



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

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META Website: www.meta.bc.ca

December 2002
Volume 27 Issue 12

SPEED READING

Dec 11	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jan 4&5	Ice Races – Barnes Lake	WCIRABC	Cache Creek, BC
Jan 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 18&19	Ice Races – Barnes Lake	WCIRABC	Cache Creek, BC
Jan 22	META Meeting – Century House	7:30	New West, BC
Jan 25	META Banquet		
Feb 1&2	Ice Races & Enduro – Barnes Lake	WCIRABC	Cache Creek, BC

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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of each month. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

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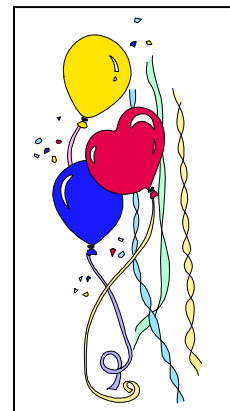
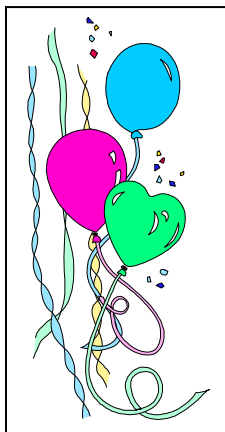
*Congratulations
to the
META Executive
for 2003*

President: Lynn Yeo

*Vice President:
Roger Salomon*

Secretary: Tasma Wooton

Treasurer: Angus Glass





Just a reminder that there is no meeting in December.
Next meeting will be January 22, 2003



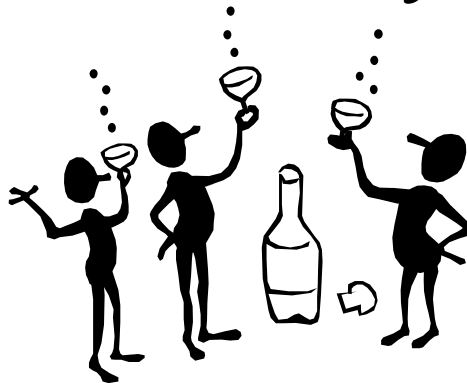
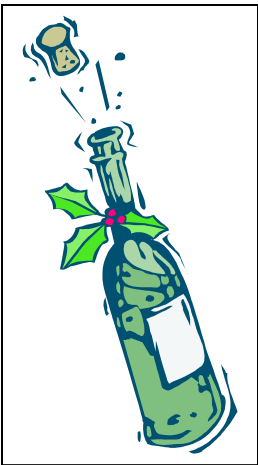
Have a Merry Christmas and a Happy New Year

*More
Congratulations*

to

*Jo Adair: CACC Worker of the Year
and*

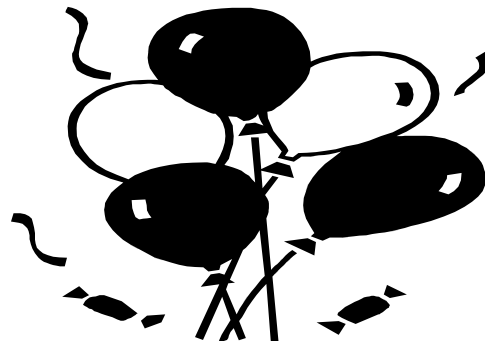
*Bob Manaton and Mike Zosiak:
SCCBC Non-Members of the Year*



.....IT'S COMING 

M.E.T.A. AWARDS

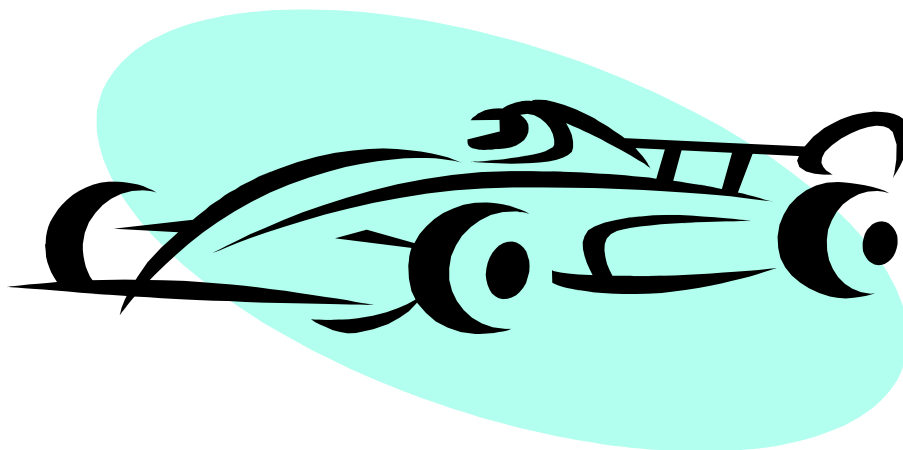
BANQUET



Our Annual Awards Banquet will be held on January 25th, 2003.

