



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association

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SPEED READING

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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 8	Driver Training – PIR	TC	Portland, Or
Aug 9&10	NWR-SCCA & Vintage	SOVREN	Bremerton, Wa
Aug 9&10	Mid-Ohio Sports Car Course	CART	Lexington, Ohio
Aug 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 16&17	CACC Race # 2 – MRP	SCCBC	Mission, BC
Aug 16&17	ICSCC Race # 7 – PR	IRDC	Seattle, Wa
Aug 16&17	Regional with Vintage – PIR	SCCA	Portland, Or
Aug 23&24	Winston West – PR	SCCA	Seattle, Wa
Aug 23&24	Circuit Gilles Villeneuve	CART	Montreal, PQ
Aug 23&24	Club Race 7 – CARTBC	WKA	Chilliwack, BC
Aug 28	META Meeting – Century House	7:30	New West, BC
Aug 29-31	ICSCC Race # 8 & 9 – Thunderhill	TC	Willows, Ca
Aug 29&30	Race 6 – CARTBC	CKC	Chilliwack, BC
Aug 30&31	Streets of Denver	CART	Denver, Col
Sep 6&7	CACC Race # 3 – MRP	SCCBC	Mission, BC
Sep 6&7	ASN Regional Race – CARTBC	BCKCA	Chilliwack
Sep 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 12-14	All Pro Weekend – PR	SCCA	Seattle, Wa
Sep 13	Ice Race BBQ	WCIRABC	TBA
Sep 13&14	CART Stars of Tomorrow – National – CARTBC		Chilliwack, BC
Sep 19	Driver Training – PIR	CSCC	Portland, Or
Sep 20&21	ICSCC Race # 10 – PIR	CSCC	Portland, Or
Sep 20&21	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 24	META Meeting – Century House	7:30	New West, BC
Sep 27&28	Bayfront Park	CART	Miami, Fl
Sep 27&28	United States Grand Prix	Formula 1	Indianapolis, Ind
Sep 27&28	ICSCC Race # 11 – MRP	SCCBC	Mission, BC
Sep 27&28	Maryhill Hillclimb	SOVREN	Goldendale, Wa
Sep 27&28	Club Race 8 – CARTBC	WKA	Chilliwack, BC

Photos on the net

Along with many other photos, the worker pictures from this years Vancouver Indy are now on the net.

Go to www.dotphoto.com

Enter 'gerryf' under user name, and 'rainbow' under password.

Pick which photo gallery you want to view from the menu.

Worker photos are under 'META, Molson Indy Vancouver 2003' about half way down the page. From there, follow directions for ordering, or contact Gerry or Sue for further info, at gerryf@telus.net, or phone 604-734-4721

Just a reminder that the next META meeting will be on

Thursday, August 28.

September will see the meetings go back to Wednesday as usual.

TURBO TALK

Well, that was a quick meeting - maybe we should try to talk the Zoziak's into letting us use their sundeck more often.

We're getting all geared up for Indy and since we have the event down pat now, there wasn't much to cover, except the part where we found out we might be losing our Treasurer. Angus has had something come up called a transfer to Calgary and we are all waiting to see the outcome, as he is going to be extremely hard to replace and will be missed if he goes across the Rocks.

Anyway, I want all of you to have a GREAT Indy and we will see you at the next meeting which as we know is on Thursday in August.

Turbo

Stewards Report

Race #6 at Portland had just been wrapped up and we are at the halfway point of the 12 race season. The schedule becomes quite a bit more hectic in the upcoming weeks. We will have 7 races (one enduro) on six weekends in a nine week span. The season finishes off with 3 races in 3 consecutive weekends and for the diehards, an enduro on the 4th weekend. For those of you that are planning on attending all or most of the events, I hope you are well rested and prepared. I guess that goes for all the officials as well.

The annual trek to Thunderhill is fast approaching at the end of this month (Aug). It is a great track to race at even if it was a touch hot last year (103 on Sunday, if I remember correctly). I have a lot of racers ask me if this is the last year that we will be going to Thunderhill. The answer lies with you, the racers. Thunderhill is an extremely expensive venue to rent and when all the organizing costs are added up, it takes entries to pay the bills. TC does a great job but I don't know how long they can support the race from the club budget. I hope we see a lot of new faces to go along with "regulars" down there.

