

20 years MAYDAY year 20



The Official Newsletter of M.E.T.A.

THE OFFICIAL NEWSLETTER OF THE MOTORSPORT EMERGENCY AND TURNWORKERS ASSOCIATION
M.E.T.A. BOX 82435, NORTH BURNABY, B.C. V5C 5P8
VOLUME 16, NO. 7 JULY 1991

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ADVERTISING

Size:	Full page	1/2 page	1/4 page	Business card
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Per Issue:	\$80	\$45	\$20	\$10

CLUB MEETINGS: August 29, September 24, October 23, November 27;
Moody Park Recreation centre, 8:00 p.m., Oak Room.

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, the club executive, or the members of the Motorsport Emergency and Turnworkers' Association.

Deadline for newsletter submissions and advertising for inclusion in the next issue is the 21st of the month. Articles and advertisements should be camera ready, and ideas and suggestions should be written as clearly as possible.

EDITORIAL COMMENT

I did it! I survived the move! (I think...) And in spite of exhaustion, chaos, sunny weather, and a lost computer cable, I am once again at work on the Mayday. I must confess, though, that I feel more and more like an imposter - the last race I worked was a motorcycle event at S.I.R. in mid-June, and before that I don't remember when... and all I care about right now is getting back into my race car! (Actually, there are a few other things on my mind, too...) But everyone tells me that it doesn't matter, so I guess it doesn't. I am envious of all of you who have been travelling to races in Seattle and Portland - moving and children and finances have eliminated most of my travelling this year. I miss the raceworking atmosphere! Not to mention just the chance to watch a little racing now and then.

As mentioned in more detail further on, Olov and I are having a housewarming party on July 20, 1991. I plead guilty to getting invitations out rather late - I am still wandering around in a daze looking for such things as the cheese slicer, the light bulbs, one of my cats, and most of my marbles. I have also been under the influence of a variety of interesting drugs that do all sorts of amazing things - except stop my incessant sneezing. Time has flown without my noticing, so I am hoping that this will reach everyone before Party Time, and that you will forgive me for not issuing more personal invitations. I have been spending most of my time working in the yard, which is much larger than I am accustomed to, and has been rather neglected. I'd be making faster progress if I weren't being constantly waylaid by the raspberry bushes.

Good news from Conference! Another race has been added to this year's schedule, at Ephrata, Washington - more details elsewhere in this issue. And in the July issue of the IRDC News, a mention that it looks as though the Mountain Aire track will be ready in time for the scheduled race there in August! Better and better... (Is there GST on race entries?)

You will have to wait until August for the next Two Wheeled View column from Olov - he is being shamefully overworked: slaving over TWO racecars this month, as well as preparing the bike for the July 28 race, helping me move, working on the new house and yard, and getting ready to join me as soon as possible. Not to mention gainful employment...

I would like to express my gratitude to Dani (who has done an excellent job both of caring for the Mayday during my "moving madness", and of keeping the articles coming in, from a variety of sources): I'm not sure I want to know how she does it, but I'm sure glad she does! Likewise to everyone who has contributed!

Danielle

WORKING
FOR PEOPLE
ON THE MOVE



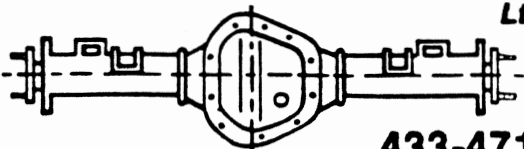
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NEXT MEETING IS ON THURSDAY, AUGUST 29, 1991!!!!!!

Congratulations to Grace and Mark on the birth of their son!

KNOX MOUNTAIN '91

Our only major incident of the weekend had a bit of humour in it. The tire wall at the apex of Turn 5 had two 8-foot metal goodyear signs in front of it, non-secured. They were blown over by the wind and we wanted to take them down but were requested to leave them up. The next heat up, a competitor (unnamed) nailed the sign just about at the "D". After towing out the car and rebuilding the tire wall, racing resumed minus one sign. The driver was OK and the car was repaired and continued to compete.

Vic Kennedy

PORTLAND G.I. JOE 200 WEEKEND

As a first time participant at PIR, I was very pleased with the warm welcome by local workers and organizers.

Friday was greeted by breakfast at Elmers where we (Barb & I) ran into Rick and Joey and a number of the crew members of Bud, Marlboro and Bettenhausen race teams. (What a great start to the day!)

