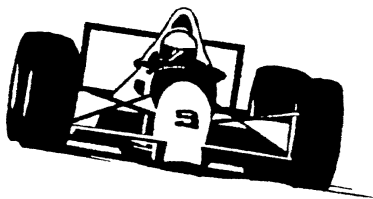




MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
M.E.T.A. c/o 10952 McAdam Road, Delta, B.C., Canada, V4C 3E8



August 1999; Volume 24 Issue 8

CLUB EXECUTIVE

PRESIDENT:

Don Liebich
936-7838
liebich@infoserve.net

VICE PRESIDENT:

Ann Peters
581-7189
ann_peters@bc.sympatico.ca

SECRETARY:

Tom Sproule
596-5617
Fax: 596-7266
fvracer@axoin.net

TREASURER:

Charmaine Meakings
467-7510

PAST PRESIDENT:

Marc Rovner
986-3497
brovner@capcollege.bc.ca

NEWSLETTER STAFF

CO-EDITORS:

Nancy Bibby & Brian Meakings
942-6041 & 467-7510
fax: 942-8711
bibbys@intergate.bc.ca

ADVERTISING:

vacant

MEMBERSHIP

Thomas Liesner
591-7729
tliesner@home.com

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 15th of each month. Submissions may be faxed or e-mailed to the Editor. Printed in Canada.



Large "Mosquito Swatters"
Mission - July 1999



"Green & Ready"

Photos courtesy of Gerry Frachette & Sue Phypers

President's Report

August 1999

Indy

Well it's almost that time of year again. Each year about this time I start having dreams about Indy cars. I find myself staring out the office windows imagining the feel of methanol stinging my eyes and the smell of brake dust in my nostrils.

I thought this would be a good time, for the benefit of new and experienced workers alike, to review some of your responsibilities as track workers. These responsibilities are shared between you and the turn marshal, however, Indy weekend being what it is, sometimes the turn marshals forget to cover certain things and need your help. You may also find yourself working with a turn marshal you have not met before.

- (1) Introduce yourself to the turn marshal and tell him/her about your experience. If there is a certain position you are uncomfortable with, please relay this information as well.
- (2) Let the turn marshal know if you have any allergies or need to take any medication on a regular basis.
- (3) If you find yourself in a position you are not comfortable in, please tell the turn marshal.
- (4) Be patient and listen carefully. The turn marshal can not cover every contingency. If you are experiencing difficulty performing your job (e.g. signs, photographers etc.) please bring it to the turn marshal's attention. If your request is not completed to your satisfaction, remember, there are forces at work around the track which maybe interfering with your request. Be prepared to adapt to your surroundings and overcome your obstacles. Generally speaking we get what we want but there are some uncontrollable factors.

President's Report cont.

SHIRTS, SHIRTS, SHIRTS AND MORE SHIRTS FOR SALE

Yes, we have META shirts for sale, If you have not got yours yet, they will be available at August's general meeting and at the Indy. We sold 12 shirts at the last conference weekend. A big thanks to Caveman's daughter Jody for her help selling META merchandise at the last race.

A META shirt was presented to Steven True, driver of 155 silver, in thanks for his continued monetary support of our club.

We have had two excellent training sessions at Mission. For those of you who may not have been at the track recently, Roger conducted training seminars covering various topics on .Sunday after the morning meeting. Everyone is invited and encouraged to participate. We will also try to incorporate a training session during the monthly general meeting as well. To achieve these goals the meetings will have to start at their scheduled times. You are forewarned.

That's all for now, see you at the track.

Don

Course Marshall Report

Last Conference race went well. We had 189 entries which is a new record. We are expecting approximately 140 entries for the next race. Be prepared for the mosquitoes, they are still quite bad out in Mission.