The BEST WESTERN Coquitlam Inn has been chosen by popular demand. The price of the tickets are \$40.00 per Person. Please fill in the form below, and mail it with your payment. Thank you.

We would like to encourage all the Membership to join us in celebrating the accomplishments of our fellow Track Volunteers!



Best Western Coquitlam Inn is at 319 North Road, Coquitlam, BC. Phone: 604-931-9011 .

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Ice Racing 101

So you're on the fence on whether to go up to the Ice Races?????? Well here's the lowdown to answer your questions and sway your decision!!!!!!!!!! Ice Racing 101, from a workers point of view.

The 2 reasons I hear the most against going up is "It's too cold" and "I don't have a suitable vehicle". If you can make it up to Whistler to go skiing then you can make it up to Cache Creek, no problem. The canyon can be treacherous and the weather is sometimes unpredictable but if you treat the highway with respect and prepare yourself and your car for winter driving then it really isn't that bad. 90% of the time when I've gone up it's been bare and wet and really dirty from the sand and salt. However, it's always a good idea to caravan up with other people, just in case of car trouble. I always carry an extra blanket, candles and chocolate just in case. If you're going by yourself then let someone know when you'll be arriving so they can send out the search party if you don't arrive. If you still don't feel comfortable then how about carpooling??? There are a number of META workers going up this year, and if that doesn't work we may be able to hook you up with an Ice Race driver in his tow vehicle. Give Jo Adair or myself a call and we'll see what we can do!!!!

As far as it being "too cold", well if it wasn't cold it wouldn't be Ice Racing now would it!!!! Besides, the cars would get really wet!!!! It seems to me that it was so cold at driver training this past spring that it almost snowed and you still went out to that, now didn't you?!?!?! Well if you dress for the cold then it really can be a fun time. Trust me I've seen all the extremes. I've been there when it was minus 40 and I've been there when it was t-shirt weather. You never know 'till you get there. Ski clothes work very well: toque, gloves, ski pants if you have them, some people also wear their ski goggles, whatever you've got bring it, cuz you just can't tell what the weather is gonna do!!!! And I really have been there in a t-shirt, when the sun is shining and the wind has died down it can be pretty darn nice out there. Good boots are essential though. Work boots or hiking boots just don't cut it. Steel toes are a definite no-no, the steel freezes. I still remember the first time I ever went up to the Ice Races; 1984, Duck Lake in Clinton. All I had for my feet were my leather work boots, my feet were **NOT** happy. But, over all I must have liked it because I've been involved as a worker, crew or driver ever since.

So that's the 2 most common things hashed out, here's the rest of how things work.

3½ to 4½ hours driving up Highway 1 should do it. Through Hope, Yale is the start of the Fraser Canyon, Spences Bridge is the end. Weather almost always gets drier and colder when you get through Spences Bridge, next stop Cache Creek. The Desert Motel in Cache Creek is the Ice Race Headquarters and where the free worker rooms are located. Please contact the motel ahead of time to let them know you will be using a worker room. There are other motels but why would you want to stay anywhere else?!?!?! The Oasis pub is right across the street, the usual meeting place for workers and drivers. Chum's restaurant is next door, Wander Inn restaurant is across the street, and Bill Mah's is within walking distance. The Bear Claw has good food but you have to drive there. The front desk at the motel can tell you where registration will be so you can sign the waiver and check the schedule. Morning meetings are usually around 9:30, but that can vary depending on how the setup is going. This is grassroots, laidback motorsport. The clerk of the course is the only one looking at a watch.