Friday was quite quiet other than mayhem in Pre-Grid with cars heading in as many directions as possible.

Barb & I decided to go exploring later that afternoon and were fortunate enough to follow the legend A.J. Foyt to his paddock area, as he arrived to the track late and had to walk (in a great deal of pain) to his paddock. This brought to my attention the realization of the sacrifices this man has made for the love and dedication to the sport.

The day ended by a visit to SOCA City to discuss the days events.

Saturday was a fast-paced "high" day for me. S2000 race in the morning, in between shuffling Indy Lites and Trans Am cars out for practice.

The S2000 race was a good race, yet the highlight for us was after the race ended, with being asked by officials to do fuel samplings. To the amazement of the drivers and crews we proceeded to ask for samples. They were willing to oblige us, but were not quite clear on what "samples" we were referring to!

During our lunch break Kerry & associates were kind enough to give us a tour of the Hunter Trauma Unit. Both Barb & I were very impressed at how well equipped the unit was.

Early afternoon brought another round of mayhem in Pre-Grid with my first hand experience dealing with Jim Derhaag (Trans Am driver). The area was very congested and I politely asked Mr. Derhaag to please move up his car so that we could close off the area to pedestrians to which he replied "You should sit in one of these cars and have to smell the exhaust fumes." At which time I very politely informed him that "I spend all day standing and smelling the exhaust fumes!" To my luck I was given the opportunity to grid wonderful Mr. Derhaag on the straight for the race. "Lucky Me". Another wonderful experience as we rolled his car back and forth. To his amazement, I asked him to please put his hands on the steering wheel and steer as it would be beneficial to all parties.

All this now behind me, I felt the excitement as the drivers were ordered to start their engines while we stood centre line between the cars for the start of the race. What a rush.....as the cars rolled by!!!!!! (We did not turn around because we had large fluorescent orange bullseyes on the back of our shirts - TIDE logo.)

GREAT DAY - FANTASTIC RACE...Best I've seen in a very long time!

Wonderful way to wind down the day's events "BBQ and Beer at SOCA City. The exchange of stories was great as the day held a lot of memories for me.

Sunday.....Breaky again at Elmers!

The morning was uneventful as the Indy Lites ran and basically looked after themselves..(good kids).

CART RACE

Again the wonderful rush of adrenalin standing on the front straight having gridded Al Unser Jr. and Danny Sullivan. Waiting for those famous words "Gentlemen, Start Your Engines" as my heart went from my stomach to my throat and my body vibrated from the roar of the crowds and the firing of the engines. The start of the race seemed to hold the only promise of excitement as Michael Andretti flew between Rick and Ermo to take and hold the lead through the race, which was uneventful. It was great to see all of our co-workers from META there and to make new friends! Can't wait until IMSA. Hope to see you there!!!!

Irene Mitchell

3-DAY SCHEDULE

Friday, August 30th

- Practice and qualifying for Molson Indy and support races.

Saturday, August 31st

PLAYER'S LTD. DAY



- Molson Indy practice and qualifying.
- Player's Ltd. Atlantic Series Race.
- Player's Ltd./GM Motorsport Series Race.

Sunday, September 1st

- Molson Indy and support race.

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META MEETING
JUNE 26, 1991

Meeting was called to order at 8:10pm. There were 43 members and 3 guests present. Minutes were adopted as read by Vic, seconded by Bonnie.

Correspondence: Firehawk Enduro and Vantage newsletters.

Social: Joe - Hats & Trans Am series calendar.

Mayday: Roger - Late again. Handed out at meeting. Will be on time next time...guaranteed. Requests for reports/articles. Reminder re: questionnaire.

Membership: Russ - 75 members & 7 honorary.

Historian: Joe - Photo album is here. Any photos are welcome.

Training: Roger - Sessions on August 8 and 22nd here at Moody Park Rec Centre. Plan to attend.

Race Chairman: Bruce - No place local to play.

Course Marshall: Dave - Response to questionnaire was mostly from out-of-town. Put together list of recommendations and submit for action. Told he will be doing job again at Indy this year. Several meetings in Portland re: CART race. Met in Vancouver this week. Re: coroner's report - Chicane will be 35 feet wide all around, by-pass replaced by tire maze. Island will be redesigned meaning no workers in middle of island. Flag stations will be redesigned. No fluorescent suits as all North American wear white. Dress code will be in place. Issue of clothing is very sensitive. No flashing lights/signals. Pre-register with Dave for CART race. Decision will be made on who can and can't work the race. If you know people who want to work in other areas such as timing, scoring, E-crew; refer them to appropriate people. Dave is not responsible for other areas.