Indy Information- There are several personnel changes happening behind the scenes at Indy. Terry Ward is adding North Pass Control to his Track Setup and Fleet duties. Laurie Kaerne has been added as Administrator. Tina is in semi-retirement having trained Cheryl Van Doyen to take on her duties. Bruce Yeo is South Pass Control. While Tom Roy has moved on to Support Race and Parade Functions- Mike Kaerne is training under Wayne Groff as Race Control Coordinator, while I am Co-Course Marshall. Both Wayne Groff and Dave Forster have announced their desire to retire this year. The SCCBC office has moved from the Plaza of Nations to a location next to the south paddock area at First and Manitoba. Parking this year will be at lot 108 which is the same lot we used the year before last (located behind turn 7 of the old track layout). Best access would be on Pacific Blvd to Criffiths Way- There will be no shuttle service from lot 108. The morning meeting will probably be held at turn 4. This is a short walk from lot 108 with gate access.

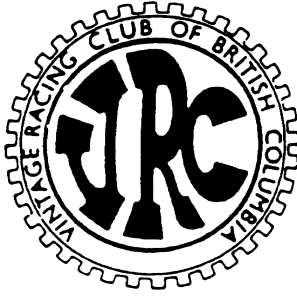
CART Registration is at the Hyatt - 855 Burrard Street

Sept. 2 9:00-5:00; Sept. 3 7:00-3:00; Sept. 4 7:00-3:00; Sept. 5 7:00-3:00

SCCBC Registration (also at the Hyatt)

Sept. 1 12:00-2:00, 4:00-8:00; Sept. 2 11:00-2:00, 4:00-8:00; Sept. 3 7:00AM- 10:00AM;

Sept. 4 7:00 AM-11:30 AM



... to restore, race, and exchange information concerning vintage sports and racing automobiles

Meetings held on the second Tuesday of every month at the Officer's Mess at Jericho Barracks

Information contact Evan Williams (604) 531-4806

INDY REGISTRATION !!!

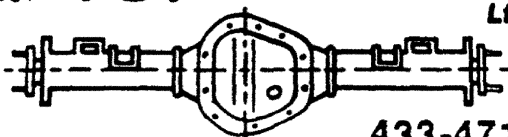
If you're planning on Turnworking Vancouver Indy.
You need to contact Ann Peters at 581-7189
or e-mail ann_peters@bc.sympatico.ca
She will be waiting to hear from you.

REMINDER

Wednesday is Thursday.
Next M.E.T.A meeting is Thursday August 26th

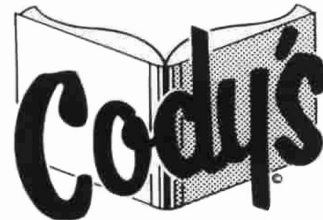
iwe.

**Rear Ends Only
Ltd.**



7140 RUSSELL AVENUE
BURNABY, B.C.
V5J 4R9

433-4717
Open 9 a.m. - 6 p.m. Mon.-Fri.
IAN WOOD, Grad. I.M.I.



CODY BOOKS LTD.

WESTWOOD MALL, PORT COQUITLAM NEW WESTMINSTER QUAY
464-5515 525-9850

54.6 Seconds

Well hi everyone, the English correspondent now resident in Vancouver. Well it seems ages since I came to these shores in May and I'm still here! My first race was at Mission at turn 6 which was fun in all that rain. What I remember most about that weekend, apart from the rain, was seeing the next Montoya in the enduro! To see our past president pull away from the 7 or 8 cars and control the race was just amazing, especially the no hands on the steering wheel demonstration.

The next race was again at Mission, for the vintage races. I was surprised to see how many good looking cars there were, especially as they were British built. I was at turn 1, which was my first ever time and couldn't believe how late they were braking, especially that wonderful GT40. We had quite a mix of turnworkers from different parts of the world, Irish, German, Canadian and American. So it made for some interesting banter, especially as we learned the German salute which some of the drivers participated in our fun as well.

Our next race was to be the Rose Cup races in Portland. Myself, Thomas, and Roger traveled down together which was fun. Myself and Thomas worked on the new turn 11, which I will always remember for the lack of viewing for the blue flagger, we also had some excellent racing that weekend and non stop action. The 3 of us decided to stay through the week until the Indy the following weekend. Thomas and Roger had seen some dune buggies to hire, so we headed to the coast and rented 3 for the hour. To keep the story short Rogers fell apart, maybe crashing into Thomas could have been the cause? But the replacement again broke down so it could have been the driver. We decided the next day to go to the Malibu Grand Prix, we had 12 laps to decide who was the best. Let's just say the score was England 12 lap wins, Germany and Switzerland finished? After all the fun in the week, we had the 4 days of the Indy to work. The most interesting cars for me were the Nascar trucks. Mainly because there was no flagging to do and the state of the cars at the end of the race. I

wonder if we could put the META truck into the race next year?

