



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.

Jun 13 - 15	Rose Cup Races – PIR	SCCA	Portland, Or
Jun 14&15	Mazda Raceway Laguna Seca	CART	Monterey, Ca
Jun 14&15	Canadian Grand Prix	Formula 1	Montreal, PQ
Jun 14&15	CART Stars of Tomorrow – Regional – CARTBC		Chilliwack, BC
Jun 21&22	Portland International Raceway	CART	Portland, Or
Jun 25	META Meeting – Century House	7:30	New West, BC
Jun 28&29	ICSCC Race # 5 – MRP	SCCBC	Mission, BC
Jun 28&29	Race 4 – CARTBC	CKC	Chilliwack, BC
Jul 4 – 6	Pacific NW Historics – PR	SOVREN	Seattle, Wa
Jul 4&5	Burke Lakefront Airport	CART	Cleveland, Ohio
Jul 5&6	Driver Training – MRP	SCCBC	Mission, BC
Jul 5&6	Port Alberni GP Street Race	BCKCA	Port Alberni, BC
Jul 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 11 - 13	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 12&13	IOCO Hillclimb (Tentative)	BCMA	Port Moody, BC
Jul 12&13	Molson Indy Toronto	CART	Toronto, Ont
Jul 12&13	Driver Training – PR	IRDC	Seattle, Wa
Jul 12&13	Club Race 6 –CARTBC	WKA	Chilliwack, BC
Jul 12&13	Prince George Street Race	BCKCA	Prince George, BC
Jul 19&20	Race 5 – CARTBC	CKC	Chilliwack, BC
Jul 24	META Meeting – Century House	7:30	New West, BC
Jul 26&27	Molson Indy Vancouver	CART	Vancouver, BC

TURBO TALK

Well, this is about the third try to get this right and off to Andrew.

It was an interesting meeting for the most part, and the one in June will probably be just as interesting. I only have half of the info needed for META members to make an informed decision, the other half of the info (that is maybe, might be, could be) coming is teaching me new levels in frustration. (and I thought I new them all) At the June meeting, there will be a vote on insurances (General Liability and Director and Officers Liability) **and /or** on joining CACC. This vote will take place only if all pertinent information is received and copies made available to all voting members to read and digest prior to the vote.

Now for the good news, I received an e-mail at home from the Vintage people asking what META thought about the weekend and if there was anything that we might need next year or anything that we would like changed. I was impressed that they would consider asking our opinion. It would be great to see the same number of our members at ALL races as what showed up for Vintage, but I guess that's just wishful thinking on my part.

I am off with assorted others to Portland this week and will be gone all week so when I get home I will keep my fingers crossed that the tender little morsels of info that I have been beating the bushes for will be waiting for me with open arms.

Until June 25th at 7:30 pm SEE YOU!

Turbo

“BOA Bytes”



May has come and gone and June is filled with many out of town race events.....safe travelling and safe racing to all of our members participating at venues away from home.

We had a great Historic Race Event with a fabulous turnout. Thank you to the Vintage Club for their support, providing lunches and a wonderful dinner on Saturday night.

The 10th Anniversary weekend is quickly approaching June 28th and 29th, plans are being prepared for a great event with plenty of activities.....stay tuned.....again, please let me know if you are planning to attend. chambersw@shaw.ca or 604-944-7759.

As we have discussed, we have a conflict with events on the same weekend in three different locations in August. If possible, (I know it is a long ways away) if you could let me know how many of you are staying home (Mission) for the event at our race track. It will give me a head's up on how many workers we will have.

Please remember to sign up with Ann Peters for the Molson Indy Vancouver if you have not yet done so.

Take care, be safe, see you June 28th and 29th..... Irene

"This is a story about four people named Everybody, Somebody, Anybody, and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anyone could have."

As many of you know we have a well equipped and highly trained emergency crew at Mission. Last month at Mission I learned just how well the entire SCCBC/META team works in an emergency situation.

I was the first responder to a Formula Ford that rolled over and hit the wall in Turn 2 at Mission. When I arrived at the car the driver was unconscious and the E truck and the Rescue car were already on route. I signaled for the ambulance and by then E-crew was on the scene.