There are only 3 classes of cars, conventional (engine is opposite end of car from drive wheels), non-conventional (engine and drive wheels at same end of car) and 4 wheel drive. All cars run at the same time. Also, there are only 2 classes of tires "Rubber-to-Ice" (stock tires you can buy at any tire store) and "Studs-to Ice" (street studs or sheet metal screws are typical). Sometimes the Chevette series from Kelowna will come out to these events in which case they get their own race group. They run on different studded tires, have much shorter races, and all cars are the same. Usually putting on a pretty good show.

Flagging is typical to what you're used to with the exception of the red flag. All turns have them, if the race is being stopped then you wave your red flag. Cars will slow and stop at the side of the track, simple. None of this going back to the pits, or stopping on the straightaway or any other of the 4000 ways CACC, SCCA, ICSCC and all the others have found to mess with a good thing. Red means stop.

Hot lunches are provided both days, free to workers. Saturday night there is a Happy Hour, usually at Chum's. Munchies and 2 free beverages are provided, and this is a mandatory function for the drivers!! What other series makes it mandatory to be happy, it's great!!!!!!!

Sunday always has a shorter race schedule to allow for the track teardown and the drive home. Workers are NOT involved in the track teardown, the drivers are required to take care of that!!!!!! Means you get to go home even earlier!!!!!!! Pretty good deal eh??

The whole idea is to have fun, enjoy the races, enjoy the camaraderie, drivers and workers are all one group. In fact, if you are so inclined, they will be having worker races scheduled for each Sunday. Drivers will indicate at registration if they are willing to donate their car for worker race, drivers and workers must advise registration by Happy Hour on Saturday night who is running what car. And here's the easy part. If a worker passes the written "rules of the road and flag knowledge" test, they can get a novice license. Think you can pass the flag test??????????

Previous issues of the Mayday I wrote about WCIRABC giving out t-shirts to workers. My mistake, they will be doing sweatshirts instead. Half-price if you work 2 weekends and free if you work 3 weekends. What a deal!!!!

The Feb 1/2 weekend will include an enduro which means more cars, bigger grids, and more fun. The Kelowna racers also come over for this event and they have some pretty hot cars, as well as the Chevettes. There will also be a big party on the Saturday night, more details to follow.

So if you're even the slightest bit interested, come on out and try it. You'll be hooked. If you have any more questions then feel free to send me an e-mail or give me a call. If you want to get into a carpool then I'm sure something can be arranged. Just ask.

One last thing, races are subject to weather and/or track(Lake) conditions. There will be a hot line to call to check on whether the races are on or not. I don't have the number as of this printing so if you're not sure, phone the Desert Motel on the Thursday before the race weekend.

Andrew: maydayeditor@hotmail.com or 604-942-4974

WCIRABC Worker Rep. Jo Adair: joadair@hotmail.com or 604-534-0556

Desert Motel: 1-800-663-0212



2003 Ice Race Schedule

January 4/5

January 18/19

February 1/2 Enduro and
Party

February 8/9

February 22/23



Stewards Report

P.I.R.... September 28 / 29

Race number 11 brought out the second highest number of entries at an ICSCC event this year. There were 220 entries for the Doernbecher Dash. This number included nine Fran-Am cars in the special race group. For those of you who didn't get a chance to see these cars race, you missed an opportunity to watch some great driving and an up close look at a tremendous race car value. There were also several GTA cars from California that came to race with us in Groups 1 and 4. The Doernbecher race always generates a large amount of money for Doernbecher Children's Hospital. This year was no exception, close to \$30,000.00 was donated. Margie Swanson puts her heart and soul into this event each year. Without her efforts and those of her many volunteers this event would not be nearly as successful.

Since this was a chicane race, the Steward's stress levels were turned up a notch. Thankfully, the drivers did a much better job this race than in the June chicane race. We only had to close the chicane once. Thank you drivers. Avoidable contact always goes up during chicane races (it's the red mist syndrome), however this weekend we had less than anticipated.

Christy Killian was the worker introduced during the rain soaked driver's meeting. Christy is a member of Cascade Sports Car Club and has volunteered in Driver Services for the past nine years. Her favorite race group is Group 2.

The Doernbecher rides and Children's parade at lunchtime were so popular that the Championship races started later than normal. The races got off to a less than stellar start. In Group 1, some of the SPO (GTA) drivers from California were not familiar with all of our rules. One of the drivers who races NASCAR did not realize it was against our regulations to do "spin out cookies" in front of the grandstands after a victory. The racer was very apologetic when informed about our rules and was "encouraged" to go on the PA system to apologize to the fans for endangering our workers. He also apologized to the turn workers on their communication line. Then, without any prompting from the Steward, he donated \$1,000.00 to the Doernbecher fund. The rest of the races went smoothly for the Stewards. Groups 3 and 5 continued to be trouble free. With the late start and the ICSCC requirement that Special Race Groups run after all Championship races are completed, the Fran-Am race finished just prior to running out of daylight.