Well better finish up now. Sad to see the last Brian's Blabber in the last Mayday, was probably the only interesting thing to read when I'm back home on what's happening in the club. Well already taking notes for part 2 as I have extended my trip until after the Vancouver Indy, not sure if that means next year's Indy though? I would also like to say that this report was also done without forming a committee, so something might be learnt there? As the in joke within the club is to form un-necessary, non-active committee's and not actually decide to purchase or do the work necessary for the finished article to be completed. Thus delaying the important work that could have been completed within weeks by simply saying go and do that work with the permission of the Executive.

Well until next time, Mathew Bower.

DERBY DAY **by Vic Kennedy**

They wanted us on site at 6 am. Practice from 7-9 was delayed as track setup took a little longer than anticipated Once everything was set we started sending cars down and realized that 3 at a time was too dangerous and the run list was amended for 2 cars at a time. Basically we had a blast. The enthusiasm of the kids and families was great. Some of the spectators need a lesson in track side behavior but this is the first time back in some years. Some of the early runs had some spins that could be due to a wet track and inexperience but all drivers were ok. It was interesting to see yellow flags on the hill.

This is a fun event that you should plan on doing next year. Congratulations to the organizers and to SCCBC and META for handling an unknown quantity with a professional attitude, especially Terry who made more trips up and down the hill than some of the cars. Speaking of the cars, the quality and imagination of the construction was amazing.

META TRAINING VIDEO

Initial Story Outline OPENING

Images Quick flashes of race car action shot from behind turnworkers with back of turnworker in foreground and race cars in background, exciting race car sounds. Shots to include sedans and Fords at Mission, Indy cars and Trans Am at Indy.

Workers in different action poses such as with binoculars, waving flags, communicating on radios, checking drivers in cars, holding fire bottles at ready, splitting grid, concentrating on scoring board, jumping out of emergency vehicle.

Opening Statement Scripted, read by host off camera - name of Org., home base, mission statement, diversity of membership, areas of race track responsibility, charity activities, geographic scope of tracks worked, invitation to come explore and join in.

SPECIALTIES

Introduction Macro context of one big team, spokes on a wheel all connected to run smoothly. Come back to 'One Big Team' at end of specialties.

Turnworking Turn marshal- in charge of team at turn, responsibilities, process to become one.

- Flagging- role in communicating with drivers, buddy system, brief explanation of yellow, blue and debris flags.
- Communicators- key link around track and behind scenes, bi-directional nature (turn to control/control to turn), tie into chief communicator, relation to clerk of course.
- Quick Response - observer function, respond only when safe, signals, driver check, fire bottle.
(for each task attempt to tie in reference to training mechanisms like shadowing)

Emergency E-Crew -distribute fire bottles/brooms etc., put out fires, tow disabled vehicles, extract trapped drivers, patrol pit lane.

- Medical - doctor and ambulance highly skilled and specialized. META does not interfere.

Pre-Grid organize order of cars before they proceed onto race track, check visors, seat belts on, gloves on etc. tell drivers when to go, split grid for starts.

Timing & Scoring track each car each lap. Shoot in trailer at Mission and at Indy.

Tech ensure cars comply with safety codes, check personal safety gear, weigh cars at end of race, inspect cars involved in altercations.

Training on going process, opportunity to try different activities, learn by shadowing experienced people, no special skills required for most jobs, opportunity to work all over world once experienced.

Social End of day barbecue opportunity to tell war stories, variety club involvement, rally, shared travel to tracks.

Meetings time, place and invitation, no need to join, only \$15, informal.

Images to feature friendly people having fun, people engrossed in work, camaraderie with drivers and other workers, minor race car accidents or spins, teamwork, race car action,

Images to Avoid serious accidents/injury, clowning around, alcohol, cigarettes.

