



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association
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META Meetings are held every 2 months
 Next meeting will be
September 28, 2005

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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.

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Printed in Canada.

Speed reading

Sep 10&11	Single Regional	SCCA/OR	Portland, Or
Sep 10&11	Westwood Club Race #6 – CARTBC	WKA	Chilliwack BC
Sep 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 17&18	Coastal Club Race #9 – CARTBC	CKR	Chilliwack BC
Sep 23&24	Las Vegas Double Down in the Desert	OWRS	Las Vegas, Nv
Sep 24&25	ICSCC Race # 11 – PIR	CSCC	Portland, Or
Sep 24&25	Fall Finale – PR	SOVREN	Seattle, Wa
Sep 24&25	Westwood Club Race #7 – CARTBC	WKA	Chilliwack BC
Sep 28	META Meeting – Century House	7:30	New West, BC
Oct 1&2	ICSCC Race # 12 – PR	IRDC	Seattle, Wa
Oct 1&2	Coastal Club Race #10 – CARTBC	CKR	Chilliwack BC
Oct 8&9	CACC Race # 4 – MRP	SCCBC	Mission, BC
Oct 8&9	Maryhill Loops Hillclimb	SOVREN	Goldendale, Wa
Oct 8&9	Westwood Club Race #8 – CARTBC	WKA	Chilliwack BC
Oct 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Oct 15	Cascade Enduro – PIR	CSCC	Portland, Or
Oct 15&16	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 15&16	Seoul Grand Prix	OWRS	Seoul, South Korea

Presidents Report

Recently the subject of banquets came up – making me realize that the season is coming to a close. Hard to believe that in a few more weeks it will be all over for another year. (Unless of course, you plan to go ice racing.) Where did the last six months go? Some of us will be lucky enough to be able to extend the season by traveling to other tracks where the weather stays warmer all year, some will prefer to stay home and catch upon all the things they should have been doing throughout the summer when they were at the track.

This year we had one or two new volunteers come to join us, not as many as we would have liked, but all are very welcome, especially when they are as keen and as interested in learning as these have been – they are ‘keepers’! Let’s hope that they have enjoyed themselves and been treated well enough so that when the season starts next year, they will want to come out again. In my view, the more we show we appreciate the help of all the volunteers, the more we will get in return. At the end of a long day, a simple ‘thank you’ can make all the difference – such as the one we received this past weekend at Mission when Dan Heinrich (ICSCC President) donated his first place plaque and the chequered flag to META. Thanks Dan – it was a wonderful surprise and we will show it with pride in our clubhouse.

Ann

The Other Side of the Track

Once in a while something happens that makes one stop and contemplate a subject that perhaps you haven't given much thought to in a while.

I arrived at the track on Saturday of the last race weekend only to immediately meet head-on with Terry and Pam and hear the words, "can you work a corner for a while? - we're short of turnworkers". It took me only a few seconds to realize that yes, I certainly could do this, and so after a quick word with Greg Carter, my co-driver in the WSC event, I was dispatched off to turn 8/9 to work with Irene and Sion Davies. I hadn't given a lot of thought to working turns in a while and you know, for a brief moment, I felt ashamed of that failure as I was quickly reminded of the hard work and dedication these META people engender, and how bloody invaluable they are. Simply put, the racing doesn't happen without their support and involvement. Certainly, they are not the only volunteers in this situation, but this is where my focus lay on that particular occasion.

What a great morning I had. Irene quickly put me to work, and in a very gentle, yet assertive and convincing way, little by little reminded of how much of the small but important little details of the procedure I had forgotten since my last stint on a corner a couple of years ago. In this case some of the tutoring involved new information to me as I had never worked this station at turn 8/9 before and every corner at every racetrack in the world has its own unique little characteristics and procedure.

