



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8

Newsletter c/o 3809 St Thomas St, Port Coquitlam, BC V3B 2Z2

Newsletter E-Mail: maydayeditor@hotmail.com

META Website: www.meta.bc.ca

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SPEED READING

CLUB EXECUTIVE

PRESIDENT:

Bernice Zosiak
604-591-7213
zosiak7213@shaw.ca

VICE PRESIDENT:

Gerry Lomas
604-882-1246
lomasg@3web.net

SECRETARY:

Krystyna Mitchell
604-944-7759
chambersw@shaw.ca

TREASURER:

Angus Glass
604-264-1641
liliardsedge@aol.com

PAST PRESIDENT:

Ann Peters
604-581-7189
ann_peters@telus.net

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@hotmail.com
fax:604-882-9783
(attention Andrew)

MEMBERSHIP

Thomas Liesner
604-501-1503
tliesner@shaw.ca

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

Printed in Canada.

Dec 12	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jan 5	IRDC Banquet – Embassy Suites		Bellevue, WA
Jan 5 & 6	Ice Races	Barnes Lake	Cache Creek, BC
Jan 9	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jan 12	SOVREN Banquet –The Atrium at The Seattle Design Center		Seattle, WA
Jan 19 & 20	Ice Races	Barnes Lake	Cache Creek, BC
Jan 23	META Meeting – Century House	7:30	New West, BC
Jan 26	META Banquet		TBA
Feb 2 & 3	30 th Anniversary Ice Races	Barnes Lake	Cache Creek, BC
Feb 13	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Feb 16 & 17	Ice Races	Barnes Lake	Cache Creek, BC

CONGRATULATIONS

to your executive
for 2002

President – Bernice Zosiak
Vice President – Andrew Slater
Secretary – Brian Meakings
Treasurer – Angus Glass

Please note that there is no general meeting in December

Merry Christmas Everyone

And

A Happy New Year



President's Report

I would like to take this time to thank all the members of M.E.T.A for making this past year as President a truly great experience. I got the opportunity to expand with new and old friendships. As this past year went by we made great strides. I saw more of us getting involved and as for the social aspect, well what can I say, we had everything from go-karting to the tacky tourist (in Seattle). Maybe we should try this at our own track? Once again thank you one and all. I would like to thank the 2001 executive, Jerry Lomas, Angus Glass, and Krystyna Mitchell for all their hard work and dedication. As your president for the year 2002, I can only see improving on what we have gained as a Organization. Our main concern next year is to expand our membership. With the Vancouver Indy on July 28th this does not give us much time. We have formed a committee headed by Lynn Yeo. This is something they cannot do by themselves. We as members of M.E.T.A. need to help. I know we can do this! Look how well we did for the Race brunch. Lynn would be more than happy for any suggestions that you may have. I would now like to wish you a Happy and Joyous holiday. Look forward to seeing you all at the M.E.T.A banquet.

Bernice Zosiak

Ice Race Update

There seems to be a lot of interest being expressed lately, from people building new cars and old drivers coming back. I know one guy who is possibly going to bring up five vehicles, all new. Looking for thirty car grids, maybe more...We've been mentioned several times on 101 f.m. with Brother Jake in the mornings and there is a possibility he may come up the third weekend

Schedule is Jan. 5/6, 19/20, Feb. 2/3 & 16/17. Jambalaya and bonfire the first weekend, Greek dinner and pool tournament the second weekend, Party on the third weekend with 2 hr. enduro, fourth weekend??? Mandatory worker/mechanics race both days of every weekend. Looking for a worker-director. Have a clerk of the course, looking for Course Marshall.

WCIRABC will be providing operational guidelines to Clerk & workers this year, including topics such as: number of laps under yellow (2 max), number of turn stations (5 minimum, six preferred), return to ticket system for on-ice contact with named parties working out solution before next race. Need someone to act as coordinator of the penalty box, probably set up a driver-peer group (ie: 3 drivers reps) or create new position.

OASC schedule is alternate weekends to us, starting after our first weekend.

No commitment yet from sponsor for worker rooms this year, worker rep will have a fund to dispense to qualifying workers. Preference will be given to workers who attend more than one or two weekends, but all will get daily allowance and free lunches plus beer at happy hour.

HAPPY HOUR - will be just that in 2002, 1 hour only!!

Friday nite of the anniversary weekend there will be a no-host reception at the Wander Inn basement with registration, snacks and videos of the season. Saturday nite will have a no-host bar/happy hour and buffet dinner at the town hall followed by the usual disk jockey stuff. This year there may three or four teams in the chug-a-lug contest, maybe a ladies team too.