Since this was my last race as Steward in Portland, I would like to thank all the Cascade race administration for their help and support this year. Cascade Sports Car Club should be very proud of their highly qualified race administration team. I especially liked working with their race registrar (Linda Heinrich).

Pacific Raceways....October 5 / 6

The twelfth and final Championship race of the 2002 season was held at the ever-improving Pacific Raceways. IRDC again passed the 200-entry mark with 214 total entries for the last race of the year. The weather couldn't have been better for a fall weekend in the Northwest.

Saturday was a very easy day for the Stewards. I couldn't say the same for License Director, Bill Vine. Bill had a couple of Novice drivers roll their cars, one in practice and another in the race. I had flashbacks of last year when Jeff Clark flipped his car at the last race. Rick remarked "the drivers must realize they have all winter to rebuild their cars so they are letting out all the stops." Saturday night I had hopeful visions of an easy Sunday because you rarely get more than two rollovers in a weekend. Boy was I wrong!

On Sunday Dick and Joanne Gadsden were introduced to the drivers. I think all the drivers knew Dick and Joanne, but since they were semi-retiring from racing after this race, I felt it was only fitting to show our appreciation for all their work. The Gadsden's are members of CSCC, IRDC, META and SCCA. Joanne was working pregrid and Dick was stationed at Turn 1 and Pit out. They have been volunteering at the races for 17 years and their favorite race group is Group 3. Also at the drivers meeting we had a moment of silence for Diane Gilbert who was celebrating her 30th wedding anniversary to Mike Gilbert of Club Ford fame.

Group 2 was the first group to race on Sunday. This group has had trouble all year long in Seattle and they just had to keep their streak going for me when, on the first lap of the race, Steve Wiley rolled his VW Scirocco. Steve was OK but his car will be visiting the body shop. Thinking things couldn't get any worse; Group 3 decided to have the scariest incident of the entire year, which just shows us how dangerous, and unpredictable racing can be. Thankfully, and by the grace of God, no one was injured. The accident occurred when three club fords were racing nose to tail heading toward Turn 1. The first car, driven by Dan Iosch, had the nose section of his CF fly off, hitting him in the head and knocking him unconscious. Mike Gilbert, who was drafting, rear ended Dan when he lifted off the gas, causing Dan to spin. Pieces from Mike's car flew off and hit Neil Shelton in the helmet. Somehow, Dan avoided contact with the walls and quickly regained consciousness. Mike continued on for another lap but had to retire early because of a damaged radiator. Neil finished the race, which gave him the Club Ford Championship. This chain of events could have been catastrophic, but everything turned out all right. Our hobby is dangerous and that is why we require such a high level of safety equipment. So the next time a tech person asks you to correct a safety item, thank them instead of abusing them.

I would like to recognize IRDC for the wonderful job they did putting on three races this year in Seattle. Their race administration team made huge improvements this year and IRDC should be commended for their efforts.

Seattle was my last race as your Steward. I am looking forward to becoming a driver again. I want to thank all the drivers and workers for their support and for the respect they have shown me. The last two years have given me a new perspective on racing and the amount of work it takes to put on races. Drivers, if you want to make improvements to our system, get involved. ICSCC is a great organization, but its greatness depends on volunteers. Please volunteer at either the club or Conference level. The relationships you make could last a lifetime.

In closing, I'd like to thank some individuals who have helped and supported me this year: ICSCC President Chris Bowl, Dick Boggs, Paul and Katherine Whitworth, Jeanine Justice, Mark Wilson, Bill Vine, Linda Blackburn, George Burgesser, Skip Yocom, Eddie Barnhart, Jay Kingsley, Jen Berry, Danielle Baxter and Roger Soloman. Thanks also go to the Race Chairmen of the member clubs: Tom Roy, Vince Vavrosky, Mark Schaeffer and Michael Conatore. I also need to give special thanks to my wife Linda, without her support I could not have done this job.