Treasurer: Rick - Bad news...real bad news. Good news is interest builds up equipment fund to \$2,590.61. General revenue at \$889.20 - maybe less. Mayday costs a lot each month at about \$60 plus mailing for a total of about \$120 per issue. Received \$50.00 from social fund.

Old Business:

Brian - Name tags are in \$3.00 for old members and \$1.50 for new members.

Roger - Foremost firesuit fell through.

Vic - Mission Minisprints on June 1st had 6 META people and 2 locals. Next race June 29th. How many people can go - please let know.

Break: 8:45 - 8:55pm

New Business:

Ralph Zbarsky from Vintage Racing Club. Vintage Races at SIR on July 7/8 and at PIR July 14/15. Welcome to attend meetings at Officers Mess, Jericho on 2nd Tuesday of each month. Brought appreciation of the work META does by presenting META with a \$500 cheque. Vintage Club will assist with setting up road course at the Nanaimo track. Other opportunities to support Victoria other than

debentures i.e. share purchase, etc. For SIR July 7/8 race, no license required to work event as it is not an SOCA event. See Roger if you are not sure where to go. Regular times for workers.

Robin - Update on Spirit of Vancouver. Office is at Granville Island Hotel. Show car - 88 March has been great help in getting attention. Lot of local support. 40 volunteers, some possible workers...she nabbed them first. Membership sales, calendar of events, fundraisers, Indy Thunder at Mardi Gras July 5th, \$40 each ticket. Interested see Robin. Pins for sale \$7 each. T-shirts \$25 each. Major sponsorship deal on board to be announced soon.

Jo - Al Allinson wants BBQ July 20th. He will supply steaks, rum, mix, etc.

Bob Randall - Team Continental lost track, but have new track at Ephrata, Washington. Applied for new date - September 28/29. Should be OK if you can figure out how to get there.

Jim McRae - Flying Club has flying out of Delta Airport this weekend. Can they borrow the 150 lb fire bottle. Will cost them minimum \$25 donation. Motion moved by Rick Smale, seconded by Rick N., passed unanimously.

Ann - Meta Shuffle instructions will be in next issue of Mayday. Will be launched at IMSA race. There are 2 more practices. Dates will be in Mayday. Maybe on stage for our Indy.

Roger - 22 people from Canada were at Portland Indy. Dick Gadsden injured during Trans Am race retrieving piece of fibreglass - broke his elbow he thinks. Incredible racing. Will be on ESPN this Saturday.

Joe P. - GTP race from New Orleans. It rained - all spun - dried out - rained - lots of fun.

Roger told Eddie Cheever story from Portland. Bad mouthing female worker who responded. Gail Fetterman was on comm and submitted her report. Lots of excitement.

Bruce - ESPN coverage re: Mario in Detroit had 2 of our workers as "stars" demonstrating flags.

President: Roger - Nothing (Yes Dani, it is true.)

Good & Welfare:

Vic - company is moving and brought diecast '56 T-Bird, Jaguar and Testarossa convertible. Maybe will be auctioned off and proceeds to META debenture fund.

Swap & Shop:

Jo - got rid of 510. Rick N. sold his word processor to Kerry.

Brian - race car for sale - truck sold.

Julie Wilkinson was in for weekend, says hi and bye.

Raffle: Roger - Swiss bubble blower

Shirley - Beer

Gerry Lomas - Calendar

Bernie Hamm - Garbage bags.

50/50 draw - \$19 to Nick Roche and \$19 to debenture fund.

Motion to close meeting by Vic, seconded by Bruce. Meeting ended 9:33pm.

Respectfully submitted,

Ann Peters



WHO: YOU and Team Continental
WHAT: Sun Basin Grand Prix
ICSCC Championship Road Race
WHERE: Ephrata, Washington
WHEN: September 28 & 29, 1991

As a result of the closure of Westwood and because the Victoria B. C. facility will not be ready this season, ICSCC (Conference) has been limited to two race locations for 1991: PIR and SIR. It is unfortunate Team Continental lost the opportunity to return to the Tri Cities due to the activities of a few nearby residents.