It would be nice to show an incident from spectators' perspective of car stopping getting a tow then racing continuing then contrasting that showing quick snippets of each of the activities that go into the handling of each incident. Audio could be of each person's internal decision/thought process at each step (like a thought balloon in print). - car spinning, communicator on radio, turn marshal evaluating, flag being displayed, turn marshal dispatching response person, response person at vehicle (break into normal audio for question to driver and communicator calls), hand signal back to turn marshal, turn marshal directing communicator to request emergency vehicle, race control telling chief communicator to dispatch emergency vehicle and pace car, sweep up incident, remove vehicle, take down flags and go back to racing (watch Marc get the jump on the restart).

Summation by host of number of decisions and communications in how short a period of time - leading into closeout statement about team work, fun and come play with us.

RAINDROPS KEEP FALLING ON MY HEAD

Seattle July 1-4: The Historics

Last year it was wine & cheese. This year it was just whine: "it's wet", "it's cold", "where's my life jacket?", "Did anyone bring a canoe?" I think you get the idea, but don't get me wrong. It was a terrific weekend. Friday started out as a nice day except for 5 minutes of rain during 1 qualifying session. It didn't get ugly until the end of day social. Then the heavens opened. The tents had already been pitched and were getting wet Tarps were then set up but it still wasn't good enough for the Travelling turnworkers. True to their moniker, they picked up their tent and traveled to one of the large tents set up to park cars. They were quite happy with this, as they did stay dry. The Boxered Beebees, minus the Bibette slept in the van and were fairly content. The Divine Miss M (now Mrs K) was a little worried and kept asking the men to check her drip. We won't go there. Bernie the Ham didn't have any problems, but with a tent the size of his, we suspect he parked his car inside the tent and then slept in the car. Inspector Gadget was also there Friday night, but surprisingly he left most of his gadgets back at Arlington. This wasn't a concern though, as he had his superpofyhydrated, fully matronitrated, semi desolated, sleeping apparatus (AKA a good tent).

Saturday morning was still wet but not raining. The organizers decided to delay the start and try to dry the track with every vehicle they could find, other than race cars. This proved ineffective as they said you couldn't go faster than 35 MPH. Once this exercise was over, the 5 minute warning was given and it promptly started to drizzle. I guess it was worth a try. Qualifying for all 8 groups was uneventful, but then with only 6-12 cars in each group going out, it was no wonder. Over the lunch break it was like somebody turned on a switch. The track dried and everybody came to race in the afternoon. The smallest grid for the weekend was 19, the largest was 40 (Large Bore Histories). let me tell you, there is nothing like the sound of 40 big bore cars going flat out down the back straight in Seattle. Awesome! The only thing that came close was my favourite car of the weekend. A Black 1971 McLaren M8FP Can Am car. Words cannot do justice to the look & sound of this car. It makes your pulse quicken, your skin tingle, the hair stand up on the back of your neck..... I'm going to have to stop now, I'm starting to drool again.

O.K., now where was I? Saturday afternoon and all day Sunday was dry. This made for very good, very fast racing. I can't ever recall seeing so many cars, driving so aggressively, and so competitively, and with every group doing the same. However, it came with a price; I also can't recall ever hearing so many alerts being called throughout a weekend. It started on Thursday at the Executive Driving School with a brand new Mercedes being rolled in Turn 5. Friday, after the 5 minutes of rain, the same driver that munched the Mercedes mangled a McLaren on the front straight. During the same session, my second favourite car became a jumbled up Jag (Red 1956 XK140) again on the front straight, very disappointing. Saturday saw a lunched Lotus in Turn 5, and a fouled up Formula Ford in front of the turn 7 station. Both these drivers were transported to hospital. The Lotus driver was OK, but as of this writing I had not heard how the Ford driver was. Our thoughts go out to him. Sunday there was a jostled Ginetta between Turns 1 & 2, a pyroed Porsche at 4, a misaligned March at 2B, and a flying Formula Ford in turn 8. An awful lot of carnage for such beautiful and expensive machines.