Besides the satisfaction of helping out, and the pleasure of working with pros like Irene and Sion Davies, I came away with a renewed energy to get a message out to all you drivers out there. I think it is essential that all of us spend some time at a corner station at least once a season. Firstly it will keep you in a fresh state of mind with respect to really appreciating our turnworkers, and equally it will make you a safer driver. The things you see out there are an education, watching the amazing and endless variety of lines and approaches there are to a corner - I had no idea! Re-learning exactly how the flags migrate through standby, implementation and are finally stood down would give everyone a much better feel and understanding of the process. I feel this would be of value to your whole team, not just you drivers. I am resolute that I am going to strongly encourage all my team members to do a stint at a corner station once in a while. Find out why Fred Hendy, according to his team, seemed to have as much fun when he broke down out on track as he did when he was driving. Knowing Fred, he probably had them all laughing at some point or another. Point being, there's a lot going on out there, so why not make the opportunity to get out there once in a while and encourage all those you know to do the same. Guaranteed you will be glad you did, and in the process, be of some value to the racetrack ops that weekend.

Thanks Irene and Sion Davies for being part of a great weekend for me, another element of which I would be remiss in not mentioning, and that was the salmon feast on Saturday night, cooked up by Lorne and Joanne. Wow, what you missed if you didn't attend. A personal big thanks to all those involved in providing the meal. As our Prez already so rightly put it, "...it was awesome".

Peter Weedon.

Worker Profile : Ann Margaret Peters

Family: *Two children (not including Roger), one daughter, one son and one granddaughter*

Birthplace: *Edinburgh, Scotland*

Occupation: *Human Resources Specialist*

Hobbies/Activities outside of racing: *Floristry, decorating, crafts, reading*

Customary/favorite job at track: *Mainly communications but love to flag too*

How and why did you get involved in race working and/or META. *Saw an ad in the "Vancouver Sun" that volunteers were needed for the first Molson Indy. I had always liked car racing and prefer being involved in activities rather than standing on the sidelines so called the number shown. A few weeks later someone called, left me a message and said to call back if I was still interested – no name, no number. (Guess who?) Trekked up to the Vancouver Library to find the ad in the newspaper once again to get the phone number, called and spoke to Roger and went up to Westwood for training soon after. The rest, as they say, is history.*

When did you get involved? *1990*

What do you like most about it? *Meeting such a variety of people, being involved so close to the action and seeing new places.*

What do you like least about it? *Politics and those people who have a "What's in it for me" attitude. Needlessly long days with no down time between sessions.*

If you could attend any race, in any capacity, where and what would you choose? *Hard to decide on this one, but one thing I have not yet done would be marshalling at Goodwood.*

What things would you be sure to tell a new worker if s/he asked for your advice? *Get comfortable shoes and good rain gear. Don't be afraid to ask questions and have fun!*

What is your Favorite:

Track? *Laguna Seca*

Turn? *Turn 8 - Corkscrew*

First year event? *Molson Indy Vancouver – first time being so close to those fast cars. A close second would be Honda Michelins at Westwood*

Event? *Molson Indy Vancouver – sob, sob!*

Race group? *Do I have to pick one? Champ cars, GT1, large bore especially vintage.*

What race stands out the most in your memory, and why? *Champ car in Australia 2002 when it rained and rained and then rained some more.*

Are you a frustrated racer? *No – I know I am not made of the right stuff.*

What was the:

Most embarrassing thing you ever did at the track? *There is probably something more embarrassing which has not come to mind yet, but certainly my first day at Westwood when I wore all black clothing (my rationale being that cars are dirty therefore black would show the dirt less) only to find everyone wearing white! There are also numerous 'toilet' stories over the years.*

Funniest thing you've seen or done at the track?

Roger in a kilt at the Molson Indy Vancouver (and yes – he did it the traditional way. Thank goodness there was not a wind blowing at the time!).

