



# MAYDAY



*1973 - 2013 40 Years of Safety in Motorsport*

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.

Produced in Canada.

**Next META meeting will be**

**JUNE 26, 2013**

**Our meeting location is ABC Country Restaurant  
15373 Fraser Highway, Surrey, BC**

## SPEED READING

Jun 8 <b>Jun 8&amp;9</b>	Texas Motor Speedway <b>CACC Race #2 – MRP</b>	IRL <b>SCCBC</b>	Fort Worth, Tx <b>Mission, BC</b>
Jun 12 <b>Jun 14-16</b>	SCCBC Meeting – Best Western, <b>Rose Cup Races / Regional / Rational / Vintage – PIR</b>	North Road <b>SCCA/OR</b>	Coquitlam, BC <b>Portland, Or</b>
Jun 15 Jun 15 <b>Jun 22&amp;23 Jun 22&amp;23</b>	Mid-Ohio Sports Car Course Milwaukee Indyfest <b>ICSCC Race #5 – PIR Driver Training – MRP</b>	Grand-Am IRL <b>CSCC SCCBC</b>	Lexington, Ohio Milwaukee, Wis <b>Portland, Or Mission, BC</b>
Jun 23 Jun 26	Iowa Corn 250 META Meeting – ABC Country Restaurant	IRL 7:30	Newton, Iowa Surrey, BC
<b>Jun 28-30</b> Jun 30 Jul 5-7	<b>Portland Historic Races-PIR</b> Six hours of the Glen Chumpcar World Series – SCR 36 hour Enduro	<b>HMSA</b> Grand-Am	<b>Portland, Or</b> Watkins Glen, NY Spokane, Wa
<b>Jul 5-7</b>	<b>Double Regional with SCCA Majors and Formula Car Challenge – PIR</b>	<b>SCCA/OR</b>	<b>Portland, Or</b>
<b>Jul 5-7</b> Jul 6	<b>Pacific NW Historics – PR</b> Northeast Grand Prix – Lime Rock Park	<b>SOVREN</b> ALMS	<b>Seattle, Wa</b> Lakeville, Conn
Jul 7 Jul 10 <b>Jul 12-14</b> Jul 13&14 <b>Jul 13&amp;14</b> <b>Jul 13&amp;14</b>	Pocono Indycar 400 SCCBC Meeting – Best Western, <b>ICSCC Race #6&amp;7&amp;8 – SCR</b> Toronto Indy – Double Race <b>NASA Northwest #3 – PIR</b> <b>CACC Race #3 – MRP</b>	IRL North Road <b>NWMS</b> IRL <b>NASA SCCBC</b>	Long Pond, Pa Coquitlam, BC <b>Spokane, Wa</b> Toronto, Ont <b>Portland, Or</b> <b>Mission, BC</b>
Jul 20&21 <b>Jul 20&amp;21</b> Jul 21 Jul 24 Jul 26 <b>Jul 27&amp;28</b>	24 Hours of LeMons – TRMP <b>ICSCC Race #9 – PR</b> Grand Prix of Mosport META Meeting Indianapolis Motor Speedway <b>Double Regional with Vintage – TRMP</b>	<b>IRDC</b> ALMS 7:30 Grand-Am <b>SCCA/NWR</b>	Shelton, Wa <b>Seattle, Wa</b> Bowmanville, Ont Indianapolis, In <b>Shelton, Wa</b>

*CACC – June 8&9 Mission Raceway Park*

## *A HERO'S DRIVE – GREG MOORE TRIBUTE*

What a weekend of racing – Indy 500 and Formula 1 from Monaco, both very exciting and with surprise winners. But what impressed me the most was the special feature called “A Hero’s Drive”, Greg Moore Tribute. It is very touching to watch the half hour show and to see 14 years after his accident, the impact he had on so many people. The interview with his Dad was interesting, when he said that from Greg’s early days, the most important thing is to be a good person and to have respect and fun at the same time.

