



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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

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

Printed in Canada.

SPEED READING

Sep 6&7	CACC Race # 3 – MRP	SCCBC	Mission, BC
Sep 6&7	ASN Regional Race – CARTBC	BCKCA	Chilliwack
Sep 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 12-14	All Pro Weekend – PR	SCCA	Seattle, WA
Sep 13	Ice Race BBQ – 5251 Steveston Hwy	WCIRABC	Richmond, BC
Sep 13&14	CART Stars of Tomorrow – National – CARTBC		Chilliwack, BC
Sep 19	Driver Training – PIR	CSCC	Portland, Or
Sep 20&21	ICSCC Race # 10 – PIR	CSCC	Portland, Or
Sep 20&21	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 24	META Meeting – Century House	7:30	New West, BC
Sep 27&28	Bayfront Park	CART	Miami, FI
Sep 27&28	United States Grand Prix	Formula 1	Indianapolis, Ind
Sep 27&28	ICSCC Race # 11 – MRP	SCCBC	Mission, BC
Sep 27&28	Maryhill Hillclimb	SOVREN	Goldendale, Wa
Sep 27&28	Club Race 8 –CARTBC	WKA	Chilliwack, BC
Oct 4&5	ICSCC Race # 12 – PR	IRDC	Seattle, Wa
Oct 4&5	Race 7 – CARTBC	CKC	Chilliwack, BC
Oct 4&5	2003 Road Race Gold Cup – PIR		Portland, OR
Oct 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 10	Driver Training – PIR	CSCC	Portland, Or
Oct 11&12	Autodromo Hermanos Rodriguez	CART	Mexico City, Mex
Oct 11	8 Hrs of the Cascades Enduro	CSCC	Portland, Or
Oct 17	Driver Training – PIR	TC	Portland, Or
Oct 18&19	CACC Race # 4 – MRP	SCCBC	Mission, BC
Oct 18&19	Race 8 – CARTBC	CKC	Chilliwack, BC
Oct 22	META Meeting – Century House	7:30	New West, BC
Oct 25&26	Streets of Surfers Paradise	CART	Queensland, Australia

Ice Race BBQ

Just a reminder that the Ice Race Annual BBQ is coming up on September 13th. Murray Horseburgh's place - 5251 Steveston Highway. Please call Murray to let him know if you will be there and what you can bring for the pot luck portion.

Everyone should bring whatever main dish they want to BBQ for themselves, BYOB, and lawn chairs. Murray probably still has plates and stuff left over from previous years but if not he'll let you know when you call him to RSVP.

Please RSVP to Murray at 604-271-6598 so he doesn't have to make hundreds of phone calls to find out how many people are coming.

Party starts anytime after 3pm

See you all there September 13th!!!!!!

Sheree Wall

An Unexpected Thank you
By: Lynn Yeo Pres: META

As turnworkers and members of META, we know that the drivers appreciate and are grateful for the work we do and the support we offer them.

This appreciation was shown to the turnworkers this past Saturday at the CACC race.

David Stenner, driver of #772 silver/blue Acura, came to the META clubhouse at lunch and asked if the grand poobah for META was around.

I introduced myself and David went on to tell me a story.

At the last race weekend at Mission, on Sunday afternoon, David's group was on their pace lap for their race.

One of the turnworkers noticed that his window net was down, which we all know results in a special flag being shown, immediately followed by an untimely visit to the hot pits.

As David went around the course, the turnworkers managed to convey to him his problem. He corrected the situation before the green flag dropped and saved his race.

At the end of the story, he offered his most heartfelt thanks and a \$100.00 donation to our "liquid refreshment" fund as a sign of his appreciation.

It just goes to show that YES, we do pay attention to the drivers, and YES, they do see us.

It was a very classy thing to do.

David - Thank you from all of us at META.

PS: David's good karma continued this weekend with 2 overall wins. WELL DONE!!!