Biggest thrill so far? *Being given the opportunity to travel with CART/Champ Car to all the events outside of North America in 2002 as well as some closer to home. 13 races in total. (Thanks, Irene!)*

What thing would you most like to have an opportunity to do? *See answer to previous question. I would do it all over again in a minute.*

In Life: *Be my own boss running my own company.*

At the Track: *Have a ride in a two seater Champ car.*

Accomplishment: *Overcoming my fear of speaking in public when I was elected as President of META in the early 1990s.*

Champ Car in Denver

Where to start???. Well I arrived on Wednesday about lunchtime on race week. Tom Pane met me at Denver International--- what a place--3 terminal buildings—each airline has its own set of gates. All terminals are connected with the main baggage and security area (new building) by a skytrain type shuttle (underground for about 2 miles). You get your luggage. Then it is a 1-mile walk to get out of the building to the parking (if you are close) parking goes for about 1 ½miles to the east- 1 mile south..... Rental cars are about 2 miles south to their own complex.

Chased around for the day checking out where events were being held/ talking our way into anything----- got rained out (open river -insert umbrella type rain) from doing a go-kart thing (done in the shape of the track--like our Mini-Indy) went for dinner and got our hotel--the Ramada Inn, 15 minute walk from the track--5 by car-partied until 2.

THURSDAY WAS FENCE DAY. Met at the track about 9, broke for lunch at 12, Braun's Pub. This is one of 2 on track inside the fence pubs....inside the circuit they make an absolute killing---2nd floor viewing for about 1/2 the racecourse. Then back to more cutting--- until about 5:30 that night to complete the holes for the pit crew boards. Dinner out and a short sleep.

2 of 14.5 hour days and Sunday was 11 hours.....BUT MAN SOME RACIN WAS DONE. There was a total of 7 groups. Champ car / Atlantics /Trans-Am / Formula BMW / Speedworld Touring and / Speedworld GT plus Drifting....Oh add the pace car action for 8 groups.

Friday was mostly drivers figuring out who, what, etc..... noticeable speed increase from morning to afternoon... we were reminded that the BMW group had 2 -15 year old drivers competing for honors... these guys put on a good show—a Spec series but they stick the nose in and make it stick--CLEAN.

I worked at Turn 6... the area bounded by the pit exit to a right hand on to a left turn (t-7) Turn 5 - is the actual pit out station but things happen so fast that they wave a driver on and I (100' later) throw out a blue.... most of them ARE looking. You know because the car immediately stops to have the already on track car pull in 1 ft. off their nose. The line through here transitions from drivers right to left, just before they make the right hand turn..... the only driver I had go 2 wide was Tracy with his teammate on race day. Paul had just come out of the 1st pitstop to resume the lead of the race.

Morning meetings were all at 6 am. Even Jim Swintal commented on the hour of the meeting... Saturday was an ominous start --rain and thunder.... but improved rapidly. The biggest thing (besides being tired) was the amazingly clean racing that all groups were displaying.... Very few full course cautions. Yes even Trans-Am did this.... the Speedworld group was the one that ended up with the most cautions. All short but rather disruptive... The BMW , and Touring Cars each had 2 race times. 1 each Sat. / Sun. Saturday we finally got a break at about 4, but this was for 1 hour and a 1/2. This was the look around the "goody shack" time. All the vendors were setup in an area that would normally have been an entrance street to parking for the "Pepsi Center" The NHL ice rink that is Center stage for the GP, so this made finding and getting things easy. Made a dash to see my friends in the CART tech crew, then back to flag some more.... The T-6 crew was from all over, me from here, 3 "locals", 1 from Connecticut, 1 Florida, 2 from Toronto. The nightly "beer 30", never lasted all that long because we were all tired and aware of the early morning. Food for the crews was actually good.

Mornings were " Krispy Creme " doughnuts--coffee, juice, croissants.... Lunch was from a sponsor called-"Heidi's Brooklyn Deli"-- sandwich- perfection-- Choice of chicken, ham, or Veggie. with thick cut fresh bread--special order available by prior arrangement... Dinner on track was a sort of chicken burger fries arrangement not bad really! Schedule was sometimes a little awkward for eating but we always seemed to "make the time". A long cleanup with a broken GT car helped one dinner break.