Finally, my assistant Rick de la Mare deserves an extraordinary thank you. Rick is a quick learner, intelligent and thorough. It has been a real pleasure to work with him this year. I believe he is going to make an outstanding Race Steward in 2003. The racers and ICSCC are very fortunate to have someone like Rick as their new Steward.

Happy Holidays.

Dan Heinrich
ICSCC Race Steward

PENALTY BOX

Race # 11

- Group 1, Car # 797 – Avoidable contact. \$50.00 fine.
- Group 1, Car # 365 – Passing under yellow. \$50.00 fine plus 1 lap penalty.
- Group 1, Car # 789 – Avoidable contact. \$50.00 fine.
- Group 1, Car # 789 – Unsafe re-entry onto track. \$250.00 fine.
- Group 2, Car # 97 – Avoidable contact. \$50.00 fine.
- Group 6, Car # 57 – Passing under yellow. \$50.00 fine plus 1 lap penalty.
- Group 6, Car # 57 – Avoidable contact. \$50.00 fine.

Random Visual Inspection: Group 2, Car # 3 Found to be legal.

Race # 12

- Group 1, Car # 342 – Passing under yellow. \$50.00 fine.
- Group 1, Car # 4 – Passing under yellow. \$50.00 fine plus 1 lap penalty.

Random Visual Inspection: Group 2, Car # 81 Found to be legal.

ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the awards committee. **Joe Proud, Brian Meakings, Angus Glass, or Mike Zosiak**
Deadline for submissions is December 31.

Please offer a brief explanation as to why you wish to nominate a given person for an award.

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate _____ for the President's Award for the following reasons:

The META Rookie of the Year

Criteria: The rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

I wish to nominate _____ for the Rookie 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

CLUB MERCHANDISE

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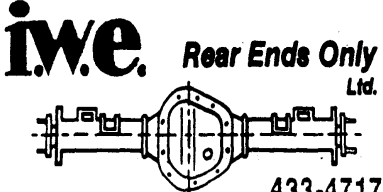
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Non-commercial ads are free to members (3 months max.) Contact the editor for more info		

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

Vintage Drift Interview:

Jason Fiorito

A chat with Jason Fiorito, the man in charge at Pacific Raceways

By Martin Rudow
Editor

A year ago in this issue, I speculated about the future of the Seattle International Raceways, which was being renamed Pacific Raceways and would be run by the original owners, the Fiorito family. What would the future hold for our type of racing, as well as any other? Would we have condos sitting on the hallowed grounds where once Dan Gurney and Mark Donohue raced? Would an emphasis on drag racing force us to the status of second class citizens? Would it be transformed into an FIA-level racing facility?

I was fairly optimistic, based on public and private conversations with Dan, Jason and Andrea Fiorito, but you never know...

A year later, just about everyone is happy with what has transpired at the new Pacific Raceways. Sure, some things may have not been done as quickly as we had expected, and maybe some priorities were not to our liking, but everything considered, we have every reason to be satisfied with the present and future Pacific Raceways.

Since this facility is absolutely critical the strength of our club, I decided to speak directly with Jason Fiorito, who has been running things out there since the change in management was made official on January 1 of this year. I met with Jason on an absolutely beautiful day in late October. We sat outside in bright sunshine, surrounded by tall green trees and short green grass...Pacific Raceways really has one of the most beautiful settings in American road racing.

TVD: First of all, Jason, how do you feel overall about your first year?

JF: Great, but there certainly is lot of room for things to get better.

TVD: What do you look at as your biggest accomplishment this year? Of what are you most proud?

JF: Just hearing positive comments from so many people. I can do something I think is really neat, but it only works when all the other players like it too. I like it when someone tells me that now they can be proud of their local track. I feel that I and the others working with me have been instrumental in turning the track around. It was not heading in a good direction.

TVD: What are you working on right now.

JF: Approval processes and county hearings still take a lot of my time and energy. We can go ahead with several cosmetic things, but anything that involves moving much earth requires county approval, and this is not always easy. We are generally successful, though. They need to give approval on anything we do that will create noise, air, and water pollution.. .and of course, we do all three.

TVD: Speaking of approval, I know that getting along with the homeowners nearby is a challenge...