Once again the us and them issue has raised it's ugly head. This is over the fact that E-crew got Saputo hats. So I thought I might shed some light on this issue. A member of E-crew received the hats through his WORK, to do with as he wish. They were NOT collected at the Indy. I was going to let this lie, but found I could not. I have brought this matter up at our executive meeting and found that they were quite understanding. At this point I'm finding I'm not as understanding as the executive, as a matter of fact I'm confused and very upset. I find it hard to believe that with all the damn hard work both E-crew and turn marshals have put into bridging the us and them gap, it would seem that some person or persons feels that this is worth destroying over a hat. Hey if it's a hat you want, I got 15 years worth, you can come and get ONE, TWO or THREE, I don't care it's only a hat!!!!!! The thing that disturbs me is that the person or persons had to have Irene Chambers bring this to E-crew's attention. Shame on that person for putting Irene in that position. I realize that Irene is the course Marshall, but some how the issue of a hat just doesn't seem to have a priority to me. I should also point out the fact that 32 hats were given to the worker draw, as well as 6 hats were given to the boy scouts that watched over lot 108 and the remainder were given to most of E-crew. Yes most, not all of us got a hat.

At this point I feel I do not have to explain E-crew to anyone any more. It seems that it would fall onto deaf ears. It seems that no matter what effort is put forth to improve the gap, there are some who are still pointing fingers, Well I'm SICK of it!!! I thought that by the time I would finish writing this I would have calmed down- WRONG!!!!!! To the person or persons who thought a hat was worth stirring the s__t pot, well you know what you can do with the stir stick. It just makes me sick, all this over some bloody hats. I am fully aware that some of E-crew and turn marshals will never get along, but I can assure the people who have worked damn hard, will continue to enjoy the bridge that has been built, with or without you. Most of these opinions have been mine, but when other E-crew were informed, they express the same thoughts.

Bernice (T3B) Zosiak

NASCAR NW Tour at Pacific Raceways, Seattle

If you missed it, you missed a great time. Awesome weekend all around. Thanks to SCCA (Mike Evans Flag Chief) and Pacific Raceways (Jason Fiorito) for a job well done.

Too many highlights to list so here are just a few.

There are 2 NASCAR drivers who should be personally thanking Jason for putting up the wall in Turn 5, both would have ended up down by the railroad tracks had it not been there. And a third who was grateful for the gravel trap or he would have suffered the same fate.

The Legends found out just how big the curbs are in Turn 5. First lap, first session, first car hit the curb and went flying. Landed on his side nerf bar and continued but they gave the curbs a lot more respect from then on!!!!!!

Michael Waltrip raced at Bristol Saturday night then flew out on a private jet to be there Sunday morning. By the end of the Sunday morning warm-up he had set the fastest time of the weekend!!! As my NASCAR spotter said "The cream *will* rise to the top" Unfortunately he only qualified 12th and then broke a brake rotor during the race and did not finish.

Scariest moment of the weekend was during the SCCA race when the leader was lapping the last place car in Turn 2B. Not sure if there was contact or not but the lap car lost control and ended up rolling down the hill towards Turn 3. I contacted Carol Wilhelm from race control after the weekend to see how the driver was doing and this is what she sent me:

"I spoke with our safety steward for the weekend, Jay Bratton. The driver was shaken & bruised, but that was it. I'm sure he was sore the next day. The driver that he contacted, Kim Hiskey, watched it in her rearview mirror and was so shaken that she pulled off at turn 3. Sorry, I should have gotten back and reported that before the end of the day."

All's well that ends well.

The most humorous quote of the weekend was from the NASCAR officials in a meeting with Mike Evans. It went something like this: "Unlike yours, ours is a contact sport!", in regards to passing: "drivers have been told they can lift 'em, they just can't rearrange 'em"

Yee Haw can't wait 'till next year.

