



# MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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## NEWSLETTER

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vacant

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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.

Aug 5&6	ICSCC Race #9 – SIR	IRDC	Seattle, Wa
Aug 9	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Aug 11	Driver Training – PIR	CSCC	Portland, Or
Aug 12&13	ICSCC Race #10 – PIR	CSCC	Portland, Or
Aug 13	Mid-Ohio Sports Car Course	CART	Lexington, Ohio
Aug 18	Driver Training – PIR	TC	Portland, Or
Aug 18 - 20	National Go-Kart Championship		Quesnel, BC
Aug 20	Road America	CART	Elkhart Lake, Wis
Aug 24	META Meeting – Century House	7:30	New West, BC
Aug 26&27	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		
Sep 1 to 3	Molson Indy Vancouver	CART	Vancouver, BC
Sep 2 to 4	ICSCC Race #11 – Thunderhill	TC	Thunderhill, Cal
Sep 8 to 10	American LeMans – PIR		Portland, Or
Sep 9&10	Karting – Tradex (Abtsfd. Airport)	WKA	Abbotsford, BC
	Contact – Bev @ 253-4248		
Sep 10	Laguna Seca Raceway	CART	Monterey, Cal
Sep 13	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Sep 16&17	Fall Finale – SIR	SOVREN	Seattle, Wa
Sep 16&17	ICSCC Race #12 – MRP	SCCBC	Mission, BC
Sep 17	Gateway International Raceway	CART	Madison, Ill
Sep 23&24	CACC/Enduro #2 – MRP	SCCBC	Mission, BC
	Co-Sanctioned with SCCA/NWR		
Sep 23&24	ICSCC Race #13 – PIR	CSCC	Portland, Or
Sep 24	GP of the United States –	Formula 1	Indianapolis, Ind
	Indianapolis Motor Speedway		
Sep 27	META Meeting – Century House	7:30	New West, BC
Sep 30 -	Double Regional – Bremerton	SCCA/NWR	Bremerton, Wa
Oct 1	Co-Sanctioned with CACC		

## Connected to Cyberspace

Your faithful editor has gotten a little more into the computer world with the addition of an e-mail address.

If you have anything you would like to submit for the Mayday, feel free to send it in by e-mail.

(It makes my life a whole lot easier when it is sent like that)  
[maydayeditor@hotmail.com](mailto:maydayeditor@hotmail.com) Thanks.

## Important Reminder

The August general meeting will be on the 4th Thursday this month instead of the 4th Wednesday. **August 24.**  
Things get back to normal starting in September.

## PRESIDENT'S REPORT

Those of you who were at the last META meeting will maybe remember that I made the President's report an appeal to all of us to think before we act or speak, to ensure that we are conveying the image or the message that we intended, especially in front of a crowd, and that we treat each other, and the drivers, with respect. We can all take pride in the fact that our club enjoys a reputation second to none, for doing a professional job, always being ready to help out, for taking the job that we do seriously and for having a lot of fun at the end of the day. For those of you who were not at the meeting, or those of you who apparently slept through that part, I meant every word that I said. I have said it before and will say it again – I am proud to be President of this club, but there are times when I feel like I am wasting my breath and wonder why I am bothering. Well, I am bothering because I care, I care about the club, its members, its reputation and I hope that it will continue to grow by attracting the kind of people we need – the ones with a love for the sport we all profess to care so much about. But we all lose if we offend even one person or present ourselves badly. Please, just give that a thought before your next angry outburst or when planning the next joke, - or the joke may well be on us in the long run.

Ann

### Molson Indy Vancouver Sept 1,2,3

#### **Tentative Information:**

Registration will be at the Hyatt Regency on Burrard. (Same as last year)

Times will be:

Wednesday Aug 30 – 12pm to 2pm and 4pm to 8pm

Thursday Aug 31 – 11am to 2pm and 4pm to 8pm

Friday Sept 1 – 7am to 10am

Saturday Sept 2 – 7am to 8:30am

You must be pre-registered for this event. Contact Ann Peters to confirm your registration information is correct and up to date. It will not be assumed that you are coming, even if Ann has your information from previous years. Deadline for pre-registration will be the middle of August.