JF: Yeah, and unfortunately there was a lot of animosity built up there. They felt that we would not listen to their concerns and just stonewalled them. But, I have bent over backwards to be a good neighbor. I won't just say, "well, we were here first, and you knew that you were buying a house next to a racetrack." That's true, but it does not make them any happier, and you can't have a lot of people who want to shut you down or radically change the way you operate. We have listened to their complaints and accommodate them if we can. For instance, just shutting off some annoying loudspeakers that were in use for night drags really impressed them. And these loudspeakers were useless during the drags anyway because of where they were.

TVD: I'd think that loudspeakers would be the least of their noise worries during night drags. How important is drag racing to you, anyway? I assume that it is real important.

JF: You are right, it is tremendously important. The drags are our biggest draw both for spectators and participants. We had record crowds for the NHRA Nationals over the Seafair weekend. In fact we had people parking all over the highway outside the facility. We totally filled our parking lots. By the way, that is a good example of how it pays off to be a good neighbor. We have treated our neighbors and the police very well, and there were no complaints from either group about the congestion and outside the facility parking that went on. Night drag racing is very important financially. It is the most profitable part of our operation.

TVD: Is the track busy most of the time? You don't make any money when the facility is sitting there vacant, obviously.

JF: We can keep it in use pretty much all the time from March through November. Other times are tricky; no one wants to run in the rain here although it is done. We have a lot of club events, the Performance Driving School, and road and drag racing, of course, plus the local police are starting to use it for driver training, too.

TVD: What does the immediate and long-term future hold, especially that will affect road racing.

JF: We are sticking with our original plan to have completely separate drag and road racing courses. We will run the drags the opposite direction from now.

We have scrapped the original plan to build a new road course between the straightaway and backstretch, and instead will continue to work with the present course.

Next year we hope to get our first big-time road racing event in a long time, a stop on NASCAR's Northwest Tour circuit. This hopefully will be in August.

TVD: How will the course be affected by the new drag racing configuration?

JF: Well, of course turns 1 and 2 will need to be reconfigured because some of the area they take up now will be part of the new drag launching pad. I want to retain as much of their character as possible, though. I am racing now and really like them as a driver.

TVD: Yeah, tell us a little about your own racing. Had you ever done any before?

JF: No, but I have always driven too fast (laughs). Dan Crocker, my main site improvements man out here and I are partners in a Thunderbird GT-1. We race SCCA and Conference. I have done a 1:29 around the track.. And this really gives me a perspective of knowing what the drivers want and need. I know where it is too bumpy and there is not enough run off. And I also appreciate what a special track it is and I want to keep it that way.

TVD: Specifically, what is next for road racing course enhancements.

JF: We are going to finish putting in better tire barriers and runoff areas. Safety improvements are still our number one goal. 'Turns 7 through 9 and 1 and 2 especially will see these improvements, and of course we will eventually be changing 1 and 2 anyway.

TVD: So you did not have a racing background, How ready otherwise were you for taking over track operations?

JF: I was very excited a year ago, but scared too. We had made the final decision to take over full track management on July 1 of last year. I had always had a dream of taking over the track and managing it on a day-to-day basis. But I did not have actual experience for the job. One thing I found out quickly is that there are a lot of big-time bs'ers out there who are attracted to a flashy glamorous sport like car racing. I got a lot of phony proposals and offers to help that were delivered over a bottle of Dom Perignon. Our construction industry background is good to have in help in keeping your head on straight.

TVD: To sum up, what would you like the readers of Vintage Drift to know?

JF: First, that I am committed to the sport, for both personal and business reasons. Look, I want to have every event out here be a great one and have the word spread that we have a first class racing facility. That way we will attract bigger events and bigger crowds. The people involved in vintage racing are real important to us and we will always be sure that your needs are give top consideration.

Ann and Roger's Open House
Friday December 27th
Any time after 2:00pm Everyone is welcome

10952 McAdam Road, Delta, BC 604-581-7189

Oregon Region Racers Shine at PCRRC

The Silver Anniversary Pacific Coast Road Race of Champions at Thunderhill Motorsports Park provided perfect Oregon weather and the qualified racers from the Northwest showed themselves to be right at home in the wet. Just about every session of the weekend provided opportunity to guess the set up to go with the expected track conditions. Each run group had two practice sessions and two qualifying sessions. Class winners took home silver champagne ice buckets AND a bottle of champagne. Second, third and some other finishers were awarded nice silver platters.

The first race of the weekend was the Spec Miata Challenge, which was combined with the PCRRC Miata race. Ken Sutherland put on an outstanding show with his third place finish. Michael Davies was ninth in the thirty-car field. John Heinsma ran well in a tight pack, finishing seventeenth. Gary Bockman obviously had some mechanical troubles, as he was off the pace, finishing 27th.