The Conference Executive Board has recognized the need for the addition of more race venues if ICSCC road racing is to remain healthy through the 1990s in the Pacific Northwest. As a result, Team Continental has been actively pursuing new race sites in both Oregon and Washington. Most importantly, the search has paid off! We have secured approval from the Port Authority of Ephrata, Washington, to conduct an event September 28 & 29, 1991. This is a great opportunity to demonstrate the positive impact of racing in a small community; our success in 1991 could lead to more permanent commitment from the Port.

The facility is a former air base. The longest runway (7300 feet) will be combined with other ramps and runways to present a three mile, seven turn race configuration.

At this point, we need only secure Conference sanction to move forward with a great first year event.

Please talk with drivers and officials from your home Conference club about supporting this event. We encourage you to let your Executive Board Representative know your feelings about this opportunity.

Together we can secure a strong future for amateur road racing in our area.

EPHRATA, ABOUT IT:

by Pat Ross

Geography: Located on the northern edge of the Columbia Basin irrigation area, Ephrata is about 90 miles north of Pasco and 160 miles east of Seattle. From Portland, the drive to Ephrata will require 4-1/2 to 6 hours depending on what you're towing and how fast you drag it.

With 5500 residents, Ephrata is the county seat of Grant County. Major employers in the area are public utilities (power), government and schools. Agriculture is the main industry. Terrain is typical "high desert" -- sagebrush and rolling hills. For folks who like to tinker with carburetion at different elevations, Ephrata is 1275 feet above sea level.

History: White settlers first migrated here in 1880 founding an area that's mostly semi arid sagebrush with some poplar, cottonwood and willows clustered around springs and creeks. Indian tribes wandered the Columbia Big Bend area and were well acquainted with the therapeutic qualities of the waters and mud of Soap Lake. Using sage fires to heat large stones, Indians placed them in small huts and applied the lake waters to steam bathe. Later settlers drove livestock--particularly sheep--into the lake where the high mineral content of the water was effective in killing ticks and healing wounds. An original sheep dip? The Indians called Ephrata "Antuhhipum" meaning "being fertile and having plenty of water" -- a term which could probably be applied to many modern TCers. Around 1890 the Great Northern railroad laid tracks through the area. A Great Northern employee chose the name Ephrata (the ancient name for Bethlehem) because it reminded him of the area around Jerusalem and Bethlehem. The town was platted in 1801 and, as more settlers arrived, the economy switched from raising stock to agriculture--primarily orchards and dry land crops.

Climate: Clear sunny days are typical, so the rain tires probably won't be needed. Rain in measurable quantities averages only 7 days annually, and snow, sleet or hail dumps occur only about 18 days a year. In September, when the race is scheduled, temperature ranges between 52 and 78 with an average of 65. Local newspaper editor Joe Dennis assures us we have selected the ideal time of year for our event.

Race Site: Our race venue is the Ephrata Municipal Airport, operated and controlled by the Port of Ephrata. There are limited fixed base operations--gliding is popular--general aviation and charter. This was a World War II base commissioned in 1943 and deactivated in 1945. Be sure to check out the photos in the terminal building, which we'll be using for registration; the "nose art" on the old planes will be of particular interest to club chauvinists. The longest runway is 7300 feet! The surface is in good condition (self scrubbing for tires) and will require little improvement to accommodate racing. Only one or two drainage areas need attention and the Port plans to make corrections well in advance of our arrival.

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Accommodations: There are several motels mostly located along Basin Street (the main drag) within 3 to 5 minutes of the track. For those who prefer the usual yupp-amenities (queen beds, pool, sauna, weight room, etc.), there is a 100-room Shilo Inn about 20 minutes away. There are also several resorts in close-by Soap Lake. More on this as we approach the race date.

Dining: There are a variety of restaurants and drive-ins in town. Everything from an old fashioned "in and out" burger shop to Mexican food, Chinese food (sorry, closed Mondays), and the ubiquitous McDonald's. Holden's on Basin Street offers pizza, salad bar and other plain American fare at prices from the past. Your "high-roller" race chairman treated Mr. G. and myself to spaghetti with garlic bread dinner--the entree is \$1.49 per person on Monday nights--but get there by 6 p.m. before everyone in town queues up.

