



MAYDAY

The official newsletter of the Motorsport Emergency Turnworkers Association
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April 2001
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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.

April 7&8	Grand Prix of Long Beach	CART	Long Beach, Ca
Apr 11	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
April 14&15	ICSCC Race # 1 – MRP	SCCBC	Mission, BC
April 14&15	Kart Club Race # 2 -- Tradex	WKA	Abbotsford, BC
April 20&21	Defrost Kickoff – SIR	SOVREN	Seattle, Wa
Apr 25	META Meeting – Century House	7:30	New West, BC
April 28&29	Texas 600	CART	Fort Worth, Tex
April 28&29	ICSCC Race # 2 – PIR	CSCC	Portland, Or
May 4&5&6	Kart Gold Cup Races– Tradex	WKA	Abbotsford, BC
May 5&6	Bosch Spark Plug Grand Prix	CART	Nazareth, Pen
May 5&6	ICSCC Race # 3 – SIR	IRDC	Seattle, Wa
May 9	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
May 12&13	Spring Sprints – SIR	SOVREN	Seattle, Wa
May 12&13	Kart Club Race # 3 -- Tradex	WKA	Abbotsford, BC
May 18&19	Firestone Firehawk 500	CART	Motegi, Japan
May 19&20	Knox Mountain Hillclimb	OASC	Kelowna, BC
May 23	META Meeting – Century House	7:30	New West, BC
May 26 &27	Indianapolis 500	IRNLS	Indianapolis, Ind
May26-27-28	ICSCC Race # 4 – SRP	NWMS	Spokane, Wa
May 26&27	Vintage Races – MRP	VRC	Mission, BC

Final Notice

For the following members that have not renewed for 2001,
 this will be your last Mayday

Robin Bentley

Matthew Bower

Deryk Forster

Jerry Haberman

Emil Hamm

Marilyn Jobson

Bob Manaton

John Mocyk

Gerald Nemanishen

Roxann Vine

Craig Yorston

Linda Blackburn

Stewart Buchanan

Trevor Gibbs

Stuart Hamilton

David Hughes

Catherine LaFontaine

Russ & Raemar Mitchell

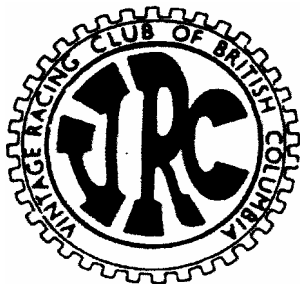
Graham and Pat Moffat

Dallas Smith

Keith Wong

Rick Zeller

Please find renewal form elsewhere in this issue.



...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 Andrew Slater (604) 986-0949

CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests (Black Border) \$3.00

META Crests (25th Anniversary) \$3.00

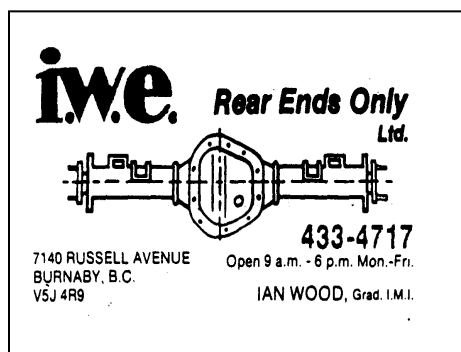
Westwood META Decals \$.50

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)

Time to renew your membership in META. If you haven't already done so, send this form in to Tom 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 Tom Sproule, 410 – 8115 121A St, Surrey, BC V3W 1J2

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



..... After The Checkered



A Sad Note: Our sincere condolences go out to the Edwards family for the untimely passing of their young son Adam. Adam was just 7 years old and had been fighting brain cancer for over a year now. His parents, Phil and Kathleen, are longtime members of the Pacific Northwest racing community. Our hearts and prayers go out to his parents, and all of his family and friends. Donations can be made in Adam's memory to the Seattle Children's Hospital or to the Adam Edwards Foundation at

Adam Edwards Foundation	Children's Hospital
PO Box 568	PO Box 5371
Black Diamond, WA 98010	Seattle, WA 98105

On a Happier Note: Congratulations to Manfred Zumm and his lovely bride Linda on their recent marriage. May your lives together be filled with happiness and prosperity!