Lorne Stead, President
WCIRABC

Memorial to Gary Avrin and Jeff Krosnoff – And a Challenge

In the five years since driver Jeff Krosnoff and worker Gary Avrin were killed at the Molson Indy Toronto the white elm tree that towered over the worker station on Lakeshore Blvd became an impromptu memorial. Fans left flowers and notes and a small memorial plaque posted on the tree itself. That is, until early this year. The City of Toronto, which maintains the trees at the Indy site, felled the elm in June, leaving only a six-foot stump. The plaque had weathered to illegibility but city arborists felt that some part of the tree should be left as a remembrance. To mark its passing the Toronto Sun's Dan Proudfoot wrote a newspaper column suggesting fans might want to raise money for something more permanent.

Motorsport Marshalling Services worker Doug Graves took up the challenge. He set up a bank account for donations and approached the Toronto Heritage Board in late June about the possibility of getting a memorial placed in the sidewalk next to the tree. And at the Indy he passed the hat. Here's what he said:

"On Sunday July 15/01, I spoke to the Indy workers' morning meeting... Thanks to the generosity of those present, \$850.00 was raised that morning by the workers. Parker Johnstone gave a donation of \$1500.00, and later that afternoon at the end of day bash, BARC-OC gave a donation of \$1000.00. We are now at the target goal of \$3000.00 and then some... I'm still waiting to hear back from some corporate types about donations from Molson Indy sponsors. It looks promising." Promising indeed. More newspaper columns helped the fund swell to \$7800 by the end of October -- double that needed to make and install the bronze marker.

Doug submitted a proposal, including suggested wording, to the Heritage Board's July meeting. By September the MMS workers had Heritage Board approval. In October Doug met with the CNE board to get the plaque approved for placement at the CNE grounds and to work out its location. Maintenance, public accessibility and safety concerns caused the CNE board to ask that the plaque be freestanding on the hilltop above the old worker station instead of in the sidewalk. The plaque is being cast now and will be in place for next year's race. Excess donations will be presented to the Canadian Motorsports Hall of Fame in the names of Avrin and Krosnoff. And Motorsports Marshalling Services has reaped much positive press both in its home city and in the motorsports media for its efforts.

Fellow META members, I've always wondered why there has never been a memorial placed to Jean Patrick Hein, the young Quebec worker who lost his life at the inaugural Vancouver Indy in 1990. I've worked the old T5 chicane, and since then have walked that stretch of sidewalk several times. Nothing. Why can't we initiate a similar project to the Avrin-Krosnoff memorial? No reason that I can see. Toronto's city bureaucracy is no more convoluted than Vancouver's – we could do it. I bet if we contacted QRFA in Quebec they would help us raise money for a memorial. If any of you would like to investigate this with me, I volunteer to get the ball rolling. Thoughts?

Kedre Murray

Editors note:

To view the Avrin-Krosnoff plaque go to <http://www.motorsportmarshalling.on.ca/indy/plaque.gif>

Are Drivers Getting Flagging Communications?

By Carla Chamberlain

The reason I ask this question, is because I have worked a number of events that have me shaking my head in amazement. I feel they are being over *flagged*. Or perhaps drivers and workers need to understand the limits of flagging communication. As an example, I worked an event at Laguna Seca recently, where we were asked to put up a standing yellow and a standing white flag for an emergency vehicle with a disabled car in tow. So what happens if I have another car come into my turn and stop along the side the track mechanical, or what if that car is already in my turn stopped mechanical? I cannot upgrade my flags.

The standard procedure was to display a standing white flag for a car in-tow behind an emergency vehicle. If I already have a standing yellow flag for the car that has pulled off mechanical, my turn looks no different than the turn ahead of mine, or after mine. Should I go onto a waving yellow flag? If I do that, then I cannot upgrade again, when a car spins in the trail of oil left from the car in-tow, and hits the car that has pulled off mechanical. If that happens, should I just wave every bloody flag I've got, except the blue flag with the yellow stripe, of course, which is the passing flag. However, maybe I do want to wave the passing flag too, in hopes that drivers will all just pass on by my now, insane, hectic turn.

Now, I'm sure you think this example is extreme, but I have seen situations like this evolve. The instructions to put the standing yellow up, came over the headset from the "controller". This decision was a last-minute, fly-by-the-seat-of-your-pants kinda deal. I saw a number of turns that had a waving yellow flag, with the standing white flag, when the emergency vehicle and car in-tow went through their turns. Thus, confusing my untrained, inexperienced flagger into displaying the waving yellow with the standing white too. I had to keep telling my newbie flagger not to watch the turn in either direction from ours, and do what we told him to do.