Andrew

Just a reminder that your SCCA memberships will still be valid for the SCCA Pro Races on September 13/14 at Pacific Raceways. Also note that the cost for a temporary membership was picked up by the region for the NASCAR race and may be the same for the Pro Race. This is a full up SCCA event with Pro races including Mazdaspeed Miata Cup/Pacific, Sports Racing Pro Series/Pacific, and Formula SCCA Pro Racing/Pacific. NWR may have two grids —NWR Group 1 and 3. Groups may change by race time but it looks like another good show. The course manning will be the same as for the Double National Races.

Contact Mike Evans if you can make it to this event.

Michael David Evans

Phone 253-630-3480 Home

email: mdel2@earthlink.net

Hi Everyone!

We need your help if possible. On Sunday August 31, between 2pm & 5pm Brian's race car trailer was stolen from our parking lot at home (Maple Ridge). It is a flat deck for a small car (Datsun 510 for example), with a wood deck, black frame, & silver galvanized ramps. Its most identifying feature is the red fenders & the wheels are black with chrome beauty rings. Please let us know if you see one like this. I will send a picture as soon as I have one. Thanks for your help.

Charmaine & Brian Meakings

604-460-9399

charmainemeakings@hotmail.com

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, Secretary, Treasurer

Memo to all employees re:
New Policies and Procedures

DRESS CODE : It is advised that you come to work dressed according to your salary. If we see you wearing \$350 Prada sneakers & carrying a \$600 Gucci bag we assume you are doing well financially and therefore you do not need a raise. If you dress poorly, you need to learn to manage your money better, so that you may buy nicer clothes and therefore you do not need a raise. If you dress in-between, you are right where you need to be and therefore you do not need a raise.

SICK DAYS: We will no longer accept a doctor statement as proof of sickness. If you are able to go to the doctor, you are able to come to work.

SURGERY: Operations are now banned. As long as you are an employee here, you need all your organs. You should not consider removing anything. We hired you intact. To have something removed constitutes a breach of employment.

PERSONAL DAYS: Each employee will receive 104 personal days a year. They are called Saturday & Sunday.

VACATION DAYS : All employees will take their vacation at the same time every year. The vacation days are as follows: Jan. 1, July 1 & Dec. 25.

BEREAVEMENT LEAVE: This is no excuse for missing work. There is nothing you can do for dead friends, relatives or coworkers. Every effort should be made to have non-employees attend to the arrangements. In rare cases where employee involvement is necessary, the funeral should be scheduled in the late afternoon. We will be glad to allow you to work through your lunch hour and subsequently leave one hour early, provided your share of the work is done enough.

ABSENCE DUE TO YOUR OWN DEATH: This will be accepted as an excuse. However, we require at least two weeks notice as it is your duty to train your own replacement.

RESTROOM USE: Entirely too much time is being spent in the restroom. In the future, we will follow the practice of going in alphabetical order. For instance, all employees whose names begin with 'A' will go from 8:00 to 8:20, employees whose names begin with 'B' will go from 8:20 to 8:40 and so on. If you're unable to go at your allotted time, it will be necessary to wait until the next day when your turn comes again. In extreme emergencies, employees may swap their time with a coworker. Both employees' supervisors must approve this exchange in writing. In addition, there is now a strict 3-minute time limit in the stalls. At the end of three minutes, an alarm will sound, the toilet paper roll will retract, the stall door will open and a picture will be taken. After your second offense, your picture will be posted on the company bulletin board under the "Chronic Offenders" category.

LUNCH BREAK: Skinny people get 30 minutes for lunch as they need to eat more so that they can look healthy. Normal size people get 15 minutes for lunch to get a balanced meal to maintain their average figure. Fat people get 5 minutes for lunch, because that's all the time needed to drink a Slim Fast and take a diet pill.

Thank you for your loyalty to our company. We are here to provide a positive employment experience. Therefore, all questions, comments, concerns, complaints, frustrations, irritations, aggravations, insinuations, allegations, accusations, contemplations, consternation and input should be directed elsewhere. Have a nice week.