At the race in Fontana that year, some of the workers were asked if we would volunteer at the charity event in one of the hangars at the airport, serving popcorn, helping with the auction etc. Of course all of the drivers were present, performing, singing and dancing and having fun. Dario Franchitti, Greg, Tony Kanaan, Max Papis, Helio Castroneves etc were there and to see Greg leading the pack – yes folks, he enjoyed his short life to the full. In Dario Franchitti’s interview he said that Greg Moore was a master in ovals and to race wheel to wheel was no problem because each of the drivers had trust in the other drivers. The story about his red gloves and seeing Hinchcliffe having the opportunity to give Greg’s gloves a chance to qualify at the Indy 500, coming top of the field in the first qualifying session – it does not get any better than that. Hats off to Hinchcliffe – what a tribute!

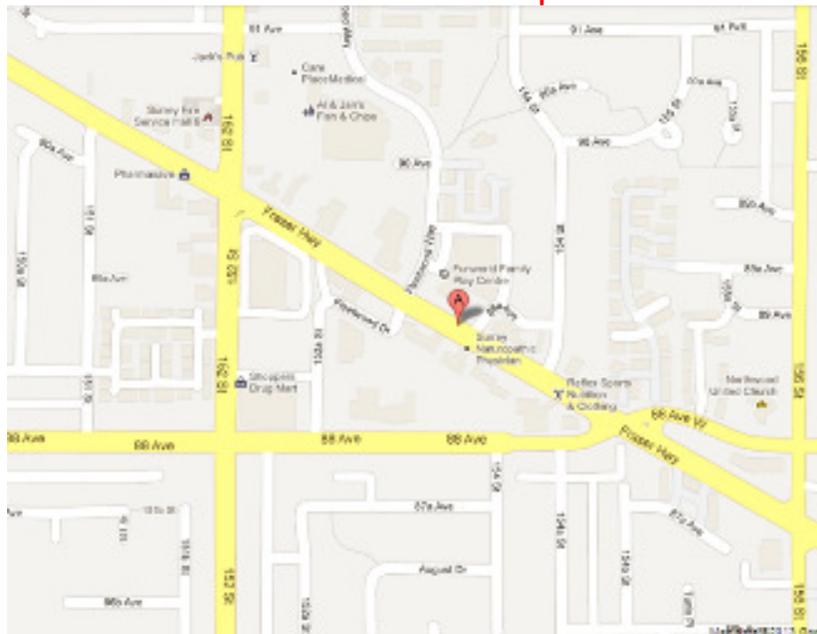
If you have not seen the show, please follow this link and you should be able to see this wonderful program.  
<http://www.sportsnet.ca/auto-racing/watch-sportsnet-special-a-heros-drive-the-greg-moore-tribute-james-hinchcliffe-2013-indianapolis-500/>

See you at the track.

*Roger*

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The location for the next META meeting will be  
A B C Country Restaurant  
15373 Fraser Hwy, Surrey, BC  
June 26 --- 7:30pm





*Sports Car Club of British Columbia*

*Presents*

## *“Late Spring Fling”*

*June 8-9, 2013*



This event is sanctioned by CACC and affiliated with ASN Canada FIA INC.

It is a championship points race conducted under the 2013 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.

Each regional group will have a points race on both Saturday and Sunday.

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From: <http://www.theprovince.com/sports/stock+cars+back+track+racing+buffs/8399760/story.html>

### **Put stock cars back on track, say racing buffs**

*Equestrian and environment groups reject pitch for potential park revenue*

The Province May 17, 2013

Metro Vancouver is facing a decision between horses and horsepower in Langley.

The Langley Speedway Historical Society has asked the regional district's Environment and Parks Committee to consider allowing stock cars back on the paved oval race track, which was last used for NASCAR-style racing in 1984.

But the track now is part of Campbell Valley Regional Park and not far from an equestrian facility, walking trails and the ever-growing neighbourhoods of Langley.