Ann Peters: 581-7189 or email: [ann\\_peters@telus.net](mailto:ann_peters@telus.net)

#### **Tentative Schedule:**

Thursday: Fence Cutting meet at 9am at the Plaza Of Nations – Bring gloves  
(Contact Thomas Leisner for more info: 501-1503 or [tlesner@home.com](mailto:tlesner@home.com))

Friday: Cars on Course 8am (SCCBC Practice) / End of Day 5:50pm

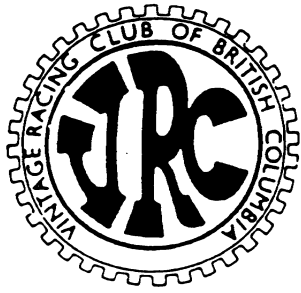
Saturday: Cars on Course 8:15am (Barber/Dodge) / End of Day 6:00pm

Sunday: Cars on Course 8:25am (Indy Lights) / CART race starts 1pm

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From Christine Henderson, Volunteer Operations, Molson Indy Vancouver:

The cooldown sites have not been confirmed, neither has the location of volunteer parking. I can tell you that we will be hosting a service for volunteers only at the food tent 30 minutes after the track goes cold. The service will be more of a remembrance and celebration of Greg Moore and will be conducted by Father Phil of CART.



... 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

## CLUB MERCHANDISE

**Pens on Neck string \$2.00**  
**META Crests (Black Border) \$3.00**  
**META Crests (25<sup>th</sup> Anniversary) \$3.00**  
**Westwood META Decals \$.50**  
**META YoYo \$Free (Only 10 Left)**  
Contact Don Souter (604) 572-6279

**META Shirts with design by Krystyna Mitchell**  
**100% Cotton--Long sleeve--All sizes--\$25.00**  
Contact Ann Peters (604) 581-7189

**Copies of META Promotional video are now available**  
**Video runs 15 minutes and is free**  
**All club members are encouraged to get a copy**  
Contact Marc Rovner (604) 986-3497 or Ann Peters (604) 581-7189  
**(Non-members contact Marc or Ann for details)**

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IAN WOOD, Grad. I.M.I.

## **Classified For Sale**

(Ads are free to META members and will run for 3 months unless editor is notified)

### For Sale

#### **Gas Stove**

Works well, 4 burner plus built in griddle, standard size oven with separate broiler. \$75  
Andrew 942-4974

### For Sale

#### **2 Single Beds, Used.**

Great for kids beds  
\$25 each  
Andrew 942-4974

### For Sale

2 hollow core closet doors, 30" x 77", 1 wooden bi-fold door, 36" x 78"  
Offers. (cheap)  
Andrew 942-4974

Dear Editor:

I just put down the latest edition of the Mayday and just had to fire up the Pentium and let her rip. First a few comments, Nancy Bibby- sorry to see you leave you did a terrific job as a Mayday editor/contributor. Next, to the slightly built lady with the long blonde hair (Erin Ebelmesser) keep up the good work and WHO the heck is the young gentlemen with the dark hair and beard!!! (Andrew I'm all over this one) merit badges to you both, it's not often marshals get the recognition they so justly deserve.

Now to the good stuff, three race weekends in a row for me, Portland CART race followed by the Historic race in Seattle and then the SCCBC race in Mission, three different tracks, three different sanctioning bodies but for the most part all the same workers. All three with your alert's/flat tow's/quick responses/waving yellow's/mechanical's or meat balls/surface or debris/furled black's and so on and so on, My God! my head is still spinning, all this with a common goal in mind but so many different ways of doing things, geezus people can we get our collective stuff together? E-Crew, roll now at this track, send out the pace car at this track, don't you dare go out there on this track, what's up with that? I feel like taking that radio and.....Comments? (there you go young man in the dark hair and beard, that might get some interesting feedback and you did say "As the editor I'll print almost anything").

Now to the racing, Portland CART, one word-HOT!!! Track temp in the pit's 140 degrees, I had two pit's of my own to cover as well as to my left Dwayne Yackew (second year pit worker) and next to him, my son John at his first CART race. To my right my good friend George (Orange Heart) Chambers working his first race in the pits (good job by the way bud! You can watch my back any time). Pretty uneventful CART and Lites races but answered a lot of questions and went through a lot of protocol and "what ifs".

Then there was the NASCAR! Bubba Butt Crack and the boys in Dwayne's pit had a few problems with their pit stop, seems they didn't remember to burp the air from the fuel can. The car came in for gas and tires, the tires went on but the gas wouldn't go in and every time Bubba pulled out the gas can, (I counted four times) about a gallon or so would run down the side of the car and onto the ground. The crew chief had enough and told the driver to GO GO GO!!! The car came down off the jack spinning the tires in the gas and kicked it up on the exhaust pipes and WHOOSH!!! a kick'in little 8 foot fire ball emerged from the back of the car. The car left the pits with the rear quarter panel ablaze not to be seen again until mechanical problems brought him back with a nice scorch mark around the fuel fill port and over the sponsor's logo (outback barbecue steak sauce!!!).

