



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: maydayeditor@hotmail.com

META Website: www.meta.bc.ca

June 2009

Volume 34 Issue # 6

CLUB EXECUTIVE

PRESIDENT:

Mike Bailey
604-716-2660
blue032@hotmail.com

VICE PRESIDENT:

Roger Salomon
604-581-7189
ann_peters@telus.net

SECRETARY:

Tasma Wooton
604-854-4245
tasmahrt@telus.net

TREASURER:

Doris Gildemeister
604-588-9218

PAST PRESIDENT:

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

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@hotmail.com
fax 604-777-7703

MEMBERSHIP

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

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

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

Printed in Canada.

Next META meeting will be

JUNE 24, 2009

**Our meeting location is Boston Pizza
1045 Columbia Street, New Westminster, BC**

SPEED READING

Jun 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jun 12/13/14	Rose Cup Races & Trans-Am	SCCA/OR	Portland, Or
Jun 12/13/14	Westwood Club Race #4 & IKF Sprint Race - GMR	WKA / IKF	Chilliwack, BC
Jun 13&14	Mountain Trials Stage Rally	WCRA	Merritt, BC
Jun 20&21	ICSCC Race#4 & WSC#2 – MRP	SCCBC	Mission, BC
Jun 24	META Meeting – Boston Pizza	7:30	New West, BC
Jun 27&28	Coastal Club Race #7 – GMR	CKR	Chilliwack, BC
Jun 27&28	Northwest Tour Stock Car Race – PR	ASA	Seattle, Wa
Jul 3&4&5	Double National – PIR	SCCA/OR	Portland, Or
Jul 3&4&5	Pacific NW Historics – PR	SOVREN	Seattle, Wa
Jul 4&5	CACC Race #3 & WSC#3 – MRP	SCCBC	Mission, BC
Jul 4&5	Grand Prix at the Glen	IRL	Watkins Glen, NY
Jul 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 11&12	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 11&12	Toronto Indy	IRL	Toronto, Ont
Jul 17/18/19	Westwood 50 Vintage Races – MRP	VRCBC	Mission, BC
July 17/18/19	NASCAR West Series – PIR	PIR	Portland, Or
Jul 17/18/19	ICSCC Race #5&6 – SRP	NWMS	Spokane, Wa
Jul 18&19	Coastal Club Race #8 & #9 – GMR	CKR	Chilliwack, BC
Jul 18&19	Westwood Club Race #5 – MRP	WKA	Mission, BC
Jul 22	META Meeting – Boston Pizza	7:30	New West, BC
Jul 24/25/26	Edmonton Indy	IRL	Edmonton, AB
Jul 25	Gold Digger TSD Rally	WCRA	Squamish, BC

Westwood Karting Association Gold Cup race

From the **12th to 14th June 2009**

The Westwood Karting Association will be hosting the

IKF Gold Cup race

At The Fabulous Greg Moore Raceway in Chilliwack BC

The **Westwood Karting Association** has requested help with this race

The entrance to track is located about 1/4 Kilometer north of Wolfe Road on

Old Dyke Rd, Chilliwack, BC

Contact and info: www.westwoodkarting.org or gdmore@westwoodkarting.org

Mike's Ramblings:



The Answer to last month's question is:

Most think of Audi as the winner of the 24 Hours of Le Mans since 2000, essentially they are partly correct. However this was a bit of a trick question, and I don't think Mark Miller realized this when he suggested the question. **Team Bentley won** the 24 Hours of Le Mans in 2003 **using an Audi engine** and support from Audi works team Joest Racing. It should be noted that Team Bentley took both first and second in this race. The last time Bentley won this race was back in 1930 before it's 73-year absence from racing. More information can be found at http://en.wikipedia.org/wiki/2003_24_Hours_of_Le_Mans and http://en.wikipedia.org/wiki/Bentley_Speed_8.

This month's question is:

Many people of my age or older probably remember the Shell commercial with Jack Benny driving a 1908 Maxwell Roadster built by the Maxwell-Briscoe Company of Tarrytown, New York (1908 Maxwell Roadster shown here with Jack Benny shaking hands with Harry S. Truman). The Maxwell-Briscoe Company later changed its name change to Maxwell Motor Company, Inc. in 1913. By 1921 the Maxwell motor company had fallen into financial difficulties and was purchased by a person that would later form one of the 'Big Three'. Who was that person and which of the flailing US car giants did he form?



