has heard from all corners of the paddock since Sunday has been the lack of a clear and concise plan to move forward without Bernard, and for the series a whole. As Belskus explains, other than the obvious management change that took place, he and the series do not have a new plan to reveal as they are executing the one that had been in motion under Bernard’s leadership.

“We’ve had a plan for 2013 for many months and we continue to execute on that plan,” he said. “That includes the deep dive I’m doing over there on the status of those initiatives. The organization is focused on moving forward with those plans. Some things have already been implemented.

“We have a schedule; we’ve announced the schedule. We’re excited about it with the double-headers, the venues and primetime television. We’re focused on strengthening the lines of communications [within the series], and with our television partners to find ways to increase promotion and awareness of our events. And we know, most importantly, the long-term success of the IndyCar Series is growing our fan base.”

Marshall Pruett is SPEED.com's Auto Racing Editor, and covers the IndyCar Series. Before joining SPEED, Pruett worked in open-wheel racing for 20 years as a mechanic and engineer. He also contributes to RACER, Road & Track and Racecar Engineering. Follow him [@MarshallPruett](#).

Open Letter to INDYCAR Fans:

Published: Nov 1, 2012

Without a doubt, the last few days have been challenging for the INDYCAR community. We have received and heard many passionate opinions from caring fans of this sport, and we appreciate the communication.

While much of the conversation has been difficult, we must take this opportunity to harness the energy and emotion of this time for the good of the sport we all love. Before I discuss our commitment to you, the fan, for a strong INDYCAR in the future, I want to step back.

Today, I am in the same position as I was three years ago at this time, as the CEO of INDYCAR. I was previously in the position of CEO of INDYCAR in July 2009. In addition to leading INDYCAR through the remainder of the 2009 season, my focus was preparing INDYCAR for the 2010 season and searching for a permanent leader for the series. We considered and spoke with many potential leaders and ultimately hired Randy Bernard to lead INDYCAR in March 2010.

There has been, and continues to be, speculation and rumors that Randy was fired. That is just not true. A mutual separation and an advisory role for Randy was accepted last Sunday evening in a special board meeting.

Randy brought us fresh ideas and energizing leadership at a time when it was truly needed, and he helped us overcome the challenge of getting new cars created and competing. We thank him for his contributions. Today, we still face challenges and are moving to address them immediately, but we also have a great opportunity and reason for hope from which we can build.

We are actively executing our 2013 plan that includes new events, an experiment with double-header weekends, the return of the Triple Crown, the introduction of the movie 'Turbo' that features INDYCAR and the Indianapolis 500, and the Texas race being broadcast in prime time on ABC. We are also reviewing our long-term plan, and we are focused on adding value to our stakeholders, creating more excitement and engagement with our current fans, and increasing our fan base.

So, where does all of this put, you, the fan? Quite frankly, in the most important spot of all.

Without you – your eyes watching our races, your social media reminders to your friends as to why you are passionate about our drivers and events, your financial sacrifice to travel to and purchase tickets to our races, and your passion to stand up, be counted and tell us your likes and concerns – we will not succeed.

The INDYCAR racing journey began more than 100 years ago, and we plan on being here for another 100 years.

We watch the racing for the racing. We do not want it to be about off-track politics. It is my job and the job of teams, drivers, owners and others in the INDYCAR community to use our energies to get the focus on our racing.

We watch racing because of our drivers and the on-track action, and this year the action and excitement were plentiful. Consider some of these 2012 moments that are great examples of why we watch racing:

- Rubens Barrichello, the most prolific starter in F1 history, tested an Indy car and liked it so much he chose to spend a season racing here
- The 2012 Indianapolis 500 had the most lead changes in the event's history
- Takuma Sato risked everything in Turn 1 at Indy to make a pass that would have delivered him the most coveted victory in worldwide motorsports
- Ed Carpenter did the improbable and beat the giants of the sport for the second year in a row at the end of the season
- The 2012 championship went down to the last laps of the last race
- Ryan Hunter-Reay became just the second American series champion in 10 years

No question these last 96 hours have been tough on us all, and especially on you. The INDYCAR community must remain together as one unit. And despite our differences, owners, promoters, drivers and the series must communicate as one.

Together, we will power through this. And with your continued support, we will grow our sport and make INDYCAR as exciting as ever.

I commit to you that I, along with the staff at INDYCAR, have heard you, and we are going to make you proud that you are a fan of INDYCAR.

Sincerely,

Jeff Belskus

Bernie Hamm
Auto Technician "The Doctor"

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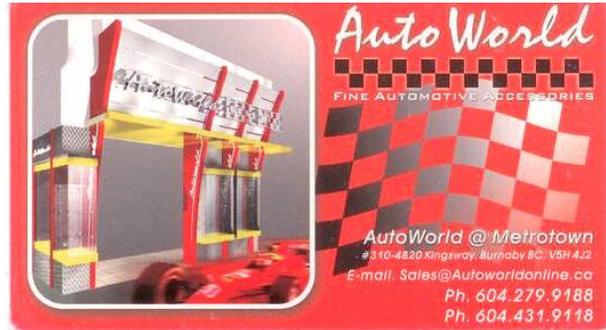
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PLEASE MAKE CHEQUES PAYABLE TO META or Renew on-line by PayPal or credit card at
<http://www.meta.bc.ca/Members/Members.htm#membership>

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

ANNUAL META AWARDS NOMINATIONS

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

Please submit to Joe Proud at 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:

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:

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:

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:

Nomination submitted by _____ on ____/____/____.
D M Y