Groups like B.C. Nature, the Colony Park Farm Association and the Horse Council of B.C. have raised objections.

Metro staff were against the idea of racing cars in a park, but the committee decided Thursday to actually visit what's left of the speedway before making a decision on its fate.

Murray Jones, president of the society, grew up on Vancouver Island and watched racing at Western Speedway outside of Victoria before becoming a driver himself.

"We used to go to the races all of the time and watch," said Jones, 48.

Back in its heyday, the speedway attracted an average of 3,000 spectators per race weekend, with the record attendance being 11,000, according to a presentation from the society.

Jones said the motorsport community has been thinking about using the track for the last 30 years, but the impetus for reopening really came from Metro Vancouver.

"I'm doing this because Metro Vancouver said they are looking for opportunities to make revenue in the parks and I can't think of a better way," he said.

Vancouver councillor Heather Deal, who chairs the committee, said a park master plan is being produced and the majority decision was to "at least put it in the broader policy context and look at the site before making the final decision."

Even if racers don't return to the Speedway, it could have other uses.

"I think that's definitely one of the things we should look at," said Deal.

The natural amphitheatre in which the speedway is located amplifies sound, which could be a problem with race cars.

"But it might work well in festival settings," said Deal, who is interested in the idea of concerts in parks.

She also encouraged members of the public to share their ideas for the park with Metro Vancouver.



# 1973 – 2013

## Celebrating

### 40 years of

## *Safety in Motorsport*

#### *Mayday – May 1976*

##### LETTERS TO EDITOR

##### "Food for Thought"

In recent months there have been articles in the local papers concerning the idea of constructing a multi-purpose track for motor sport. So far it has been looked at for either Mission's Steelhead area or where the Langley Speed Way is presently located. Other information, as such, is that the lease of Westwood Race Track, which is held by Sports Car Club of British Columbia (SCCBC), expires in 1980. Should the proposal for a new multi-purpose race track come about, or, the lease for Westwood not be re-newed, M.E.T.A. will be greatly affected. What the future will bring, no one can say, since everything is just talk at this time. Nobody really wants to see Westwood cease, because of our interest in sports racing, so maybe now is the time to start giving some thought as to what might happen and what we will do as a club.

RICK NEYEDLI

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#### *Mayday – August 1976*

##### *What's Happening*

It seems we have entered the summer doldrums at META, unfortunately the disinterest and non-support of the club presents more of a problem than one might expect. When corners are not fully manned the possibility of serious injury to all participants of "WESTWOOD" increases dramatically. Is this not the purpose of META to prevent such possibilities?

We have all heard criticisms of the Sports Car Club of BC. Whether they are warranted or not META members should be cautious of where they throw stones. Take a look at our club. When was the last time you were at a meeting or race to take a look at the club? What you will find is a small core of people willing to support META on and off the track. It is true we cannot all attend every event but surely we can show up for more than one "major" race of the year.

Perhaps the most important factor to consider is the safety of the track and those around it. When a corner is manned with two workers are we doing the job that you think we should? You joined META for a reason, we hope this reason would be interest in motorsport and a desire to see races run in the safest manner possible. It is time to re-examine your motives.

