



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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SPEED READING

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

Printed in Canada.

Sep8&9	IOCO Hillclimb	BCMA	Port Moody, BC
Sep 8&9	ICSCC Race # 10 – SIR	IRDC	Seattle, Wa
Sep 8&9	Driver Training – MRP	SCCBC	Mission, BC
Sep 8&9	Kart Club Race # 6 -- Tradex	WKA	Abbotsford, BC
Sept 12	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Sep 14&15	German 500	CART	Lausitz, Germany
Sep 15&16	ICSCC Race # 11 – PIR	CSCC	Portland, Or
Sep 15&16	Fall Finale – SIR	SOVREN	Seattle, Wa
Sep 15&16	Pacific Forest Stage Rally	WCRC	Cache Creek, BC
Sep 15&16	Kart Club Race # 7 -- Tradex	WKA	Abbotsford, BC
Sep 21&22	Rockingham 500	CART	Corby, England
Sept 26	META Meeting – Century House	7:30	New West, BC
Sep 29&30	United States Grand Prix	Formula 1	Indianapolis, Ind
Sep 29&30	ICSCC Race # 12 – MRP	SCCBC	Mission, BC
Sept 29&30	Maryhill Hillclimb	SOVREN	Goldendale, Wa
Oct 6&7	Grand Prix of Houston	CART	Houston, Tex
Oct 6&7	ICSCC Race # 13 – SIR	IRDC	Seattle, Wa
Oct 6&7	Kart Club Race # 8 -- Tradex	WKA	Abbotsford, BC
Oct 10	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Oct 13&14	Grand Prix of Monterey	CART	Monterey, Ca
Oct 13&14	CACC Race # 3 – MRP	SCCBC	Mission, BC
Oct 20&21	? Hrs of the Cascades Enduro	CSCC	Portland, Or
Oct 24	META Meeting – Century House	7:30	New West, BC
Oct 27&28	Honda Indy 300	CART	Surfers Paradise, Australia
Oct 27&28	CACC Race # 4 – MRP	SCCBC	Mission, BC

FIRST NOTICE OF ANNUAL GENERAL MEETING

META'S ANNUAL GENERAL MEETING WILL BE HELD ON
WEDNESDAY NOVEMBER 26TH

CENTURY HOUSE-620 8TH ST NEW WESTMINSTER 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, TREASURER, SECRETARY

Excerpt of the Race Chairman's report (Dick Buckingham, Jr.) in the July SOVREN newsletter

The course marshals have this expression "lawnchair workers." This refers to workers who show up at a BIG event and expect to be welcomed with open arms when, in reality, they aren't needed that badly and in some cases these "PNWH only" workers aren't really that enthusiastic about working the race, but just want to get free admission to the action and to be part of the "big show." It actually doesn't take that many more volunteers to run a 250 car race than it does to run a 110 car event. So why do we get 50 to 100% more volunteers for the Historics as we get for the Spring Sprints? The answer is obvious--these extra people aren't that interested in promoting SOVREN or in helping run our events in an "on-going basis" but want "in on" the major racing event of the year. While we are in "fat city" with volunteers at the Historics, we still need people to make the commitment for all of our other events. A "member run" club is only as strong as those who volunteer to make it work. Ask yourself, "Has my contribution to SOVREN been anything more than paying dues and entering the events?" If the answer is "NO," think about how you could get more involved and help make SOVREN even better.

A personal reply:

I would like to think the Race Chairman is trying to guilt some of his own club members into volunteering for more events, but to group all of us who only work the 'PNWH' as "Lawnchair workers" is offensive. Most of the META workers that volunteer for this race volunteer to work 10-20 races a year, all over the northwest. Hardly a group that only comes out to the "Big Show". The potential for disaster at a 250 car race is more than double the potential at a 110 car race. The level of experience from the META and SCCA workers that volunteer for this event is tremendous. Perhaps if they have to find drivers and crew to staff the turns at the next event we'll be a little more appreciated.