It is high time that all the new and latest rule proposals are being drafted and submitted to your club. I recommend campaigning for your rule(s) at the track and on the Conference Forum. Club votes should be coming up within the next 6-8 weeks.

Racing room. What is it and who gets it??? Those are questions that come up every race event. Everyone is "equally" responsible for completing a safe pass. Both the passed and the passing car share "equal" responsibility. Turning down to the apex with another cars nose up mid way along side your car is not leaving racing room. That doesn't mean that a late lunge up the inside that results in contact or an avoidance is acceptable either. Every incident has its own variables that the Stewards need to take into account while forming a decision of racing contact or assigning fault. At the same time, there is often a similar theme to many of the incidents: "I needed to get back on the line." "I didn't see them in my mirrors and didn't think they could be along side." If you loose track of someone in your mirrors, assume that they might be passing and leave room. Conference is not the place to drive like Pro Spec Miata. Look over Section 15 of the rule book and give it some thought.

That's all for now. I am going to try and get some R&R before our stretch run. See you at Seattle and Thunderhill. Happy towing.

Rick Delamare
ICSCC Steward

Boa Bytes.....



Well then, Molson Indy done and gone for another year.....I think this Boa Bytes needs to be filled with many thanks to all.....especially all our friends who came and played with us this year and those folks who traveled to come and play...honestly, just can't do it without you - wouldn't want to!
GREAT JOB DONE BY ALL!!!!!!!!!!!!!!!!!!!!!!

Thank you to Ann for organizing our paper work for registration, also for filling our turn packets with information. (Also to Ann's dad for all his support!)

Thank you to Dave Nex and Lynn for organizing the volunteers to look after LOT 108 for us while we were busy.....Dave please thank them from all of us.

Thank you for putting a huge smile on my face (a few tears too) on Sunday morning.....needed that.....

Back to business.....racing August 16th and 17thMission.....please let me know if you are able to attend. chambersw@shaw.ca or 604-944-7759.

Irene

POLITICS – NOUN – Social relations involving authority or power.....

Funny that, don't see **racing** mentioned in the dictionary under the explanation for politics!

IRDC and Conference Needs You!!!!!!!!!!

As most of you know there is a major conflict of races coming up on August 16/17.CACC at Mission(MRP), ICSCC at Seattle(PR), and SCCA at Portland(PIR). It's easy to blame the race clubs but in reality they don't always have a lot of say in the dates they are given. Drag racing pays the bills at most tracks and road racing gets the leftover dates.

You've already been asked to "support your home track". As an ROD rep to Conference I am naturally going to try and convince you to go to Seattle!!!!!!!!!! Consider where your skills and support would be most needed. IRDC(Seattle) has a serious problem with a lack of personnel to staff the track. Something they have been trying, without much success, to alleviate.

If you're sitting on the fence as to what to do then maybe this will help sway your decision. IRDC would like to pay for at least 10 motel rooms at the Travelodge in Auburn (10 minutes from the track), as well as something, to be determined, for a gas allowance. As always, lunch will be provided both days, and a BBQ dinner Saturday night. There will also be the worker raffle which always has a large number of prizes, and if that's not enough, there is still the year end draw for the \$350USD BBQ. For every day you volunteer at an IRDC event you get a ticket in the raffle to be drawn at the October race.

It can be a really inexpensive weekend with all the incentives added in, at one of the most interesting and exciting tracks in the Northwest (in my humble opinion!). If you feel you need to "support your home track" that's O.K., I'm goin' to Seattle!!!!!!☺

Andrew

CLUB MERCHANDISE

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

META Shirts with design by Krystyna Mitchell
100% Cotton--Long sleeve--All sizes--~~\$25.00~~
On Sale for \$20.00 or 2 for \$30.00
Contact Ann Peters (604) 581-7189

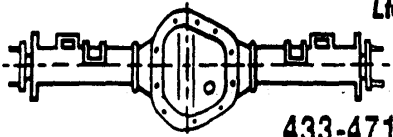
New META Shirts available!!!!

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

New White "Dickie" Painter pants available

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

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

Non-commercial ads are free to members (3 months max.) Contact the editor for more info

Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

Membership

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

Name: _____

Address: _____

City: _____

Province/State _____

Postal Code _____

Phone No.-- Home: _____

Work: _____

E-mail Address: _____

Newsletter via E-Mail

Yes

No

Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31
Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at
maydayeditor@hotmail.com

Hello Race Fans,

I know that Carol just sent out a note to many of you but I figure it doesn't hurt to do a little whining, pleading, some soft sell and hard sell to get you to come out and join us.