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#### *Mayday – August 1976*

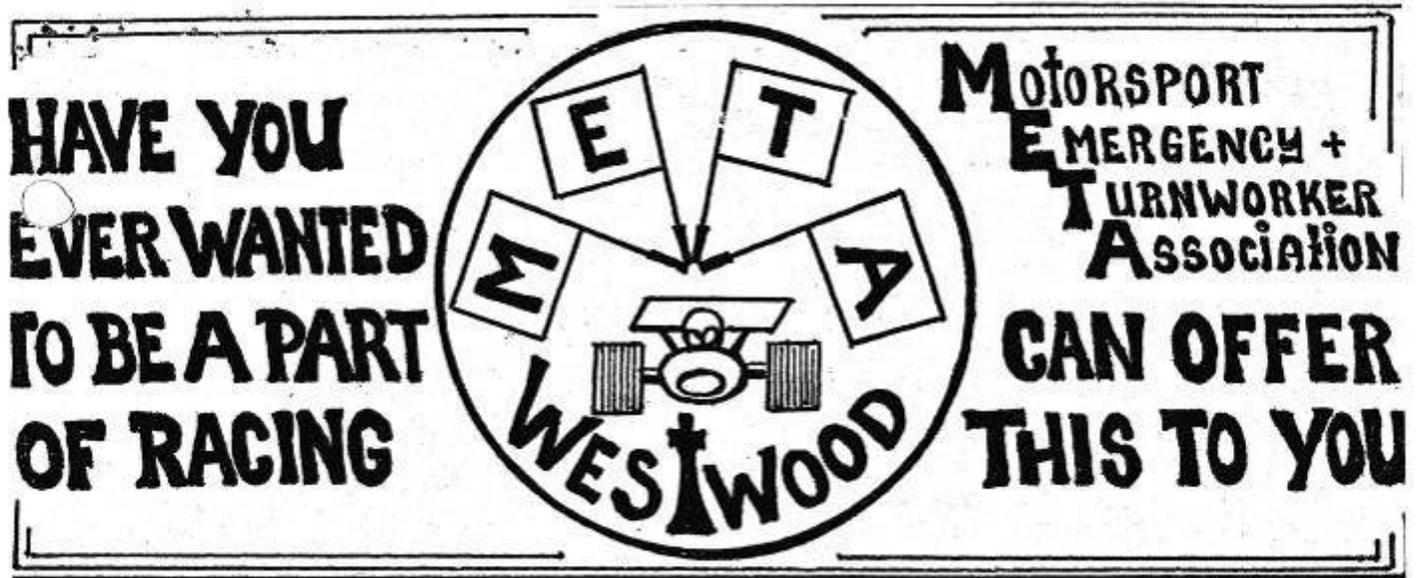
The Bikini Festival Weekend was enjoyed by all and featured a giant slalom running reverse track around the Westwood course. The best time was turned in by a Dune Buggy (not your average Dune Buggy!!) with a time of 1:25. One Mini was flipped at the Hairpin, but the car has since been fixed and is running well now.

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#### *Mayday – July 1976*

On the lighter side, it was rumored that a few co-operative drivers aided the workers in Turn 4 by helping to clean-up the oil some of them spilled! Also, at Turn 4, the pick-up (towing a FF) broke down and, consequently, the wrecker ended up towing the pick-up, which was towing the F.F.

*Mayday – May 1976*



The Motorsport Emergency & Turnworkers Association is a sports car racing association dedicated to be bettermen of Autosport in British Columbia.

Some of the main objectives of the club are the promotion of safety and well being of all spectators, drivers, and workers at automobile racing circuits, and the training of new members on track procedures.

As well as our racing activities, we are also trying to develop an active social life for members of the club. ie. We have a number of parties planned throughout the coming year

At the track – (Westwood, near the junction of Barnet Highway & Lougheed Highway in Port Coquitlam) – our duties include the actual manning of the track on race dates. However, you do not have to be a member of META to participate. Our duties include flagging, safety, and communications. The flagging system is designed to warn racing drivers of conditions on the track in front of them; the safety marshals take care of any difficulties that arise; while the communications people report rules infractions, or call for any emergency equipment required. We all work together, trying to keep things running smoothly and efficiently.

Both male and female workers are accepted. We have our own newsletter – free to all members – and club crests are also available. At the club meetings, currently being held at 7:30pm on the second Thursday of each month at the Admiral Hotel, 4125 East Hastings, Burnaby, B.C. ; racing films are often being shown.

As well as activities at Westwood, we are also helping out with such various activities as Knox Mountain Hillclimb at Kelowna, and the ice races held in the interior. When you have enough experience, you may apply for licenses to work at tracks not only across Canada, but in the United States too. – Imagine working at Mosport or Riverside, or any of the really big tracks !!