Andrew Clouston

From "The Province" newspaper, Sept. 6, 2001

SENIOR CIRCUIT

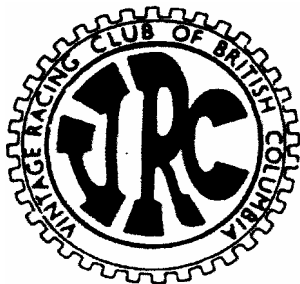
CART has tried for years to showcase talented American drivers to appeal to its vital U.S. market. Wouldn't you know it, the solution was staring them in the face the whole time.

Starting next year, Mario Andretti, Bobby and Al Unser, Danny Sullivan and about a dozen other blasts from the past will race during six CART weekends at select road courses. If the experiment works, you could see them race at Vancouver in 2003, CART president and CEO Joseph Heitzler. "It's about time this has come to fruition," the 61-year-old Andretti said. "We're not getting any younger. "We've got to get the series going so, besides driving, we can still walk to the car."

Emerson Fittipaldi, Parnelli Jones, Johnny Rutherford, Bobby Rahal, Tom Sneva and Bob Bondurant are some of the other drivers who have signed up. "None of these guys, including me, can see or hear," Andretti said. "It's going to be real exciting. Thump! 'I didn't see you.' We're going to have some legitimate excuses." They'll race Shelby American CSX 4000s certified by the Sports Car Club of America. Powered by a 500-horsepower, 351-cubic-inch Ford, the cars will be given out randomly to drivers each race, so they'll all be set up for the track, not specific drivers. Drivers will get appearance fees and half the \$100,000 purse will go to the winner. The series leader will get another \$100,000 at season's end. The closest they'll get to Vancouver, next year anyway, will be Portland. "We'll make every effort to bring this to the streets," Heitzler said. Andretti said the joking will end when the engines are fired. "Bobby, Al ... I've got some times to revisit and maybe even some scores to settle," Andretti said with a smile. 'Yeah, we'll have fun, but once you get down to business, all the old dreams and desires come to the top.

"A lot of pride comes into it."

— Gord McIntyre



...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

Westwood META Decals \$.50

Contact Don Souter (604) 572-6279

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 is 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)

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Time to renew your membership in META. If you haven't already done so, send this form in to Tom 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.

Membership

C/O Tom Sproule, 410 - 8115 121A St, Surrey, BC V3W 1J2

Name: _____

Address: _____

City: _____ Province/State _____ Postal Code _____

Phone No.-- Home: _____ Work: _____

E-mail Address: _____ Newsletter via E-Mail Yes No

Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31
Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at
maydayeditor@hotmail.com

From "The Province" newspaper, August 30, 2001 Editors note:

Fans don't flock to CART racing in a blood-Thirsty search for big crashes

Most of my friends hate motorsport and resent the Indy's presence. They're like me. Eleven years ago, that is, before I ever actually went to a race. They don't like the corporate sponsorship, the links to cigarettes and booze, the glorification of the car, the babes in tight tops. The sheer spectacle and the celebration of capitalism drives them crazy. And they're jealous their pet pastimes and intellectual conceits don't rate as high. Why more of the anti-Indy crowd aren't against the Air Canada Championship, for instance, is a mystery. It's just as tied to corporate sponsorship — what sport isn't these days? Golf courses do more harm to the environment than CART racing does, with herbicides, pesticides, water wastage and general subjugation of nature.

To me, the ignorance and gullibility promoted by psychic fairs pose a bigger threat to our community than CART racing, but live and let live, I say.

The biggest thing opponents have against racing, however, is they believe people watch to see crashes. More to the point, that fans go to a race hoping for a death or serious injury. I've been told so, many times. Roger Ebert — oh, how he makes us miss Gene Siskel — threw his hat into the ring while reviewing the Sylvester Stallone dud *Driven*. He and other armchair experts, most of whom have never been to a race, just know fans are blood-thirsty CroMagnons who don't walk away from a race satisfied unless there's been a big crash. Preferably several. Yes, some crashes and the subsequent wrecks are spectacular. That's why traffic slows — even in the oncoming lane — when motorists come upon an accident on the highway.

But the sigh of relief when a CART driver walks away from a crash with as much bruising as an NFL wide receiver might expect on Sunday should be enough to extinguish the hot air coming from the critics.