The Big Show: Driver training was the warm-up, now it's time for the big unveiling!!!! April 14 and 15 is the 1st race at the new and improved Mission Raceway. No more rumors, no more speculation, it's been expanded and it's ready for racin'. Two turn stations have been added and the old turn 1 has been moved. The old turn 4 has been modified slightly with approx 3 feet being shaved off the apex. The hardest part is going to be remembering the new turn numbers!!! As there are now 3 new stations, and a lot of questions, our fearless leader (Thomas) has asked for as many bodies as he can get for this race. He would also very much appreciate if you could give him a call and let him know you will be attending (501-1503, please call before 9:00pm). Having seen the track at driver training I can tell you it's going to be interesting seeing how the big boys of ICSCC and CACC deal with the new configuration. Come on out and see for yourself, it's gonna be a good one!!!!

SOVREN News: If you haven't received one yet, SOVREN is again sending out cards for you to fill in and mail back indicating how many of their races you plan on attending this year. There is one slight twist this year. If you don't send in your card you don't get lunch. Also, as was the case last year, if you are not pre-registered for the big race in July (Pacific NW Historics) you will not be allowed to work that event. I'm personally a little torn with this system. On one hand, as an organizer it's nice to know how many people are coming to your event, on the other hand, as a worker if you decide at the last minute to volunteer your time and energy to one of their events you won't get your lunch provided, but then if you go to Mission for an SCCBC event you never get your lunch provided anyways. It's a touchy subject with no easy answers. As far as the Historics go, I think pre-registering is a fine idea except for the abuse that it received last year. It was truly embarrassing to be at the meeting Saturday morning last year and listen to all the META members names being called and not hearing them answer. 2 or 3 of them being designated as turn marshals because they indicated on their cards they'd be there and didn't show up. I wanted to crawl under a rock. From an organizers point of view it's a good idea to know who's going to be there. But, I think every Course Marshall knows, you make the turn assignments on the day of the event, when you see our bright shiny faces, or you're just asking for trouble.

Comments: With the recent tragedies in motorsport, it seems to be a popular topic to be writing about workers these days. I was sent a number of articles on the subject and am reprinting 2 of them. The 1st is from the Speedvision Website and with the exception of the first line ("butcher bill" is way over the top) it is a very well written article on what we do and how we think. The 2nd article is from the ESPN website, and is more about the ongoing problem of worker recruitment. It's a problem all over.

From Speevision Online Website

John Davison: The Price(s) We Pay

Concord, N.C., Mar. 9 — The recent butcher bill: Two marshals in Formula One in the last five races. Four NASCAR drivers in the past nine months. An amateur road racer in California earlier this year. Numerous other injuries in all forms of racing at all levels.

Did any of these victims of the dark, ugly side of motorsports have anything that might be described as a "death wish?" Not likely.

Speaking as a volunteer Sports Car Club of America corner worker (a.k.a., flag marshal) since 1974 and writer at various levels of the sport for almost that long, I feel that I have as much insight – more perhaps – into the attitudes of people involved in racing than many of the unleashed, self-appointed judges in the media, who are now pontificating on the hazards of our sport.

When stationed trackside as a flag marshal, whether at a club driving school, or at an international professional race, my fellow corner workers and I have one thing foremost in our minds: safety.

Yes, we're there because it's fun. Yes, we're there because there's a huge adrenalin rush to be had legally. Yes, we're there because it's the second-best seat in the house.

But, no, we're not going to take on any unnecessary risks. Because, yes, we know there's a chance of a car or crash debris coming over, under, around or through the protective barrier and getting to us. Most often, we stand our ground and watch it happen, then grab the appropriate tool – flag or fire extinguisher – and respond as needed. Of course, we prefer to simply stand there, enjoying the on-track display, contemplating day's end and where we'll do dinner.

Always at day's end, we gather with drivers and other volunteer workers to hoist the evening's beverage of preference and swap racing... well, lies mostly.

I've been trackside at close to 300 races. In all that time, I've been "injured" three times. (This is likely way more than average, but then I tend to be clumsy.) Once I sliced myself and the tomato I was prepping for a lunch sandwich; one windy day at Savannah I had a grain of sand blown into an eye; and most recently, while running to retrieve a bumper deposited near my station, I tore a hamstring. That's it. Okay, the sand's a stretch. But then, so is the kitchen injury and the hamstring. I've cut myself far worse at home, with bigger knives. How many weekend warriors blow a knee or tear a hamstring playing flag football?

That's how "dangerous" my life has been out on the corners.