Let me start by letting you know "You look marvelous!". The only way you could possibly look better is to be seen with your many friends. I would also like to remind you that it is YOU that make things work in this volunteer army. (I can sense you are softening to the idea of attending some more races.)

Here is a little information on our upcoming events:

August 8 –10: next weekend in Bremerton.

- Friday will be a combined High Performance Clinic and Test and Tune day
- Saturday and Sunday will be regional races.

Note: Saturday night dinner is an African theme with an assortment of dishes to try. Think of what you can bring or wear to support the festivities.

Okay! Now for the one that everyone has been asking about.

August 23-24: NASCAR at Pacific Raceways

This is actually a two-day event. The groups will be of course NASCAR Raybestos Brakes Northwest Tour, Northwest Legends Touring Series (1930s coupes and sedans), SOVREN Legal Vintage "Big Bore" cars, and NWR Porsche group, ITS, and ITE combined (60 car limit!!!).

- Friday is a track run test and tune for non-NASCAR vehicles. If you wish to attend and help contact Don Kitch at the track.
- Saturday and Sunday will be a blast. (Reread the list above)

SCCA will be the supporting organization for all race groups. This will be a big event and we will surely need a big turnout for workers. Many of you have expressed interest in attending this event have already notified me that you will be there. I ask that everyone that is receiving this information via e-mail to please acknowledge by return email. A "Yes two days" or "Sunday Only" as the subject in the email will help me do a quick head count for assignments. If you have questions add "See Note". We will see if this is a helpful step in identifying attendees.

I know just when you thought I was finished. This is not our last big race of the season. We still have the SCCA Enterprises race.

September 13-14: Pro Racing SCCA at Pacific Raceways

This is a full up SCCA event with Pro races including Mazdaspeed Miata Cup/Pacific, Sports Racing Pro Series/Pacific, and Formula SCCA Pro Racing/Pacific. NWR may have two grids – NWR Group 1 and 3.

- Disclaimer: Groups may change by race time but it looks like another good show. The course manning will be the same as for the Double National Races. Please come out and join us before you pack it away for the season.

- Friday will be a test/tune day
- Saturday and Sunday the schedule says we will have 15 min. for practices, 20 min. for qualifying, and 45 min. races.

As usual with the Northwest Region Races in addition to racing we include lunches and a Saturday night dinner and after race activities on Sunday.

I have one last point to cover before I let you go. The events listed here all require you to be a member of the Sports Car Club of America. Temporary memberships are available for I believe \$20. Remember your Racer Points can be redeemed toward this amount. The more SCCA days you attend the more Racer Points you get. It's that simple. You can of course just pay the full temporary fee or even the annual fee if you choose. That way you will be covered for most of next year also. If you need a temporary please let me know and I will make sure we have enough on hand. Registration will get you set up at which ever event you attend.

Well that about sums it up. I am looking forward to seeing all of you make it to both the **NASCAR** and the **SCCA Pro** events. I would also like to see as many of you as possible make it to the Bremerton event.

Many thanks to the hardworking people that make it happen. Road Racing is alive and well in the Northwest Region SCCA. Come and be a part of it.

Michael David Evans

Flag Chief for the Northwest Region SCCA

Phone 253-630-3480

E-mail mdel2@earthlink.net

10 Years in a Flash

A Review of the River's Edge

Written by Pamela Stec

Have you noticed that as we nudge, ever so slowly, towards those gentler years that time seems to race by with reckless abandon? While we are trying to slow down and enjoy life, life itself seems determined to pick up the pace and speed past us while we are checking, with disbelief, the wrinkles in the mirror.

At a meeting earlier this year Terry Ward reported on the number of rental days that were already booked for the track. It was only January and there were 22 days reserved! That push-started me on a trip down memory lane; to the days when we first started racing at Mission. With a start I realized that this is our 10th year of hosting race events at the River's Edge!

TEN YEARS ... how did that happen? So much time and effort is spent on what needs to be done that we sometimes lose focus of what's already been accomplished. We forget how far we've come. Ten years seems to me a good time to reflect on where we have come and how we got here. To bathe a moment in our successes; to reflect and take pride, in our Mission Accomplished.