May was a fantastic month for me in that I actually got to spend time with my youngest daughter, Chantelle, at the Knox Mountain Hill Climb. I think she might be better on comm than I am (I know that isn't saying much), although we had many issues with the radios which seemed to all have weak batteries. We had fun at Knox although attendance was down. We were with Evan Frazer on Turn 9 on Saturday and had a fairly uneventful day, all the real action (including Marmot road kills) occurring elsewhere. The big unfortunate incident on the Saturday the green Caterham Super 7 Hayabusa driven by David Saville Peck hit a tire wall avoiding a marmot and sustained weekend terminating damage. Saturday night saw us hanging out in the paddock area 'harassing' drivers. Chantelle and I joined Roger Fleshers and others for his BBQ Salmon and hospitality. Chantelle spent a fair bit of the time chatting with Evan William's wife while I discussed gear-head stuff with like minded individuals. About 8pm Chantelle and I headed to her place and were asleep by 9:30. I was awoken at 8:30am by Chantelle pounding on the guestroom door; apparently neither of us had set alarms (or had possibly slept through them). We obviously had missed the 8am meeting and arrived at the hill just as cars were staging to go up the hill, so we got to watch the first group start their run, this gave me a perspective I've never had before. We got sent to turn two where we attempted to reign in 3 teenage boys that were on the turn, by the end of the day I think they might have had a few simple concepts in hand. Evan ended up with a lot of the action in turn nine, including a rogue black Camero that sprayed him with gravel after going through the tire wall, spinning around on the bank. The Camero then proceeded back through the tire wall and left dragging a good bundle of tires with him to the finish.

The last race weekend in May saw a good turn out of both cars and workers. Although Saturday was fairly uneventful, other than the flyover by Don Souter in his plane, Sunday was very different. I was in Turn One, so did not witness the incident, but my understanding is that Dennis Repel was having a good battle for position, with several cars in close proximity, a couple of the cars touched and Dennis ended up spinning into the wall where the new Turn Nine station is. Dennis is home from the hospital, where he was kept for overnight observation, and is fairing well other than being sore.

This should be a reminder to all workers that there is no truly safe place on a hot track, fortunately the workers in Turn Nine were paying attention.

I would have liked a little more feedback from race control after the red flag, I understand that the incident takes precedent over all else, however anyone that has sat in race car in Nomex and a helmet on a hot day would recognize that if the drivers are expecting to stay in one spot for any length of time that we could advise them so they can take their helmets off.

Important Notice:

There are many volunteers that stay overnight at the track on race weekends, however on the Westwood50 weekend their usual location will be used for other things. It has been suggested that the camping area be moved to an area by the Randal building. If you have any suggestions or feedback on this please contact Keith Robinson or myself.

Other Stuff:

David Saville Peck, driver of the Caterham Super 7 Hayabusa that crashed at Knox sent me this email that should be shared with all that were there:

Victor and the gang did a FANTASTIC job – as always – and without you guys and gals of META, we would never be able to do what we do knowing that when we “Fxxx Up” there is always somebody there to save us from ourselves.....!!

Victor had taken videos of most of us on his cell phone and he got one of me crashing!! If you listen to the audio, the efficiency of the radio traffic closing the course down and notification of my crash, is something that us drivers never are privy to and is most comforting.

<http://www.youtube.com/watch?v=C--0NTGJZR8>

Please thank everyone from me and I hope that I don't need your help again!! (I hope to return to the track for the Children's Charity GP at Mission in September).

PS> When racing – *and crashing* – in the Can-Am series in the early 70s, the crew at Riverside, after I had an off, put a sticker on my car that read “ You crash, We dash” How appropriate for META.....??

My very best wishes,

David O. Saville Peck

For those of you on Facebook, Jennifer Ores Arthur has a few pictures posted of Dennis Repel's car after his mishap; Lisa Curtis is using one of those pictures as her profile picture. Those that aren't on Facebook, you are missing a lot of photos and videos of Rivers Edge posted by all our racing friends.