The guys on the truck went right to work on their assigned tasks, Jimmy Mac (good to see you again Jimmy!) was out diverting traffic around the accident scene, Darren Phillips went right to the driver, Jack Burnett made sure there was no fire in the car. The guys all knew what they're assigned tasks were and functioned perfectly. All I had to do was stay out of the way. While Dr. Wong and Darren were working on the driver, Bruce Yeo jumped into the truck and moved it out of the way so the car could be slowly rolled over by the E crew. Once the car was upright, the driver had regained consciousness and he was loaded on the ambulance and taken to hospital for an exam. He was back at the track later that day a little banged up but he will be okay.

As I reflect on the incident the one thought that rings in my head is that if it had to happen, Mission was the best place for it to happen. Our E-crew is one of the best around and I think we are damned lucky to have them. So to Stacey, Jimmy, Darren, Jack, Dr. Wong, Bruce and Bob, thanks for making the best of what could have been a bad situation.

You guys are the best!

Stewards Report:

Mission Raceway April 26-27

The first race of the season greeted 144 entries with some surprisingly good weather. Ric, Scott, and myself had the opportunity to try out the new impound area that now exists on the inside lane of the scales/tech area. We impounded all of Group 1 after qualifying to have an impromptu drivers meeting to discuss waving black flags and not reporting to the hot pits.

The racing started off with a bit of scare as a couple of Club Fords interlocked wheels in Turn 2 causing the front car to invert and impact the concrete retaining wall while still inverted. Our friends in white, the E-crew, and race control did an excellent job of responding to the situation to care for the driver. He took a good knock to the head and will spend some time recuperating but is in good health.

The rest of the race groups were fairly quiet from a Stewards standpoint with very few Steward actions taken. Race Chairman, Tom Roy, introduced longtime SCCBC worker Irene Chambers as their new Course Marshall.

Portland International Raceway May 3-4

146 entries, including 8 NASA/USTCC cars from California, showed up to Portland for the second race. We all were wondering how the new paddock arrangement in the Pro pit area would work out. Cascade did an excellent job at their first shot at this paddock. I am sure that the next time we are put on the inside that it will be even better. The biggest problem that occurred was for the last race group of the day. A long line of tow vehicles and trailers assembled right down the middle of the paddock and the Group 3 drivers were scurry around trying to find a path to pre grid.

We are weighing more classes this year after both first and second qualifying to keep everyone honest as the pole position in each class is now awarded 2 points. While in scale lines, we decided to throw in a quick safety gear check. You know, all that stuff we present to tech because it is required to get the tech sticker. Four drivers had their Saturday qualifying times removed for wearing socks of material other than nomex and one for not wearing any socks at all. The paddock rumors regarding the gear checks missed one competitor who had his Sunday qualifying times nixed. It is a requirement to wear the gear at all times while on the track. We'll check again, just guess when.

The weather kept everyone on their toes changing from rains to dries to intermediates throughout the weekend. I want to thank all the drivers for their response to the double yellow full course caution flags. Speeds were dramatically reduced and allowed for quicker response times by the E-crews. There was lots of good exciting racing and I overheard one driver state he had a \$280 race for only \$180. I think Cascade is placing a bill in the mail. Once Group 3 worked their way to grid, mother nature had a small surprise in store. Well, maybe not small. On the first lap of the race, a huge downpour struck causing numerous spins including one down the front straight. A number drivers pulled off early and amazingly we made to the end of the race without having to bring out the pace car.

Best Regards,
Rick Delamare

Penalty Box:

Mission

Group 5 #754	Pass under steady yellow	Loss of Qualifying time and \$50.00us fine.
Group 5 #50	Pass under steady yellow	Loss of 1 race lap and \$50.00us fine.
Group 5 #773	Pass under steady yellow	Loss of 1 race lap and \$50.00us fine.
Group 1 #763	Avoidable contact	\$50.00us fine.
Group 5 #172	protested #29's wheel diameters after 1st Qualifying. Protest was upheld and fee returned. Qualifying times for Car #29 were removed and the driver changed classes.	

