



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association
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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.

Speed reading

May 8&9	ICSCC Race # 2 – PIR	CSCC	Portland, Or
May 8&9	BC Regionals – CARTBC	BCKCA	Chilliwack BC
May 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May14/15/16	National/Regional/Vintage – PIR West Coast Star Mazda(SCCA)	SCCA/OR	Portland, Or
May 15&16	Coastal Club Race #3&4	CKR	Chilliwack BC
May 15&16	Spring Sprints – PR	SOVREN	Seattle, Wa
May 22&23	ICSCC Race # 3 – PR	IRDC	Seattle, Wa
May 22&23	Knox Mountain Hillclimb	OASC	Kelowna, BC
May 22&23	Motorcycle Races #1 – MRP	WMRC	Mission, BC
May 26	META Meeting – Century House	7:30	New West, BC
May 29&30	Westwood Club Race #3	WKA	Chilliwack BC
May29/30/31	Double National/Regional – PR West Coast Star Mazda(SCCA)	SCCA/NWR	Seattle, WA
Jun 5&6	ICSCC Race # 4 – PIR	CSCC	Portland, Or
Jun 5&6	Coastal Club Race #5	CKR	Chilliwack BC
Jun 5&6	Coast to Coast TSD Rally	WCRA	Vanc. Island, BC
Jun 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jun 11/12/13	Rose Cup Nat/Reg/Vint – PIR	SCCA/OR	Portland, Or
Jun 12&13	Canadian Grand Prix	Formula 1	Montreal, PQ
Jun 12&13	ICSCC Race # 5 – MRP	SCCBC	Mission, BC
Jun 19&20	U.S. Grand Prix	Formula 1	Indianapolis, Ind
Jun 19&20	Westwood Club Race #4	WKA	Chilliwack BC
Jun 23	META Meeting – Century House	7:30	New West, BC
Jun 26&27	Coastal Club Race #6	CKR	Chilliwack BC
Jun 26&27	Mountain Trials Stage Rally	WCRA	Cache Creek, BC

Wanted

Joe Proud, META Historian, is looking for a 5x7 picture of Hilda Randall.

He is putting together a special section in the META archives to remember Hilda by.

Anyone who can help Joe with this can contact him at 604-534-6690 or jjproudca@yahoo.ca

TURBO TALK TWO

Another short and to the point meeting, and we just had enough members in attendance to have a quorum. I would like to see more members come out to the meetings. What happens at the meetings can affect us all. We were told by Century House that the FIRST Wednesday of each month there is next to nothing happening in so far as other functions there and that parking would not be an issue, which lately has been a big problem. This will need more discussion as it would require changes to the Policy and Procedures of our club and will affect the wording for when the Annual Banquet will take place. This needs input by all the members. We give up so many weekends throughout the year to do what we love, one night a month extra to see to and help with the running of our club isn't a lot to ask.

We have just come off a very good weekend of Vintage racing. Once again the workers got to enjoy good racing, nice cars, good weather, great food. I would like to extend META's thanks to Ian Wood, the Event Chair and all the Vintage members for their hard work and appreciation of the workers. (the Kabob guy was a real hit!!) Ian auctioned off a Team Jaguar shirt at the dinner on Saturday night and collected \$70.00 for it. This money was then donated to META and is going into our Club Apparel fund for some new duds for us. The Comm Confusion fund was increased in size once again and thank you Bonnie for paying in advance. (I love optimistic people.)

We don't have any races at our track until June 12/13th so enjoy your out of town races for those that will be travelling and please please don't forget our next meeting on May 26th.

Turbo

Recently, I was diagnosed with A.A.A.D.D. - *Age Activated Attention Deficit Disorder*. This is how it manifests itself:

I decide to wash my car. As I start toward the garage, I notice that there is mail on the hall table. I decide to go through the mail before I wash the car.

I lay my car keys down on the table, put the junk mail in the trash can under the table, and notice that the trash can is full.

So, I decide to put the bills back on the table and take out the trash first, but then I think that since I'm going to be near the mailbox when I take out the trash anyway, I may as well pay the bills first.

I take my checkbook off the table and see that there is only one check left. My extra checks are in my desk in the study, so I go to my desk where I find the can of Coke that I had been drinking. I'm going to look for my checks, but first I need to push the Coke aside so that I don't accidentally knock it over.