The next race was for a skilled but small field of only 13 SRFs. There were only three out of region entries, but they took the top three places. So much for home track advantage. (The podium finishers were all from CalClub.)

The race for IT and CP cars started with a wet track, but finished with a dry line. Derek Hanna's Nissan finished first in CP and eighth overall. Jeff Clark brought his RX7 home fifth in ITA and tenth overall. The ITA Honda of W. C. Storms had lap times almost as fast as Clark, but a body contact penalty resulted in a DNF. Steve Ingersoll earned his DNF in ITA the old fashioned way.

In the "Big Iron" run group, Mike Rockett's Camero outdistanced a strong field of SP cars, finishing second overall to Lew Larimer's GT1 machine. Gary Bockman's Mazda took another win in GT3, finishing seventh overall. Right behind Gary was Don Hanson who finished fifth in SP with his Porsche. Gordon Jones had a good battle in FP, coming out the winner in his BMW. Also taking home a beautiful winner's silver champagne ice bucket was Pat Twomey's EP Toyota. Five entrants, four first place finishes—not bad at all!

Steven Korsak ran into a tough field of DSRs, coming up with a fifth place finish. Tom Nelson would have won SS2 as the only entrant, but he was a DNS.

Charles Jessup's ITE Camero was second fastest in both practices and in both qualifying sessions. But the fast qualifier didn't make the call to the grid in the last race of the day on Saturday, so Jessup started on the point. At the start, Jessup pulled away from Oregon Region member Dave Allen's RS RX7 in second overall. Because of the late start, Jessup and others with working headlights found some extra visibility as the overcast hurried the dusk. Terry Reining brought the CRX he shared with Ingersoll home second in RS and ninth overall. Jeff Clark was right behind with almost identical lap times, finishing fourth in RX7 in his second race of the day. Two spots back and first in SSC was Oregon Region member Ali Naimi's SSC Mazda. Second in SSC was Alton Crisp's Mazda. The race was called because of darkness, with Jessup taking the overall and ITE wins.

On Sunday morning, the race for FV, F5 and the various FF classes was held in the dry. Neil Shelton took the SF and overall wins in his Crossle. Al Loehner took second in F5 in his familiar yellow Shark. Peter Law took the close win in FV in his Phantom. Leroy Coppedge came home fifth in FV in his VDF. Jerry Lundgren was fourth in F5, but not running at the finish. Nat Lundgren was penalized for a pass under yellow, resulting in a DNF.

Sunday afternoon saw perfect dry weather for the Racing Drivers Club's four hour Illgen Enduro. Forty-nine starters of various classes and speed capability took the green flag. Mindful of the four-hour duration, the racers were careful during the opening laps and incidents were minimal throughout the race. There were 10 lead changes between five cars with the win finally going to a well driven Radical, with the twin turbo Porsche finishing on the same lap. Davies and Bockman finished a strong 19th overall and sixth in the SM class. Hanna and Hershberger's Honda was the faster car during the race, but when the four hours were finished, they were 39th overall and fifth in the under 1700cc class.

Thanks to all of the racers from the great Pacific Northwest who came down to join us for the fun and camaraderie of the PCRRC and to compete in the race that determines the "Best in the West". Congratulations to the many who went home with that title.

Dave Allen
PCRRC Director

MINUTES OF META AGM

NOVEMBER 27, 2002

Meeting called to order at 7 40 pm. 37 members no guests. Minutes from October meeting read. Motion to adopt moved by Doris Gildemeister seconded by Genevieve Iwata.

Correspondence: Invoice from Conference for affiliation fee – cheque to be sent. Entertainment book – invoice received. We need to sell more books or we only make \$1 per book. Variety Club letter seeking donation. Coast Wholesale - invitation received – now past the date.

Mayday: No report – more articles please.

Membership: 87 members plus 8 honorary total 95. Thomas Liesner nominated Candi Christolear – seconded by Dave Bell – Approved.

Treasurer: Angus reported \$6,868.12 in General account. Gaming account \$522.32, Equipment fund \$5,660.49 which includes replacement of the money borrowed to buy shirts. Annual statements are done. Cheque from 510 Club not yet received. SCCBC gave \$500 towards awning repair.