Meanwhile back in the pit's Bubba and the boys couldn't get their darn red fire bottle to work and one of them decided to try one of them new fangled chrome ones that the CART guys had, (you know, the one's with the water in them) he pulled the pin and let the fire have it! instantly doubling the size of the fire. Well they decided that that was just about enough and they all dove out of the pit box, just in time for Dwayne and John to get in there. Dwayne put the fire out as I came running from my pit area with my bottle (you know, the red one) but left a couple of gallons of steaming gas in the pit stall, just as I turned my head to yell for some water to cool this whole mess down here comes a half full bucket and my son at the other end with a smirk on his face and his eyes big as saucers and here I thought he never listened to a word I said.

That night at the worker party (steak and all the fix'ins) I had to buy my son a beer (he's 17 but he deserved it) and we partied with Don L (Loved that flask of Buka Bud!) Steve B (those shades are too cool Bib) and the rest of the E-Crew and turn workers, we all had a great time, Cave Bond included, although he ate too many jelly belly's and was a little under the weather the rest of the weekend.

Seattle, race weekend number two, cloudy, cold, hot, rain and all that stuff. The three wheeled Morgan two cylinder, he was a fly'in around the 2.25 mile track. The Bugatti/Alfa's/ Porche's/ Vette's/ Stang's/ Lotus's (is that too many "s's") a must see and work for anyone who hasn't done this race. The worker appreciation is incredible, pancake breakfast, croissant lunches and worker BBQ's with a band and silent auction for The Children's Hospital. The goody bag was loaded with T-shirt, coffee, syrup, car cleaner, program, poster and a dash plaque.

Then there was the racing, eight racing groups in the morning (practice) followed by eight after lunch (qualifying). On Saturday out of a total sixteen race group's the truck I was on went out fifteen times! Flat tow's, track clean up, oil of course and a few cars into tire barriers etc. One car a Orange Mustang hit the tire barrier in turn 2 and landed backwards on top about six feet in the air, we brought out the flat bed wrecker (they call it a roll back in the States) and just winched it on the truck and it was gone in five minutes.

Sunday had its fair share of work, an Alfa rolled over in turn one and bent the car up something bad but the driver walked away. Vic Edelbrock rolled his Lidster in the turn four area and had to be taken out by ambulance but was out with sore ribs about thirty minutes later not much the worse for wear except that his car will need a lot of work on that hand hammered aluminum body. There were a lot of cars into the tire walls as Anne will tell you they all seemed to like her turn (turn six) for some reason.

Sunday night after the BBQ and wobbly pop's we retired to the camp site and lo and behold later on it started to rain, we put out the awning on the Battle Star (mom and dad's motor home) attached a tarp supplied by Steve and Nancy B and tied it to Don and Lise's mini van and proceeded with the wine and cheese party and watched the kids in the pouring rain play tackle Frisbee, way too much fun! ( PS-Thanks for the Coheeba Mark)

Monday morning the rain was still coming down and at about nine or so when it let up they decided to dry the track out with vehicle's, LOT'S of vehicles!! there must have been forty driving around the track and wouldn't you know it one of them was leaking OIL! They stopped them all in turn nine to have a look to see who it was and the pack stacked up for a block to wait their turn to see if it was them. The track dried and the racing went on but the rain resumed during the last race and the leader came out of turn nine did a 360 and hit the wall on the straight, (sigh-here we go again) the driver was fine and the race continued at one of the slowest paces I have ever seen, for a while I thought the Morgan was going to catch up to them all and win! The drive home was rainy, heavy in spots and when we got to the border crossing at just before ten there was ONE crossing lane open!!!! Long weekend, ten at night and one border crossing lane open!? come on people, who's running this Country?

Mission Raceway Park, race weekend number three, (whew) get to the track early to set up the turns and the truck's. Weather? Hell I can't remember! Alert's? You tell me? Flat tow's, oil spill's? More than likely, worker dinner, um hamburgers I think. Sleep well on Sunday night? Oh Yeah!! But most of all, had a lot of FUN!! Thank you everyone.

