



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.

Jul 5&6&7	Pacific NW Historics-Pacific (SIR)	SOVREN	Seattle, Wa
Jul 6&7	Molson Indy Toronto	CART	Toronto, Ont
Jul 10	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Jul 13&14	Burke Lakefront Airport	CART	Cleveland, Ohio
Jul 13&14	Portland Historic Races -- PIR	SOVREN	Portland, Or
Jul 17	META Meeting – Zosiak's House	7:30	Surrey, BC
Jul 27&28	Molson Indy Vancouver	CART	Vancouver, BC
Aug 10&11	Mid-Ohio Sports Car Course	CART	Lexington, Ohio
Aug 10&11	ICSCC Race # 6 – PIR	CSCC	Portland, Or
Aug 10	Speedfair Races	SOVREN	Bremerton, Wa
Aug 11	NWR-SCCA Vintage grids	SOVREN	Bremerton, Wa
Aug 14	SCCBC Meeting – Executive Inn,	North Road	Coquitlam, BC
Aug 17&18	Road America	CART	Elkhart Lake, Wis
Aug 17&18	CACC Race # 1 – MRP	SCCBC	Mission, BC
Aug 17&18	ICSCC Race # 7 – Pacific (SIR))	IRDC	Seattle, Wa
Aug 24&25	Circuit Gilles Villeneuve	CART	Montreal, PQ
Aug 29	META Meeting – Century House	7:30	New West, BC
Aug 30&31	ICSCC Race # 8 & 9	TC	Willows, CA
Sep 1	Thunderhill		

Presidents Report

By the time many of us will be reading our July Mayday, we will be charging full speed into what will be Meta's busy month. We start off the month with SOVREN at Pacific Raceways on the 5th,6th and 7th of July. This year our Saturday night get together theme is Mexican Fiesta, so get your sombrero, and your favorite appetizer. Of course we end the month with the Vancouver Indy. Now that the event is being held on July,26th, 27th and 28th, we can only hope we'll have good weather. Start doing your sun dance. So I look forward to the month, and yes it's busy. I can safety say; as Meta members take part in these or any other event they may attend, they will with great pride.

Till then take care and be safe.

Bernice Zosiak

Special Notice

The next General Meeting will be held 1 week early on July 17 at Bernice and Mike Zosiak's house. 6811 – 134th St Surrey. Time will remain the same at 7:30pm. Call Bernice at 591-7213 for directions.

Submitted by David Bell. From cart.com website

Krosnoff / Avrin Memorial

INDIANAPOLIS--A plaque in memory of CART FedEx Championship driver Jeff Krosnoff and track worker Gary Avrin is to be unveiled 10 a.m. Wednesday, July 3, at Exhibition Place in Toronto, Ontario, Canada, replacing a makeshift memorial which stood at the site of the accident that took their lives during the 1996 Molson Indy .

Fans had placed flowers, a plaque and a Krosnoff decal on the elm tree that Krosnoff's car struck after an on track incident redirected his car into track workers, resulting in the death of Avrin and Krosnoff and the injury of two others. When it became known that the elm tree was dying of disease, an effort began more than a year ago to place a proper, permanent memorial at the site. At last, that plaque has become a reality.

"We have asked several CART drivers who knew Jeff to attend, along with friends and family of both Jeff and Gary, as well as other members of the motorsports community in Canada and the United States," said Douglas Graves, Avrin's fellow track worker who spearheaded the effort to install a permanent memorial.

The site of the plaque looks over the accident scene at Turn 3 of the Exhibition Place racing circuit, just west of the foot bridge over Lake Shore Boulevard.

Because parking will not be available on the Exhibition Place grounds due to installations for this year's CART FedEx Championship Series Molson Indy Toronto, July 5-7, parking at Ontario Place is suggested, with an easy walk across the bridge to the site of the ceremony, which is expected to take 30-45 minutes.

For more information, contact Douglas Graves of the Jeff Krosnoff / Gary Avrin Memorial Fund. (416) 259-8421 ext.4295 or inky_doug1@hotmail.com (7:30 a.m. - 2:30 p.m.) (905) 426-2001 or dgraves8@sympatico.ca (after 5 p.m.)