The Management

The week could not go fast enough, but Friday was finally upon us. We could not pack Taz's truck fast enough. It's amazing what three women have to pack for just 2 days, but we managed to stuff it all in. With waves goodbye we were on our way. First hurdle, hour delay at the border, but once through we knew we had done it, we had escaped without the men," we're unsupervised." This soon became the phrase of the weekend. With the tunes blaring and the constant chorus of ROAD TRIP. The 3 of us were about to experience our first Rose Cup. The drive down went off with only a few minor mishaps. There was the 3 round main event with Bernice and a seat belt. By the way the seat belt won! The loser has no further comment. We're not saying that this was the only excitement, OH NO!!!! Taz had a race moment when she tried to catch up with the Military vehicle carrying a tank. We won't even try to tell you about the cargo plane. Yes plane. Krys did discover that holy s__t bars work. With all this going on we decided to stop for dinner. Upon entering the Dairy Queen, we could swear the manager thought we were 3 escaped lunatics. We can confirm his suspicions. Between the laughter, Taz throwing her tray away, and Krys breaking the toilet. We're sure he sent an all points bulletin to all remaining fast food restaurant down the coast. And wouldn't you know it we were right beside a Jimmy store (Lowe's), Taz had to make a sidetrip. She was quite happy to be in a Jimmy store. For those of you who do not know Taz is a huge Jimmy Johnson fan. We did hit the highway construction delays but finally arrived at Portland around 11:00 PM. We then set up our campsite, and tried to get some sleep. Which was a hard task to do. We were then awoken to sound of the Honey Buckets (blue room) being cleaned at 6:00am. We then made our way to registration. By the way, we have mention that we're "unsupervised". It was then we parted ways and off to our meeting. Taz was in Turn-5, Krys in turn-11, and Bernice was in Chase 1 staged in turn-4 . It was then we discovered that Bernice is blind as a bat (good hearing), but blind. Krys was to be deaf. Maybe we both need a translator for Aussie hand signals ????? The day was full, and we all saw a little action. We're talking about the racing. Geee!! Saturday night had the 3 F's, Food, Fun and Friends. We were treated to a steak dinner and live band. Our night was spent enjoying the Rose Cup Event. However, one person seemed to receive a little more attention. Thomas how's your pants?? Taz was stunned to find that a truck and tattoos led to the same person. Taz you little flirt. Remember we're unsupervised. We were all able to spend some time with Portland friends. Just like everything, all good things must come to a end. As we lay in our sleeping bags, we talk over the days events. Day 2 we were once again awoken to the same tune. Special note; eat the bagels on the first day, not the muffins. Taz and Krys returned to their previous positions. Bernice was in the pits. The day proved to be a little more quiet. The end of the day came too quick, despite the 1/2 hour delay. It's quite amazing how fast 3 women can pack up. We had set a time of 6:00pm, to start the journey home. There was just to many good-byes and one last attack on Thomas's pant legs. 7:00pm and we're on our way. We thought we would leave the fast food restaurants alone this time and have dinner at Sheri's. Our tummy's full and a tank of gas, Taz then got into the "driving zone." Despite what seemed a long trip home, we spent our time reminiscing the weekend events. Bernice finally won 1 round with the seat belt, Taz was the only one to see Bambi, and Krys was the best front seat driver. We realize that we are not the first women to go on a road trip. It was for the three of us. We started as three women heading for a weekend of fun and racing, but came away with more than memories. Three good friends. Careful, this is not a one time event, when you least expect it we may show up at your track. Unsupervised.

We would like to leave you with this;

HAPPY RACING TO ALL AND TO ALL GOODNIGHT.

Race Officials Division: Update (Sort of!!!)