So how come nobody says pigskin fans go to games hoping for death or paralysis, especially given the several football deaths that occur yearly in the U.S.?

CART has had five driver deaths in 20 years. That's five tragedies, but a good record for such a dangerous sport. And CART, which has safer cars than Formula One or NASCAR and which, unlike NASCAR, brings its own medical unit and physicians to races, is always looking at ways to improve safety.

One of the frustrating things about travelling much in the U.S. is watching the hockey clips on TV and seeing mostly fights being shown. Critics of car racing are like the ignorant armies of U.S. sports fans who, fed only by the highlight reel, think that hockey fans are just interested in thuggery.

Let the anti-Indy crowd bay.

About 60,000 of us fans are going to enjoy ourselves at the track Sunday.

Gordon McIntyre

Annual Awards Banquet

I have had some interest in holding the Banquet at the TBC Go Kart track. They have a nice banquet facility and we would be able to have it catered by a company of our choice. I am polling the Membership on their view of holding the Banquet at this location. TBC is located in Richmond, just over the Knight street bridge. Please mail your information to me, or you can e-mail if you prefer. Thank you for your input. – Charmaine

Yes this is a good idea _____

No this is not a good idea _____

Comments: _____

Stewards Report..Mission Race # 8

Well, I knew it couldn't last. I was beginning to think the folks at SCCBC had an in with the weatherman. It turns out they have an in with the people who sell umbrellas!! Boy, did it rain on Sat...It's the group 3 thing all over again. Right Craig? Oh well, by Sun it was back to weather as usual in Canada, sunny and hot. The ice-cream vendor looked really bored on Sat but he was hopping on Sun. But we had the same smiling face's and good racing we have come to expect at Mission. I believe they had 140+ entrees. Good turn out! Also had another flawless weekend for the workers. Great job kids!!!

What do you do when someone has a 50th birthday?? You celebrate that's what. And that's what we did. SCCBC put on a super dinner for all on Sat and a great program on Sun. Corners were named and dedicated to Greg Moore and Cascade Sports Car Club for their contributions to the SCCBC club. 50 years of racing in BC. Pretty cool stuff." Westwood". Just saying it brings back so many memories. I have mine. Classy presentation! Had fireworks and driving demonstrations by Terry Ward in the dedicated corners. Congratulations to Mike and his staff.

Other than a problem with the placement of the sound meter for the first session on Sun, the weekend went well. My hats off to the drivers. Very few reports for passing under the yellow. Had one violation of rule # 1517, avoidable contact. The driver was apologetic and confessed. He paid his fine and will be more careful the next time. I will be watching.....

Back to the sound issue. Car # 717 protested the accuracy and consistency of the Conference sound meter in Sundays Group 1 race. He was meatballed and disqualified for being over sound for three laps as per ICSCC regulations. After reviewing all the information provided me by the ICSCC Chief of sound, I find no basis for the protest. The sound meter was calibrated before and after the races on Sun. and found to be accurate. His protest fee will be retained by ICSCC.

On a more humorous note, I heard someone pulled a "Andretti and Zanardi" trick on Al Ores, and locked him in the sanican. "outhouse" for the uninformed. Any truth to that rumor At?????????
Mmmmmmmmm

Well, that's about it for now. Time to pack up our traveling road show and head to Portland for our next round of fun!!!! See ya there.

Stewards Report: Race # 9 PIR

Well the Swanson Memorial Race at Portland is behind us.Good job Cascade.It was a great weekend. Good weather and an excellent turn out, approximately 230 entries, provided some fast, close racing. Every race group had some exciting, close competition. As usual, the Chicane caused some drivers a little grief, but for most, it wasn't a problem. Just a note here drivers. If you ignore the "Chicane Closed Sign," and go on thru, your going to feel the Stewards wrath. This is a very serious issue. When the Chicane is closed it generally means there are race cars tangled up and workers are trying to untangle them!! Worker and driver safety is at risk. I simply won't tolerate drivers who ignore the Chicane Closed sign and put workers and drivers in harm's way!! This happened Sun. One driver ignored the sign and the rest followed him in. DON'T DO IT!!! If I get your car number your going to get a hefty fine and lose a position at the very least. Don't test me. While were at it, just a reminder about passing under the yellow. As I have mentioned at our drivers meeting, if you come up on a quick yellow don't dynamite the brakes to avoid passing another car. Think about safety first. Slow down and if you have to pass, do so, then reposition yourself with a point by. I will not penalize a driver if there is evidence of this. Use common sense.