MIV Update

Last chance to register for this event. Worker numbers are down this year again, so contact Ann Peters to get your name on the list or confirm that you are still on the list. ann_peters@telus.net or 604-581-7189
CART, CASCAR, Barber-Dodge, Formula Renault, and of course the best is last The SCCBC Invitational Sedan Race, it should be a great event as always.

Worker packets will be mailed or emailed as soon as they are ready.

Fence cutting will be Thursday July 25th, at 9:00am, starting in Turn 2 and going coursewise.

Contact Thomas for more info, 604-501-1503 or tliensner@shaw.ca

Notice

"To all Meta members, friends, and any one who might want to send me an email(hint, hint?), my new email address is toyracer@quik.com(well, not new but the one I want used from now on). My current email address(dfness@hotmail.com) will be deleted in the near future. Thanks and hope to hear from some of you soon!

Darryl Ness"

Ice Race Barbeque

When? Saturday, July 13th

Where? At Murray's of course
5251 Steveston Highway, Richmond
(parking across the street on Swallow Dr)

Time? 3:00pm 'til Murray kicks us out

Bring? Whatever you want to BBQ
Your own drinks & mix
Eating utensils (plates, cutlery, cups)
Suit & towel for hot tub
Change of clothes in case you fall in the hot tub
or fireplace by accident.....
Lawn chairs/blankets to sit on

RSVP? As soon as possible to Murray @ 604-271-6598

Or

email: murrayhorsburgh@hotmail.com

If the weather is looking like it might rain or some such silly thing and you have one of those ezee-up canopy's please bring it along.

Unexpected Utterance

By John Springs --- Portland

AKA The GooseBoy

I was cheerfully engaged in an episode of “Solve The World’s Problems” the other day, an impromptu meeting of middle-aged reprobates at work that we laughingly call a “Service Tech Meeting”. One of the apocalyptically important subjects was vacation scheduling. I had just gleefully informed this bunch of heroic wrench benders that I had, once again, blown the summer calendar asunder with a blitz of three and four day mini vacations that matched up with racing dates all the way through September, and received approval on all of them.

History has proven that the usual response to this announcement tends to be immediate and particularly dangerous, so I ducked under the closest cover the room provided...the desk normally used by our boss. Once the usually fatal hail of medium sized hand tools and amazingly bloated procedure manuals passed overhead (mauling an antiquated computer terminal, and a printer that is no longer capable of printing the letters “e”, “l” and “p” because of a damaged daisy wheel), and the remarkably articulate barrage of rather blue tinged invectives, I heard the voice of the most senior (as in “old” and “curmudgeonly”) of the mob growling “Why do you waste your whole vacation fooling around with a bunch of old car nuts and spoiled rich boys when you don’t even get to drive a car?”.

“Whatever do you mean, sir?” was my pithy reply.

Pointing an Ebenezer-like digit straight at my Romanesque Proboscis (big nose), Mr. Mean impaled me with this indisputable factoid, “You admit that you pay for the chance to go out there and sweat your butt off, maybe get it knocked off, and work harder than you do here, just because you love the sport and the people. You don’t make a dime and usually end up more broke than you started out! What the hell is so special about those wackos anyway?”

Using my best “You Pitiful Dunce!” tone of voice, I responded with my standard lecture for the ignorant. “First, it’s fun because everyone else is out there for the same reason, we love racing, and are all working towards the same goal, to see great racing happen. We set the place up, run the operation, and provide the services necessary for people who can afford to try, to go out and race as hard as they can while being confident that we are there to help them as they hang it all out and go for the win. We argue and complain, but there is never a doubt that we want the same goal. And by the way, Mr. Knowitall, we aren’t just a bunch of old motor heads. We have multiple generations of racers spread throughout the club, from Grandparents who fought for world freedom to youngsters just starting to dream of winning “the big one” some day. And by the way, we get the job done, and we do it now, not later, or someday, or maybe after we do a study on it!”

Apparently my intellectual counter punch was slightly off target. Mr. Growl came back with his best stuff, designed to stop all further conversation in a gathering of over forty-ish blue collars, constantly bemoaning “the system”. “So, you get to babysit a bunch of brats. Sounds like real fun! The kids nowadays are useless. All they do is spend money, play games, tell us the world has been trashed by us old farts, and tell us the future isn’t worth living long enough to see! Anyone who thinks these punks are gonna keep the world going when they get to run things is an idiot and I’ve never met even one of them that would put out the kind of work you say it takes to do that stuff you have so much fun doing!”