Mike Bailey

The Sports Car Club of BC would like to thank
the **Mission A & W** Franchise
for coming on board last year as a Volunteer Sponsor.
The Mission A & W will once again be a Volunteer sponsor
for the coming racing season.
Last year they provided promotional coupons for free Burgers,
Onion Rings, Fries and Root Beer.

If you are in Mission or Aldergrove,
both franchises are managed by Nalini Pillay,
drop in, order a Root Beer and thank her for the continued support.

Leslie Skinner

SPORTS CAR CLUB OF BRITISH COLUMBIA

presents

“Stars, Stripes & Maple Leafs” Weekend

JUNE 20 & 21, 2009

This event is sanctioned by ICSCC as a championship points race conducted under the 2009 ICSCC regulations
and organized by the Sports Car Club of British Columbia at Mission Raceway Park in Mission, BC.

Mission Soapbox Derby

If any of you could help with the Mission Soapbox Derby,
or know someone that could
please call Russ Pattison at (604)814-2417
or email pattisonrussell@hotmail.com

They will be having meetings on
Tuesday June 9 & Tuesday June 16 at 7:00pm.

This years event will be

Saturday June 20th

on Stave lake street in Mission BC,
the event should start around 9:00AM and then run till 4:30pm

A CLASSIC PERFORMANCE

**THE 2009 VRCBC HISTORIC MOTOR RACES HONOURS 'WESTWOOD' ✕ JULY 17, 18 & 19
AT THE RIVER'S EDGE ROAD COURSE, MISSION RACEWAY PARK, BRITISH COLUMBIA**







PEPSIL PRO FORMULA A CARS ENTERING THE WESTWOOD HAIRPIN, 1970 ✕ PHOTO: MURRAY CHAMBERS







THREE EXCITING DAYS OF HISTORIC MOTOR RACING TO CELEBRATE THE 1959 OPENING OF THE WESTWOOD RACE TRACK

PRESENTED BY THE VINTAGE RACING CLUB OF BRITISH COLUMBIA
IN CONJUNCTION WITH THE SPORTS CAR CLUB OF BC AND THE
MOTORSPORT EMERGENCY & TURNWORKERS ASSOCIATION

CONCEPT, PHOTOGRAPHY & DESIGN: ALEX TAYLOR & LORI PETERSON ✕ ARCHIVING: TOM JOHNSTON

- ✕ FEATURING PRE-1970 SPORTS CARS, SALOONS & FORMULA RACE CARS
- ✕ RAIN OR SHINE ON TRACK AT 9:00
- ✕ CAR CLUB EXHIBITIONS SUNDAY 19TH
- ✕ ADULTS \$10 / STUDENTS \$8 / CHILDREN UNDER 12 FREE
- ✕ CARLOAD OF UP TO 5 PEOPLE \$20
- ✕ 2009 RACING SCHEDULE AT: WWW.VRCBC.CA

Westwood50

By now you may have heard about the special Historic Race Weekend VRCBC will be hosting with our partners the Westwood50 committee, SCCBC, CACC, and META.

Westwood and the races held there from 1959 until 1990 bring exceptional fond memories to racers, crew members, officials and spectators.

This year being the 50th Anniversary of Westwood's opening challenged us to do something special to commemorate that. Many things will be happening. First of all there will be the racing of more than 100 Vintage race cars, many of which were Westwood regulars. There are many activities and displays planned, including participant barbecues and on Saturday night a Westwood50 Reunion Gala.

Information on that and the races is on the Websites below. We hope you can take in much or all of the weekend.

But this letter is a special invitation to invite cars that sit in garages and drivers that never get a chance to stretch their legs, as they say. This year we are interspersing the Historic races with lapping sessions to ASN Solo Lapping rules. So if you have, or know someone who has, a 1990 or earlier closed wheel car (cars that did, or could have, raced at Westwood- race cars or street cars) that would like to take part, please complete the entry and join us. Entry forms are on both Websites listed below.

Indications are that this will be the largest spectator event of these cars since Westwood; many of us would love to see those cars again and we intend to make them and their drivers an integral part of the weekend.