Saturday night was interesting to say the least. The banquet put on by SOVREN was top notch as usual. Chicken, crab and salmon, beer and bottled wine, live band, lots of people, lots of food, lots of fun. Unfortunately, lots of rain. Halfway through dinner it started to come down, it got heavier and heavier and heavier. It was reported that there was 2" of rain in 3 hours, amazing. The "Village" (aka Camp META) had grown considerably that day, but was not fairing too well with the rain. Our illustrious Presidents' Mansion would have been OK, if it had been on stilts, as there was a stream running directly underneath it. With much discussion, and all options being considered, the decision to move the entire Village underneath the dinner tent was almost complete, when a savior appeared from the mist. A HOUSE!!, yes a house was being offered; warm, dry, clean, dry, close by, dry. How could this be passed up? It wasn't!! Chris Bowl had come to our rescue, not many people would offer such a nice place as his to 17 of the Village people. Inspector Gadget was the only one to stay behind (his choice), but with plans for an Ark in his back pocket, he wasn't worried.

Many, Many, Many thanks to Chris, and once again the Historics were a most memorable event, for more than just the racing.

John Van der Wheeze
reporting for META News.

A Day in The Life... The Emergency (E) Crew

7:15a.m.- Saturday, July 17, 1999- Mission, BC

As I arrive at the SCCBC trailer, Mike Zoziak pulls in right behind me with a crew of helpers. I barely have enough time to apply mosquito repellent as we begin loading the equipment truck with fire bottles, sweep buckets, and brooms for the turns. We create a short procession line, handing out, counting off and checking the material as we quickly load the truck. Without much time for discussion, we're off to deliver our payload.

I quickly learn the first safety code of riding in the back of the truck. Two quick taps on the fender indicates to the driver that we're holding on and ready to move. When your partner taps, it's the *wrong* time to reach for your coffee cup for a "swig". As we reach each turn, we check the equipment a second time as we load it off the truck. Out of habit, I turn each ABC fire bottle upside down and then right side up to place it on the turn (A fire fighter once told me you get a quick indication of the correct pressure reading by doing this). By 7:55a.m., we've completed our deliveries. Time to go pick up the E-truck.

Back in the pits, we play a fast game of "who has the keys" before heading off to load the big ABC bottle into the Emergency truck. By 8:55, we're in turn 3 in time for Mike to start his morning meeting. This is where I start learning about the methods behind the madness (and vice-versa).

The truck is loaded rather strategically. On driver's right is the fire and extraction equipment. At almost any accident scene, the experienced E-truck driver can and will pull up so that the right side of the truck is protected. This means that, not only do the responders know there's a consistent side to exit from the back, but they have access to their primary emergency equipment. The left side of the truck contains the large scale medical equipment. The theory is that, in the event of a serious medical situation, the race will be shut down enough that being exposed on driver's left will no longer be an issue (a good theory, and one I hope we never test). As Mike explained the theories, we tested "the jaws of life" and inspected each piece of equipment to ensure their condition.

Mike then explained how the truck crew works as a team. The driver is always designated as such, and never leaves his seat during a response. In the back, you have the "primary fire" and "primary medical" positions. Primary medical would also be responsible for extracting a trapped driver, while "fire" deals with other safety concerns on the race vehicle. In the cab, the fourth position is the "utility" (that would be me today). My responsibility was to assist, and to bring whatever equipment is demanded of me by the two primary's during an incident.

Before racing begins, turn 1 calls in for a replacement fire bottle. It seems one of the 10 pound bottles is only 1/3 charged (even after being checked twice????!!). We quickly rush a replacement over and return to our station.

In the second race group, we get a call to flat tow a formula ford at end of session. Finally a chance to test the new tow bar system on the truck. Utilizing a design suggested by Darren, a loop has been mounted on a bar beside each of the two rear seats. In a textbook example, the crew raps the new tow rope on both the car and the truck. We pull the car to safety, comfortable with the knowledge that not

only could the driver release the rope in an emergency, but so could the E-Crew! Back at the station, we give a few cheers to Darren for his design and to Brian for getting it done in time for the weekend.