Racing Alternatives: Ephratans are no strangers to racing, at least the turn left variety. The State Central Speedway operates just one or two backfires away from the airport as you enter town. These folks race most weekends and have tune and tests Sundays and Thursdays--some running til 10 p.m.! Season super stock, sportsmen, street and hobby stock championships are scheduled for September 28 with time trials at 6:30 p.m. and racing at 8. On Sunday, if you haven't gotten enough motorsports, a demolition derby, rolling thunder championships and Big King of the Hill run-off are set to come off at 2 p.m.

Noise: Nobody seems to mind listening to car noise, but they are fussy about noise from loud parties. So much so, in fact, that on June 10 of this year a new anti-noise ordinance was passed to make it easier for Grant County smokies to police raucous gatherings in residential areas. The ordinance covers disturbances such as musical instruments, loud radios and TVs, amplified music or any other sound that "frequently, repetitively or continuously . . . annoys or disturbs the peace, comfort or repose of a reasonable person of normal sensitivity." However, there are 18 exemptions from the ordinance including discharging a firearm for hunting, farm-related noise (loud oinking or crowing?), residential repairs and, yes, even blasting. You figure it out.

Diversions: We didn't get a complete count on the number of taverns and churches in the community, but there appears to be about a dozen of the latter in case you fall down in one of the former. Ephrata has a museum, also on Basin Street, with an alluring larger-than-life rampant horse out front--actually there's no doubt it's a stallion. Or you can go mineral floating on nearby Soap Lake (caution: don't consume more than 8 oz. of the water daily), fishing, visit Sun Lakes State Park or head up to Grand Coulee Dam to watch them mine electrons. If you're not into mineral water, there are also several wineries in the area. There's plenty to do and the locals are friendly.

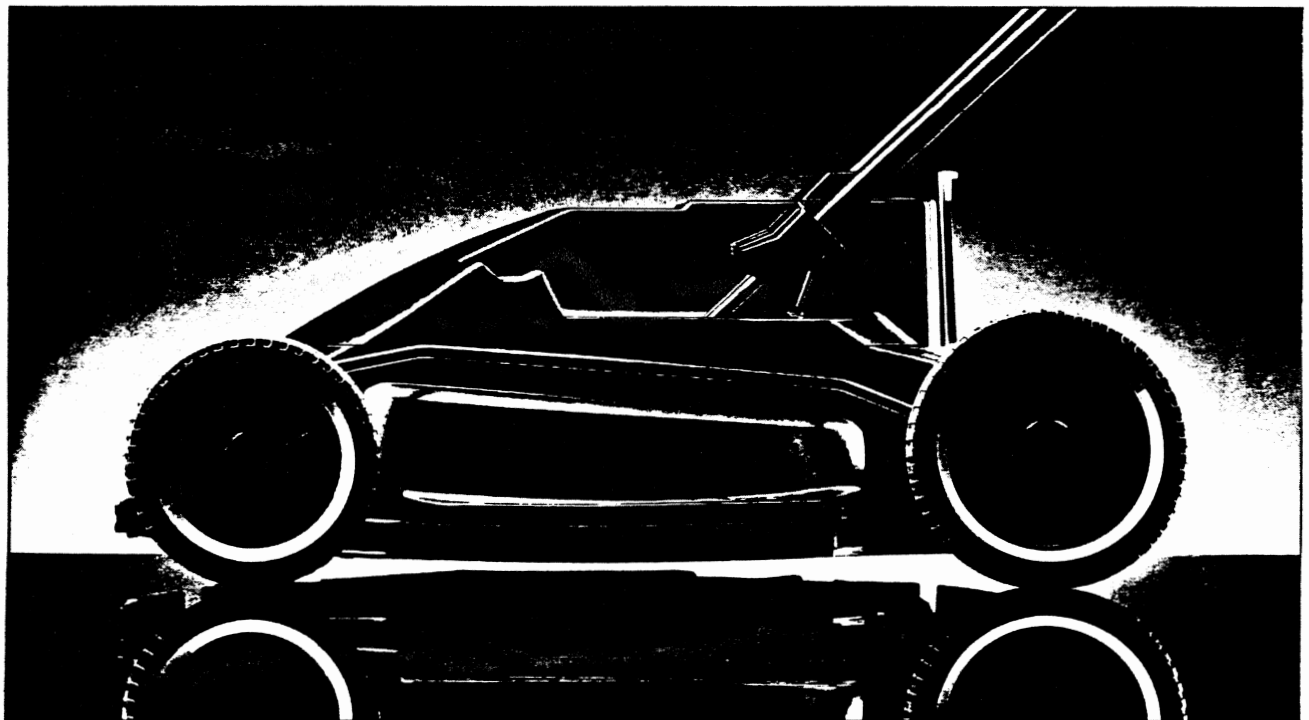
Shopping: Praise heaven, there's not a shopping mall to be found! There are, however, ample grocery stores (Safeway, etc.), pharmacies and auto parts (NAPA, etc.). As to what is open when, we are not yet certain--another scouting