It's just about that safe behind the wheel too. I've only personally attended two road racing driver injuries. One was a double wall-banger at the old Rockingham road circuit. I was working first-responder at the station and arrived to find an unconscious driver, so I signalled for the ambulance and started doing what I could to ensure that he was stabilized in the car. Turned out he was fine except for a broken jaw, but at the time we didn't know that. The other driver injury I've handled was a very minor compression fracture suffered at Road Atlanta. Both drivers came back for more races and one is still racing today. In fact, he's teaching novices.

Does all this rose-colored imagery mean I've never seen the ugly side of racing in person? Not at all. I've been lucky personally, but I've watched a driver receive what eventually proved to be fatal burns at a speedway. I've lost a good friend in a racing crash. I've missed working some other ugly incidents only by not being at the track that day or being at another corner or by working as a reporter.

Do I feel it can't happen to me? Not at all. I am thoroughly aware of the risks and of how fragile the human body is. Possibly, I'm more aware of life's fragility thanks to a job in the medical community that I held ages ago.

As a marshal, it's my duty to make sure that everything is made as safe as possible and if I don't feel comfortable with the position or the situation, I need to change it. If I can't change it, I need to find some other way to make it safe. If it's bad enough, I need to talk to the race officials and/or consider leaving the event. But, if I stay on station, it's my choice and I know the risks. They're minimal but they do exist.

All this said, I'm safer at a race than at home. At races there's an ambulance two minutes away or less. Nearly all my fellow corner workers are trained in first aid and many are EMTs. All the traffic is moving in one direction, and the drivers are mostly skilled and experienced. In the real world, help may be as much as a half-hour away and then another half-hour or more to a hospital.

So why do I do it? A lot of reasons: It's a great way to get a close-up view of the action at tracks around the world. It's a great way to get out in the fresh air, even if the weather is really nasty. People at the races are some of the best you'll ever meet – especially the drivers and workers. Racing, of about every kind, becomes an

extended family for the participants. That was brought home last year when I emerged after an involuntary absence of a couple of years, due to job pressures. Nearly every one of my old racing friends acted like I was a long-lost rich uncle, instead of the nearly broke corner worker I actually am. That kind of reception really makes a guy feel good.

With all the attached glamor of being at the races and the thrill of the competition comes serious responsibility. You're responsible for your own safety, first and foremost. If you get hurt today, you can't be around tomorrow to help anyone. Next, you're responsible for your fellow workers. After all, who else is there to help you out? Then the drivers. Not the cars, not the equipment, just the drivers.

No matter how careful we may be, no matter the precautions we and the track management take, sometimes it seems that all the tolerances add up the wrong way, just as they did Sunday at Melbourne. In one horrible instant, the 1997 World Champion became a passenger in a flying box. The car did its job admirably, shedding parts and therefore energy to protect its occupant. But for the accident of placement of an access opening, which allowed a rear wheel to be projected through it and into the worker station, it would have been an ugly-looking but relatively benign incident. Instead, unpredictably and with no way to prevent it, that wheel became a lethal missile, striking Graham Beveridge in the chest and injuring him fatally.

It was a matter of an inch or two. If the car had been slightly higher or lower, farther down the track, farther up the track, whatever, a husband and father would be back with his family today after a fun weekend at the races. Instead, the sport now faces even more vituperation from the jackals of the media and legal worlds.

In exchange for standing out in the sun, wind, rain, heat, cold, damp, whatever, we get, if we're lucky, a free lunch, and maybe dogs on the barby plus liquid refreshment on Saturday evening. Come Sunday morning, we get to do it all over again, after which it's a drive home so as to be at work Monday to earn the money and vacation time to get to that next race.

And what about the financial costs? They're bigger than we like to admit. Sure, the "ticket" is free, but we have to provide all our own gear: the suits, boots, rain gear, gloves, signalling whistles, some small fire extinguishers and maybe some rescue tools, cold weather gear, coolers for water during the day, and of course, transportation, food and lodging.

Vacation is eaten up a day or two at a time, driving to and from races. For a major event like the SCCA Runoffs® or a Grand Prix, we have to plan a year or more in advance. Motel rates are invariably jacked up for events of this sort, often with a multi-day minimum stay. A cheap Grand Prix for a marshal might come to a grand or more. Room sharing can cut costs, but even so, it's not cheap.

And then there's the constant give and take of keeping our homelife in order.

Other than new faces and racecars, what has changed most over the years has been the shrinking reaction time. Yeah, we're getting older and a step or two slower, but the big change is a result of grip. Better tires, brakes, aero means cars are carrying big speed deeper and deeper into corners. When something goes awry, the cars and pieces thereof arrive at the corner station both quicker and at higher velocities.