The absurdity of this nearly knocked me over, considering the fact that this guy was once a pony-tailed, cycle ridin’, boozin’ scourge who elicited matronly wails of despair, and patronly sprints for the shotgun whenever he showed up to take someone’s sweet petunia out for the night (usually clad in home made tie-dye tank tops and dirty chinos).

Before I could laugh, however, out came the Unexpected Utterance, without hesitation, and without mercy.

“You’re full of crap, you damn dinosaur!”

Now, to know me well is to know that I am no fan of the way humanity has been running things for the last three thousand years or so. I still have serious doubts about how this thing we call “Human Society” is going to end up, and I tend to think we are at a place in time where the answers will be coming sooner rather than later. And not, necessarily, for the good of the planet.

It came as a surprise, therefore, when I realized the change in myself, as “The Utterance” passed my lips. Not only do I enjoy the feeling, of being part of a group of like-minded enthusiasts, so disparate in origin, yet so devoted to a goal.

I have also found hope for the future. In our club I see people who are successfully raising new generations of human beings who believe in working together to accomplish something good. I see young people who respect the experience of those who have come before them, and value that which is club racing enough to work hard so they can carry on the legacy for generations to come. People willing to teach, and to learn, from all those around them. Willing to give others a chance to do new and unusual things, and enjoy the success of working together as a team.

I choose to take my experiences in the club as a sign that there is a reason to believe that we can pull together during these most difficult times in which we live, if people will just choose to come together and work for our common goal.

Yes, I said all these things to Mr. Mean. Did I change his mind?

Probably not.

That doesn't really matter. I realized that I have changed my own mind.

That is good enough.

My First day with META

Being an avid motorsport enthusiast recently transplanted from the exotic island of Jamaica to beautiful BC, I longed to be near the roar, thunder and smell of racing vehicles.

With the help of the Internet the whereabouts of META was discovered, and after checking around a bit I decided that META was for me. A membership application was downloaded, filled out and mailed.

A few weeks later I received a phone call, enquiring my reasons for wanting to join META, I answered a couple of questions and the person at the other end said OK Thanks.

My META package arrived, I was so impressed everything was there, I have been in other motorsport organizations but META is organized.

I had my package so it's time to find work, so from the MAYDAY I e-mailed the President and was informed to go to Mission and report to Joe Proud.

So with the help of Bernice and Ann I found out what time to report for driver training at Mission.

Arriving at Mission I reported to the META trailer introduced myself, met everyone there exchanged a few stories until SCCBC were ready for us. I had glanced through the worker manual and had a basic idea how a corner was worked, seemed easy but what a surprise I was in for.

I was told that we were short of personnel, and was paired with Bryan at turn #1, it turned out to be hot (for a driving school day) and I learned fast. I think my teacher was good and if I took turnworkers lightly before, I now have "nuff respect" as we say in Ja.

It was an enlightening weekend being paired with Bryan in #1, I can't wait for the 29-30.

Sorry I missed the Push Car Derby, the World Cup and F1 qualifying got the better of me. I must say the members of META are wonderful people and I was so overwhelmed with the warm greetings I received at Mission on the driving school weekend.

Thanks, Thank You very much META members.

Max Thompson



The Tank Terror – Bad Gas

With so many different types of cars on the road it is inevitable that many of them will have different requirements for fuel. For the most part, modern cars are designed to operate most efficiently on regular grade, unleaded gasoline with an octane level of 86 or 87. If you are lucky enough to be the proud owner of a high-performance car, whether it be boosted (turbo or supercharged) or simply equipped with a high-compression engine, you will need to use a higher octane fuel, one with a rating of 91 octane or more. What you do have to remember though, is that there may be no advantage, performance or otherwise, derived from filling your car with higher octane gasoline if your car was not designed for it.