Historian: Maydays and photos here. Will work on albums over winter.

Training: Roger – no report. Sion asked about firefighting training. Mike Zosiak will arrange training – still have alcohol to use. Roger suggested it should be held at the first driver training.

Race Chair: Not present.

Course Marshall: No report.

Chief of Emergency: Have some empty bottles. Steve Bibby's contact is not able to do as promised with refilling. Will get bottles serviced and add to the five which the Ice Racers are borrowing.

Old Business: Jo Adair - Ice racing soon! Recruitment committee – Thomas asked if it is working on next year. Lynn Yeo said not yet. She has information she can pass on to the new committee. Sion asked if we will advertise in the Mission paper – agreed we would do this. Sion asked if white pants are still available through Lynn - they are – we should let new workers know about them. Steve Bibby advised the repaired awning will go up driver training weekend. Pins – Roger had quote for 250 would be \$2.40 each, for 500 cost would be \$2 each. **Joe Proud motioned that the club purchase 250 pins.** Brian Meakings seconded. **Motion passed** – 3 abstentions, none against.

Vice President: Not present.

New Business: Jo Adair – Ice racing soon! Jan 4-5 first dates. There will be 5 races on alternate weekends with a worker race each Sunday. Need lots of workers. Have two indoor positions this year – see Jo for details. Bryan Nuttall will need help collecting door prizes for banquet. Dave Bell asked about location of truck. Presently in Roger's driveway but will be going to indoor go karts next week. Sion asked about double yellow flags. Brian M. advised that at the Conference meeting in Seattle the rule about double yellows was accepted. Skip Yocum has volunteered to pay for whatever is needed to get these flags. Also, Conference wants to know what it will take to get new people out, or get people to travel. Want ideas from us to be sent to Conference. Sion suggested car pooling. Brian also advised that this year ROD membership will be free – still have to register with Roger but no cost.

Break 8:07 to 8:30 to prepare for elections.

Elections: President: Lynn Yeo
Vice President: Roger Salomon
Treasurer: Angus Glass
Secretary: Tas Wooton

President's Report: Gas heater will be picked up and taken to clubhouse for next season. Banquet – we need to encourage all to attend. Working on plans for either hall or hotel – price is about the same. Show of hands had 25 people planning to come, plus spouse, friends. Usual number is around 60 including any complimentary tickets. General discussion ensued about whether we should cut costs by eliminating DJ, have a limited menu instead of buffet etc. Lynn Yeo said the SCCBC banquet had good representation from META but Charmaine had put a notice on every seat at the SCCBC meeting last year with nil response. Brian Meakings said that at the Conference banquet it had been mentioned was that the banquet is a reward for all who work and therefore is not meant to make a profit –we should look at it the same way. Jo Adair said CACC banquet did not have a DJ and everyone left after the awards. Irene Chambers asked about doing a cost comparison between catered ourselves in a hall – Bernice advised it costs almost the same as a hotel. Suggestions made to have all those who book tickets pay for them even if they can't come, also to make date later in year (will not work as this causes schedule conflicts.) General feeling that banquets have been less fun in recent years and all agreed we should just make plans and have a good time without agonizing over the costs.

Good and Welfare: Awards committee (Joe Proud, Angus, Brian M and Mike) need your nominations for awards. Especially need funny awards. Don Souter suggested anyone could make an award and surprise the person at the banquet.

Brian M. gave list of workers mentioned at Conference banquet for ROD awards – many META members.

Ann P. Thanked Irene Chambers for suggesting Food Bank donations be brought to this meeting. Roger advised that Indoor Go-Karts will be having a New Year's Day enduro – see him if interested. Mike Zosiak and Bob Manaton received awards at the SCCBC banquet.. Sion thanked everyone for everything this year and Bernice passed on the club's condolences to Sion on the passing of his father recently. Roger mentioned that it is 3 years on December 1st since Rick Neyedli passed away. Bonnie has borrowed the SCCBC race tape.. Angus thanked the retiring executive members for their hard work.. Ann and Roger will be having their open house on Friday December 27th from 2 pm onwards. Angus is collecting pull tabs.. Lynn needs a volunteer for Social for next year as she will be busy being President.

Swap and Shop: None

Draw: 50/50 George Chambers

Meeting adjourned at 8:58 pm. Next meeting January 22, 2003.

A very Happy Christmas and best wishes for the New Year from the Executive