That's when "where to run or duck" often becomes an issue at modern tracks. Risk management experts – in the form of insurance companies and their legal departments – have mandated bunkers, barriers, fences, gravel traps and all sorts of impedimenta. That's good for the spectators, marginally good for drivers and mostly good for turn marshals – but it can be a velvet trap.

Where avoidance once meant dodging, running and/or diving as one's self-preservation instincts dictated, those choices can now be limited by the proximity of a Jersey barrier or debris fence. In such a confined space, it's often not possible to take three quick steps perpendicular to the path of the incoming missile.

Some of my fellow marshals have stopped going to certain tracks because of the configuration of the working areas. We're pretty good at risk management too.

All this said, working (any specialty, but especially on corners) is still about the best way known to get started in racing, even if you never get in a racecar except to put it neutral so it can be flat-towed back to the paddock.

Don't ask why we do it: if you have to ask, you'll never understand! — *John Davison, News Bureau Editor,*
[RACER](#) and [Champ Car](#)

March 11, 2001

Volunteers under appreciated on circuit

Reuters

LONDON -- They wear bright fireproof clothing and work at Formula One races around the world, waving warning flags and watching out for danger.

Yet, unless something goes tragically wrong, the army of marshals involved in ensuring safety at grands prix rarely attracts much attention.

Until recently. Two deaths in the last five races have put the unsung volunteers in the full beam.

Michael Schumacher's win for Ferrari at the Italian Grand Prix in September was overshadowed by the death of local fireman Paolo Ghislimberti, hit by debris from a collision as he marshalled at Monza.

Schumacher was again the winner, as he has been in every race since Monza, in this month's season-opener at Melbourne when 52-year-old Australian Graham Beveridge was killed by a wheel from Jacques Villeneuve's disintegrating BAR.

That accident, with a wheel punching through an aperture little bigger than itself and hitting the marshal in the chest, was described as a freak occurrence.

Beveridge's widow laid no blame at his funeral, saying he had died doing something he loved.

But the tragedy, and the fact that the only deaths in Formula One since world champion Ayrton Senna was killed at Imola in 1994 have been marshals, has led to calls for action to increase safety for trackside workers. It is also unlikely to lead to a rush of new recruits.

Recruitment problems

The fact is that a hobby dependent on volunteers from all walks of life is facing an increasing problem in attracting new members.

Just before Schumacher clinched Ferrari's long-awaited Formula One title last October, an advertisement appeared in Britain's *Motoring News*.

"Marshals - at the heart of the action," read the headline over the full page spread.

"It is always something of a contradiction that the men and women who make such a professional and often expensive sport so safe are all volunteers," continued the text. "Without them, this major industry simply could not operate."

A number was provided for further details.

The response was remarkable.

"Precisely zero. Nothing," said Chris Stoddart, secretary of the British Motorsport Marshals' Club (BMMC) -- the largest marshalling organization in the world and operating in what is now the home country of eight of the 11 Formula One teams.

"It did not generate anything."

The British Grand Prix at Silverstone requires about 600 marshals, and some may well put their lives in danger during the course of the weekend.

When triple world champion Schumacher, who earns an estimated \$50 million a year in a team whose 2001 budget has been put at around \$280 million, crashed his Ferrari at Silverstone in 1999 the marshals were on hand immediately.

All must hold a licence, obtained by attending two training courses over a three-year period.

But apart from free entry to watch the race from a prime vantage point, the reward at Silverstone last year was a nominal \$7.34 each for working three 10-hour days.

Some minor meetings do not even offer a packed lunch.

Dwindling numbers

Following the death at Monza, measures have been announced to replace from 2002 the flag marshals in Formula One with a system of variable speed limits imposed via electronic devices.

While that will lead to a reduction in the numbers of marshals, the move could have broader implications. Marshals qualify to work at the British Grand Prix by assisting at a minimum number of other events during the year.

Reduce the rewards and recruiting may suffer further unless other incentives are offered.

"The numbers have declined, there is no question about that at all," said Stoddart, speaking of the BMMC.

"We keep records of our members for insurance purposes. Not only are we losing members but the days marshalled per member are falling as well."

According to the figures, the BMMC had a paid-up membership of 1,760 last year. Two years earlier, it was 1,944.