Well it's almost the end of the season and you're probably wondering what's going on with the ROD. As META's rep I should be keeping you informed but the unfortunate truth is that there hasn't been anything to report!!! ROD is in a state of change this year and as such it has been a challenge (to say the least) to try and get a consensus between all the member clubs as to what should be done. 5 different clubs in 3 different regions all trying to do what they think is best for everyone has been difficult. However, there is a light at the end of the tunnel. A meeting is planned with the SCCBC executive, the META executive, the SCCBC ROD rep, and myself as META ROD rep to try and come up with some general ideas for the ROD funds and to clarify what SCCBC's plans are for the worker fund. Later in September I will be meeting with the other ROD reps to hopefully finalize what exactly will be happening. Sorry I can't be any more specific than that, simply because I have no idea what will come out of the 2 meetings. I sent out a questionnaire earlier this year and received exactly 1 response, so I really don't have much input to take with me to the meetings other than my own ideas and anything I may have gleaned from conversations with different people at different times.

I don't plan on being an ROD rep next year so my personal plan is to simply get things in order for next year. Get the policies and guidelines nailed down and in writing so it's a much simpler position for years to come. May not happen but that's my plan anyways! Driver's have been extremely generous and we should all be appreciative to them as they are showing they are to us. Unfortunately, the rod worker fund has been a victim of it's own success. I swore I would never get into politics but folks, you have no idea!!!!!!!!!!!!

Hopefully I will be able to have another report next month telling you everything has been sorted out.

Wish me luck!!!!!!

'till next month.

Andrew

From "Car and Driver" magazine, September 2003. Submitted by Thomas Liesner

The Indy 500 Is Broken, So Fix It

By Brock Yates

As I drift gracelessly into my dotage, I can't help recalling the glory days of the Indianapolis 500. During the '50s through the '80s, it was truly the greatest spectacle in racing. Each May, the fabled motor speedway became a giant bullring where the best drivers in the world came to play the most dangerous game on earth. Great Americans such as Vukovich, Bryan, Ward, Jones, Foyt, the Unsers, the Andrettis, Rutherford, and Mears faced off against world champions including Ascari, Farina, Clark, Stewart, Hill, Fittipaldi, and Mansell in fleets of powerful, diverse, and intriguing race cars. Novi V-8s, Offys, Fords, turbines, and diesels were all contenders.

The month of May was laden with drama. Even on practice days, 20,000 fans huddled in the grandstands, to be joined by more than 200,000 on the first day of qualifying and uncounted multitudes totaling perhaps 400,000 on race day. Entries exceeded 100 cars and drivers.

Contrast all that with the pitiful exhibition in May this year, when Tony George's latest extravaganza descended to the third most important motor race held in the Hoosier city behind the Winston Cup Brickyard 400 and the NHRA U.S. Nationals at Indianapolis Raceway Park. In the minds of some it is now even less important than the Labor Day Formula 1 parade.

This is of course the result of George's decision in 1994 to break away from CART (Championship Auto Racing Teams) and form the IRL (Indy Racing League). His intent, which I sympathized with, was to divest himself from the elitist clubbers of CART and their fascination with the European-style road-racing culture and return open-wheel racing to the grass roots from which the 500 had grown. (Cont'd)

(Indy Cont'd)

That his strategy has experienced limited success is an understatement. As for reviving Yankee presence at the Brickyard, consider that the top four places were taken by dreaded "furriners," including first through third by the likable and popular "Boys from Brazil": Gil de Ferran, Helio Castroneves, and Tony Kanaan. The first of his oval-track heroes to finish was veteran Al Unser Jr., back in ninth.