I see that the Coke is getting warm, and I decide I should put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye--they need to be watered.

I set the Coke down on the counter and I discover my reading glasses that I've been searching for all morning.

I decide I'd better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water, and suddenly I spot the TV remote. Someone left it on the kitchen table.

I realize that tonight, when we go to watch TV, we will be looking for the remote, but nobody will remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers.

I splash some water on the flowers, but most of it spills on the floor. So, I set the remote back down on the table, get some towels and wipe up the spill.

Then I head down the hall trying to remember what I was planning to do.

At the end of the day; the car isn't washed, the bills aren't paid, there is a warm can of Coke sitting on the counter, the flowers aren't watered, there is still only one check in my checkbook, I can't find the remote, I can't find my glasses, and I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day long and I'm really tired!!!!!!!!!!!!!!!!!!!!!! Have you got it too???????????

April 8, 2004

Dear Friends,

I've told many of you about my sister-in-law Brenda and her struggle with breast cancer. In my "personal web page", you'll see a picture of Brenda and I. Well, I heard about an event called the Weekend to End Breast Cancer, and decided to sign up to really try to do something to keep other families from having to struggle with this disease. You can read more about my reasons for deciding to sign on in my web page.

It's a 60-kilometre walk over the course of one weekend with thousands of other people. As you know, walking that far is not going to be a simple feat for me! (It's been a long, LONG time since I ran that Marathon!!!) I'll have to train and get in shape. But I'm excited that I can finally do something this big in the fight against breast cancer.

I know you'll appreciate why this is so important to me and understand why I'm asking for your financial support. Since the event does not actually take place until August, it can feel like there is plenty of time for me to meet my personal fundraising goal of \$2,000.00. However, I want to reach this goal early and then hopefully raise even more. It's hard asking my family and friends for money, but this cause and this event is very important to me. I hope that you can contribute to my goal. The net proceeds benefit BC Cancer Foundation here in Vancouver and throughout the province.

Sincerely,

Bonnie Healy

You can visit my web page at:

http://bc.endcancer.ca/site/TR?pg=personal&fr_id=1000&px=1019486

Editors Note: Thanks to everyone's support, Bonnie has reached and surpassed her original goal of \$2000 and now has a target of \$4000. Your help would be greatly appreciated.

Dick Buckingham Update May 7, 2004

Hi All,

I spoke to Judy last night and Dick will be coming home next Monday. He was given a pass and actually got to be home for a while last Sunday. By Monday he is expected to be able to use a four-legged cane for short distances, which will make it possible for him to make it into their front door (his walker that he will have to use normally is a problem up the steps). The distance he can walk is limited but still enough to get around the house and he will use a wheel chair for outings or getting around extensively.

Dick still has a problem with double vision, which the doctors indicate is due to nerve damage to a muscle in one eye. It may get better over the next year and Judy thinks it has already improved. If not they will correct the problem with prism lenses in his glasses. By far the most frustration that Dick has right now is that they are making him dress himself and he struggles but over time the process will be a big help in getting the brain pathways rewired.

So as Judy said there has been a miracle. (Perhaps the absolute single-minded determination that we've all known Dick to have may have played some role.)

Happy Spring, Donna

Paul Tracy: Return of a Champion

By Krystyna Mitchell

After coming off of his best season ever in the Champ Car World Series (formerly CART), Paul Tracy is ready to get the 2004 season started with his sights set on another championship. Over the last few years the sport of open wheel racing has been unstable and until a few months ago, the future of Champ Car itself was uncertain. That hasn't kept Tracy from gearing up for what should be an exciting year under the new ownership of Open Wheel Racing Series.

Over the last few years Tracy has worked hard on his physical training, which has not only improved his performance as an athlete, but his mental stamina as well. It's this confidence and determination that took him to the top. "My focus and my intensity are still the same as it has always been - - From my stand point I've got experience on my side now that I have won a championship."

Tracy feels that there are areas that can be improved on, both as a driver and a team as a whole this season. He admits with a smile, "You try to do the best you can, try to win races, try to win championships; (but) now that I have won a championship, they always say the second one, it's harder to repeat."