Mike Zosiak

## Steward's Report

So, did everyone enjoy his or her summer vacation? I hope you found time to spend with family and or loved ones, as we are now back on the road for the second half of the Conference season. I know everyone I talked to in the first couple of weeks after the last Portland race were enjoying the break, but then as usual, started to go into withdrawal from the lack of races in the last week.

Mission showed up with a good turnout, no doubt many a driver getting back into the swing of things. The new track layout was not done yet, although you could get a good look at the layout as the groundwork was done. SCCBC is saying for their next event, you'll be reading this after the fact, so we'll just have to wait and see.

The AMB transponder system was in use, with hardly a hiccup, more info was available to those drivers request such. There was a situation of drivers not paying attention to flags, in the worst way, passing, and also still racing, under a WAVING BLACK. There was actually major contact between a couple of cars on the front straight, because no one was paying attention. What's up with this?

How much are drivers paying attention to what's going on around them on the track, when they don't even see a Waving Black, or Yellow flag.

The GT4 and GT5 class cars were moved into Group 4, as their regular run group was too large, I know that's a pain, but it is allowed for in the rules. Hopefully, if the new track is completed in time, this will allow for a greater car count in Groups for Mission.

The other item drivers should remember when running at Mission, is that there is a Saturday Drivers Meeting, when conversing with several drivers on Saturday afternoon about issues, I asked if they hadn't heard that at the Drivers Meeting, what Driver's Meeting was the response.

While I had mentioned in my last report that with five weeks down, drivers would have time to attend to body repair, this was not 100% taken care of. Please refresh yourself of Conference Rule #1108 A., and don't take the attitude that with an annual tech sticker you'll only be caught at Tech when it's your rotation, the Tech Inspector and Race Steward are able to do random inspections on the spot.

Conference is a class act, the intent of this rule is to keep it looking so. There is some leeway here, especially when we have several races back to back, or should I say, back to back to back, as our next three events are. Gee, then that gives you a couple of weeks of R&R before the haul to Thunderhill.

I see the emails haven't been burning up my computer, or the Driver Forum, so I'm assuming all is well in race land? If it isn't, then please take note that Conference rule change proposals are just around the corner.

See You At The Races!

Chris Bowl  
ICSCC Race Steward

## BIFURCATED BARRIERS, AIRBORNE ARMCO AND PERMAMBULATORY PARTS

Turn 1, Portland International Raceway: An IMSA GTO Pantera hits a 7-ton steel-reinforced concrete barrier square on. The driver is visibly shaken and bruised. The car is 3 feet on the short side of stock. The barrier? It's now two smaller barriers, 90 degrees to the original position.

An unknown turn, Blackhawk Farms Raceway: An SCCA production car slams the double Armco barrier in a "routine spin". The car suffers cosmetic damage. The driver contracts an inflamed temper over the damage to his baby. The Armco? A 15 foot section of steel is dislodged from its moorings and flies through the air about 15 feet.

Turn 5, Indianapolis Raceway Park: An E-production MGB hooks a wheel and slams into the 3 foot thick concrete retaining wall. This time the protective barrier is unharmed. The driver is momentarily unconscious. The car loses several pieces of glass and sharp metal, most of which continues at racing speed directly over the wall.

Many of us witnessed the first incident; the rest of you have heard it ad nauseum. The second incident was related by a colleague from the mid-west. The third is from the depths of my own memory (circa 1981). All three incidents serve to remind us just how protective the protective barriers really are.

In Portland, the concrete monolith stood guard over no less than eight workers, including five non-SCCA members who were required to remain behind barriers. All turn personnel reacted as if there were no barrier, abandoning the station at acute angles with extreme prejudice. No one was in the way of the concrete as it moved through the turn station. No one was hit by the flying rubble as the center of the slab disintegrated. In Indianapolis, the reaction was the same. No one was hit by the flying pieces of the finest British workmanship.

At the track outside of Chicago one of our ranks was not so lucky. When the track goes hot we must always remember:

- 1) A barrier, and anything placed on top of it, is a potential projectile
- 2) Race cars have been known to climb barriers of all sizes and types
- 3) A particularly strong barrier may cause parts of a car to become projectiles.

Don't be lured into a false sense of security. Don't rely on a protective barrier as protection.

Dennis Paul

Editor's Note: This article was originally printed in the September 1986 issue of the Mayday, I found it in a 1996 edition of the Mayday. With the Indy coming up, and the new 6A station at Mission, I felt, as did the 1996 editor, that the message contained within was worth repeating.