If you wonder why the flaggers are inconsistent, it is because there is usually so much chatter and confusion going on over the headsets, noise from the cars, and at times other workers talking to you, that it is difficult to decipher the pertinent

information from what you are hearing on the headset, and act accordingly! This is one of the pitfalls of not having enough workers to spread out the duties of communicating and flagging.

In addition, there are so many different ways that any one club or organization wants their event to be flagged on any given weekend, that it is no wonder the workers are confused and unable to respond with the proper flags. It is no wonder that there is no continuity to the flagging, and therefore it looks, and is unprofessional.

At this same event, I had a car blow its motor, exiting my turn. I put up the "oil" or "surface" flag in response to the situation. At which point, I made the call over the com that I had gone on an oil flag, due to the situation at hand. Immediately, "Control" came over the com and asked if I thought that was the appropriate flag, and whether or not I REALLY thought I needed an oil *flag*. I was stunned. I felt mad because I realized the issue was not safety, but time! All weekend, the issue had been time, and keeping on time, and not wasting time, and ending on time, and starting on time, and boy was oil in my turn really going to screw up the timing of the whole day! "Well," I replied, "It sure smelled like oil when his motor blew." Within seconds, there was a waving yellow flag at the following turn, and all you-know-what broke lose. A car had spun in the middle of the track, and the headset was alive with conversation. I looked at my co-worker (who was also wearing a headset) and said. "Boy, I'll bet this is really going to screw up the schedule now." "Wonder what it would have been like if we hadn't put up the oil flag?" I believe in erring on the side of safety, not for time's sake. So, what if there wasn't any oil flag displayed in my turn? I'm sure Joe, in his vintage Ferrari, would have been really upset, and mad, if he had spun in our turn because we didn't put up the oil flag, and he had wrecked his priceless car.

If you wonder why the drivers are overdriving under a signal flag, maybe it is because they too are confused, and not clear on how much caution they should be using when they come upon a corner on a flag. Maybe they are aware of the fact that the cost of overdriving will only be a pit stop at the black flag station, and a slap on the wrist.

My feeling is that there is way too much overdriving during yellow flag, and during other situations, by the drivers, and not enough punitive action being taken for such driving infractions by the stewards of the meets. I am constantly seeing passing under standing yellow flags, so much so, that it has become a regular occurrence, and something that we workers are always on the watch for. I have even seen drivers racing for position, and passing through a turn that is displaying a white flag for an emergency vehicle with a car in tow. This happened in the corkscrew at Laguna Seca! These drivers were merely brought into the black flag station and “talked to”. What was even more amazing, they were not aware of what they had done!

Which leads me to the blue flag, the “passing” flag. I find it infuriating when someone on the com-line insists on “spotting” the leaders for the rest of the corner workers. Thanks, but I get paid to work a turn, I thought, because I know how to flag, and that includes blue flagging too. We get people on the headsets who insist on telling the turn ahead of them, or even two, or more turns ahead of them, that they will need to blue flag car so-and-so for the leader(s). Part of the fun of flagging is blue flagging. Mostly, because it involves you, the worker, in the race, and part of your job is to know when you need to blue flag. The blue flag has been called the “ego flag,” because unfortunately, people’s egos are wrapped up in the use of this flag. Evidenced by the fact that other people are running turns which they are not working, and telling the rest of us how, and when to flag (do our jobs). How unprofessional and rude! I don’t find this helpful at all. I find it a distraction from doing my job.

So, what if you blow it and throw an erroneous blue flag. GOOD, I say, at least your paying enough attention, that you threw the flag at all! If there is any one problem with the blue flagging, it is that there isn’t enough of it. So, instead of telling people when to blue flag, how about we train them in the finer arts of blue flagging, such as the art of reading speed differentials, and keeping a running lap chart in your head, so that they can function on their own and independently of the great “coin gods”. Isn’t that what we get paid for, or are we merely paid puppets? Sorry, but this is a BIG pet peeve for me. I remember when a waving blue flag was a protestable flag, so you’d better REALLY know what you’re doing, if and when, you decided to use a waving blue flag.