The Stewards had a busy weekend. 27 turn reports, and 2 protest's. One of the protest's was for the use of illegal fuel in the 1st 4 finishers in group # 3 by car # 6. The cars involved were # 15, # 17, # 44 and # 43. The tests were preformed and all the competitors fuel samples were found to be in compliance with ICSCC rule # 1306.b.7. The protest was disallowed. For those of you who are unaware, the Steward does have the equipment to test for illegal fuel.

Well, needless to say, the "Vacation Fund" is growing. At this rate I'll have enough \$ in the fund to take all of you with Dan and I to Hawaii!!! DON'T LET THAT HAPPEN! Be safe, save your money for your race car! Obey the rules. Management thanks you!!

Well, off to T-Hill. This is going to be another great TC happening. Don't miss it!!

P.S. If any of you find some green carbon fiber piece's from my Swift's shunt last year at T-Hill, see me. There's a reward. I'm still trying to glue it back together.....

See ya at Thunder Hill.

Dennis Peters
Race Steward

Is It Better To Be a Jock or a Nerd?

- Michael Jordan having "retired," with \$40 million in endorsements, makes \$178,100 a day, working or not.
 - If he sleeps 7 hours a night, he makes \$52,000 every night while visions of sugarplums dance in his head.
 - If he goes to see a movie, it'll cost him \$7.00, but he'll make \$18,550 while he's there.
 - If he decides to have a 5-minute egg, he'll make \$618 while boiling it.
 - He makes \$7,415/hr more than minimum wage.
 - He'll make \$3,710 while watching each episode of Friends.
 - If he wanted to save up for a new Acura NSX (\$90,000) it would take him a whole 12 hours.
 - If someone were to hand him his salary and endorsement money, they would have to do it at the rate of \$2.00 every second.
 - He'll probably pay around \$200 for a nice round of golf, but will be reimbursed \$33,390 for that round.
 - If you were given a penny for every 10 dollars he made, you'd be living comfortably at \$65,000 a year.
 - He'll make about \$19.60 while watching the 100 meter dash in the Olympics, and about \$15,600 during the Boston Marathon.
 - While the common person is spending about \$20 for a meal in his trendy Chicago restaurant, he'll pull in about \$5600.
 - This year, he'll make more than twice as much as all U.S. past presidents for all of their terms combined. Amazing isn't it? However...
 - If Jordan saves 100% of his income for the next 450 years, he'll still have less than Bill Gates has today.
- \$\$\$ Game over. Nerd wins!