## Racing Online

### **Motorsport and Emergency Turnworkers Association**

[www.meta.bc.ca](http://www.meta.bc.ca)

#### *ICSCC*

[www.icsc.com](http://www.icsc.com)

#### *Sports Car Club of British Columbia*

[www.sccbc.net](http://www.sccbc.net)

#### *Victoria Motor Sports Club*

[www.mr2.com/VMSC/VMSC.html](http://www.mr2.com/VMSC/VMSC.html)

#### *Cascade Sports Car Club* (Portland)

[www.cascadescc.com](http://www.cascadescc.com)

#### *International Race Drivers Club*

(Seattle)

[www.irdc-racing.com](http://www.irdc-racing.com)

#### *Team Continental* (Portland)

[www.teamcontinental.com](http://www.teamcontinental.com)

#### *Confederation of Autosport Car Clubs*

[www.caccautosport.org](http://www.caccautosport.org)

#### *Northwest Region SCCA*

[www.nwr-scca.org](http://www.nwr-scca.org)

#### *Oregon Region SCCA*

[www.oregon-region.com](http://www.oregon-region.com)

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#### **Molson Indy** (Vancouver)

[www.molson.com/motorsport](http://www.molson.com/motorsport)

#### **Race Event Volunteers Of Vancouver**

[www.revv.org](http://www.revv.org)

#### **Hi-Tech Bulletin**

[vfv.com/hi\\_tech](http://vfv.com/hi_tech)

[www.speedvision.com](http://www.speedvision.com)

[www.speedwrx.com](http://www.speedwrx.com)

[www.speed-secrets.com](http://www.speed-secrets.com)

[www.chasinracin.com](http://www.chasinracin.com)

[www.whowon.com](http://www.whowon.com)

[www.drivingunlimited.com](http://www.drivingunlimited.com)

[www.rossbentley.com](http://www.rossbentley.com)

[www.marybeth-harrison.com](http://www.marybeth-harrison.com)

[www.theracenet.com](http://www.theracenet.com)



## BRIAN'S BLABBER

### "A MILESTONE REACHED"

On the race weekend of July 29/30, members of M.E.T.A., S.C.C.B.C., and I.C.S.C.C. joined together to help celebrate the 70th wedding anniversary of Bob and Hilda Randall. Roger Salomon made a fabulous cake which was presented to them on Sunday night. Apparently this was, in fact, the Randall's first wedding cake. In 1930 Hilda was still under age to marry without parental consent (the age limit was 21, Hilda was 20). Hilda was able to get her father to sign the consent form without his knowledge. Bob then flew them to Moosejaw, Saskatchewan, where they eloped, but they still had to find someone who would perform the ceremony. Not only did they find Minister, but they were to be married in the local cathedral. The only problem now was that when asked who was to be the two witness', Bob and Hilda had none. Not to let this little problem get in their way, especially after all the other hurdles, they took the first two people to walk down the street. Now, 70 years later Bob and Hilda have had their wedding cake, and many witness' to share in this joyous occasion. Congratulations Bob and Hilda, and thank you for showing us that true love can conquer all obstacles!

Brian Meakings



## WORKER PROFILE----JOE PROUD

This year META is dedicating the clubhouse to the founding members. One of those members is Joe.

Born in Vancouver, most of his education took place in Merritt, which he considers as his home town.

Family – wife Sue, daughter Melissa, and Fred the cat.

Occupation - (former) Eaton's Brentwood service station,  
Service writer for Auto Marine Electric,  
Cashier for Petro-Canada.

Interests outside of racing-  
Reading, gardening, and photography.

Regular duties at the track-  
Scribe / timekeeper / asst. race control, after a full career as turn marshal,  
communicator, flagger, and quick response.

How did you find out about race marshalling/ META?  
In the spring of '68, a girlfriend who was a part time track worker, asked him out to Westwood, and has been out ever since. His first race was at turn 4 with Rodney Cockroft.  
Just a note: at that time you worked the same turn all year long.

What do you find most gratifying?  
The general ambiance of the track. The sights and sounds and the people.

Any pet peeve?  
Radio systems that don't work and a lousy switching system.

Favorite Track  
Westwood, then SIR and Laguna Seca.

Favorite Turn  
Turn 4 at Westwood  
Would like to work the Corkscrew at Laguna Seca.

Favorite First Year Event  
Formula B, the cars that became Formula Atlantics.