In closing, I don’t pretend to have all the answers, but I have offered some suggestions. I believe that a lot of these problems can be helped along with more complete training of our new workers, and even our more seasoned workers and drivers being more exposed to the flag info and limits. It is always a good practice to have a worker brush-up, by holding morning meetings, going over the hand signals, possible situations that may arise on each turn, and protocol for the club or organization that is holding the event. Effective driver communication is a subject for another column.

I am always open to getting opinions, perspective, or experiences from anyone. If you are interested in contributing to Victory Lane’s Worker’s Corner, please email me at victorymag@aol.com or write me at 2460 Park Blvd. #4, Palo Alto, CA 94306.



Congratulations
George Chambers



ICSCC
Worker of the Year



Burnaby Boy secures full sponsorship for 2002

From marcdevellis.com website

By Marc De Vellis

For the 2002 racing season I will drive for Sierra Sierra Enterprises, a mother company of Dennis and Diane Kottkes' companies. I am a fully funded, contracted professional driver. I start testing this Friday in California. Next year we are aiming on winning every race in record breaking fashion and taking the championship. A task that this year we fell 2 points short.

Testing will occur in late December down south. I feel that I have been given an opportunity of a lifetime. Every driver in his career needs a network of supportive people beside him and to believe in him. I feel blessed that I have these people, my parents and Mr. and Mrs. Kottke.

For the past seven years it has been my parents and now Dennis and Diane have joined my journey in accomplishing my goals in Motorsports. I have no doubt that with me joining Sierra Sierra Enterprises, that the 2002 season will be filled with prosperity and excitement.

Dennis and Diane have the same visions as I do which is essential if we are going to be working together to create the optimum results. Nothing will change in regards to my crew as my father, mother and Bryan Taylor will accompany me to all the races during the 2002 racing season.

This will be a relationship building year as there needs to be unity. I feel that this is my opportunity and I guarantee that I will give my every effort and train to my full potential. I want to show that a small town Burnaby boy can run with the best. What started with a dream, turned into a goal and now this goal is becoming reality.

In racing, the driver is usually looked at as the star, but I somewhat disagree. My job in the race car is easy. The real heroes are the people who have supported me and stuck by me over the years. The people that have or are giving me the opportunity to showcase my talent are the true stars.

These people have given me this extra drive and attitude that we can do this. I owe everything to racing. I feel most alive when I am in the cockpit doing a 150 mph. I am the happiest while at a race track or doing anything that involves racing. I feel that the combination of the De Vellis' and the Kottkes' is going to be an unbeatable force at the racetrack.

Editors Note: Marc is racing in the Star Mazda series throughout the US and Canada and captured the Rookie of the Year honors with 6 top 5 finishes, including 3 wins, in the 8 race series. One of his three wins was at Portland in August during the American Lemans weekend. The Star Mazda series regularly sees grids of 40+ cars.

From "The Province" newspaper Nov 1, 2001

All the rage

Road rage has turned into track rage as parents, desperate for their children to become millionaire Formula One drivers, attack officials and start violent fights at go-kart tracks around Britain. Track rage is so rife that worried officials are clamping down hard on parents prepared to go to any lengths to push their youngsters into emulating Jenson Button, who graduated from karts to become Britain's youngest Formula One driver. Some parents have even been ordered to visit a psychiatrist for a course of anger management by the sport's governing body before their children are allowed to progress to the top of the sport. Children as young as eight have watched as their parents have attacked marshals or fought among themselves during junior go-kart events. John Surtees, the 1964 Formula One world champion, was horrified at the behaviour of parents when his son, Henry, started karting as a nine-year-old. "There are people out there who are nothing more than out-and-out thugs," he said Monday. "We have got groups of people who think that in 10 years' time they are going to have a Formula One world champion earning millions of pounds in their family, and that clouds their reality."

Beaulieu To Race In UK Formula Renault Winter Series

October 22, 2001

LANGLEY, BC, CANADA -- October 22, 2001: Canadian racer Josh Beaulieu has signed with Fortec Motorsport to compete in the 2001 UK Formula Renault Winter Series. Beaulieu, who impressed in this year's Canadian Formula Ford series, travels to England on Friday to prepare for the 4-race championship.

The Formula Renault Winter Series will be held from November 8 to 18, with 2 races each at the Rockingham and Donington Park circuits. Formula One ace Kimi Raikkonen gained notoriety by dominating the Winter Series two years ago, before being signed up by F1 team owner Peter Sauber last year.

"I am very pleased to be signing with Fortec," said Beaulieu. "They had really good momentum the second half of this season with Heikki [Kovalainen], and hopefully that will continue into the winter series! This will be my first time racing in a slicks and wings car, after doing some testing with Formula Palmer Audi last year. I know the competition will be very tough, but we should be in contention for race wins and I'm going to learn as much as I can."