The 33-car starting field was barely filled by some last hour negotiating. For the first time in memory, Indy was forced to advertise that seats were available almost up to race time. In the past, year-to-year sellouts were an absolute certainty. So were double-digit television ratings, which sank to a dismal 4.6, down four percent from last year and even worse than the 5.0 for the 1997 race, when rain pushed the finish to a Tuesday afternoon. The arch-rival Coca-Cola 600 at Lowe's was rain delayed and shortened, but there is little doubt it would have outrated the 500 had the weather not interfered. And then we have the issue of an "all-American" field of cars. This goal missed the mark in that everybody drove European-designed Panoz G Force and Dallara chassis. Descending into farce, we have the arrival of Toyota and Honda as prime suppliers of engines, which in turn caused a level of humiliation among the Chevrolet forces. Consider that in its first entry into Indy 500 competition, Toyota captured first and second and seven of the top-10 finishing positions (with Honda in third, eighth, and tenth). Among our beloved bow-tie contingent, Buddy Rice staggered home 11th, a lap behind the winners. The fastest Chevrolet qualified a pitiful 18th.

Adding to the shame, the Chevrolet IRL engine is essentially the same design that first arrived under the Oldsmobile Aurora label. Facing only weak competition from Infiniti, it dominated the early years of the IRL and in fact powered all but one of the 33 starters in the 1998 race.

Clearly, the lads from Warren were sitting on their laurels and were totally sandbagged by the Toyota and Honda assaults.

One wonders how much this will affect sales. Japanese domination at Indy only reinforces the impression that they operate on a higher technological plane than the Detroiters. This may or may not be true, but the results speak for themselves. The failure of the Chevy is a black eye for the domestic industry and cannot be tolerated. Sadly, it follows a pattern of half-assed efforts by Chevrolet and GM in many aspects of racing, tracing back to the aborted Corvette SS campaign of 1957 to the Grand Sport shutdown in the mid-1960s to the IMSA GT program of the 1980s. The Cadillac debacle at Le Mans from '00 through '02 is the latest disaster. Yes, the Vettes have done well in recent international endurance racing, as long as the Vipers, the Ferraris, and the Porsches don't play seriously. Chevrolet, beyond the elemental work necessary to refine ancient pushrod engines for NASCAR, has never devoted the same cost-is-no-object intensity to its racing programs that is commonplace at Toyota and Honda, not to mention Mercedes-Benz, BMW, and Porsche.

One hopes this shameful exhibition will prompt Wagoner, Lutz, and Cowger to pass down a firm edict: Win or get out. Such a policy must be backed up by a proper budget and the right internal engineering systems that bring results with a minimum of paper shuffling and bureaucratic intrigues. Perhaps if all else fails, Chevrolet can contract with Honda for Indy engines, as GM has done for the Saturn Vue.

As for the future of the Indianapolis 500, one wonders if a recovery is possible. Even the CART contingent, which has descended into a feeble 19-car collection of cookie-cutter Formula Fords headed by a French prodigy kid (perfect timing) who looks and acts more like a Sorbonne grad student than a race driver, would be of little help, in that most of the best teams have already defected to the IRL.

The American superstars of open-wheel racing, such as Tony Stewart, Jeff Gordon, Ryan Newman, have all wisely gone south, while Sarah Fisher, the IRL's most popular driver, can barely dredge up sponsorship.

If I were Tony George (which I am not), I'd start all over with new, radical rules:

1. No spec chassis. If you can build it, run it.
2. Stock-block pushrod engines of 400 cubic inches allowed.
3. Front-engine cars, with a 200-pound weight advantage, are permitted.
4. Diesels are welcomed.
5. Alternative-fuel engines are welcomed.
6. Aerodynamics of all kinds are severely limited.

Somebody once observed, If it ain't broke. don't fix it.

True enough. But the Indianapolis 500 is broken. it's up to Tony George to fix it.

CLUB MERCHANDISE

Pens on Neck string \$2.00
META Crests :Black Border/Vancouver or
Black Border/Vancouver/25th Anniversary
or Red Border/Westwood \$3.00 each
META Decals Static for inside or
Stick-On for outside \$1.00 each
META Pins \$3.00 each
Contact Don Souter (604) 930-6243

META Shirts with design by Krystyna Mitchell
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Contact Ann Peters (604) 581-7189

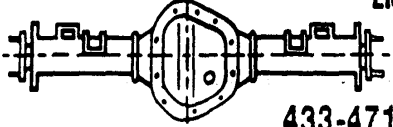
New META Shirts available!!!!