Street Legal Racing a Winner

By Ben Kuzma
Sports Reporter

Twenty years ago, Richardt Scholz first roared down strips of industrial-site asphalt that beckoned late-night Street racers. There was Viking Way and Vulcan Way in Richmond, Super Port and Delta Port in Delta. Plus Harvey Road, Latimer Road and 198th in Langley. When they felt the need for speed, Scholz and his lead-footed buddies laid down their share of rubber. However, in 1986, something happened to Scholz. The Delta racer had a gearhead's epiphany when encouraged to pilot his 1968 Camaro down Bremerton Dragway in Washington state. "It was like someone flipped a light switch in my head," says Scholz, 42. "It was safe and you got a time slip at the end of your run. It was like going from the bush leagues to the big leagues. Why would I want to street race any more?" That's the message Scholz passes to today's wilder and more impressionable street racers. As an executive board member of the B.C. Custom Car Association that runs Mission Raceway Park, the amiable Scholz is urging enthusiasts to trade in the street for the strip. On 18 Friday nights from April through October this season, the Mission quarter-mile drag strip is being set aside for racers to compete in a Street Legal program conducted in accordance with National Hot Rod Association safety requirements. More than 250 would-be racers showed up one Friday night, paying \$20 each. "I've had parents come up to me and say: 'Thank God' — and now they show up to watch, too," says Scholz. When the new Mission facility opened in 1992, street racers were soon modifying their cars to compete on the track, not the street. They became Mission's foundation of bracket racers, a class that introduces wannabes to the sport. It looked like Mission accomplished. "Then a whole new generation of kids with five-litre Mustangs and high-tech imports started street racing — and they knew nothing about Mission," says Scholz. "Street racing was much slower 20 years ago and I never heard of anyone getting into an accident — and certainly nothing to do with the public. Now, these cars are capable of going much quicker and turning corners." In 1996, the B.C. Custom Car Association had Scholz scout late-night street racing in the Lower Mainland. He couldn't believe what he saw: lots of cars and lots of spectators. "It was only getting bigger — and we knew we had to do something, says Scholz. In 1997, Mission held its first Street Legal event, with 300 cars and 1,500 fans. But Scholz felt there needed to be more involvement from the community — including the police. With street racing and related deaths leaping to the front page of newspapers, there had to be an action plan. And there was more than straight-line, late-night racing going on — something called hat racing, in fact. "There's only a small group doing it, but racers get together at a parking lot and throw money (at least \$1,000 total) into a hat," says Scholz. "A guy goes to a location with the hat and calls the racers on their cell phones. First one to the location wins the hat and the money." Last year, would-be racers and the police sat down to see if the Street Legal program could be enhanced. Participants wanted night racing and lower entry fees, while the police wanted a better relationship with the racers. "At first the racers were very suspicious of the cops and the cops were a little standoffish," says Scholz. "But then everybody started to loosen up and became friends. A lot of barriers came down. It led to the police — especially Cpl. Marc Alexander of Coquitlam RCMP — leading the drive for track lighting because Mission funds were at a premium. Used fixtures that would have been discarded now light the way for racers. "We were told: 'You'll never get them off the street,'" Scholz says of the program's progress. There's still work to do. But at least Scholz and company can see the finish line.

MINUTES

META Meeting August 23, 2001

Meeting was called to order at 7:38 – 33 members and 3 guests. Minutes of the last meeting were read and adopted along with adoption of June minutes that were read last meeting.

Correspondence: New Westminster Parks & Recreation regarding Century House rental contract.

Mayday: More articles please! Maybe something on ALMS Portland or Soapbox.

Membership: Absent. Addition of Charmaine Meakings and Jerry Haberman.

Treasurer: General \$4,063 + change, Gaming \$1,928.00, Equipment \$4,477.00

Historian: Have Photo Albums and Maydays here, added pictures that Vic took at the alcohol fire training.

Training: Roger – Small bottles are here. They will be given out in the order of the names on the request list. If we want more talk to Linda Blackburn. We will see how good everyone is for the Indy. Don't have an abundance of people so everyone has to give 100%. I think that you should look forward to it-you are not going to be bored. This year META did no advertising at all, and as you can see we are short of people. It is going to be okay though. This is one thing that we should look at next year.

Race Chairman: Absent

Course Marshall: Depends on the point of view in regards to being short on Turn Marshalls. Nice race at Mission last weekend. Ian lost 2 wheels.....at different times. No cars are going to be parked on the grass in turn 3! Registration for the Indy is at the Hyatt. Morning meetings are as follows: Friday – 6:30, Saturday – 6:30, Sunday 7:15. Beverages will be served at the cool down party. There will be controls on it. Fence cutting is Thursday at 9:00am. Angus – Not a lot of workers – what is the experience level like? Thomas – Not that bad, some inexperience, but it will work.

Chief of Emergency: Absent

Old Business: Dave B – Taken over social for Manny. Draw tickets are available this evening. Any ideas for the off season? Things to do and get together. Thank you to Andrew for Draw prizes which he picked up at ALMS in Portland. Matthew B – Everything reported for the turn repairs are together. Everything all in all is achievable. Thomas had taken a look at them last night. Bernie Z – Talked to Terry, he wants the list ASAP. Thanks for the time and effort.