We hope that there is enough information here to get you interested. Please don't hesitate to ask any of the workers about anything that may interest you – and talk to the drivers too. So please fill out the attached application form for yourself, and ask for extra forms for any of your friends who would be interested, and join us this year and many more years to come, for racing and social activities.

----- M.E.T.A.

# THE DASH FOR CASH

## 2013 SCCBC "Dash for Cash" Sunday June 9th

- Open to all closed wheel cars registered in another run group this weekend.
- Entry fee of \$75
- Open only to first 30 entrants registered on MotorsportReg.
- No practice or qualifying sessions.
- 75% of entry fee will be contributed to the prize fund.
- Drivers will receive 2 pre-race warm up laps.
- Race will be 10 laps with a staggered start (based on driver declared times - slowest released first) from the pit lane.
- All Drivers will declare a fast-lap time which will be used to calculate start position and start release timing.
- Any driver who posts a lap time faster than the declared time will be black flagged and disqualified.
- Should a restart be required, cars will be released from the pit lane in intervals based on the last completed lap.
- No on-board or external timing allowed. Violators will be disqualified.
- Drivers not exercising due caution during yellow flag situations will be penalized.
- Entrants fast-lap times will NOT be made public. You will submit this time at registration. Fast-lap times will be checked against previous results for legitimacy.
- Once registration closes, the starting grid will be determined and posted.
- Cars will be released slowest to fastest (based on 10 lap multiplier) from the hot pit lane.
- Any cars with matching fast-lap times will draw straws for release order.

- Zero tolerance for anyone who breaks their posted fast-lap time. You will be black flagged and DQ'd.
- Your fast-lap time will be a very important choice as the difference between your time and the slowest car will be multiplied by 10. So, if you post a time 10 seconds faster than the slowest car, you will be released 100 seconds after the slowest car.

Registration is now available on MotorsportReg. Enter today as only the first 30 entries received will be accepted.

## Prize payout

- 1st - 40%
- 2nd - 27%
- 3rd - 16%
- 4th - 12%
- 5th - 5%

**Are you skilled enough to  
win a sprint?  
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From: [http://www.gvmps.org/inductees/bob\\_randall.htm](http://www.gvmps.org/inductees/bob_randall.htm)

*Greater Vancouver Motorsport Pioneers Society  
Inducted 2001*

*Inductee Profile --* **BOB RANDALL**

**Pioneer - Sports Car and Road Racing**

by Tom Johnston, 2004

Despite not becoming involved with the Sports Car Club of British Columbia (SCCBC) until nearly thirteen years after its founding in 1951, Bob is a true pioneer of motorsport.

Always interested in automobiles, Bob was the patriarch of the Randall aviation family. After a long and distinguished career as a Canadian aviation pioneer, Randall was the senior pilot for Canadian Pacific Airlines when he retired in 1968. Bob Randall and his wife Hilda had three sons and one daughter; all of the sons went on to aviation careers.

Although Randall raced Indian motorcycles in his youth, his involvement with modern motorsport didn't begin until March of 1964. Bob and his son John were avid motorsport competitors. With John driving and Bob running the team, they had immense success. Initially they raced karts but soon moved to cars.

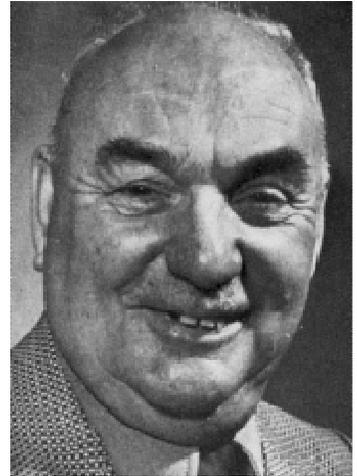
John had a long string of victories at Westwood and other tracks first with a Lotus Super 7, but most well remembered would be the legendary pale blue, Brabham BT8.