Portland

Group 4 #03	Pass under double yellow	Loss of 1 race lap and \$50.00us fine.
Group 4 #63	Pass under double yellow	Loss of 1 race lap and \$50.00us fine.
Group 4 #172	Avoidable contact	\$50.00us fine.
Group 2 #142	Avoidable contact	\$50.00us fine.
Group 2 #8	Pass under steady yellow	25.00us fine.

RACE OFFICIALS DIVISION

ROD is the worker division of the International Conference of Sports Car Clubs (ICSCC). Membership is open to all workers in all specialties from all organizing clubs who belong to ICSCC. The annual fee has been waived this year, which covers membership from January to December of each year. Membership entitles you to receive the ICSCC newsletter, a 'year' patch and also makes you eligible to qualify for year end awards, including Worker of the Year. Working two races at your home track plus one event at another ICSCC racetrack will give you a wooden plaque with a red 'year' decal. Also, each member race club has put money into an ROD worker fund, and each race entry has a spot for drivers to donate money to the same fund. **Exact details of how the worker fund will be distributed are still to be worked out. See questionnaire elsewhere in this issue.** ROD members are welcome to attend a year end worker meeting which is held on the morning of the annual ICSCC banquet to discuss the past season.

For further information contact your local ROD representative:

ICSCC:	Judy Thacker	6903 NE 134 th Ave, Vancouver, WA 98682	360-892-3957
META:	Andrew Clouston	3809 St Thomas St, Port Coquitlam, BC V3B 2Z2	604-942-4974
SCCBC:	Brian Meakings	#20 – 20172 113B Ave, Maple Ridge, BC V2X OY9	604-460-9399
IRDC:	Wes Tipton		
CSCC:			
TC:			

ICSCC RACE OFFICIAL'S DIVISION Application for Licensing of Personnel

Name: _____ Date of Birth: _____ Telephone #: _____

Street Address: _____

City, State/Prov, Zip/PC: _____

Position to be licensed for: _____ If new application, please outline experience and training:

Application is for: Renewal Upgrade New License

Signature of applicant: _____ Date: _____

Signature of Area Rep. _____ Date: _____

Send application to:
Judy Thacker
6903 NE 134th Ave
Vancouver, WA
98682

Hm 360-892-3957
Wk 503-353-4834

Note: Annual License fee has been discontinued.

Date Received:

Date Issued:

License Number:

Race Officials Division Questionnaire

Judy Thacker, ICSCC ROD Rep, has asked all the local ROD rep's to get some input on what you want as a race worker. She has devised this questionnaire to try to help. Please fill out any or all of the spaces, and feel free to add anything you think may be helpful. Within reason of course!!!!!!

Thanks to drivers and race clubs, ROD is accumulating a significant worker fund and your input on how it should be used is greatly appreciated.

Send questionnaires back to Judy or myself or your local rep.

Judy Thacker: 6903 NE 134th Ave, Vancouver, WA 98682

Andrew Clouston: 3809 St Thomas St, Port Coquitlam, BC V3B 2Z2 or maydayeditor@hotmail.com

What are the three main concerns for deciding if you are going to be able to "work" a race??

1 _____

2 _____

3 _____

What would you like to have, at each track, that makes working there worth your time and effort??
(be realistic, please!!!!!!)

1 _____

2 _____

3 _____

What would you want to see in the way of ID badges, log books, hats, shirts, jackets, etc? (please feel free to expound in this area)

If you were reimbursed for gas or motel expenses, would you feel as if you were being paid to travel/volunteer?

What are your thoughts????

Quiz Time

Below are 4 questions. Answer them instantly.

You can't take your time - answer immediately. No pencil or paper! OK?

Let's find out just how smart and clever you really are.

Ready? ... GO!!!

1 FIRST QUESTION: You are participating in a race. You overtake the second person.

What position are you in?

To answer the second question, don't take as much time as you took for the first question.

(You know you took too much time.)

2 SECOND QUESTION: If you overtake the last person, then you are...?

3 THIRD QUESTION: Very tricky math!

Note: This must be done in your head only. Do NOT use paper and pencil or a calculator. Try it.

Take 1000 and add 40 to it.

Now add another 1000.

Now add 30.

Add another 1000.

Now add 20.

Now add another 1000.

Now add 10.