This is true, even more so now that Champ Car has implemented a new points system this season to promote closer competition. With the many young newcomers to the series, the racing should be full of action. "I guess when you award points all the way down to the last finisher; it puts greater emphasis on keeping your car going. It's going to put more emphasis, like NASCAR, to fix your problem, get back out on the track (and) keep the cars on the track for the duration of the race so the fans have something to watch."

Along with the racing, fans have also been drawn to Tracy's original limericks of last season. Jokingly he stated, "I don't want to get fined anymore. I had a lot of fun last year and I enjoyed myself and I enjoyed my racing." But in spite of his humor, Tracy admittedly, with the turmoil over the off-season, had much to think about with regards to his racing career.

If Champ Car had ceased to exist, Tracy was contemplating a move to another series. "I think my next move would probably be to try NASCAR." However, he added with a smirk, "But to be frank, I really do love driving these cars. I like the length of the schedule. My only draw back of (NASCAR) is the schedule is so hard, I don't think that I can handle it. You know, doing 38 races a year would do me in."

Tracy couldn't really say how long he would remain as a competitor in racing. Although he is considered a veteran in Champ Car, he appears to have many more years of drive in him. "I guess as long as I continue to perform and I can drive top level cars, am competitive and win consistently; then I want to continue to drive." Beyond his open wheel career, there are other things that he would like to try. "I would like to try NASCAR; I would like to drive in the 24 hours of Le Mans," adding that he would like to continue into his 40's, but doesn't know how long he could continue competing at this level. "I guess as long as I'm competitive and I'm able to win and enjoy it, that's what's most important!"

No matter how many years "The Thrill from West Hill" continues to race, I am positive that Tracy will provide a lot of entertainment to every event that he participates in. His experience and enthusiasm brings a new level to the racing, both on and off the track.

Tracy is one of the most down to earth drivers, showing up in the media spot light in a toque and sweater, then changing over to his proper interview attire. No matter what he wears, his easy-going personality seems to shine through. He has gone from the awkward, mild-mannered kid from Ontario driving an Indy Lights car to the professional, self-confident champion that he has become.

Well 10 years and still going

Ok probably going “oh god it feels longer” but as I moved into my new house my father was creating all the plaque’s that I have worked over the years for META into a picture frame and this was positioned next to the 5 year certificate I received when I noticed this would be my 10th year with META, so I decided to write a little thanks and the fun and mainly the friends I have made during them years.

Actually my 1st contact with META was just before the 1st ever Indy race in Vancouver when I was visiting Ann and she said I’m going up to Westwood to be a corner worker for Indy, now I was a motor racing nut back then having gone to Brands Hatch when I was 3 weeks old as dad liked to thrash his mini coopers around there at the time. But I never knew Ann was into it as I don’t think she had ever been to Brands which was 5 minutes away from her house. So we went up to Westwood and I fell in love with the track. All I can remember really is Ross Bentley Shell sportcars that was damn quick and a mini driver I spoke to, then a few people namely Roger but I was quiet and shy back then so never gave much thought after that. I didn’t come the race day sadly, but hey England was playing in the world cup football, I regretted it after as was a boring game even if we won. When I went back home we started to get the stories on Ann getting more & more involved with META, with me coming into some money I decided to come on a holiday. When I got there I met Roger & next day we’re off to Seattle for a race, turn 6 was our assignment & with a steep learning curve I was flagging, well yellowing as a lot of people know I preferred back then to yellow rather than blue. Mainly I think it’s a harder job as concentrations levels are higher & you must get that flag out quickly, also seeing Roger blue he needs the practice (IRENE might consider that). I did work my 1st Indy that year but transporting radios although I watched from turn 10 old track & knew what I wanted the next year. So each year I started coming out for these 3, turning into sometimes 6 months, at Roger/Ann so blame them Lol.

So 1st time flagging at Indy I met this LOUD, Ugly, Snore a lot American who turned into one of my best friends and trust working with, yep IAN COOK, I was yellow & him blue at turn 1 but I never forget how much fun we had working. I also met Karen Cook, she became my food supplier, no wonder they leave so early to track transporting Ian’s food.