The gas retailers are in the business of making profits, so consumers often find themselves being bombarded by fuel company advertisements that claim that there are loads of benefits to be had by running your engine on higher octane fuels, but this is a common misconception. The real benefit derived from this is increased revenue, as every few cents they can add to the cost per litre is good for their bottom-line. The fuel companies want you to think that you are getting some sort of performance advantage, and that it is significant enough that it is worth the extra 10 cents a liter. Truthfully, any advantage is likely so small, that you'll probably never even notice it. However, if you have an older car and she is not as strong as she used to be, you may see some improvement by upgrading to a higher octane. If you choose to try this, just go up one step at a time. If you get a lot of pinging in your engine when you climb hills or carrying a lot of weight, try the mid-grade for awhile (89 octane) and see if you get much improvement. All you need is enough to prevent engine knock.

Some fuel companies will add fuel system cleaners to their fuels. This might be all right to use once in awhile, but proper maintenance of your engine will be much more beneficial (and probably cheaper) than an extra five bucks to fill the tank. Another option is to add a bottle of fuel system/injector cleaner every once in awhile, perhaps when you change your oil. You should really have a proper fuel injection service done on most new cars every five years anyway. Make sure that you have your fuel filter changed at the proper intervals because no matter what type of fuel you use, if the filter is dirty from rust particles or dirt, the car will never run properly.

Of course if you start to make performance modifications to your engine you may have to upgrade to premium anyway. One of the more popular performance upgrades is the addition of an after-market computer chip. However, devices such as this alter many of the engine's characteristics and higher octane fuel will be required due to the change in ignition timing.

One of the biggest mistakes you can make is to buy your gas at crappy old gas stations, those ones that have been there since the invention of the automobile, as you have to remember that the fuel you are pumping into your car may have been sitting underground in a rusty old steel tank for the last year. Gas only has a lifespan of about 90 days before it starts to go bad (breakdown). There may be bits of rust and who knows what else down inside there. I suggest only going to new gas stations, as they have solved most of the contamination issues by installing new underground tanks that are made of plastic. Try to stick to the same brand of fuel too if possible, as the consistency in your tank will be the same. Keeping in mind that fuel does go bad, if you have a piece of equipment that may be left sitting for awhile, whether it be a lawnmower or your classic car, you have to take steps to keep it from going stale over the winter. Add a fuel stabilizer to your tank and let it run after you add it, and keep the tank full to prevent moisture buildup.

It is important to remember that fuel companies change their gasoline from season to season by adding antifreeze and so forth. So if your machine hasn't been used for awhile, try to empty the tank during the first use of the season. This is not however, a good idea to do all the time, as rust particles can collect in the bottom of your fuel tank and start to go towards your engine if you let the level get to low. Therefore, it is best to let the tank get to just below the 1/4 mark and fill it back up again. That is if you can time it right- when the prices are lower, instead of right after they go up.

Robert Dent, a native of Vancouver, has been involved in the automobile industry for the last 11 years. Robert is currently an award-winning Service Advisor with the Regency Auto Group. RPM.

CHAMP Cars in Portland, June 2002

By Steven Bibby

I wanted to write a few words on some of the fun events at Portland. To quote one of the favorite comics in META, "came for the parties, stayed for the racing!". You can always read about the races in the local papers, so I thought I'd mention the events that took place behind the walls.

Dan Olsen started things off at the morning meeting welcoming everyone to the "SCCA weekend with the Champ Car support events". Several Marshall's showed up at the meeting wearing their brightest Hawaiian shirts (Ice race wannabees). For the "not quite yet" part of the meeting, we had a wonderful pre-birthday celebration (happy birthday Kristine), along with a pre-parental father's day delivery (Roger, we never knew).

As usual, Adam Jacobson had worked some miracles obtaining gifts for the worker draws on Saturday evening. After dinner and some prize giveaways, everyone migrated over to where the TC Band had set up to play. We were really surprised when Kenny Brack appeared to play a few sets with the band on his guitar. He belted out some serious rock-n-roll while people danced to the music. Not to be outdone, our own Manny "Zoom Zoom" Zumm picked up the sticks to belt out a great song and an awesome drum solo.

The afternoon and evening weather was beautiful, so tents, campers, and (incredibly well equipped) motor homes were plentiful at the track. Bench racing continued long into the evening as people took the time to migrate around the SCCA City. Several people decided to go on the historical "track walk", hiking quietly around the track at midnight. Those honored few "become one with the track" at the apex of turn 6 (It can't be explained, only experienced).