What is the total?

4 LAST QUESTION: Mary's father has five daughters: Nana, Nene, Nini, Nono.

What is the name of the fifth daughter?

Answers elsewhere in this issue.

Announcing the Team Dave Golf Tournament.

The tournament will be Saturday June 28 at Mission Raceway Park

Play will commence after dinner

The tournament will consist of 9 holes (coincidentally there are 9 turns)

It will be a "one-club" tournament (you must use the same club to hit every shot)

A full list of rules will be available before the event

Contact David Bell for more info: dpbell3@shaw.ca

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

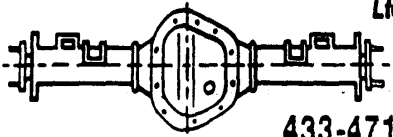
New META Shirts available!!!!

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

Membership

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

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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

WESTCOAST SPORTSCAR CHAMPIONSHIP – ROUND TWO

Written by
Dave Pontifex

Spring sunshine and temperatures in the mid-teens greeted 28 competitors from California, Oregon, B.C. and Alberta in the second race of the Westcoast Sportscar Championship at Mission's River's Edge race course. Dry track conditions allowed the powerful rear-wheel drive cars to re-assert their dominance. The top three finishers were all P1 cars with Chris Souliotis' Spinakers Porsche 911 taking first place overall. Scott Brodie secured second overall in the Best Choice Auto Rental rotary powered Datsun 510, while third overall went to Dave Cormier's Gold's Gym Pontiac Grand Prix.

The P2 class saw Bob Styan overcome losing the front half of the Nixon Pro Sports SR1600 sports-racer's bodywork in turn nine to take first place over Peter Weedon's Quaker State WSR sports-racer. Third place in P2 went to Portland's Frank McKinnon in a Ford Mustang.

P3 honours went to 2002 series champion Paul Bunbury in the Fork's Café Honda CRX, which was the only front-wheel driver among the top five finishers. Round one's overall winners, Ian Thomas and Simon Parker in the A&J Racing Acura Integra, had to settle for second place in P3 and sixth overall. Ian's rain dance is never a pretty thing to watch, but we may be seeing more of it as the series progresses. Third place in P3 was taken by Anji Bembem driving the O'Ryan Enterprises Mazda RX-7.

The small-bore players in P4 once again watched Jim Hargrove snag first in class, as the Analytic Systems Honda CRX had to charge from the back of the grid due to mechanical problems during qualifying. Malcolm Karl and Lorenzo Constantino took P4 silver in their Pacific Dawn Management Acura Integra, while noted local pipe-fitter, Chris Beere, grabbed third place in the Crucible Constructors Dodge Neon ACR.

Spectators were treated to a pit-stop feeding frenzy midway through the race when an extended full-course yellow flag incident sent many competitors in for their mandatory one-minute pit stops. Too many competitors vying for too few spaces forced Chris Beere to practice his parallel parking skills in order to get his Neon ACR in place for his pit crew.

The Westcoast Sportscar Championship's second year is promising to provide motorsport fans and competitors with the same high level of wheel-to-wheel competition that we came to expect during the series' inaugural season in 2002.

Quiz Time Answers

1: If you answered that you are first, then you're absolutely wrong!

If you overtake the second person and take his place, you are second! OOOPS

2: If you answered that you are second to last, then you are wrong again.

Tell me, how can you overtake the LAST person?

3: Did you get 5000? The correct answer is actually 4100. Don't believe it? Check with your calculator! Today is definitely not your day.

Maybe you'll get the last question right.

4: Nunu? NUNU? NO! NO! Of course not. The fifth daughter's name is Mary.

Better Luck Next Time!!!!!!!!!!!!!!!!!!!!!!

Aldergrove woman is driven to become a top-level car racer

By Gordon Mcintyre
Sports Reporter

It's amazing Annette Blenkarn found time to attend this weekend's Indianapolis 500, but who's going to turn down an invitation to Penzoil's private box?

Blenkarn is a 22-year-old race car driver: That's her passion.