There been so many other fun races I’ve been to, like Portland track, thanks Gail for always letting me stay & providing the M & M’s, Thomas & Roger for always getting slower times than me at Malibu grand prix down there.

Seattle where META shows what a club we are with so many going down there & having fun and being professional.

Spokane where the 7 of us traveled that night in the van, Roger takes over 2am in morning & only car we pass was a police car & we get a speeding ticket, that was last time I saw Rick Neyedli & was 1st time I saw the real Rick who loved his sport & tell it how he thought META should be.

Mission where I miss the evening get together at White Spot, while trying to show the waitress what a WIDGET is, training Lynn and Doris how to blue flag the 1st time they came out the tower, hope both continue that as was great. Being taught by Nick, Bonnie, Roger, Don, Andrew, these are the TM’s I learnt from & if a new worker listening always listen to a Turn Marshal (Just watch out for Roger blue flagging & blue flag cars in front of a mini)

Brands hatch where I finally achieved my goal, blue flagging at the Brands Champ Car race, it was a shame some of UK marshals didn’t see beyond the UK racing. One compliment I took was that I flagged like a American/Canadian & they were very impressed with me. So META as a whole must be doing something right. Well I have a big change in my life this year getting married to Caraline, yep I lost 1/2 my fortune, I’m now in debt with mortgage I pay, I have hearing problems although saying “YES DEAR” or “JUST BUY IT” seems to work as can watch my Chelsea football team in peace.

I can’t wait to see you all this July for the Molson Indy in Vancouver, I’ll still be coming once a year whether it’s to that race, or a smaller one at Mission, because I wouldn’t change the friends, memories, the fun that I have achieved in them 10 years so far.

Matthew Bower

SPORTS CAR CLUB OF BRITISH COLUMBIA

P.O. BOX 2125, VANCOUVER, B.C. V6B 3T5

April 20, 2004

Dear Molson Indy Vancouver Track Marshal:

After a difficult winter, and a delayed start, the Champ Car Racing season has finally begun. The hoped for 18 cars took the green flag in Long Beach this past weekend. While passing was limited for the first event, with so many talented and promising young drivers the series should get very interesting very quickly.

In Vancouver, the Sports Car Club of B.C. and the **Motorsport Emergency & Turuworkers Association** are preparing for a great **15th Year of Racing in the City**.

Confirmed series for our July 23-25 event are: CHAMP CAR, FORMULA ATLANTIC, CASCAR, SCCBC INVITATIONAL, and FORMULA RENAULT 400.

Your participation is paramount to our success, and our celebration. We will do our utmost to make you feel welcome. If accommodation billeting is required please contact Course Marshal Irene Chambers. Irene is working with local turn marshals to ensure a friendly accommodation for those who may not already have contacts here.

Planning; you know what it's like when you are organizing a family or social event. You really need to know how many to plan for. As you can imagine, an event of this size takes a lot of preparation. EARLY preparation is critical to ensuring your safety and comfort, and making your experience here a positive one. PLEASE help us to be better prepared. Drop us a note with your RSVP to Irene at coursemarshall@shaw.ca. *SOONER IS BETTER*, but before the 15th of June please.

Details of event parking, cool down parties, credential location, on-site activities and event souvenirs etc. will be forwarded to confirmed volunteers.

There is nothing more lovely than Vancouver in the summertime. We hope you will join us for our 15-year celebration.

Yours in Motorsport,

Pamela Stec

MIV Event Manager
SPORTS CAR CLUB OF BRITISH COLUMBIA

2004 MOLSON INDY VANCOUVER - CONCORD PACIFIC PLACE
PROGRAM OF EVENTS

(As at March 31, 2004)

Subject to Change

Friday, July 23, 2004

7:30 AM	Gates Open to Public
8:00 AM - 8:20 AM	CASCAR Practice
8:35 AM - 9:00 AM	FR2000 Practice
9:15 AM - 9:45 AM	Atlantic Practice
10:00 AM - 11:30 AM	Champ Car World Series Practice
11:45 AM - 12:15 PM	Pace Car On Track Activities
12:30 PM - 1:00 PM	CASCAR Qualifying
1:15 PM - 1:45 PM	Atlantic Qualifying
2:00 PM - 3:00 PM	Champ Car World Series Qualifying
3:15 PM - 3:45 PM	Pace Car On Track Activities
4:00 PM - 4:30 PM	SCCBC Practice
4:45 PM - 5:15 PM	FR2000 Qualifying