By the third group, things started getting pretty exciting. It's a pretty big group of cars; I think we counted 26 in total. A few laps in, we got a call for a "flat tow NOW" near turn 2. A Proformance car stopped just across from the station against the wall. The team is belted in at the back, and we're waiting for a clear moment to pull onto the front straight. Our new truck is fast, but we know it's no match for a group of cars coming at you at full race speed. The starter sees us looking for a clear spot, and starts a waiving white as we come flying out behind the pack. We swing around the corner and pull in front of the stalled car. Dallas waits for us to back up close, then jumps off the back and does a fast wrap on the roll cage with the tow rope. He tells the driver that we're gonna pull him across track and behind turn two. The driver nods in agreement as we look for another break in traffic. Looking left towards the front straight I can see that any break is gonna be a tight one. The crew gives the "two bang" signal and we take off slow. We feel the extra weight of the race car pull at the truck as we begin moving and swinging to the left.

Suddenly the truck lurches forward with extra momentum. My mind races as I quickly scan both mirrors for a reason. The driver let go of rope! I can see the stalled car still off to driver's right, along with the race pack coming at us from turn 1. If we try to back up there'd be no room for error. In that micro-second for a decision, Craig guns the engine so we can go around for a repeat pass. I think we managed the fastest ½ lap recorded by the truck, cutting through turn 3 and back around to the car. This time, Dallas gives the rope several wraps before handing it to the driver. We watch for another break, then pull out and tuck safely off track behind turn two.

After the end of the session, we have a quick debriefing about what happened and how to avoid losing another car under tow. We decide that the heavier cars like the sedans need several extra rap-arounds with the tow rope to carry the heavier weight (little did we know we'd get another opportunity to prove ourselves correct that day).

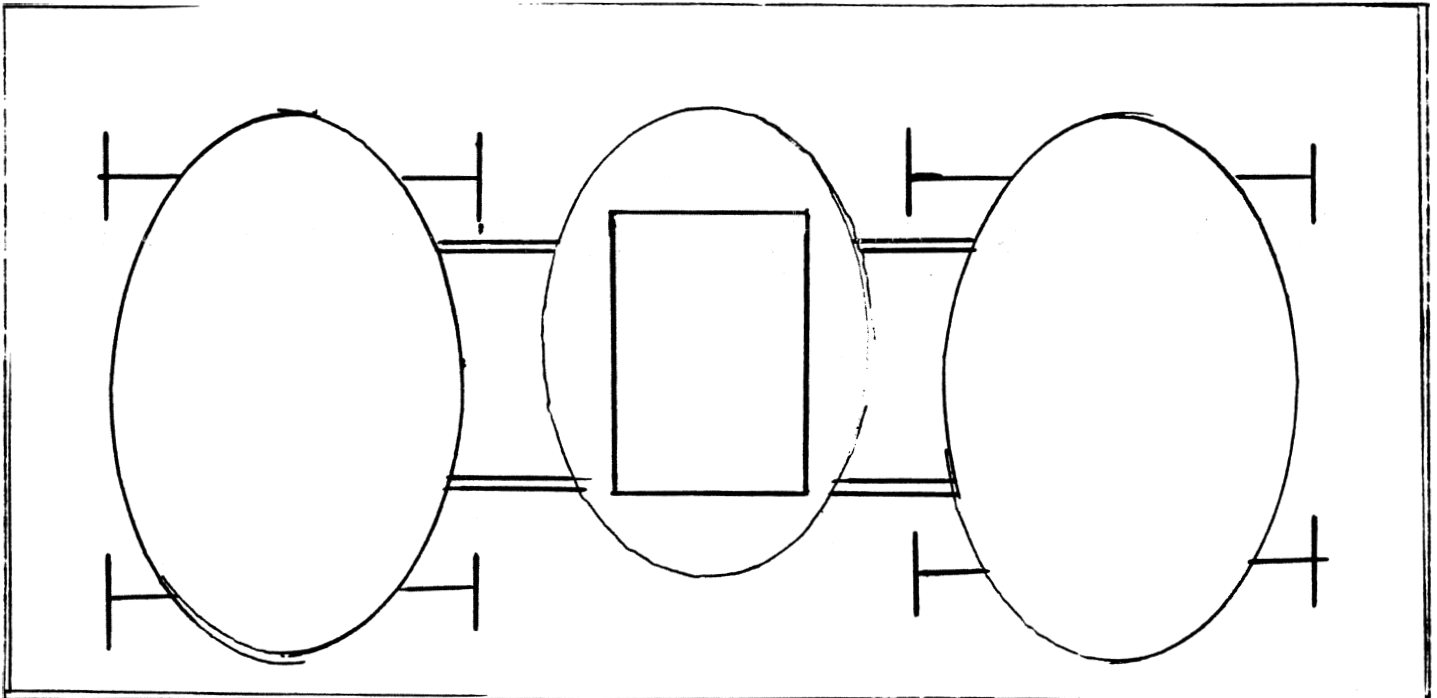
Before the lunch break, we got called out for three more flat tows, one of them another flat tow NOW call. Besides our pattern with the truck team, I began to notice other things that really affected our job. During the flat tow NOW, we were pulling a car from driver's right to the driver's left runoff between turns 5 & 6. Just as we were to begin the maneuver, the communicator from 5 called over the line to tell us we had enough of a break to make it (thanks Jo). As we swung into the pit and paddock, the orange cones that direct the cars to pre-grid were blocking our driveway. It was the same with the four earlier cars, and again we pull the driver off the black top and through the gravel patch to avoid them. Knowing that all things happen with a purpose, I decided that to learn this my next "day in the life" will have to be with pre-grid. Maybe we'll call it "the mystery of the cones" (Not the Sandy & Noel story).