She also trains her horse Daytona that she keeps at the Aldergrove farm where she lives with her folks, works out three hours a day, volunteers with the disabled and, oh yeah, has been running her own business "BME Decals and Graphix" since she converted a Grade 11 project at Guildford Park Secondary in Surrey with the help of a bank loan (if only to please Mrs. Carlyle, who kept pushing her to pursue the loan).

Blenkarn left for Indy last weekend, one of three Canadian women invited to a who's who luncheon Monday hosted by Lyn St. James for 50 women who have made a difference in the sport.

As a three-year-old, Blenkarn would go to Westwood with her dad, who was a crew member for a race team "That sparked my initial interest, but it really blossomed when the Molson Indy started up," she said.

"That was when I realized racing could be a profession, not just a hobby.

"It took a couple of years to convince my parents I really wanted to pursue this as my chosen profession."

Perhaps that was because when the first Molson Indy was held in 1990, Blenkarn was nine years old.

"They were skeptical," she said. "They thought it was a child's whim that would change in a week.

"But I was consistent with it so they sat down and said, 'If you wanted to be a journalist or pianist or some other occupation, we'd help you reach those occupational goals.' So they thought they should help me reach this goal.

"I have super parents."

Her dad, Ron, is a teamster in the film industry; her mom, Shirley, a clerk with the provincial government.

Blenkarn is in her second year of racing sports sedans and hopes to get an invite from the Sports Car Club of B.C. for the club's invitational race at this year's Vancouver Indy.

Before jumping into the sedan, she had some success racing on dirt ovals in mini sprints and quarter midgets. She moved to sports sedans for a different challenge.

In fact, it's hard for Blenkarn to turn down any challenge.

When she's on Daytona, her five-year-old Arabian, it's supposed to be down time.

But as she trains the purebred, thoughts of competing in show jumping creep into her head.

"He's my baby, I love him," Blenkarn said. "Racing's such a competitive atmosphere, I need something else to unwind with.

"But because I'm so competitive, I have thoughts like, 'Should I do something with him?'"

An honour student throughout high school, Blenkarn was named B.C.'s junior woman entrepreneur of the year in 1998.

Penzoil Panther Racing, the two-time defending IRL champions with driver Sam Hornish Jr., is one team whose eye Blenkarn caught and, ultimately, she hopes to be driving at that top level.

For now, though, she's hoping to move up to the developmental Fran-Am series next season.

A GOOD PUN IS IT'S OWN REWORD

Energizer Bunny arrested - charged with battery.

I used to work in a blanket factory, but it folded.

A successful diet is the triumph of mind over platter.

Time flies like an arrow. Fruit flies like a banana.

A gossip is someone with a great sense of rumor.

A chicken crossing the road is poultry in motion.

If you don't pay your exorcist, you get repossessed.

A grenade thrown into a kitchen in France would result in Linoleum Blownapart.

A Tire for All Seasons

The most widely used term and paradoxically the least understood term when discussing tires is "All Season". With no fault to the consumer and all the fault lying squarely on the shoulders of the tire industry, most people believe that an all season tire will perform well in all types of weather. Unfortunately this is not only inaccurate but can also be cause for concern.

The "All-Season" branding that most people look for is really just the minimum requirement that the Department of Transportation (DOT) requires in order for a tire to be legal for year - round use. It does not ensure that the tire is a good winter tire and currently there is no practical test that the tire manufacturer must pass in order to place an M+S stamp (mud + snow) on the side of a tire.

To get an all season or M+S rating all the tire manufacturer has to prove is that there is a 25% void to tread ratio. Simply put, for every four inches of tire there must be one inch of groove. No road test is required to prove traction capabilities. There isn't even a test to see if the rubber compound will stand up to freezing or "extreme" conditions. All the DOT requires is that the grooves or Void areas be at least 1/16 of an inch wide.

This is hardly a difficult hurdle to jump so that a tire manufacturer may put an M+S stamp on the sidewall. In fact I'm sure this is the butt of many tire designer's jokes

Some European countries have already changed their laws to eliminate the "All Season" tag all together. Drivers in those countries have to either buy two sets of tires, one for winter conditions and one for the rest of the year, or just stick to riding on winter rated tires all year round. The reason they have opted for this stricter law structure is to take the ambiguity out of the "All-Season" tire completely.