Topping off the weekend was some exciting racing. We had the opportunity to watch an assortment of spills, chills and off-course adventures. Ten years from now, I really hope I remember the turnworker waving to the drivers from a fiber-can, the e-crew offering helicopter rides, or the "glowing" shirt on my communicator (had to be there). Life is what you make of it, and race events continue (or start) long after the checkered flag drops.

Submitted by Steve Bibby, AKA "The Bibber"

Unsuccessful Milestones in the Evolution of Motorsport Technology

"Turn one to control. The "nose to tail" contact was simple enough, but as usual, the airbag deployment completely blocked his vision causing the multi vehicle incident."

"You have reached the Race Control Hot Line:

If you are calling in a waving yellow, press 1

For a spun and continued, press 2

For debris, press 3

If you have an alert, or any other call,

please stay on the line for the next available operator...."

Submitted by Ann Jossul

Interested in Buying

Newer Model Dodge Caravan or Voyager in good condition. Call Irene, 604-882-8495

Small car, preferably Toyota. 1983 to '86 model. \$1400 - \$1900 price range. Call Paul, 604-987-7614

CLUB MERCHANDISE

Pens on Neck string \$2.00
 META Crests (Black Border) \$3.00
 META Crests (25th Anniversary) \$3.00
 META Decals Static for inside or
 Stick-On for outside \$1.00 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

Copies of META Promotional video are now available
 Video runs 15 minutes and are 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)

**Your Ad Could Be Here
 Advertise in the Mayday**

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

Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps. Note: Each member will receive a new META decal with their membership, please indicate which type you would like, Inside(Static) or Outside(Stick-on)

Membership

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

Name: _____

Address: _____

City: _____

Province/State _____

Postal Code _____

Phone No.-- Home: _____

Work: _____

META Decal: Static Stick-on

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



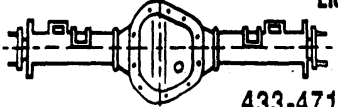
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1/4 Page	\$80.00	\$20.00
Bus. Card	\$40.00	\$10.00

Stewards Report

Seattle...May 17-18 Race #3

ICSCC's third championship race of the year took place on May 17th and 18th in Seattle. IRDC did an outstanding job hosting the first road race at the new Pacific Raceways. There were over 230 entries for the weekend. Many Canadian drivers took advantage of the "par value" offer by IRDC and several SCCA drivers showed up for some pre Memorial Day Double National tuning. The track improvements are impressive, with many more changes to come. Jason Fiorito and his family have definitely made a commitment to road racing in the Northwest with all the improvements they have made to the track.

The track changes include new restrooms, gravel traps, better runoff areas, the elimination of the "valley of death" off turn 5, a redesigned turn 9 and a high speed "kink" on the straightaway. Jason and IRDC spent a lot of late nights getting the track ready for our weekend. Thanks for all your hard work.

The temporary, redesigned turn 9 had me concerned all weekend long. Fortunately no one hit the angled wall, but Brian Reed did end up with a totaled BMW after ricocheting off two walls on the straight. The drivers did an outstanding job all weekend with the new turn. There was a lot of give and take between racers in turn 9, which is exactly what was needed. My hat goes off to the drivers for a job well done.

I'm afraid the pool for next year's Assistant Race Steward may have gotten smaller. It appears that if you are an Assistant Race Steward you must severely damage your or someone else's racecar. Dennis Peters damaged his S2 in Thunderhill as assistant; I rolled my Nissan at Spokane last year and our current assistant, Rick de la Mare, totaled or nearly totaled a VW Golf he rented for the race. There seems to be a pattern shaping up here. Irene Chambers was the race worker introduced at the driver's meeting. Irene is a member of META and has been working races for 20 years. Her non-ICSCC race work duties include being Chief Observer for CART in addition to working race control for them. That could explain why her favorite race group is 3; apparently she loves open wheel cars.

The weekend yielded very few turn reports. Two severely damaged Bimmers, a couple of full course yellows, no rain races, a 53 car grid of well-behaved drivers in Group 5 and a few upset drivers who were disqualified for not reporting to the scales after the race was all that happened. Drivers, please remember to weigh after the race when you are not certain of your finishing position. One of my most unpleasant duties as Race Steward is to disqualify drivers for failing to report to the scales.