I will have pictures on the computer at the track in Mission if anyone wants to look. If they make the days a little shorter I would recommend it as a travel place--- lots of good food and "party places" just off the track, and they don't seem to mind "whites" as dress attire..... see you at the track ---

Don Souter

Champ Car returning to Houston

Race to be held at Reliant complex, under the lights

By NEIL HOHLFELD

Houston Chronicle

Aug. 13, 2005, 10:09PM

Road-course auto racing, absent from Houston since 2001, will return next spring with a twist.

The Champ Car Series will stage a Saturday night road-course race around the Reliant Park complex May 13.

The open-wheel cars will race under temporary lights on a concrete course that will be laid out amid the Reliant complex.

According to Champ Car, this will be the first road-course race under the lights in series history.

Shea Guinn, the president and general manager of SMG-Reliant Park, said Saturday that the Reliant and Champ had reached a multiyear agreement.

"We're delighted to bring international racing back to Houston, especially under the lights," Guinn said. "I think we'll have some really unique features, with Reliant Stadium and the Reliant Astrodome as backdrops."

There has not been a major road-course race in Houston since the Texaco/Havoline Grand Prix in October 2001.

That was a Sunday race on a road course in downtown Houston and sanctioned by CART, the predecessor of Champ.

Downtown drew 100,000

The downtown race was held from 1998-2001 and had a three-day attendance each year in the 100,000 range.

The race was halted when street reconstruction made the logistics of devising a course impossible.

Even though the street improvements are nearly finished and negotiations between Champ and the city of Houston took place, the decision was made by Champ that going to Reliant was the better idea.

A major reason is the area around the George R. Brown Convention Center, where the race had been staged, is more heavily developed than it was four years ago, with the Hilton Americas-Houston and a major park being built in front of the George R. Brown Convention Center.

"I think it was clear that the event didn't leave here because the fans didn't back the product," said Joe Chrnlich, the executive vice president of Champ. "The construction didn't allow us to return. The event was a huge success.

"A number of people in Houston and inside Champ have been talking about returning to Houston. We're always looking to add major metropolitan areas, and this was a place where we had had success in the past."

The 2006 race will be promoted by Mi-Jack Products, a firm that specializes in crane manufacturing with headquarters in suburban Chicago that has two facilities in the Houston area.

Mi-Jack sponsors two drivers in the Champ series, Nelson Philippe and Andrew Ranger. Chuck Kosich, the general manger of the racing division of Mi-Jack, said a sponsor for the Houston race has not been found, but "several (potential) sponsors have contacted us."

2006 Champ Car World Series Season Schedule

Date	Venue		
April 9	Long Beach, California	July 30	San Jose, California
May 13	Houston, Texas (Sat. Night)	Aug. 13	Denver, Colorado
May 21	Monterrey, Mexico	Aug. 27	Montreal, Quebec, Canada
June 4	Milwaukee, Wisconsin	Sept. 23	Las Vegas, Nevada
June 18	Portland, Oregon	Oct. 15	Ansan, Korea
June 25	Cleveland, Ohio	Oct. 22	Surfers Paradise, Australia
July 9	Toronto, Ontario, Canada	Nov. 5	Mexico City, Mexico
July 23	Edmonton, Alberta, Canada		

Motorsports: Davis driven to series success

From racing quarter midget cars in Aldergrove less than a decade ago to a frontrunner in Formula Renault, Adam Davis has come a long way.

Langley's Adam Davis has developed into a dominant force in the North American Formula TR Pro race series.

The 18-year-old Davis sits in second place in the series, having put his Formula Renault 1600 car on the pole position in qualifying in seven of his 10 races to date.

The series started in March at Fontana California Speedway, and continued at Buttonwillow Raceway Park, Phoenix International Raceway, and Portland International Raceway. The most recent race took place at Thunderhill Raceway Park in California.

The series is now on hiatus until the Aug. 27-28 weekend, when it resumes at Portland International Raceway.

Davis is hoping many of his friends will come down to the race, before the series returns to California. The final races are slated in Phoenix at the end of October.

With the busy race schedule, Davis was still able to squeeze in his high school graduation ceremonies and dinner/dance, immediately after returning from the race at Thunderhill.