The Dowco Technology Group, owned by the Langley-based Dobbie family, is continuing their backing of Beaulieu's rising career. "This sponsorship coincides with Dowco's decision to expand both their revolutionary steel building systems as well as their local Internet services to the lower mainland," says Ewen Dobbie, Dowco's Director of Sales & Marketing. "While Dowco has always been an active supporter of local amateur athletes, this sponsorship represents a significant involvement in the Canadian and European motorsport scenes.

"In Josh we see great potential. Just as Greg Moore was a great ambassador for Maple Ridge, so too will Josh Beaulieu be for Langley."

Beaulieu's official racing website, www.joshbeaulieu.com, will be updated frequently with his reports wired over from England for the duration of his trip.

Josh Beaulieu, in only his third year of auto racing, has established himself as part of the next generation of Canada's racing stars. His detailed results, photos, and news are on the internet at www.joshbeaulieu.com. You can find out more about Josh's career by sending email to pr@joshbeaulieu.com or to Josh directly at jb@joshbeaulieu.com

GREAT TRUTHS ABOUT LIFE THAT LITTLE CHILDREN HAVE LEARNED:

No matter how hard you try, you can't baptize cats.
When your Mom is mad at your Dad, don't let her brush your hair.
If your sister hits you, don't hit her back. They always catch the second person.
Never ask your 3-year old brother to hold a tomato.
You can't trust dogs to watch your food.
Don't sneeze when someone is cutting your hair.
Never hold a Dust-Buster and a cat at the same time.
You can't hide a piece of broccoli in a glass of milk.
Don't wear polka-dot underwear under white shorts.
The best place to be when you're sad is Grandma's lap.

GREAT TRUTHS ABOUT LIFE THAT ADULTS HAVE LEARNED:

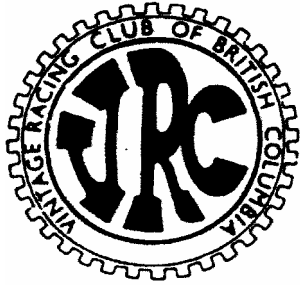
Raising teenagers is like nailing Jell-O to a tree.
Wrinkles don't hurt.
Families are like fudge: mostly sweet, with a few nuts.
Today's mighty oak is just yesterday's nut that held its ground.
Laughing is good exercise. It's like jogging on the inside.
Middle age is when you choose your cereal for the fiber, not the joy.

GREAT TRUTHS ABOUT GROWING OLD

Growing old is mandatory; growing up is optional.
Forget the health food. I need all the preservatives I can get.
When you fall down, you wonder what else you can do while you're down there.
You're getting old when you get the same sensation from a rocking chair that you once got from a rollercoaster.
It's frustrating when you know all the answers, but nobody bothers to ask you the questions.
Time may be a great healer, but it's a lousy beautician.
Wisdom comes with age, but sometimes age comes alone.

THE FOUR STAGES OF LIFE:

- 1) You believe in Santa Claus.
- 2) You don't believe in Santa Claus.
- 3) You are Santa Claus.
- 4) You look like Santa Claus.



...to restore, race, and exchange information concerning vintage sports and racing automobiles.

Meetings held on the second Tuesday of every month at the Cruisers Pit Stop Diner - 21671 Fraser Highway Langley, B.C.

Information contact Andrew Slater (604) 986-0949

CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests (Black Border) \$3.00

META Crests (25th Anniversary) \$3.00

Contact Don Souter (604) 930-6243

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes--~~\$25.00~~

On Sale for \$20.00 or 2 for \$30.00

Contact Ann Peters (604) 581-7189

Copies of META Promotional video are now available

Video runs 15 minutes and are free

All club members are encouraged to get a copy

Contact Marc Rovner (604) 986-3497 or Ann Peters (604) 581-7189

(Non-members contact Marc or Ann for details)

Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps. Note: Each member will receive a new META decal with their membership, please indicate which type you would like, Inside(Static) or Outside(Stick-on)

Membership

C/O Thomas Liesner, 13425 87B Ave, Surrey, BC V3W 6G7

Name: _____

Address: _____

City: _____

Province/State: _____

Postal Code: _____

Phone No.-- Home: _____

Work: _____

META Decal: Static Stick-on

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 an email at

maydayeditor@hotmail.com

Sounds good: the latest on Pacific Raceways

As noted in previous issues of Vintage Drift, things have been looking good for the future of Seattle International Raceway since the first of the year. A recent interview with Jason Fiorito, speaking for the record, confirms that both the track and vintage racing, as we know it, are big parts of the ambitious plans that the Fiorito family has for the track starting in 2002.