P.I.R.... June 1-2 Race #4

The June race at Portland was another weekend of close to 200 entries. There were a lot of drivers preparing for Rose Cups, and a large Novice grid with several upgrading to area drivers. It was addressed at the drivers meeting, but I would like to remind all the senior drivers to pay special attention to our cohorts with the orange day-glow stickers and the 700 numbers. The orange stickers (with a black X) mean "area drivers." These drivers do not have the same level of experience or skill as our senior drivers and require some extra room and consideration on our part. The 700 numbers are for non-ICSCC licensed drivers. These drivers are experienced, but not with us. We've had several reports this year involving 700 number drivers. The common thread appears to be lack of knowledge by ICSCC racers of the 700 number drivers braking or turn in points. It is always a good idea to be aware of the competitors with whom you are not familiar and increase the safety room when approaching these racers.

The name of the race was "Chicane Challenge X." From the Steward's point of view every chicane race is a "challenge." Rick and I had 7 worker reports on Saturday and 19 reports to deal with on Sunday. Please be sure to check the "Penalty Box" for some interesting reading.

Diana Dance was the worker introduced at the driver's meeting. She is a member of Cascade, Team Continental and SCCA. Diana has been a worker for one year and her favorite race group is 5, with all the BMW's.

Also introduced was Robert Dratwa. Robert is Cascade's Course Marshall and has dedicated 26 years to our sport. I got to know Robert better last year and quickly learned that there is no one more dedicated to driver safety than he.

The first few races were uneventful. Group 2 had a very large grid and a four-car pile-up in the chicane, but everyone continued. Group 3 was involved in one of those now famous (or is it infamous) "chicane starts" where a driver attempts to pass too many cars prior to turn one.

Group 5, which behaved so well in Seattle, had 21 spins or off course excursions and some drivers had lap times within less than a "second" of track records for non-chicane races. It is apparent that yellow flags do not mean *slow down* in this extremely competitive group. This type of behavior is unacceptable and will not be permitted in the future. Please read rule 1501 G. 2 (black flag unfurled with competitors number). Rick and I will be applying this if necessary at future races. This race has been described as exciting and scary because of the potential for a disaster that thankfully did not occur. The racers and spectators all want exciting races, however, the safety of our workers and drivers *is* and must always remain our main concern.

Group 5 also had an incident in which a driver thought his car was on fire and proceeded to stop at the apex of turn 2. Again, please read rule 1508 Stopping on the course. A car forced to stop on the course should be placed in such a manner to cause no danger or obstruction. If you know or think your car is on fire, drive to the closest turn station for help. The workers are trained in fire control and offer you and your vehicle the best chance to escape unharmed.

It is hard to believe that the season is already one third over. One of the benefits of the reduced schedule this year is that it is only necessary to compete in six races and finish only three (in class) to be eligible for a championship this year. With eight races remaining you still have plenty of time.

Looking forward to seeing you at your next ICSCC race.

Dan Heinrich
ICSCC Race Steward

THE PENALTY BOX

Race # 3

Group 5, Car # 2 – Passing under yellow. \$50.00 fine
Group 5, Car # 57 – Passing under yellow. \$50.00 fine
Group 5, Car # 19 – Passing under yellow. \$50.00 fine

Random Visual Inspection: Group 2, Car # 123 – Found to be legal
Group 5, Car # 114 – Found to be legal

Race # 4

Group 1, Car # 709 – Passing under yellow. \$50.00 fine and 1 lap penalty
Group 1, Car # 709 – No class designation. 1 lap penalty
Group 2, Car # 84 – Passing under yellow. \$25.00 fine
Group 2, Car # 8 – Passing under yellow. \$50.00 fine and 1 lap penalty
Group 3, Car # 91 – Dangerous Driving. \$250.00 fine, 2 race suspension & 2 race probation
Group 4, Car # 26 – Late for drivers meeting. Work a flag station for 2 sessions
Group 5, Car # 328 – Avoidable contact. \$50.00 fine and referred to License Director
Group 5, Car # 52 – Passing under yellow. \$50.00 fine and 1 lap penalty
Group 6, Car # 16 – Passing under yellow. \$50.00 fine

Random Visual Inspection: Group 2, Car # 318 – Found to be illegal – headlight removed with resulting opening not covered - corrected at track