Bob was President of the SCCBC, 1970 to 1973, and 1981 and 1982 and ultimately became a life member of the club

Bob's wife, the late Hilda Randall was the SCCBC membership chair for over 30 years.

Bob was also Vice President of the International Conference of Sports Car Clubs (ICSCC) for 27 years from 1974 through 2001.

Bob Randall passed away in 2005



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From: [http://www.gvmps.org/inductees/hilda\\_randall.htm](http://www.gvmps.org/inductees/hilda_randall.htm)

*Greater Vancouver Motorsport Pioneers Society  
Inducted 2005*

*Inductee Profile --* **HILDA RANDALL**

**Pioneer - Sports Car and Road Racing**

by Tom Johnston - 2005

Hilda was born on March 14, 1910, and died March 6, 2004.

A long time member of the Sports Car Club of British Columbia (SCCBC), she became the mother of the Westwood Racing Circuit.

Hilda's life included an incredibly wide spectrum of experiences, from polio victim to skydiver. To Matriarch of Canadian Pacific Airlines (CP Air) to pit crew for her son John, first in go-karts and later in Lotus and Brabham racing cars. Hilda's life encompassed living in a sod home on a homestead in southern Alberta, to a log cabin home in the Yukon before there was a road in, to world travel in jumbo jets.

She was a talented basketball player in her youth and also danced and sang on the stage. Hilda was the matriarch of a flying family with husband Bob, sons Ted and John, grandsons Rod and Ted all, flying for CP Air and granddaughter Katie, also flying professionally. She was honoured by Canadian Pacific Airlines in 1986 as Matriarch of the airline as she mothered so many young pilots who transferred to Vancouver in the 1950s and 1960s.



When husband Bob retired from CP Air as senior pilot in 1965, the couple took up an new career that lasted for over 30 years: motorsport. She and Bob lived for racing.

Bob and Hilda and youngest son John began racing go-karts with the Westwood Karting Association. John went on to a successful career in cars with his parents support. Soon, however, Hilda and Bob became indispensable members of the SCCBC and its Westwood Racing circuit.

Hilda ran the concession stand at Westwood with volunteers from the Ladies Division. The profits the ladies made paid the taxes on Westwood each year, year after year, saving the track from extinction.

This writer's personal memory of Hilda involves going to the Randall family home in south Vancouver to join the SCCBC in 1969. Many years later, the SCCBC honoured me by naming me a life member. When I went to the presentation, Hilda was there as she was still the membership chair, a role she ably held for 35 years. Not only was she there for the presentation but she recalled signing me up all those years earlier.

Westwood and both Hilda and Bob are gone now, but the Sports Car Club of British Columbia continues to prosper.

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From: [http://www.gvmops.org/inductees/john\\_randall.htm](http://www.gvmops.org/inductees/john_randall.htm)

## *Greater Vancouver Motorsport Pioneers Society Inducted 2007*

### *Inductee Profile --* **JOHN RANDALL** **Pioneer - Sports Cars and Road Racing**

By Tom Johnston

John Randall is the youngest son of GVMPS Pioneers mother and father Hilda and Bob Randall. John was born in Edmonton Alberta in 1943 where father Bob was a career commercial pilot. In 1952 the family moved to Vancouver where Bob took up employment with Canadian Pacific Airlines.

In 1962, the family discovered the new motor sport of go-karting. Both John and his mother Hilda drove and father Bob was the mechanic. The family first raced at the kart track on Fell street in North Burnaby and went on to be charter members of the Westwood Karting Association when it was formed in 1961.

John says; "we won it all", they built a cart for each of the many classes.

Racing cars started with a Lotus Super 7 with a 1500cc Cosworth Ford motor. With the Lotus John won just about every class championship that was available at Westwood and other west coast circuits.

The best known Randall car was the pale blue Brabham BT5 1600cc twin cam that came from Switzerland in 1967. The car was generally referred to as a BT8 but was in fact a BT5 fitted with a BT8 rear body section to replace the original that was damaged during shipment from Europe to Vancouver.