The most urgent question for all of us is also the most basic: simply, will there be a track for us to run on next year, as well as the years thereafter? The answer is more than “yes”— we will be out there next year as much as ever, we’ll see a lot of immediate improvements, and soon there will even be *two* tracks to run on!

More good news: the dreaded drag strip-VHT will be gone starting with the very first event next spring. SIR, hereafter referred to by its official new name, Pacific Raceways, will accommodate both dragsters and road course vehicles by redirecting the main straightaway through the existing hot pits, where it will by-pass the drag launching area. Turn Nine will be tightened a bit, making it more of a turn and less of sweeping entrance to the straightaway.

For this year, and perhaps 2003, racers will re-enter the old straightaway via a high-speed jog where the hot pit access road is now. Eventually, an entire new straightaway will be built, and the present Turn One area will become the new drag launch area. Turns One and Two will be relocated but will have essentially the same configuration.

All turns will immediately get expanded and smoother run-off areas, and eventually most turns will have new FIA-approved tire barriers — Turns One and Two will have them by next season.

The other main difference we will notice right away: the pits will be northwest of where they are right now, with the present pits part of the new Turn Nine-straightaway configuration. Some trees may have to be removed for the new pits.

Plans call for a new road circuit to be in place by 2004, using the new straightaway but veering off just beyond the new Turn Two. It will be built on the grounds between the present straightaway and the backside of the facility. We may use the new portion, but will probably continue to use the present lower portion, which may not be modifiable to FIA regulations.

Soon, new grandstands will be put in across from the new hot pits area, and small cells of stands will be placed strategically around the property. Lines of sight for spectators will be improved, with underbrush cleared and terraced grass picnic areas installed. Like in the old days, you will be able to stand on top of the Turns 3a and 3b hill and see way down the course. Bathrooms will be new immediately, and refreshment stands will be upgraded, at least, and eventually replaced entirely when the new course is complete.

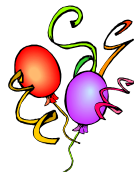
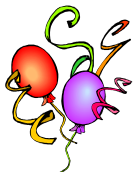
No disruption to schedules is foreseen. The present course will not be torn up, and while the facility may be in some degree of turmoil, racing will not be interrupted.

As stated in earlier issues, Richard Lee (Monterey, CA) is the designer/engineer for the running areas. Water and ground stability control, two big issues at the site, are being handled through American Engineers.

If all goes smoothly (think, “county permits”), the best case scenario will find the new course completely configured and ready to run by 2004. It all sounds great so far. We’ll keep you updated.

Important reminder

Roger and Ann will be having their annual open house on Saturday December 29, 2001
Contact Roger or Ann for details: Phone 604-581-7189 or Email ann_peters@telus.net



ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the awards committee. **Deadline for submissions is December 31.**

Please note that only one member is required to nominate for an award. No additional signatures are required. Please offer a brief explanation as to why you wish to nominate a given person for an award.

Awards committee for 2001 are Joe Proud, Angus Glass, Mike Zosiak and Brian Meakings.

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 member 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

MINUTES

META Meeting AGM November 28, 2001

Meeting was called to order at 7:36 – 30 members and 1 guest. Minutes of the last meeting were read and adopted by Brian M. and 2nded by Nick R. with a few corrections. The statement should have read, “...we will not need permission for portable propane heaters. Mike Z. is also on the awards committee.

Correspondence: CART Thank you letter, VMSC info, Variety Club Tree of Hearts donation info, Indoor Racing League (TBC) pamphlet, card for Bonnie to sign at front (had surgery), Christmas Celebration Entertainment Guidebook pamphlet, Corporate Travel Incentives Inc. pamphlet.

Mayday: More articles please..... consider getting your Mayday delivered via e-mail.

Membership: 90 regular + 8 honorary. The e-mail address for Thomas L. in the last Membership list is incorrect. The ending should be @shaw.ca

Treasurer: General \$6,516.57, Gaming \$1,588.01, Equipment \$4,477.99

Historian: Have Photo Albums and Maydays here including the “lost album”. Lise, Nancy and Kryz (doing artwork) have been working on it. Maybe consider sending a Thank you card to Lise and Nancy. If we decide to make other ones it will cost \$120.84 incl. tax. These are made with acid-free paper so to preserve the pictures. Bernie – look at it and decide.