Davis was the only driver his age who still attended regular high school which, combined with the traveling and the races, meant he had to work extra hard. Many of the other drivers in the series were home-schooled due to the travel and absentee-ism involved with the race circuit.

After placing second at both the races and recording the fastest lap time at California Speedway in Fontana, Davis's next event was at Buttonwillow, where he won his first Formula Renault race.

His next races were at Phoenix International, where officials used three-quarters of the fast banked oval before the track dropped down onto the infield course. The heat was nearly unbearable at 45°C, which led to the second race being cut short for fear of the drivers passing out while driving. In the first race, Davis was leading in the fifth lap when his car took an unfortunate turn. "I spun out and went back to about sixth place," Davis recalled. "I had to work my way back up from sixth to third and then ran out of laps to catch up to second and first. It was pretty much a day of catch-up."

On the heat-shortened second race, Davis noted, "For the whole race I was right on [Carl] Skerlong's tail, keeping the pressure on and making sure that no matter which mirror he was looking in, he would be able to see me right there waiting. As Carl and I were so close in speed, it was hard to make a move without risking both of our positions, so we finished in the same positions that we went into Turn 1 with."

Two weeks later at Portland International Raceway, drivers faced a new obstacle from Mother Nature - wet weather. Davis started in pole position, but was overtaken at the start by the third place car. It was protested that the third place car had jumped the start. Davis found himself in third position and due to having only five racing laps, the rest of the race was under full course yellow flag because of accidents. This meant Davis had no time to move up.

During Sunday's rainy race, Davis had the pole position again and led the race before he was shunted from behind at the exit of the infamous chicane. Once again, Davis had to play catch-up, and he finished in fourth spot.

Out of the 17 cars that started the race, only three finished without being involved in an accident.

A pit incident after the race saw Davis separate his shoulder, so there was a question mark hanging over the next race three weeks later at Thunderhill, which offered a very technical course with many large elevation changes.

At Thunderhill, Davis started again on pole position in qualifying for both races. In the first race, Davis led before two of his car's wheels hit the dirt, which spun him out. This resulted in him chasing the leaders again.

In the second race, after evading a back marker spinning in front of him and taking another off-track excursion, Davis closed a five-second gap on the first place car, which resulted in him having the fastest lap time in the race, to make a very exciting finish, only to miss a first place finish by a nose.

Before leaving the last race, Davis was asked by an American team to be one of four drivers to race a Porsche at the 24-hour Rolex race in Daytona next February; he will be the only Canadian driver on the team, and it is planned that they will start testing for this race within a couple of weeks in southern California.

"The kid from Langley has come a long way from his Quarter Midget days on 8th Avenue in [Aldergrove] nine years ago," Davis's dad and pit crew member Roger said.

Davis is always seeking sponsorship.

Call 604-534-0491, or visit www.adamdavisracing.com.

published on 08/09/2005

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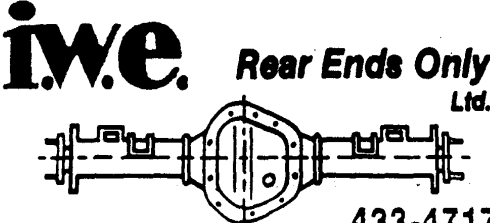
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maydayeditor@hotmail.com

From Champ Car Tech Officials Newsletter. August 17, 2005

Champ Car Announces Senior Management Succession Plan **Steve Johnson Named Champ Car President**

INDIANAPOLIS (August 16, 2005) – As part of Champ Car's senior management succession plan, Steve Johnson will become the new President of Champ Car while Dick Eidswick will remain with the company as Chief Executive Officer and Chairman. Johnson will take over as Champ Car President effective September 19, after most recently serving as President and CEO of the Sports Car Club of America (SCCA). Johnson was the first individual to serve as President and CEO of both the Club and Professional SCCA organizations. He brings more than 15 years of experience in all facets of sales management, marketing and cross-functional officer's duties with several Fortune 500 companies and a major professional sports organization. Prior to his SCCA appointment in June, 2000, Johnson served as National Hot Rod Association Vice President of Sales. "I am extremely excited to join the Champ Car team as President," said Johnson. "I have been amazed at the progress the series has made over the last twelve months and look forward to continuing the momentum and successes long into the future. Champ Car has a great vision as well as committed teams, owners, sponsors and promoters. Open wheel racing has work to do and Champ Car is getting it done."