trip is in order. Sidewalks do seem to settle down around 7 p.m. There's also a bakery which will require proper inspection and sampling.

Community: Locals are friendly and enthusiastic! We're looking forward to showing them some great racing, road-course style, and we believe they'll be happy to have us and share some of the contents of our pocketbooks. In summary, we think you're gonna like this picture. Let's go racing in the Sun Basin!

★ ★ ★ ★ ★

GIVE UP? HERE'S THE SOLUTION TO LAST
ISSUE'S QUIZ ...



**IT'S TIME FOR THE WORLD'S FIRST
CORDLESS ELECTRIC LAWNMOWER.**

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The article below, by Jeff Hackman of Mississippi Region SOCA, is reprinted from "Skidmarks", the region's award winning newsletter.

MARRIED, WITH RACECAR

by Jeff Hackman

Most of the men I know have a hobby/interest/obsession that takes up at least part of their free time. I would think cars in general would be more defensible than other pastimes to one's significant other, as the perpetrator spends a lot of time in the garage or driveway, as opposed to spending weekends at deercamp, the golf course, or on a lake somewhere. My car habit tends to leave me available for household crises, such as stuck jar lids or overflowing garbage pails, which should be of some small comfort to my wife.

As my car nears completion, I look back upon the months past and think of the lessons I have learned. No, not the little shortcuts and tricks picked up in adjusting this or reassembling that. I'm talking about the important part. That is, making the car a welcome member of the household, like the family dog, as opposed to finding the car and one's self on the street. Racecars make this task more difficult, as they demand the preparation time of the Space Shuttle, yet are not useful transportation for a Sunday picnic or a trip to the beach.

Some of these pointers may be obvious. Others may not apply. Then again, your spouse may be very tolerant or really gullible. But I'll pass on a few lessons learned in the interest of preserving our sport for future weekends.

As your tool supply grows, it may be tempting to point out the myriad of alternative uses your new equipment has, and how much better life around the house will be. For example, the new air compressor makes inflating pool toys a snap, and is just dandy for party balloons and bicycle tires! However, an air wrench in the wrong hands can make assembling toys a real adventure. Most swingsets can't handle a hundred foot-pounds of torque --- a Big Wheel can be ripped to shreds in seconds.

Always try to point out the benefits of your work, but realize that there are limits. Fiberglassing in the house is not recommended, and is not a proven substitute for fumigation or proper pest control. If you must do this, be careful! Keep a small animal with you (as opposed to a small child). If the dog passes out, or you see monkeys on the ceiling, it's time to take a break outside. Painting in the house, even using enamel, is out of the question. However, wet sanding in the shower is feasible, but no amount of effort, imagination or candlelight can make it sound romantic enough to get your wife in there to help.

Despite the temptations, consider the consequences before commandeering household appliances and fixtures. If you are not supposed to use the sink as a parts cleaner, don't assume the dishwasher is OK. Besides, solvents like Gumout may damage the seals. Similarly, household vacuum cleaners were not designed to handle 1) the oily razor-sharp metal shards that somehow collected in your oil pan, 2) more than a pound or so of drilled-out pop rivets or 3) a

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cubic meter of oil dry. Also, make sure you have an extra if you cut up the hose or nozzle to make brake cooling ducts.

Racing tends to generate a good bit of waste, and there are certainly some constructive ways to use it. For instance, fiberglass is used for insulation, and insulation is good, right? So when you find yourself with a crumpled fender or airdam, just put the remains in the attic! You can proudly explain how you're making the house more comfortable and energy efficient. The energy cost savings may even pay for the price of a new fender, though it may take several hundred years. How about a few decorating tips? Use those worn out pistons for ash trays, as they should take the heat. ("Dear, why don't you burn another Cosworth piston this weekend so I'll have a matched set for the living room?") Used race tires make attractive planters, and are easy to paint since they have no tread. Parts cars, spare unibodies, or frames are not as popular to keep around, however, and suggestions to put them to use in an artificial reef project should be carefully scrutinized.