Saturday, July 24, 2004

7:30 AM	Gates Open to the Public
8:00 AM - 8:30 AM	CASCAR Warm Up
8:45 AM - 9:00 AM	FR2000 Warm Up
9:15 AM - 9:45 AM	Atlantic Practice
10:00 AM - 11:15 AM	Champ Car World Series Practice
11:30 AM - 12:00 PM	FR2000 RACE
12:15 PM - 12:45 PM	SCCBC Practice
1:00 PM - 1:30 PM	Pace Car On Track Activities
1:45 PM - 2:45 PM	Champ Car World Series Qualifying
3:00 PM - 3:30 PM	Atlantic Qualifying
3:45 PM - 4:15 PM	Pace Car On Track Activities
4:30 PM - 5:45 PM	CASCAR RACE
6:00 PM - 6:30 PM	SCCBC Qualifying

Sunday, July 25, 2004

7:30 AM Gates	Open to Public
8:00 AM - 8:15 AM	Atlantic Warm Up
8:30 AM - 8:45 AM	SCCBC Warm Up
9:00 AM - 9:30 AM	Champ Car World Series Warm Up
9:45 AM - 10:15 AM	Pace Car On Track Activities
10:15 AM	Grid Atlantic
10:30 AM - 11:30 AM	ATLANTIC RACE
11:45 AM - 12:15 PM	Pace Car On Track Activities
12:15 PM	Grid Champ Car World Series
1:00 PM	MOLSON INDY - CHAMP CAR WORLD SERIES RACE
3:30 PM - 4:30 PM	SCCBC RACE

Schedule subject to change

Saturday, May the 8th marks the anniversary of the fatal accident which took the life of one of the greatest racing drivers to ever live. It is difficult to realize that it has been twenty-two years since this occurred.

The following is the obituary by Nigel Roebuck which was printed a few days after the accident.

Gilles Villeneuve

Obituary by Nigel Roebuck.

Last Saturday afternoon Gilles Villeneuve died violently at the wheel of a Ferrari.

It was the end of the final practice session, and he was going for it. He was on his last set of qualifying tyres, and came upon a slower car. In those circumstances, Gilles so often said, you had to squeeze your fear, keep your foot down. It was absurd, but the system left you no alternative.

Many people in motor racing were totally unable to understand Villeneuve. He was more fiercely competitive than anyone I have ever seen, yet the attraction of the man was that he saved it all for his racing. As a driver he was scrupulously fair, blindingly fast. On the track or off, his integrity was absolute. He had not a trace of affectation. There was no need to surround himself with vacuous hangers-on, as did so many of his colleagues. Ego is very important in motor racing, essential even. But Gilles' enormous confidence came from within himself. He had no need of yes-men to tell him how good he was. He knew. As a consequence, he was secure enough to admit his mistakes, rather than blame the car, and he would look you straight in the eye as he did so. It was a short career, just over four years at the top of the sport he so much loved. When Gilles first appeared in Formula 1, at Silverstone in 1977, he already had an awesome reputation. Those who had seen him in Canada spoke of an astonishing balance and confidence and pace, and it was apparent in Europe from the start. History will relate only that he drove in 67 Grands Prix, and won six. It will not remember him as a World Champion, but that is of no consequence. Any such list which omits a Moss is already an absurdity, and Gilles himself often said that the World Championship was a secondary consideration, a bonus. Driving 'for points' was complete anathema to him, a concept he found impossible to comprehend. What mattered was winning races, an instant, intuitive thing, a passion to beat everyone now, today. Planning a Grand Prix season like a military campaign, calculating gains here, losses there, was not Villeneuve's style.