Vice President: Absent

New Business: Bryan N – Like to get a small work party together after Indy. Help with the awning (filling in the gap), grounds clean up, little painting to be finished, etc. Ann P – Confession – spent some money without asking – bought more brochures. Irene – Put up stands at the Walkover Bridge at the Indy for brochures. Signs are being made up; with something along the lines of do you want to get this close? Ask us how! They will be placed at the turn stations. This has been approved. Put brochures into the turn station packets to hand out. Brian M – concerned about what read in current publications such as Western Driver that state that there is an age requirement and physical ability for membership with META. Do not need to be a certain age to be a member, only to work.

New business cont'd:

Nick R – More concerns at the race this past Sunday with the run-off at Turn 4, Turn 6. Cars are turned into the run-off facing reverse course. 3 workers were at the car while the race was still going on. The run-off is an area that is a hot part of the track. The meatball was also shown at the edge of the track during a race. There is no reason to be on the track for a flag. Brian M – At turn 6 you can't move down track because of brush. Need to look for the car number. Irene – Good to know where the car is, but you can just hang the flag and the board out until you hear that he has pitted. Also looked at the META website. Lots of blank areas. Not always contact names. Do we keep it up to date? Dave B – Any problems with the website or pictures that you would like added, let me know. Brian M – Nominate 2 people, Lynn Yeo and Tas Wooton for membership. 2nded by Angus G. 30 in favor, 2 against and no abstentions. Vic K – loco Hillclimb the weekend after Indy. Be there between 8:30-9:00am. Public apology to Jo A. for inappropriate remarks on the radio last weekend. Brian M – Same weekend as loco is the Seattle Conference crab feast on the Saturday night. Mark R – Sept 15 in North Van is a Bike race. Shut down part of Lonsdale. May need help from META. Will know more by Indy. The information will be printed in the Mayday. Angus G – Motion to the floor to pay for the brochures. 2nded by Brian M. 34 in favor, 1 against, no abstentions.

President: Sept 15-16 SCCBC worker party at Mission, SCCBC is trying to get drivers out to help and for those that do will get a free test and tune on the Sunday. Sept. 8-9 Westwood Motorcycle racing at Mission. Please call Bernie if you can attend. Fire bottles have been refilled. Have not received a bill yet. Not allowed to put the heater up. It is considered a permanent fixture because of a gas fitter, etc. that is needed. Karen – Try to sell it. Bernie – Maybe return it. Try to get portable heaters. Brian M – How can it be a permanent structure if it is attached to the awning. Dave B – Motion to the floor to return or sell the heater and buy portable heaters. Karen C – Addition to the motion. Get approval for the portable heaters before purchasing them. 2nded by Curtis S. Discussion ensued. 32 in favor, 0 against, 3 abstentions.

Good and Welfare: Krystyna – Just wanted to announce that I just finished my first ever semester in College and I received my final grades on Wed. I received a B+ in both of my courses. I am very proud of myself because I went back into a foreign territory and excelled. Curtis S – Just got my forklift certificate. Bonnie H – For CART weekend make sure that the out of town people feel welcome. Make sure to include them on the turns and at the cool down party. Ruthie I – Once again I am collecting change at the Indy for the Variety Club. Remind the people on your stations, please bring any spare change that is lying around at home. Collection will be every evening. Brian M – Charmaine is having a Mary Kay End of Season sale. She has 130ml bottle of SPF 15&30 sunscreen for \$16.00 each. \$8 from each will be donated to META. You can order by calling her at 604-460-9399. Whatever is left will be at the morning meeting at Indy. While quantities last. Earplugs donated by IWE are at the front. Please take some. Bryan N – Training to drive tour buses! Road Trip!!!

Swap and Shop: Nothing.

Draw: 50/50 – Ruthie, Lynn Y – Poster, George C – Beer, Doris G – T-shirt that Ian Wood donated. One of his new shirts that pictures Al Ores in the Viper pace car.

Our next meeting is September 26, 2001
Call to adjourn the meeting with all in favor
Meeting adjourned at 9:11pm