For Racing

Jim Latham

President VRCBC

www.vrcbc.ca

www.westwood50.org

Waving the Flag for Motor Racing

In white coveralls and with flag in hand, members of the 50-year-old CRCA are the unsung heroes of the track

BOB ENGLISH

Globe and Mail May 7, 2009

Roll 'em over, in the corner

Roll 'em over, spin 'em around

and do it again

The above is the chorus of one of the early anthems of the Canadian Race Communications Association, a group easily recognized as the corner marshals in white coveralls stationed around a racing venue.

The anthem was often reverently chanted by the group while they sat around their trackside campfire at the end of the race day, quaffing a pint or two, in the group's early days half a century ago.

And it's a good job they can sing for themselves, as this organization, formed in 1959, comprises the most unsung bunch of ultra-keen enthusiasts involved in any form of sport.

The competitors are always the stars, whether at a local club race or Formula One championship event. But always there in the background, perhaps just out of the camera lens's focus, are those individuals without whom events simply couldn't take place.

These are the men and women, all volunteers, who staff marshalling stations and warn drivers of dangerous situations by waving brightly coloured flags and who are always prepared to pitch in, fire bottles to the fore if necessary, in the event of a crash.

Commenting on an earlier CRCA anniversary, legendary driver Stirling Moss wrote: "A driver cannot add up the times he has been helped by marshals."

He described their qualities this way: "They need to be responsible, unflappable, dedicated, love our sport, able to accept little appreciation, hard-working, glad to give long, hard hours and, at times, courageous."

The need for marshals was evident from the earliest days of motor racing, but choosing them was generally an ad hoc affair. In Canada in the 1950s, that often meant drivers, or anybody else who couldn't hide quickly enough, were dragooned into manning flag stations.

By the end of the decade, however, with the sport becoming more sophisticated, a more professional approach was required. The sport's governing body, the Canadian Automobile Sport Clubs, created a basic marshalling school.

The first marshalling course was staged at Rootes Motors headquarters in Toronto in April, 1959. By year-end, CRCA had "60 pairs of coveralls, a supply of badges, corner and starter flags [sewn by a member], a bank balance of \$400 and the boundless enthusiasm from 85 members," according to a report from founding president Harry Johnson.

I chatted recently with one of its other founding members, Hans Gulde, who as a freelance motorsport photographer provided images for The Globe and Mail for many years. He was always easy to spot at the track by his orange pants and black-and-white striped shirt.

Now 78, Gulde recalls helping fellow British Empire Motor Club members create the now-long-defunct Harewood circuit near Hamilton in 1956 - "I still have the blisters."

And then he began marshalling. "At that time you got a five-minute introduction. This is a green flag. This is a yellow flag and this is a striped flag."

Gulde recalls being posted at one of Harewood's most remote corners, "with my earphones on, a yellow flag in one hand and my camera in the other." Marshalling at tracks such as Edenvale near Collingwood, Ont., and Green Acres near Goderich, Ont., had its unique challenges. The grass grew so high that low-slung formula cars could all but disappear when they went off the track. Bringing in sheep from an adjacent farm to keep the grass down meant they had to be herded off on race day.

(CRCA Cont'd)

At Harewood, the infield was planted in corn, which made it even trickier to find stray cars and bikes. And as Harewood was an airport circuit, it wasn't unknown for an aircraft to attempt to land during an event.

In the early 1960s, Gulde was "invited" to become either a photographer or a marshal, launching a long career as a freelance shooter that took him across North America and Europe. It was Gulde, incidentally, who created the group's distinctive white coverall uniform and badge.

"It was a good group. Marshalling schools were held and it became much more professional," Gulde says. And bigger, growing to 340 members by 1964.

Paul Meyer of Mississauga, who was CRCA president in the mid-1990s, was brought into the organization by Gulde in 1964, discovering "there's no way you can get closer to the racing than being a marshal. It allowed you to be part of it." And that's still the case today, he says.

CRCA rapidly developed a strong reputation for professionalism - training is extensive - allowing members to work events in the U.S. and Europe. And it was the sole marshalling organization for many years providing its services to most of the major events in Canada. But it also followed the ups and downs (and ins and outs) of Canadian racing, and other organizations were created to provide marshalling services.