White, short sleeve, 'Golf Shirts' with
META logo embroidered on front.
\$26.00 each
Contact Angus Glass (604) 264-1641

New White "Dickie" Painter pants available

All Sizes - Reasonable prices
Contact Lynn Yeo for more info
604-864-0459

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1/4 Page	\$80.00	\$20.00
Bus. Card	\$40.00	\$10.00

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.

Membership

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

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

Signs of The Times

Septic Truck: "We're #1 in the #2 business."

Gynecologist: "Dr. Jones, at your cervix."

Proctologist: "To expedite your visit, please back in."

Plumber: "We repair what your husband fixed."
or: "Don't sleep with a drip. Call your plumber."

Pizza Shop: "7 days without pizza makes one weak."

Tire Shop: "Invite us to your next blowout."

Plastic Surgeon: "Can we pick your nose?"

Towing company: "We don't charge an arm and a leg. We want tows."

Electrician: "Let us remove your shorts."

Nonsmoking Area: "If we see smoke, we assume you are on fire and take appropriate action."

Maternity Room door: "Push! Push! Push!"

Optometrist: "If you don't see what you're looking for, you've come to the right place."

Taxidermist: "We really know our stuff."

On a Fence: "Salesmen welcome! Dog food is expensive."

Car Dealership: "Best way to get back on your feet? Miss a car payment."

Muffler Shop: "No appointment necessary. We hear you coming."

Veterinarian's waiting room: "Back in 5 minutes. Sit! Stay!"

Electric Company: "We will be delighted if you send in your payment. And if you don't, you will be."

Restaurant: "Don't stand there hungry, come on in and get fed up."

In the front yard of a Funeral Home: "Drive carefully; we'll wait."

Propane Filling Station: "Tank heaven for little grills."

Radiator Shop: "Best place in town to take a leak."



UNOFFICIAL MINUTES OF META MEETING

28 August 2003

Meeting called to order at 7:48pm, 15 members present. Minutes from July meeting read. Not enough members for a quorum so no vote was taken.

Correspondence: Wheel Spin Newsletters for July and August. Thank You letter from the Mission Foundation for our donation to them. At the SCCBC meeting Ian Wood presented a Thank You picture to META from the Vintage Group.

Mayday: Absent

Membership: 82 Members

Treasurer: General: \$5658.25, Gaming: \$2.41, Equipment: \$5687.60

Historian: Photo Albums and May Days are present

Training: Nothing

Race Chair: Absent

Course Marshall: Really good weekend very laid back lots of fun even with the small grids. INDY was a really good weekend.

Chief of Emergency: Absent

Old Business: New Dead Bolt to be put on the trailer. One picnic table will be fixed by Bryan. Drip can is not finished. Where is the board with all of Rick N things on it? Roger will have it for the next race weekend.

Recruiting Committee: Nothing

Vice President: No Report.

New Business: Bryan N. Donna from Toys R Us was transferred so we sent her roses and asked her to come out to the track the next time she was in town. Buy rubber mats for Turn 1 for us to stand on.

President's Report: Good Indy. Good CACC Race. Dave Stemma donated \$100 to META. Re-educated some of the Drivers on the turns.

Good & Welfare: Angus donated some pictures from Brand Hatch and Fontana to be given to Historian. Vic K. has been transferred from VGH to Bradden Private Hospital. He is doing much better and can have visitors. Thank You to Dave N. for supplying worker transport at the Seattle weekend. Ann told us about a new charity called BC Center APHASIA we might look into giving a donation to them.

Swap & Shop: Nothing

50/50: No draw

Meeting was adjourned at 8:41. Next Meeting will be Wed. September 24 2003 at 7.30 pm