Training: Roger – Spring time either Jan or Feb have the turn marshals meeting and discuss training of new people. Irene – Volunteer program, will be administering it. Generic videos, pamphlets to hand out that you can put your club name and contact info on. There are also going to be achievement awards for 10, 25, 50, 100 races volunteered at. I think that this is very important. A quarterly newsletter and a website so to get contact info for other regions, suggestion board, etc.

Race Chairman: Absent

Course Marshall: Nothing really to say. Graham M. – Last enduro weekend.....why didn’t anyone do a hot beverage run? Someone should have organized it..... This may encourage new workers. Thomas – no one to do or organize it....was on a corner myself the whole weekend.

Chief of Emergency: Taking nominations for any META Awards or Bloopers....e-mail me. Truck is in underground storage at Darren Phillips apartment building. It’s \$30/mth.

Old Business: Bryan N – Letter for door prizes....need them soon. Bernie – Will talk to Lisa again. Have put cripples (weight bearing supports) under the covers at the clubhouse so that it doesn’t sag over the winter with rain or snow. Brian M – See him at the break or after the meeting for Conference rule changes. Dave W – Decals....wide range. My cousin and I have proposal drawn up. Can do them for about \$0.45 ea. Bernie – present it then... Roger – Motion for META to get 800 outside type and 200 inside type. Brian M 2nded. Steve B – What’s on decal? Dave W – Same as original META crest but with Vancouver on it instead of Westwood. 3” in diameter. Vote taken....29 in favor, none against and 1 abstained

Old Business cont'd

Graham M – Motion to distribute 2 interior and 2 exterior decals with every 2002 membership. 2nded by Darryl N. Discussion of maybe one each. Karen C – ask which one they want both new and old members. Brian M – How long to do up another batch of decals? Dave W – Not too long, 2 weeks. Thomas L/ Don S. – Do we have any old ones/ no we have sold out. Graham M – Amend the motion to : every membership in 2002 receive a decal of their choice. Darryl Ness agreed. Vote taken.... 28 in favor, none against, 2 abstained.

Graham M - Motion that for every additional decal you purchase it for \$1.00 each including tax. Darryl N. 2nded. Roger – Don't need to make money, it's a promotional item to get our name out there. Sell it at cost. Brian M – wait for final cost. Agree with selling at cost. Should be bringing this up with the new executive. Irene – Why is this a big deal. Order them and get on with it. What is a dollar? Bernie – Table the motion until the next general meeting. 2nded by Doris G.

Charmaine – Banquet-still no decision. Frankie G's portfolio received from Bryan N via Ann P. Bryan N – It seats 100 people and is on Ewen Ave in the Queensborough area near Annacis Island. Charmaine – Wood like to research it and test the food. Consensus on DJ. Bernie – Get name of DJ that did friends wedding....really great. Joe P – Determine what is good and do it. No meeting until just before banquet. Karen C – Talk to Executive at least so not all on your head. Discussion..... Bernie – Charmaine....Go for it!

Elections

President – Bernice Zosiak

Vice President – Andrew Slater

Treasurer – Angus Glass (by acclamation)

Secretary – Brian Meakings (by acclamation)

Congratulations to the 2002 Executive.

Pat Moffat – Move to destroy Presidential voting ballots, 2nded by Bernice Z. All in favor.

Steve B – Move to destroy all ballots. All in favor and agrees that it's okay for Steve to do it at his office in the shredder.

Vice President: Nothing to say.....keeping up with his norm. Bernie – Thanks for all your help and a great job this year.

New Business: Joe P – Got a call from the mother of the little girl Melissa that we built the ramp for. Melissa's therapist knows of another girl that needs a ramp. Has done some research, etc There are more discussions to be had with Variety Club and Home Depot. Has spoken with some members. Maybe do it in Spring after the thaw. It was requested by the family that there be no publicity. Thomas – talked to Ed Smart about workers etc for Indy. Maybe talk to him or the new president of CACC for help. We do work with the a lot. Pat M – Suggest look at revised membership fees. New executive look at family rate. Maybe it will boost numbers. Discussion..... Roger – pretty good deal right now – money can be better spent elsewhere. Irene – Do we have a committee for recruiting new members/workers. Maybe get people together. Do something like a poster and have everyone hang one up in their local grocery store. Ann – Try everything that we can, even if it's something we've done before. Dave B – at BCIT put work out to students – put on seminar with our video etc. Something that I've been thinking about. Bernie – Go for it. Steve B – attended a seminar on community volunteer groups. Found that large paper ads were not as good as word of mouth. Need to get organized. Albert – maybe put website on patch instead of Vancouver. Darryl N – any response from the Indy pamphlets? Brian M – we got 2 new people.