The other thing I noticed was the drive through the paddock. Being a typical "beautiful and sunny Mission weekend" (as it always is), race cars and support vehicles were packed in wall to wall. Some of the better equipped pit areas had large panel style trailers parked right against the driveway. On every visit, we found ourselves having to stop suddenly and without warning to avoid people and cars darting out from behind the blind spots. Being your typical rush hour driver, I bit my tongue a few times rather than suggesting to the driver that we use the horn (instead, I made a note; suggest we purchase and attach a low volume siren for the E-truck, &/or a cattle prod). But as I digress, it's probably a good time to say: Continued next edition....

It is Thursday night after the meeting for the Mission soap box derby. At the meeting they had some old cars on display. Of course the old joke came out about one on each foot. Hmm. Later on during an inspection of the start area and rules discussion the maximum weight of 250 pounds with driver. Hmm. The idea was to run three cars down at the same time. Hmm. There was also talk of a Masters division. Hmm. I have not seen the new Star Wars movie but the previews showed all these pod racers. Hmm. Put all this information together with a sleepless night and you have the Hughmungus Wide load Special. Based on the design of a P-38 fighter this vehicle would run in the masters exhibition class. The drawing will give you an idea of the shape of this beast and some of the rules that will have to be bent.

- 1 Maximum weight 500 Lbs. (me as driver)
- 2 This would use 2 lanes at the same time.
- 3 Steering could be interesting
- 4 Can you imagine the brakes on this thing and the catch fencing required?

Vic Kennedy



MINUTES OF THE JULY 1999 MEETING OF META.

MEETING CALLED TO ORDER AT 7:40P.M. 22 MEMBERS AND 1 GUEST CRAIG YORSTON. MINUTES OF THE JUNE MEETING WERE READ! ERROR UNDER OLD BUSINESS, ANNUAL BANQUET SHOULD RE 25TH ANNIVERSARY BBQ. ADOPTED AS CORRECTED BY THOMAS SECONDED BY BRIAN.

TREASURERS REPORT: GEN A/C \$900.82 GAMING A/C \$27,946.48 EQUIP A/C \$3367.60.

CORRESPONDENCE: LETTER FROM SCCBC RE: 2ND TRAILER TURN DOWN, 2ND BUILDING WILL INCREASE CUSTOM CAR CLUB TAXES.

SOCIAL: MANNY THANKED IRENE FOR PRIZES AND BRIAN THANKED VMSC AND META FOR DONATION OF SHIRTS FOR WORKER DRAW.