As positive as all this is, be aware that some things just will not fly. When planning special occasions, like birthdays or anniversaries, there are guidelines to keep in mind. Some examples:

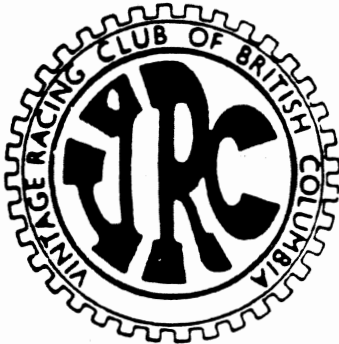
YES

1. FTD
2. Vito's Restaurant
3. Chanel #5
4. Silk
5. Diamond Earrings
6. Macadamia Nuts

NO

- STP
Vinny's Salvage Yard
Mobil 1
Nomex
Diamond Drill Bits
Lug Nuts

In other words, red roses beat a red flag any day of the week. Yes, spousal support and family involvement can be great fun. But, give 'em a choice of things to do over a holiday, and see what happens. Tearing down a tired motor will lose out to tearing off to the beach (or maybe even Three Flags over Pelahatchie) every time.



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8 steps forward (R,L,R,L,R,L,R, kick L) with flag under L arm

Come on baby, do the locomotion

8 steps backward (L,R,L,R,L,R,L, together)

I know you're gonna like it if you give it a chance now

8 side steps to R, pop flag open

Come on baby, do the locomotion

8 side steps to L, rocking flag low in front

*

My little baby sister could do it with ease

8 side steps to R, waving flag low in front

%

It's easier than learning your ABC's

8 side steps to L, still waving flag

#

So come on, come on, do the locomotion with me

pre-grid signal, start-up signal

You gotta swing your hips now.

rock flag open flat in front

Come on baby, jump up, jump back

tuck flag under, pop flag above, tuck under

Well, I think you got the knack. O-o-oh.

Kick R, kick L, kick R. Turn to R.

Now that we can do it let's make the chain now

8 steps forward, point with R hand and face front again

Come on baby, do the locomotion

front line: 8 steps back with flag open above while

back line: 8 steps forward with flag tucked

Chugga, chugga motion like a railway train now

new back line: 8 side steps to L rocking flag above while

new front line: 8 side steps to R

*

Come on baby, do the locomotion

new back line: 8 steps forward with flag tucked while

new front line: 8 steps back with flag above

Do it nice and easy, don't lose control

front line: 8 side steps to R doing alert signal while

back line: 8 side steps to L rocking flag above

\$

*

A little bit of rhythm and a lot of soul

all stationary: wave flag low and then high (then tuck flag)

So come on, come on, do the locomotion with me. The locomotion

front line: pre-grid signal;

back line: 8 steps forward; all: hold sign

Come on, come on, the locomotion.

step back doing chequered flag signal;

Come on

front: pop and jump forward;

back: pop and jump back

* rock flag down to L with steps on L

% wave flag down to R with steps on R

wave flag down to L with steps on L

\$ R hand goes up with steps on R

Housewarming Potluck

**Saturday July 20th
300 pm till it ends**

If you're Canadian, you can bring food items. If you're a U.S. citizen, you can bring beer. A Barbeque will be available. We have enough house goods to outfit an expedition, so unless it is a particularly good gag gift (or race car parts are always welcome) just bring yourselves to the party.

**Olov and Danielle
23570 Old Yale Road
604-533-8851**

From the U.S. head Northbound I-5 until Exit 256 (Highway 539), head Northbound until you reach the duty-free shop & buy beer. This border crossing is only open from 8 am till 12 am. The road becomes Highway 13 on the map below. Take a left on the Fraser Highway (this is a big intersection). Take a left on 232nd. Take a left at the stop sign (this is Old Yale). Take a right at the pointing device (Race Banner) and you're here.

For the Canadians from the Vancouver area, head East on #1 until exit 66. Go Southbound on 232nd, veer left to stay on 232nd. Go cautiously through the four way stop sign and through the stoplight (Fraser Highway). Take a left at the stop sign (this is Old Yale). Take a right at the pointing device (Race Banner) and you're here.