New Business Cont'd

Graham M – Maybe we need a booth at the gate at Mission to promote. Brian M – attract them inside. Had banner up at car etc....Charmaine – took most of year off and set up everything that we use to promote and didn't get a great response.

Formed a new promo/ recruit committee: Lynn Y, Tas W, Roger and Dave B volunteered. Thanks!

Ann – came across site called volunteer opportunities exchange....put our website address on it. It's a government of Canada site. Its url is www.voe-reb.org

President: Try and pick a date for the next brunch now that we have the CART schedule....wait until the other schedules are out. Past Saturday Mike and I were invited to the Vintage Car Club banquet. We had a blast! We laughed a lot. Thanks! Thanks to Pat Moffat for doing our books again. Got 5 META fire bottles for Jo Adair for Ice Racing. Also took out the medical kit. Till next time...Have a nice Christmas and a Happy New Year! Quote on Jackets and Shirts. Angus has the brochures and is looking into it. Received a thank you award from the Soap Box derby. All the young men and ladies signed it. It will go in the display case. We have trophies on display up from some members that were awarded for their driving in a go-kart challenge.

Good and Welfare: George received the ICSCC Worker of the Year award. (Better known as the "Chambers Pot") Brian M – Slip of the tongue at the ICSCC Banquet. Terry Ward was announced as the New President for SCCBC....their elections aren't held until the New Year! OOPS! Roger – Forgot passport in England...Ian and Karen Cook got a hold of it and everyone got their pictures taken with it open like mugshots. They then put a collage together. Sovren Newsletter – lots of details of the new track. Brian M – No conference race in Spokane next year.

Swap and Shop: Bryan N – Looking for a set of all season/ snow or ice tires. 195 or 205, 15". Call him at 604-801-0081

Draw: 50/50 – Doris G., Beer – Roger, Shirt – Don S., Beer – Krys M., T-shirt – Doris G., T-shirt – George C.

Brian M – Still have more Entertainment Guidebooks to sell. They're \$46 each and make great presents. Lets get rid of them.....

➤ **Open house at Ann and Rogers Saturday December 29th anytime after 2:00pm**

Meeting adjourned at 9:42pm

I just wanted to thank everyone for their patience this year. I enjoyed being your secretary and thank my fill-ins Bernie and Gerry. Everyone have a safe and happy holiday season.

Krystyna

MOTORSPORT EMERGENCY AND TURNWORKERS ASSOCIATION

Financial Statement 2001 General Account		
Opening Balance Oct. 01, 2000		\$ 583.15
Receipts:		
Bank Interest	5.71	
Membership	1923.63	
Social	5263.18	
Entertainment Books	368.00	
Donations	3105.00	
Goods Sold	1196.12	
G.S.T. Rebate	570.99	
		\$12432.63
Expenses:		
Postage & Printing	1051.37	
Membership	0.00	
Social	3938.09	
Entertainment Books	299.20	
Room Rental	257.00	
License, Fees & Insurance	175.00	
Equipment Purchase	397.85	
Training	200.00	
Donations	430.00	
Goods Sold	538.66	
Truck Insurance & Storage	425.00	
Truck Maintenance	150.00	
Promotional	1143.69	
Club House	509.98	
Miscellaneous	147.10	
		\$9662.94
Closing Balance Sept. 30, 2001		\$3352.84

Financial Statement 2001 Gaming Account		
Opening Balance Oct. 01, 2000		\$ 6533.26
Receipts:		
Bank Interest	7.21	
Gaming Commission	795.08	
		\$802.29
Expenses:		
Awning Extension	3032.11	
Heater	1128.10	
Domain Name Registration	435.49	
Fridge	710.21	
Awning Installation	100.84	
		\$5406.75
Closing Balance Sept. 30, 2001		\$1928.80

Financial Statement 2001 Equipment Account		
Opening Balance Oct. 01, 2000		\$ 4419.09
Receipts:		
Bank Interest	8.71	
Merchandise Sold	50.00	
		\$58.71
Expenses:		
		00.00
Closing Balance Sept. 30, 2001		\$4477.80

Information submitted by 2001 Treasurer, Angus Glass.

Please Note: The editor has combined the 3 accounts onto 1 page for ease of printing.
For a copy of the original documents, contact Angus Glass.