There has been a huge turn-over in the Sports Car Club of B.C.'s membership over the past ten years. And while, thankfully, some of the past members have returned recently, the club has a large number of members on our 2002-2003 membership list who were not with us at Westwood, and were not with us when Mission was first opened. 257 of them! For those of you who were there, this is a rambling collection of memories (mine and others) of the times that were a lot tougher than they are now. When only the dream of having a home again kept us going back to Mission, weekend after long cold weekend, to dig in the mud, erect the fences, and tie together endless bundles of tires. For those who were not there, perhaps this will give you some appreciation of how our club has worked hard to keep road racing alive in B.C., of how little we started with, and of how so few accomplished so much by refusing to give up. In the early spring of 1991 a small band of long time loyalists gathered at Westwood to salvage the last tattered remains of a dream. The dream of the 1950's when founding and early members of the Sports Car Club raised funds through the sale of debentures to carve a 1.8 mile road racing circuit in the forested mountains of Coquitlam. After more than 30 years the dream dissolved with the Provincial government who sold the leased property to developers. Today, where deer and bear roamed the curves of Westwood, yet another golf course lies. Salvaged from the Mountain were sections of guard rail, and the bolts & washers needed to rebuild them, flag poles, lamps, speakers, tables, chairs, scoring and safety equipment, air conditioners and a large quantity of odds and ends. Temporary homes were found for these tangibles, but our hearts were left behind.

While moral was low, it was not extinguished. When the doors of opportunity were closed on New Track Development Committee again and again, a window opened at Mission. The B.C. Custom Car Association, who themselves had fought a long and difficult battle after their facility was closed, had succeeded in building a drag strip along side the Fraser River in Mission. They agreed to let us stage a driver's school in 1992. The flame was fanned. In 1993 we held 2 drivers' trainings and a practice day at Mission. The number of participants was growing, and the membership benefited from their enthusiasm. It was time to consider the possibility of developing the site enough to host amateur road racing. There was no keyhole turn at what we now call 8 - 9. Just a straight stretch from the current turn 7 to a 90 degree left hander onto the drag strip, and an unforgiving concrete wall if you screwed up the exit. The "paddock" was the area off driver's right exiting turn 7 where the drag scales are. It was also the mini sprint paddock area. They had a little dirt oval track in front of the building that still sits in that area today. That was their control tower and concession.

There were no CASCADE curves then in what is now known as the 4-5-6 combination. And there was precious little money in the bank. The hard reality was if we did not take the chance, and spend what little we had, there was little hope for the club. At the end of the last year at Westwood membership was well over 300. At the end of 1992 it was less than 90. The hosting of those drivers' schools not only put some much needed capital in the bank, it was also a huge boost to club moral. The small group of believers was growing.

The work parties, even in the freezing days of January & February, pushed on. Assets that had been put into storage upon the demise of Westwood were loaded onto trailers and brought out to Mission. Pieces of the old guard rail from the Mountain High track today line the hot pit at River's Edge. It was a very proud moment when the old flag poles were raised once again to fly the Canadian, BC and US flags at our track. Bob Randall had for many years lovingly raised those flags at Westwood, and it was a special time for us when Bob could see them flying again.

The Cascade Sports Car Club, who organizes the ICSCC races at Portland, was and is a strong supporter of our club. Their members donated, up front, \$5000.00 US to the development of Mission. Their faith in us strengthened our resolve. The funds were used to pave the Cascade Corners. The money raised at the schools covered the cost of our final turn onto the front straight and paved the hot pit. The old registration trailer from Westwood was dusted off and installed as the tech building. Bob McGregor helped us complete a deal with the folks who were storing our club house trailer. They kept the old trailer, which they had set up as surplus office space, and supplied us with the club house building we have today. Local cedar broker, **Anglo American Cedar**, for a song, gave us the old flat bed trailer that is the foundation of our race control & timing building. **Lumberland** and Anglo donated much of the building materials. Club members and other supporters provided the plan, the tools, and all the labour. The old timing and scoring equipment was dusted off by the Forsters and lugged into the "tower".