CRCA president Marty Cooper, now 60 and living in Harrowsmith, Ont., after retiring from the Canadian Forces, has been involved, along with wife Lorie, since turning up for a bike race in the mid-1990s.

"We looked at the guys in white and decided we'd love to do that," he says, and it wasn't long before they were, recruited by enthusiastic member Eric Webster.

Cooper says CRCA went through a period of decline but currently has about 100 members and is seeing encouraging signs of growth. It is currently based at Shannonville Motorsport Park near Bellville, Ont., where it handles car, bike and go-kart racing events, but its members can, and do, venture further afield thanks to the high standards of training it has always maintained and the ties it has with other organizations.

A fully qualified CRCA marshal can work a track just about anywhere from Le Mans to Daytona, he says. In fact, you'll likely spot CRCA marshals at this year's Honda Indy event in Toronto (the group has been involved with the Toronto Indy from the start).

"Don't just spectate - participate" is the CRCA mantra. For more information, go to cra1.com

2009 Rexall Edmonton Indy

The 2009 Rexall Edmonton Indy is back and once again the Race Services Group (RSG) is looking for Corner Marshals, E-crew, Track Access and other support personnel to help make the event a success. We are back to a more traditional Friday/Saturday/Sunday format this year. Specifically, the event runs July 24, 25, 26.

To register to work this year's race, please go to <http://www.nascc.ab.ca/>, click on the "Edmonton Indy Volunteer Registration" link, and fill out the form. You should get an immediate (though cold and uncaring) email response from our robot. Within a day or two, Rudy will send warm fuzzy greetings.

If you know any former volunteers who couldn't make it last year, please pass this on to them as well. The more experienced people out there, the better.

I don't have many additional details at this time, but will pass them on as they become available. One thing I have noticed is that according to the schedule on the edmontonindy.com website, the on-track activities are starting a little bit later this year, or at least later than I recall, especially on the Friday. Of course, that also means things will be running a little later than usual as well.

Thanx. Hope to see you in July,

Pat Smith

2009 Children's Charities Driver's Challenge

For Immediate Release
May 25th, 2009

Imagine the chance to drive a Proformance Stock Car at this year's Children's Charities Grand Prix – as a sponsored ride! If you are an SCCBC or ICSCC member and hold a valid 2009 race license you are eligible to enter this new points series.

Inspired by the Sunoco 24 Hours of Daytona Drivers Challenge, this series calculates points based on a driver's finish position at select races. The following races on the Road Course at Mission Raceway Park will be part of the Children's Charities Driver's Challenge in 2009:

May 30 - 31 CACC #2, WSC #1 - May Madness
June 20 - 21 ICSCC #1, WSC #2 - Stars, Stripes & Maple Leafs
July 4 - 5 CACC #3, WSC #3 - Volunteer Appreciation
Sept 5, 6 & 7 ICSCC #2 - Double Race Weekend, WSC #4 - Double Your Pleasure

Points will be awarded, based on best daily finish position as follows:

1st -100pts
2nd - 75pts
3rd - 55pts
4th - 40pts
5th - 30pts
6th - 25pts
7th - 20pts
8th - 15pts
9th - 10pts
10th - 5pts
Lap Record in class during practice, qualifying or race - 20pts

This year's prize is a sponsored ride in the Children's Charities Grand Prix in a Proformance stock car. The package includes a practice day and two days of door-to-door racing against the best drivers in Western Canada.

The road course at Mission Raceway Park is a real driver's track. Located at the corner of highways 7 and 11 in Mission B.C., this circuit is operated by the Sports Car Club of BC and has been called the Brands Hatch of North America. Drivers love the technically challenging track which blends the best of sprint racing with the thrills of a street circuit.

The series begins May 30th. Entries will be taken at Driver's Registration and up to Driver's Meeting on that date. Fees are \$225 payable to the CCRT Children's Charities Racing Team Society.