Favorite Food- English style halibut and chips  
Movie 2001 A Space Odyssey  
Book Auto racing, Biographies of drivers, Sam Posie's books  
Car 58 MGA  
Lottery car—Ferrari F-40 or Viper  
Relaxation Reading or TV in the evening, coin collecting.

### Advice to new marshals

Learn the basics, flags and safety, then branch out into other duties, comm, quick response, and TM.

### Most Embarrassing Racing Moment

Before a race at Westwood, he found the comm system did not work. Having enough time before the start of the day, Joe drove around to the tower, only he spun out on a small river crossing the track at the exit of the esses.

### Biggest Thrill

First time as a Turn Marshal in turn 4 for an Atlantic race.

### What would you like to have the opportunity to do?

He is happy doing what he is doing now.  
If circumstances were different would like to try racing.

### Fastest Car

Moretti's Porsche 934 twin turbo. Clocked at 245 MPH at Portlands turn 1, pre chicane.

### Funniest Moment

In the early 70's, Rodney Cockroft was pacing a group of cars through turn 3. He saw a family of ducks crossing the track and stopped, scattering the field behind him. After the ducks were across, he continued, bringing the field up to speed.

### Most Dangerous Event

Season of '69 in the apex flag station of turn 4. A Lotus Elan went flying over them at about 15 feet off the ground. They dropped and the car passed over, rolling itself into a ball. The driver walked away.

### Most Awe-Inspiring

With Ron Snook in the Deer's Leap station. The 2<sup>nd</sup> lap of an Atlantic race one car went sideways and was t-boned by a second car. Both cars barrell rolled end over end. Both drivers were OK.

### Accomplishments

Founding member of META along with Roger, Rick, Rodney Cockroft, Sue Green, Gary Noble, and others.  
First paid META member.  
Co-founder of the Mayday.  
Has served on many committees and is club historian.

Submitted By Vic Kennedy



## ..... After The Checkered



**ThinkIceThinkIceThinkIce:** OK, OK, it's not winter yet but, after several years, the annual Ice Race BBQ is back on. Murray (Crowd Control) Horsburgh has finally finished the backyard and has resurrected the annual affair. August 12 after 3pm. Address is 5251 Steveston Hwy, Richmond. Phone: 271-6598. BYOB (booze for drinking), BYOM (meat for the bbq), BYOS&T (swimsuit & towel for the hot tub), BYOLC (lawn chair for sitting), BYOSB ( sleeping bag for staying the night after too many BYOB). If you would like to bring anything other than BYOM, contact Murray.

**Congratulations:** to Bob And Hilda Randall on their 70<sup>th</sup> wedding anniversary. A cake and card were presented at the last Mission ICSCC weekend.

**Hats Off to Singapore:** For those who attended the July Historics in Seattle you know that the Edelbrock Hats you were supposed to receive were shipped to Singapore instead of Seattle. Ann Peters now has those hats, if you still have not recieved yours then contact Ann.

**Sew Smart:** I was given a business card recently by Bryan Nuttall regarding custom embroidery work. The company name is Sew Smart, the contact is Annette Gramm. If interested in any information Phone: 941-1489, Email: sewsmart@datasmart.ca  
783 Citadel Drive, Port Coquitlam

**Money Money Money:** Last year Ruthie Iwata collected money for the Variety Club on the Sunday of the Indy weekend. This year she will be collecting all 3 days. Bring your spare change to help with a great cause.

**More From The Historics:** I took this from the SOVREN workers Newsletter, by Fran Blackman

Following are the figures from the pre-registration and attendance: 165 Officials Pre-registered, 132 of the pre-registered attended, 33 pre-registered but failed to cancel or attend, 12 people did not pre-register but volunteered one or more days, 144 Officials volunteered one or more days, 1 Complainer (Oh well, nothing is perfect)

Another figure that we should all take pride in is that, at the end of the weekend we collected about 80 drink tickets for donation to Children's of approximately \$240. Thank you all that contributed to this effort. It really is something when workers give up their after event liquid refreshments.

**Chuckle, Chuckle:** Amusing quote heard at the Mission ICSCC weekend July 29/30: "As I was spinning I saw the 'whites' running and thought OH @#%& I'm gonna hit the wall. Those guys don't run for no reason" Spoken by driver of Car 12, Group 4, regarding a Turn 1 incident.

### Change Of Address Form

Name: \_\_\_\_\_

New Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Send To Memebership c/o Tom Sproule, 410 - 8115 111<sup>th</sup> St, Surrey, BC, V3W 1J2