MAYDAY: VIC THANKED FOR ARTICLES AND BRIAN ASKED THAT ARTICLES BE SIGNED BY CONTRIBUTORS, IN FUTURE NO SIGNATURE NO PUBLICATION. MANNY VOLUNTEERED TO CONTRIBUTE AN ARTICLE ABOUT HIS EXPERIENCES AT MISSION.

MEMBERSHIP: 88 PAID 9 HONORARY TOTAL 97. CRAIG YOUNSTON REINSTATED.'

HISTORIAN: PHOTOS AND MAYDAYS AT FRONT. RESTORATION TO BEGIN IN FALL.

TRAINING: ROGER HANDED OUT INCIDENT REPORTS: AND EQXPLAID THE CORRECT WAY TO FILL OUT AND SUBMIT REPORTS

RACE CHAIRMAN: PERRIN REPORTED THAT WEEKEND WAS LARGEST ENTRY SINCE MISSION STARTED ROAD RACING. GROUP 3 INCIDENT HANDLED WELL BY WORKERS. MIKE SUGGESTED THAT TOW TRUCK BE AT TURN 3 FOR NEXT RACE. RUSS COMMENTED THAT THE BUDDY SYSTEM WORKS EG: GROUP 3 INCIDENT.

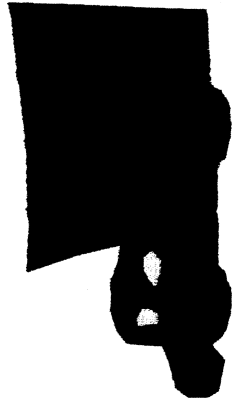
COURSE MARSHAL: SEE FULL REPORT PUBLISHED ON PAGE ____.

OLD BUSINESS: FLAGS ARE IN FOR EMBROIDERY, IMPROVEMENTS TO TRUCK ARE PROCEEDING AND BRIAN WAS THANKED BY MIKE, STILL LEFT ARE LIGHTS, HORN, AND SIREN, IT WAS SUGGESTED THAT ROPES SHOULD BE USED FOR SOME FLAT TOWS, WILL BE LOOKED INTO. AS TRAILER IS A NO GO, EXECUTIVE TO LOOK INTO OTHER POSSIBILITIES, NEED INPUT FROM MEMBERS. CRAIG VOLUNTEERED IDS DAUGHTERS TO LOOK AFTER MERCHANDISE SALES AT RACE WEEKEND. AND BRIAN TO COMPLETE INVENTORY. BRIAN PRESENTED A MOTION FROM STEVE TO PURCHASE A SCANNER AND PRINTER THAT WAS DEFERRED TO THE EXEC., ROGER MOVED THAT THE AMOUNT OF \$600.00 BE SPENT FOR INDY GIVEAWAYS 2ND BY GEORGE, AFTER DISCUSSION, MOTION DEFERRED UNTIL FINANCIAL COMMITMENT FROM SCCBC GIVEN RE: INDY. CHARMAINE ASKED FOR MEMBERS SUGGESTIONS FOR 1999 BANQUET.

PRESIDENTS REPORT: DEFERRED TO VICE PRESIDENT: SOAP BOX DERBY SUCCESSFUL, ALL ENJOYED WEEKEND, SOME PROBLEMS BUT WORKED OUT BY META AND SCCBC. SHOULD INCLUDE IN OUR RACE SCHEDULE, OUR INVOLVEMENT GOOD PUBLICITY FOR META IN THE MISSION AREA.

GOOD AND WELFARE: RUSS MITCHELL INJURED IN MVA GIVEN GET WELL CARD BY DON.

SWAP AND SHOP: DRAW: MARK-BEER, DON A.-RAIN-X, MIKE-HAT, GENVIEVE-50/50.



September



1999

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			1	2	3 CART Race Vancouver	4 CART Race Vancouver
5 CART Race Vancouver	6	7	8 SCCBC Meeting 7:30 Coq. Best Western	9	10	11 ICSCC Portland CART Laguna Seca
12 ICSCC Portland CART Laguna Seca	13	14	15 META Executive meeting	16	17	18 SOVREN Race Seattle
19 SOVREN Race Seattle	20	21	22 META meeting 7:30 New West.	23	24	25 ICSCC Race Mission
26 ICSCC Race Mission	27	28	29	30		