Our first ASN sanctioned race was held in April of 1994. The starters' tower was Robert Currie's pick up truck, backed up to the cement wall. Fire bottles, brooms, shovels, flags and other equipment that for three years had only seen the light of day for the Vancouver Indy races and some driver training schools, were brushed off, re-charged and loaded up by Mike Zosiak's Emergency crew. META marshals returned in force to their "home" track. Entries were low, but enthusiasm was high. A second ASN event was held in May and still the scramble was on to ready the track for the Grand Opening weekend in July, Mission's first International Conference of Sports Car Clubs event. Would our friends from south of the border make the trek up to our little track? Compared to Seattle and Portland with their running water, electricity, concessions and long, curbed tracks, Mission wasn't much. But it was hard won and we were proud of what we had accomplished. Preparations for the big event, which included a ribbon cutting ceremony with guests from Molson Indy Vancouver and BC Custom Car Assoc, and a parade lead by Greg Moore, Ross Bentley, Frank Allers, and the club executive, and included the many who had worked so hard. Speeches were made in the blistering heat of a cloudless mid July day. When the gates were opened I wanted to be there to personally thank every driver and crew that arrived. As President of the club, I felt personally responsible for the gamble we were taking. I was soon overwhelmed. We all were. The lined up drivers at registration were full of good cheer and congratulations. As the day progressed the cars literally tore up the new pavement in the back curves and turn 9. Hasty repairs were made overnight with quick-setting concrete. After all was said and done, the entries totaled 150. A record that remained unbroken for several years. And here we are, 10 years and thousands of dollars later, expecting to break the entry record of 212 set last year at the 2002 Anniversary Weekend. The track is longer, the paddock is paved and everywhere you look are signs of growth. To all of those who have earned a blister, a bump, or broken jaw, enjoy this weekend... you know it is all about you. For those who have yet to taste the sweet flavour of success, jump in for the next 10 years. There is always room on our wagon.

Team Continental's ----- Thunderhill Grand Prix IV ----- "Drive to Survive"

Featuring the "Rising Sun Championship"

An ICSCC Sanctioned Event Friday, August 29th through Sunday, August 31st

Greetings Fellow Racers

Those of you who have already been to a TC event, know how much we appreciate, and take care of the needs of our volunteer workers. The information you will provide ensures we have everything in place to make your trip to Thunderhill fun and comfortable.

If you've already been to Thunderhill, you know that it is truly the most exciting track that ICSCC races at. This year there are improvements to the infrastructure, such as a new Race Center four story building, that makes the facility more user friendly.

Those of you who have been there before know how badly your skills, knowledge and expertise are needed. Please come down and be a part of the best event of the season.

Sincerely,

Steve Leonard

Team Continental Race Chairman

There's the Fluff, So here's the Stuff.

Food: Lunch on Friday, Saturday, and Sunday. Dinner Friday (rumor has it that Mr. Leonard will be serving his infamous take-out Pizza). Of course, Saturday's dinner will, undoubtedly have no rival. However it will be hard to beat last year's epicurious delights.

Water: Most likely bottled water to the turns with coolers for ice. (Police the empties please.) Bulk water and more ice will be available in the paddock area around the concession. Last year had the temperatures in triple digits, so hydration will be key for our well being, and I will be harping on it all weekend.

Housing: TC has 15 rooms reserved in two blocks. Pick your roomies (4 to a room) and list them on the Confirmation Form so that you don't end up with a sleepwalker... or worse. Since the rooms are limited we have to prioritize somehow, so the workers that will be working all three days, don't have the economic wherewithal, and must travel the furthest to attend, will be considered first. Also, there are two camp ground/RV parks with showers in close vicinity to the track. There will be no camping at the track. However, the showers may be used. A list of local motels is provided in this packet for those that can make their own arrangements.

Transportation: Always an issue. Please indicate on the Confirmation Form, your desired mode of travel, and we can help with contacting others that may be driving down at the same time, from the same locations. If you are considering flying to Sacramento, we will need to co-ordinate transportation to Willows. The sooner we get your confirmation, the sooner we can work out the logistics. Use the contacts available in this packet. We ain't perfect, but we will try to accommodate.