The loss of any great racing driver is a blow to the sport, but Gilles Villeneuve was so much more than that. Those who knew him well liked him enormously, but beyond that there was something of the man which touched fans across the world. There has never, in my experience, been adulation and love for a racing driver such as that for Gilles. Wherever the circuit, the response of the public, as he drove round on the warm-up lap, was instinctive. The mystique of Ferrari helped, of course, but it went further than that. People sensed that, with Gilles, the impossible could happen. There was a crackle of excitement in the air. He would take an inferior chassis, demand of it more than it had to give, and thus we had the Villeneuve style. Genius can never be hidden. He was the best of his generation, and stands comparison with anyone in the history of the sport. Gilles was a good friend of mine, and I find this task extremely distressing. Quite apart from his superlative ability in a racing car, he was a charming man, who never changed with fame and fortune. Polite, honest and straightforward, he had a tremendous sense of humour and a simple love of life. His attitude to motor racing was unfashionably romantic. In a bland, commercial, world, he loved it for its own sake. The jet set made him cringe, and he had an instinctive abhorrence of anything bogus. For me, and, I suspect, many thousands of others, the light has gone out in motor racing.

To his wife, Joanne, their children, Jacques and Melanie, to his family and countless friends, to Mauro Forghieri and everyone in the Ferrari team, we offer our deepest sympathies. Their grief is shared across the world.

Nigel S. Roebuck

Autosport

May 13, 1982

Mike Currie

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

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White, short sleeve, 'Golf Shirts' with
META logo embroidered on front.

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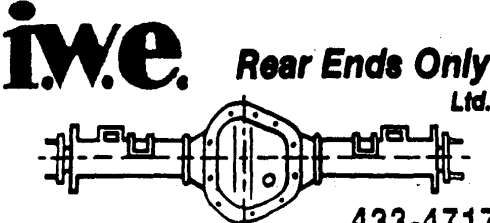
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For all club merchandise contact:

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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

From "The Province" newspaper, April 19,2004

Street Racers Getting Revved

Mission Raceway program cuts illegal racing 'in half'

By Ben Kuzma
Sports Reporter

It's a bold statement, but one that Richardt Scholz backs with convincing numbers.

"The street racers have been cut in half," said Scholz, co-ordinator of the successful Street Legal program at Mission Raceway Park designed to get racing off the streets and into a safe environment. By attracting 225 grassroots racers to the quarter-mile strip on select Friday nights through the spring and summer, the Fraser Valley facility is home to a new way of thinking for the lead-footed.

Instead of risking limb and high-priced rides, to say nothing of heavy fines or jail time, the baddest of the bad have had a gearhead's epiphany.

"I've been told by a number who were prominent street racers, guys who had the quickest, scary-fast cars that went 150 miles per hour, that there's no reason to go and race on the street," added Scholz, 45, a former street racer who is also secretary of the B.C. Custom Car Association that runs MRP.

"Why go and jeopardize a car when there's the Street Legal program, the Canadian Pro Street Association and Best Buy Shootout Series at the track?"

By scouting the street-racing scene eight years ago, Scholz learned that MRP had to mirror that environment, with safety in mind, to attract impressionable high school students and others with a need for speed. It worked.

"It had to be a natural for these kids," said Scholz. "We wanted to find out the straight-on goods and not judge them. What was the allure of street racing at night time? And they laid it out to us in no uncertain terms. They liked that it didn't cost them any money.

"It was heads-up racing and they were skirting the rules. And there was a certain danger element to it. Take away the rules and the danger part and we have duplicated everything, but in a safe environment.

"The kids love it and they identify more with these cars because the Street Legal program doesn't allow for a lot of electronic driver enhancements."

The program has attracted more than just casual racers, who pay \$23 per event to get four or five passes down the smooth MRP surface.

The big boys of the street movement have taken notice and it's had a positive pied-piper effect.

"You take the fastest cars off the street and onto the race track, all the cling-ons, all the wannabes and all the fans are going wherever those guys are racing," stressed Scholz. "The very same guys I used to see at the illegal street races are the same guys I see walking around the pits at the track." At its worst, street racing often evolved into a dangerous hat-racing game.

Racers would gather in a parking lot late at night. They'd all throw money into a hat, which could total thousands of dollars, and await instructions. The keeper of the hat drove to a location, called racers on their cell phones and first one to the hat pocketed the cash.

"I have not heard of any," Scholz said of the dying trend. "I still cruise out and there are still a few street racers hanging around.

"But they're not serious racers. They're just looking for a party on a Friday night and they're making one happen."

They should check out MRP.

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