Currently in North America tire manufacturers must jump through many hoops to acquire the winter tire label or the mountain and snowflake symbol. This includes a road test to prove traction capabilities and a test to see if the rubber compounds used in the tire will stand up to freezing or "extreme" winter weather.

The laws currently state that a tire rated M+S is legal except for "extreme" weather conditions. In "extreme" weather conditions the vehicle must be outfitted with a winter tire that displays the mountain and snowflake on the sidewall.

It's not hard to see the legal problems with wording like "extreme" weather conditions. Everybody in Canada (including people in Vancouver and Victoria) experience extreme weather every year depending on who you ask. There is no clear cut definition of extreme weather but ice and snow are obvious factors. Freezing rain or even heavy rain could be considered extreme if you pay a lawyer enough. It seems almost negligent to not change the laws to simply state: During the months when extreme weather is likely or probable you must use winter tires.

The reason I bring this up in May, when extreme weather is the last thing that most of us are thinking about, is because many people are just now thinking of buying their summer tires and wheels. A large portion of the people that I talk to still ask if the tires are 'all season' and then the big question...will they work well in the snow?

Again, it is not the consumer's fault but rather the tire industry has been negligent by not educating their customers better. It is my opinion, that 'all season' tires do not work well in the snow and are not the best choice for that specific usage.

When you go to buy tires this summer, buy tires that are designed to work great during those months, then get yourself some winter tires and enjoy a safer driving experience next winter.

Barry Connerty is a Tire & Wheel Department Manager at Dueck on Marine in Vancouver and encourages your questions or comments at: barry@rpmmotoringmonthly.com

UNOFFICIAL MINUTES OF META MEETING

May 28, 2003

Meeting called to order at 7:30 pm, 24 members present. Minutes from March meeting read. Motion to adopt by Brian M. seconded by Bryan N.

Correspondence: Thank you card from Ian, Catharine and Madeline Wood.

Mayday: Absent

Membership: 72 members and 8 honorary, for a total of 80

Treasurer: General \$3697.80, Gaming \$2.41, Equipment \$ 5686.89

Historian: Mayday's and Photo Albums present

Training: Worked with some new workers that were very good workers. Mike and Roger to talk to Dave Nex for fire training with the Scouts and Venturers for next year.

Race Chair: Absent

Course Marshall: Race last weekend was really good. Really good turnout. I will look into better security for the worker parking at the Vancouver Indy.

Chief of Emergency: Have a bottle to be serviced. Put new pins in some of the bottles. We got some new bottles and shelving in the trailer.

Old Business: Bryan, the trailer is not washed yet and the zipper is not finished. Thank You to Bryan N. for the picnic tables being painted as our flags.

Why is everything being left at the back of our clubhouse? Lynn will bring it up with Brian H. and the Exec of SCCBC. Access to Restricted area? Mike suggested that we finish off the fence to cut down on traffic (large discussion) Lynn will Email SCCBC and bring it up at their meeting.

Jo: soapbox derby, who is co-coordinating it? Ann will Email them and find out. July 19th Victoria Speedway 5pm gates open 6pm practice and racing starts at 7pm.

Recruiting Committee: Will see the ad and get it done.

Vice President: No Report

New Business: Lynn is going to challenge Terry Ward and Chris Bowl to a charity relay race on hospital beds. Start at start finish to turn one and ending in front of the stands at turn two. The trophy will be a bed pan called the 'presidents cup'. The red race car on the META Clubhouse is to be tied down. We already have 4 donations for the META Banquet. Ann will print off the letters to get more donations.

President's Report: Great Weekend, great racing, good food and cool shirts. Looking at joining CACC \$525 (\$500 for coverage and \$ 25 to become a member) LARGE DISCUSSION. Lynn will put information into Mayday to let everybody know so that we can vote to join or not to join at the next meeting.

Good & Welfare: The July meeting will be on the Wednesday 16th and will be held at the Zosiak's house. The August Meeting will be Thursday 28th. Parking will be good at the next meeting.

Swap & Shop: None

50/50: Jo won \$16

Meeting was adjourned at 9:30.

Next Meeting will be Wednesday June 25th, 2003 at 7.30 pm