"There are many reasons for this," said Stoddart, explaining that many of them were social as well as economic -- from the cost of petrol to other commitments competing for members' time.

Stoddart also spoke of a "deterioration in perception of (marshals') worth at the circuits by the organizing committees.

"We used to get meal vouchers at Brands Hatch for instance, which bought breakfast and a coffee in the morning," he said.

"That's all gone now."

The BMMC and main organizing clubs in Britain were meeting on Monday to discuss the situation.

"If the numbers do carry on the way they have been going over the last four or five years we could be faced with a bit of an issue in a few years' time," said Stoddart.

"There are more and more race meetings springing up all the time and more and more championships wanting to be run, but the profile of the marshal is getting older.

"We're certainly not attracting and recruiting them in at the lower end of the age scale in their early 20s.

"In a few years' time we'll all be in our 50s and 60s and there is going to be nobody else coming through to take our boots."

MINUTES
META Meeting March 28, 2001

Meeting was called to order at 7:35 – 25 members. Minutes of the last meeting were read with some corrections. Brian M. – It is James Phinney, IWE Sponsored the team-not the event; Ann – Skip Yokum to get 5 year Certificate-not pin; Thomas – Al Stewart is a member; Albert – Storage insurance paid for a year. Moved by Brian M, 2nded by Mark Miller.

Correspondence: Latest Wheelspin, Thank You cards for the donations to the banquet were handed to the appropriate people to hand out, card to Phil and Kathleen at the front to sign.

Mayday: Usual – Articles, Pay membership by the end of the month or this is your last mayday.

Membership: 59 paid + 8 honorary = 67 members

Treasurer: General \$4,155.14, Equipment \$4,473.69, Gaming \$2,737.50
GST Rebate is coming.....last year it was about \$1,700.00. Vic – Are we getting interest? Ann – Think about putting some money into Term Deposit for interest.

Historian: Have Maydays, Ramp Photo Album. Get other photo albums back.
Bryan N. – Are we lending out the Historic Goodies box to SCCBC?

Training: Roger – We now have the new track running. Have been told that some people were scared to work Turn 1. Barriers not high enough. Irene – Build a fork lift movable platform and move it back away from the wall, it might be a better line of sight for both drivers and workers. Roger – How did workers like Turn 2? Nick – Would like to have barriers moved away from the track. Need more gravel and tires there also.

Roger – Turn 3? Andrew – Good, other than the ladder, hole in the trailer and no railing. Roger – Turn 6? Gerry L. – Are they going to move the Meatball? Don S. – Depression and bump on concrete pad in Turn 6, it could become interesting. Brian M – Turn 8 needs gravel, it's a mud hole there.

Angus – First Aid? Irene – Not enough people. We need at least 12. You should plan to do it and then just do it.

Race Chairman: Absent, lives on the island.

Course Marshall: Driver Training came and went. Turnmarshall's Meeting went well. Old Turn 6/6A is now going to be called Turn 8 and Turn 9. Sign up sheet for the first race (April 14/15) is at the front. Reminder – Please do not phone after 9:00pm, I am up early for work. Dave B. – Discussion before, are we using the black grease sweep? Thomas – How much is left? Mike Z. – About 25 bags. Custom Car Club supplies it. Reiteration – Health hazard to use ash. States on bag that you should wear breathing apparatus and safety goggles when using it. Bernie – To address the issue in the meeting with SCCBC. Brian M – Suggestion to bring it up at the SCCBC and Drivers Meeting, they may not want it either.

Chief of Emergency: Had the fire school. Went Go Karting. Still waiting for the pictures of the truck from Dave. Dave B – They are in the mail. Waiting for information about the ash. We should do a fire training at every Driver Training. Dave B – Thanks to Darren for the fire training. Bernie – Since there was some question about why Darren has the right to do the fire training, he is a Fire Fighter. Don S. – Can we do some training with some methanol? Mike Z – Methanol is hard to find, will look for it. Steve B – Maybe get some information and see if we can get some. There is some that is tainted with color that maybe easier to get.

Old Business: Thomas – Any news on keeper trophies for himself and Ann? Thomas to talk to Nick R about them. They were 2 short. Manny has had the plaques made up for them. Brian M – Can we get a letter from SCCBC re: Clubhouse and equipment regarding the insurance coverage. Bernie – Will talk to Terry. Albert – Has talked to the gasfitter that he knows, he is not bonded so will not do the job. Ann – Bars for the windows? Bryan N – Can make some. Irene – Gated doors? Brian M – Tech shack was broken into over the winter and the PA equipment was stolen. Angus – Inventory is about \$33,000 and \$15,000-\$20,000 of that is the truck. The rest is our equipment. Bernie – Extent of our coverage? If not enough, maybe look at getting some more.