Current Champ Car President Dick Eidswick will take on the new role of CEO and Chairman beginning in September. Eidswick will work together with Johnson during the transition period and will continue to contribute to the growth of Champ Car. "I have been involved in the process of selecting Steve and I am excited he is joining Champ Car," said Eidswick. "Steve will be a strong addition to the company and we welcome him to the Champ Car family. I am going to continue to be involved in Champ Car but in a more limited role." Eidswick has been a key to Champ Car's resurgence after Kevin Kalkhoven, Gerry Forsythe and Paul Gentilozzi acquired the company in bankruptcy court in January 28, 2003. During his tenure as President Champ Car has shown tremendous growth in event attendance; the Champ Car World Series returned to network television and the growth of the Atlantic Championship following the announcement of the series 2006 car and engine specifications. "I want to thank Dick for everything he has done for Champ Car," said Champ Car co-owner Kevin Kalkhoven. "He has been one of the most important factors in rebuilding Champ Car and I know he will continue to contribute to our success. A planned succession such as this will enable Champ Car to continue to build upon the very significant momentum it has developed. I believe Steve will step right in and continue to grow Champ Car. He has a proven track record and I'm very excited that he is coming on board."

From <http://www.trans-amseries.com/News/Article.asp?ArticleID=2985>

Underdog Makes History by Winning Trans Am Series GT1 Title: **Moneca Kolvyn Clinches GT-1 Championship at Montreal**

MONTREAL, Quebec. (Aug. 28, 2005) — Road racer Moneca Kolvyn clinched the Trans-Am GT-1 Driver Development Program Championship Saturday at the Molson Indy Montreal.

"It's a really big deal!" exclaims Moneca, "This is a championship earned on hard work and simply never giving up. The Trans Am Series is the longest running road race series in North America and we beat some HUGE teams."

"We won this championship by being consistent with the equipment we had. This little team never gave up! I dedicate this championship to all the underdogs in this world, all the incredible volunteer corner workers and my ever persistent crew chief Vance Swifts of Westcoast Hot Rods. It is a huge moment for me and I am simply overwhelmed!"

Moneca also becomes the first woman EVER to win a championship in 40 years of Trans Am History.

EXCERPT FROM <http://www.motorsport.com/news/article.asp?ID=198844&FS=TRANSAM>

Kolvyn, who won the GT-1 title in her rookie season, earned one GT-1 Class victory this season, at San Jose. She made eight starts this season.

"I think Trans-Am did an incredible job this year with the GT-1 Driver Development Program," said Kolvyn. "The program was very successful. We really are club racers trying to make the next step. We certainly appreciate everyone's help this year. We made a lot of good contacts and we have a test this winter in another team's car. Although our numbers don't show it, we have proved that we have the ability to stick to it regardless of what happens."

Considering the recent events in New Orleans and the Gulf coast region of the U.S., I felt it might be a good time to start a series on emergency preparedness. I have taken the following information from the city of Vancouver website at <http://www.city.vancouver.bc.ca/corpsvcs/emerg/emergsites.htm> There will be subsequent articles and information in the next few Mayday's. Editor

Disaster Supply Kit

Earthquakes, floods, and other disasters can seriously disrupt normal life. Services may not be available, transportation may be cut off and roads may be blocked. In some cases, you may be forced to evacuate. Be ready to respond to any situation by assembling and maintaining a disaster supplies kit. You should assemble enough supplies to keep you going for at least three days.

Here are some ideas on what to put in your kit:

Water

Plan on four litres of water per person per day. Store water in plastic containers such as soft drink bottles. Avoid using containers that will decompose or break, such as mason jars or glass bottles. Because water is so important to human survival, it should never be withheld. Drink at least two litres per day, as long as supplies last, and look for alternative sources.