The Brabham pretty much ruled Westwood during the late 1960s and early 1970s. John won all of the championships that the car was eligible for and usually gave a good result in the major pro races of the day despite giving away substantial engine capacity to the V8 engined sports racers.

John and the Brabham won the 1968 Okanagan Hill Climb at Knox Mountain in Kelowna almost breaking the two minute barrier but setting a new hill record nevertheless. John returned in 1970 to win again.

By the mid 1970s, career and family time demands caused John to put his driving career on hold.

In real life, he followed his father and older brothers in to the aviation industry as a career airline pilot rising to 747 captain with Canadian Pacific and then to Air Canada after the merger

John has just moved to Abbotsford with his partner Pri and is looking for a car he car run in vintage road racing, "it's in my blood" he says.



From: <http://www.sccbc.net/forum/YaBB.pl?num=1366411611>

## *Vancouver Island S2000 owners 4th Annual Vancouver Island Poker Run for Camp Shawnigan*

August 17, 2013

- Based on the timing it is possible to attend the Poker Run and dinner on the Saturday only and be back on the mainland that evening.

Meet and greet with dinner and a cruz - Friday 16th evening

Poker Run with banquet dinner at Mt Washington - Saturday 17th all day.

Brunch and cruz back to Victoria - Sunday 18th.

Starts in Victoria at 9:30am and ends at Mt Washington in the beautiful Comox Valley approximately 6:30 with dinner and awards to follow.

The Vancouver Island Poker Run for Camp Shawnigan is an annual event put on by the Vancouver Island S2000 owners. The proceeds of this event go to a very worthy cause in Camp Shawnigan, a summer camp for disabled children. Sending a child to this specialty camp cost parents over \$2,300 per child. Help me to send as many children as possible to summer camp.

What is a Poker Run? Since I have been asked I thought I would basically explain a Poker run and how it works.

A Poker run is a rally that doesn't have anything to do with speed. Everyone starts from the same location and either travels as a group or single or heads to a common ending point (in our case Mt Washington Resort in the Comox Valley). Along the route there are checkpoints that each vehicle must get to. You are supplied with a detailed map but none of the locations are hard to find. For those that know the island they can take off as a single or as a group and head whatever way they wish. Those that don't know the island and want to have more of the scenic tour can go with another group that will have some local owners and we will take the ocean routes to the checkpoints.

At each checkpoint will be a deck of cards. Each car selects a card. If you don't like the card you get, you can pre-purchase "mulligan" tickets which allow you to exchange the card at the checkpoint and return the card you first selected. Mulligan tickets are purchased at the start of the event and you can only purchase 3 tickets. Of course you "draw" a card you don't get to see what it is until after you have it in your hand.

Once you get to the finish you should have 7 cards. From those cards you make the best Poker hand you can and submit it to the event people. We have a nice sit down dinner at Mt Washington Resort (last year was Carved Roast Beef and Chicken Cordon Bleu with a great selection of salads and other nice things). During the dinner you are encouraged to purchase tickets for the silent auction items with all proceeds going to Camp Shawnigan. After dinner we award the silent auction items and we then award prize money to the 1st, and 2nd, and 3rd place card hands.

After that we have the bar and the facilities until midnight.

Most of the participants will stay on the Mountain in various accommodations that are available. Participants of the Poker Run do get a special rate on the Mountain. It is also possible to attend the festivities and still make it down to Nanaimo to catch the ferry to the mainland, should staying overnight not be an option. The next day we normally cruise back to Victoria as a group stopping someplace for lunch. This year it is proposed that we may include a further 'sight seeing' tour further up the island, before making our way back.

Any questions don't hesitate to PM me or fire me an email at [dave.donovan@elocas.com](mailto:dave.donovan@elocas.com)

Thanks and I hope you can make it out to this worthwhile event.

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

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**<http://meta.bc.ca/wordpress/forms>**

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