Ken

Contacts for more info:

Ken Killam - Chief Flag Marshal

Work: (503) 659-6230

Email: cscsafety@yahoo.com

or

Holly Remington - Worker Liaison

Cell: 503-880-0942

Email: hollyscca@aol.com

Editors Note: This letter was taken from a larger information packet. For a complete packet including confirmation form contact Ken, Holly or myself (maydayeditor@hotmail.com)

Unofficial META Meeting Minutes

July 16/2003

Meeting called to order at 7:53 pm.

Minutes read and adopted 1st Brian M 2nd Genevieve Iwata. Guest Dean Bremner, Trevor Whitehill, and Thea Zosiak.

MAYDAY: Absent, needs more articles. Brian Nuttall , Doris Gildemeister did not receive their Maydays.

MEMBERSHIP: Absent. Archie Henderson voted in as new member.

TREASURE: \$ 4033.08 General, \$2.41 Gaming, \$5687.36 Equipment. \$250.00 was collected as a result of the hospital bed race and donated to the Mission Foundation. Thank you to all of you who took part and donated.

HISTORIAN: Joe has started a new binder for the new Maydays. Has all the past Maydays, and photo albums. Lynn Yeo has donated 2 newspaper articles from the Sun and Province on Mission raceway.

TRAINING: Nothing to report at this time.

RACE CHAIR: Absent.

COURSE MARSHALL: Vancouver Indy coming next week 25,26,and 27th of July. Did everyone get their E-mails regarding the Indy. Was noted that there were members who did not. Irene will resend.

MORNING MEETINGS MIV (TurnMarshals) held at run-off in TURN- 1

FRIDAY: 6:00 am

SATURDAY: 6:15 am

SUNDAY: 6:45 am

Fence cutting on Thursday July 24th at 9:00 am at Turn 2.

Registration is at the Hyatt Times are

WEDNESDAY July 23rd 12:00-2:00pm 4:00-8:00pm

THURSDAY July 24th 11:00-2:00pm 4:00-8:00pm

FRIDAY July 25th 7:00-10:00 am

SATURDAY July 26th 7:00-8:30am

Home race the weekend of August 16th and 17th. This date does conflict with Seattle.

PLEASE LET IRENE CHAMBERS KNOW IF YOU CAN WORK MISSION.

CHIEF OF EMERGENCY: MORNING MEETINGS MIV (E-Crew) Support Pit Out.

FRIDAY: 6:00 am

SATURDAY: 6:15 am

SUNDAY: 6:45 am.

Note from Lynn Yeo good job on the trophy and thanks to E-crew for having a 4 man team for the bed race.

OLD BUSINESS: Brian N. black paint has returned. Zipper on top of trailer has been finished still need to do stairs and remaining tables. Need a new deadbolt for trailer, Brian N to go ahead and get a new one. Discussion on what to do with ROD donations, suggested that it maybe used for lunches for members and expenses for out of town members.

RECRUITMENT: Nothing to report.

VICE-PRESIDENT: Not as many workers as we would like. Be safe and careful.

NEW BUSINESS: Irene Chambers got to attend a fire school with the Coast Guard. Her comment" KOOOOL". Jo Adair inquired where we had the flags embroidered. Ann Peters said she had them done and will look into it for Jo. Terry Ward (SCCBC) has asked Meta if we are in need of any more tables and chairs. It was decided that we require more chairs. Lynn Yeo asked Terry Ward why Meta was not informed about the 10th Anniversary events. She was then informed that Meta will be receiving a plaque from SCCBC for our being a part of Mission for the past 10 years. We were also informed that there is a plaque in the SCCBC clubhouse with all the names of those who had bought blocks. Congratulations to Meta for becoming CACC member. Ladies are trying to get another sleepover, we're looking at a Sept date. If you want to go, let Lynn know at the August race.

GOOD AND WELFARE: Angus collected all the cans from our last meeting and got \$10.00. We had the pleasure of celebrating Dean Bremner birthday. We have more door prizes for the banquet, there maybe a few that require some trivia knowledge to win. Sandy Koehn says HI. The Dave's golf tournament went on without a hitch. Ann and Irene have a Meta golf tournament in the works.

SWAP AND SHOP: Doris G son still has his Mazda for sale. Brian M has a 124 Spider, and yellow Datsun 510.

50/50 Mike Zosiak \$18.00 Beer Bernice Zosiak

Meeting adjourned at 8:54 pm Motion by Brian M seconded by Joe Proud

Next meeting August 28th @ 7:30 pm

Bernice Zosiak.