Food

Store at least a three-day supply of non-perishable food. Choose foods that require no refrigeration, cooking, or preparation and are compact and lightweight. If food must be cooked, include a can of sterno.

Food suggestions:

Ready-to-eat canned meats, fruits, and vegetables
dried or instant foods
Canned juices, milk, soup (if powdered, store extra water) beverages such as juice boxes or those in foil packages
sugar, salt, pepper
High energy foods--peanut butter, jelly, crackers, nuts, health food bars, trail mix
Comfort stress foods--cookies, hard candy, sweetened cereals.
Vitamins

Store the supplies in an easy-to-carry object such as a large, covered trash container, camping backpack, or a duffle bag. Seal food in plastic bags and/or tightly lidded containers.

Check your food supply periodically to make sure they haven't expired or aren't leaking or dented. Replace if necessary.

Foods to avoid:

Foods stored in glass that are bulky, heavy, and break easily; whole grains, beans, pastas which could be hard to prepare in a disaster situation.

First Aid Kit

Have two first aid kits.
Keep a complete first aid kit in your home and car.
Items to include:
Sterile adhesive bandages in assorted sizes
2-inch sterile gauze pads (4-6)
4-inch gauze pads
Hypoallergenic adhesive tape
Triangular bandages (3)
2-inch sterile roller bandages (3 rolls)
3-inch sterile roller bandages
Scissors
Tweezers
Needles
Moistened towelettes
Antiseptic
Thermometer
Tongue blades (2)
Tube of petroleum jelly or other lubricant
Assorted sizes of safety pins
Cleansing agent-soap
Latex gloves (2 pair)
Sunscreen
Aspirin or non-aspirin pain reliever
Anti-diarrhea medication
Antacid (for upset stomach)
Syrup of Ipecac (use to induce vomiting if advised by the Poison Control Center)
Laxative
Activated charcoal (use if advised by the Poison Control Center)

(Disaster Kit Cont'd)

Supplies & Tools

Emergency preparedness manual
Battery-operated radio and extra batteries
Non-electric can opener, utility knife
Fire extinguisher, small canister, A-B-C type
Tube tent
Pliers
Tape
Compass
Matches in a waterproof container
Aluminum foil
Signal flares
Paper and pencils
Needles and thread
Medicine dropper
Shut off wrench, to turn off household gas and water
Whistle
Plastic sheeting

Clothing & Bedding

Include at least one complete change of clothing and footwear per person.
Sturdy shoes or work boots
Rain gear
One blanket or sleeping bag per person
Hat and gloves
Thermal underwear
Sunglasses
Sanitation
Toilet paper, towelettes
Soap, liquid detergent
Feminine supplies
Personal items-shampoo, deodorant, toothpaste, toothbrushes, comb and brush, lip balm.
Small shovel, for digging and expedient latrine
Plastic garbage bag and ties
Plastic bucket with tight lid
Disinfectant
Household chlorine bleach

Special Items

Include items for household members with special needs, such as infants, elderly, or disabled individuals.

Babies:

Formula, Diapers, Bottles, Powdered Milk, Medications

Children:

Coloring books and crayons, Games, Books

Elderly People:

Heart and high blood pressure medication

Insulin

Prescription drugs

Denture needs

Important Documents

Keep these records in a waterproof container:

Will, insurance policies, contracts, deeds, stocks and bonds.

Passports, social security cards, immunization records

Savings and checking account numbers

Credit card account numbers and companies

Inventory of valuable household goods, important telephone numbers

Family records (birth, marriage, death certificates)

Disaster Kit Storage Suggestions

Store the kit in a safe, convenient place known to all family members. If possible, it should be a cool, dry, dark location. Keep a smaller version of your disaster supplies kit in the trunk of your car.

Keep items, or groups of items, in water-proof and air tight plastic bags.

Change the water supply every six months so it stays fresh.

Rotate the food every six months.

Ask your doctor or pharmacist about the proper procedure for storing prescription medications.

Replace batteries often.