Contact: Ryan O'Connor, Director of Marketing, SCCBC, ryano72@hotmail.com

note: The standard Proformance Rental contract applies regarding liability for vehicle damage. A copy will be posted in the SCCBC Clubhouse. Driver's entry fees in CCGP are not part of the prize package



NEWS RELEASE

For Immediate Release
2009PSSG0041-000675
April 6, 2009
Ministry of Public Safety and Solicitor General

NEW RULES OF THE ROAD PROTECT EMERGENCY WORKERS' SAFETY

VANCOUVER – The Province will enhance the safety of emergency workers by requiring drivers to slow down and move over when passing parked emergency vehicles that have their lights flashing, Minister of Public Safety and Solicitor General John van Dongen and Transportation and Infrastructure Minister Kevin Falcon announced today.

“We’re doing this for emergency workers who are out there, working to save lives on our roads in all kinds of conditions,” said van Dongen. “Too often, these workers face near-misses, injury or even death – directly due to the carelessness of passing drivers.”

“Between 2001 and 2007, 21 emergency workers were injured or killed on B.C. roads – 12 of them at the roadside,” said Falcon. “We’re joining other jurisdictions by fining those who don’t slow down and, where they safely can, move over, so emergency workers don’t pay with their lives for doing their jobs.”

Beginning June 1, drivers must slow to 70 km/h on highways where the speed limit is 80 km/h or higher, and to 40 km/h where the limit is below 80 km/h, when approaching a stopped emergency vehicle that has its lights flashing. If there is another lane going in the same direction, drivers must also move into that lane if it is safe to do so.

“My colleagues and I want motorists to consider not only the new penalty, but the safety of all emergency workers as they drive past an incident,” said Supt. Norm Gaumont, RCMP B.C. Traffic Services. “In situations where every second counts, everyone benefits from safe, focused emergency services personnel.”

The requirements will apply to drivers passing police, fire, ambulance and towing vehicles, as well as vehicles used by commercial vehicle safety and enforcement personnel, passenger vehicle inspectors, conservation officers, park rangers, and special provincial constables employed in the Ministry of Forests and Range.

Those found in contravention will face a fine and three penalty points against their licence. The fine, including a 15 per cent victim surcharge, is \$148 if paid within 30 days or \$173 thereafter. Currently, five provinces and 40 U.S. states have similar requirements. An existing penalty remains in place for failing to yield to a moving emergency vehicle.

Media contact:
Cindy Rose
Media Relations
Ministry of Public Safety and Solicitor General
250 356-6961

CLUB MERCHANDISE

Pens on Neck string \$1.00
META Decals Static for inside or
Stick-On for outside \$.50 each
META Pins \$1.50 each
Earplugs \$1.00
Training Manuals \$1.00 (Free to new
workers)

Club Shirts

*New Shirts on order.
Contact Ann Peters for more
information*

For all club merchandise contact:
Ann Peters 604-581-7189 or
ann_peters@telus.net

***Your Ad Could Be Here
Advertise in the Mayday***

Contact the editor for rates



IAN WOOD, I.M.I.

7140 Russell Avenue
Burnaby, B.C. V5J 4R9 Canada
Toll Free: 1-888-433-4717
Email: ianwoodesq@aol.com
www.iwerearendsonly.com

Open 9am-5:30pm Mon-Fri

Tel: 604-433-4717

Fax : 604-437-9392



*The Home of Pack Wars!
Authorized Planet Plush Dealer
and Licensed Collectibles From
Ty Plush, Star Wars, NHL, NBA,
NFL, MLB, NASCAR and NHRA*

Jon Lee

Unit #1 33232 S. Fraser Way Abbotsford, BC, V2S 2B8
Phone: 604-870-9271 Fax: 604-504-0922
www.canadiancollectorsclub.com



SMART LEASE™

Pontiac * Buick * GMC



MURRAY PONTIAC BUICK GMC

32611 South Fraser Way, Abbotsford, B.C. V2T 1X8
"OUR REPUTATION IS YOUR GUARANTEE"

ROB TAYLOR
GENERAL MANAGER
rtaylor@murraypontiac.com

OFFICE: 604-859-5264
VAN. DIRECT: 604-857-0742
FAX: 604-852-4274
EMAIL: sales@murraypontiac.com

Membership

C/O Thomas Liesner, 8620 154th Street, Surrey, BC V3S 3N6

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 a message at
maydayeditor@hotmail.com