Vice President: Has something from Sovern. They want you to send in your card with the information of what races you are attending this year. This is for lunches. If you are not registered for that event you won't get a lunch.

New Business: Vic – At the SCCBC meeting Andy Field stated that on Wed. Apr. 11 from 11-2 it will be Media Day at the track. Maybe we can coat tail ourselves. He will be calling Vic with all the information. If you can attend please contact Vic. Angus – Century House is closed for the July meeting for seismic upgrades. We can meet at Centennial (Canada Games) and we can do it on the Wed. instead of the usual summer Thursday. We should decide now and it is the same cost as Century House. Ann – We can do that or have a BBQ at someone's house. **It was then decided that the July 24th meeting will be held at Ann and Rogers' house at 7:00pm and it will be a BBQ meeting.** Albert – Further money is needed for the storage for the truck by the 31st of this month. It is \$28 per month. Joe P – Century House has another big booking for next month. Get here early to get the parking. Vic – Inquired at the front desk. 1st Wed of every month is open, maybe move the meeting if possible. Bernie – This is the only Wed. that is available.

President: Presented card and present to Manny for his and Linda's marriage. *Congratulations Manny and Linda!* Ended up finding out that Custom Car Club is not happy about the heater so there is no OK for it to be put up. It is the propane that they are concerned with. Maybe something smaller than the 95 lb bottle. Will have to write a letter regarding this situation. We will get the awning up.....it may be later for the heater. Got to talk to Terry Ward at the Driver Training weekend. He is interested in getting more money also. SCCBC doesn't have the money for equipment. We have to work together to get some money for the clubs. One suggestion is that we can store the truck out at the track for the race season. There are some containers out there that we could put the truck into and lock up. It is insured so it is covered. We have to look at other options. Mike Z – How much money will that save? Bernie – About \$900.00 (travel insurance and parking) over the season. Brian M – Have to be careful. Custom Car Club could move a container and that would result in damage to the truck. Dave B – Dealer Plates? Mike Z – No. Bernie – Main agenda is to Save Money. Ann – Suggestion – BBQ donations good idea. Try to promote it, "Help towards weekend expenses". Bernie – Will talk to Terry and maybe look at a safety fee onto the entry fee, about \$3-\$5. Steve B – Look more to the outside. Spectator money is gratis money. Coupons like 2 for 1 admission, etc. Wonderful spectator viewing. A playground for kids maybe, more family oriented. More spectator friendly, like flush toilets. Thomas – Blocks that are owned by SCCBC can put ads on them. Ann – Maybe bring that up at the SCCBC Meeting. Vic – Who pays for the equipment at Seattle? Bernie – In Portland the Trucks were donated. Roger – Cascade had truck(s) donated by drivers. Angus – It is the Membership that is not doing anything.

Steve B – Would like to make a motion to pay enough to get the truck out to the track to stay there for the season. Dave B 2nded. Jo Adair made a rider to get permission first. On Approval, the motion was put to the floor. 19 – For, 3 – against, 3 – Abstained.

Brian M – To check on Go Karting, once a month. Ann – Put money towards the truck next year. Bernie – Bryan N to get prices on propane tanks. May 26-27 is Vintage at Mission. Looked around for a fridge and freezer and got variable prices ranging from \$300 to \$800. Will keep on looking and getting quotes. Steve B – Can arrange for a fridge, will get a quote.

Good and Welfare: Mike Z – Thanks to Brian M for organizing the Go Karting. It was a great time. Jo A - Ice racing Banquet this Saturday. \$25/person. Contact her if you wish to attend. Andrew – Monroe this weekend. Meet on Saturday at 12:30 at the Tudor Inn by the border. Bernie – April 1st is the work party at the track to put up awning and paint curbs. Roger – All ROD Members that work the race will get a coupon. At the end of the year there will be a draw.

Swap and Shop: Bryan N – Still have '49 Chevy for \$150.00. Brian M – Conference is going back to their old decal style.

Draw: Dave Wiebe – Beer, Mike Z – Calendar, Dave Wiebe – Calendar, 50/50 – Andrew S.

Our next meeting is on April 25th.

Meeting adjourned about 10:00 (sorry, didn't catch the time....was still writing)