



MAYDAY

The Official Newsletter of the Motorsport Emergency and 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.

Oct 16&17	Coastal Club Race #11&12	CKR	Chilliwack BC
Oct 16&17	CACC Race # 3 & Enduro – MRP	SCCBC	Mission, BC
Oct 16	8 Hrs of the Cascades – PIR	CSCC	Portland, Or
Oct 16&17	Pacific Forest Stage Rally	WCRA	Merritt, BC
Oct 23&24	Westwood Club Race #9	WKA	Chilliwack BC
Oct 27	META Meeting – Century House	7:30	New West, BC
Oct 30	SCCBC Banquet – Hilton		Burnaby, BC
Oct 30	Midnight TSD Rally	WCRA	Nanaimo, BC
Nov 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 13	ICSCC Banquet – Marriott		Seattle, Wa
Nov 13&14	Totem TSD Rally	WCRA	BC Interior
Nov 20	CACC AGM and Banquet		
Nov 24 AGM	META Meeting – Century House	7:30	New West, BC
Dec 8	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC

Just thought I'd let everyone know that on September 11th I did manage to walk down the aisle and sadly not find the nearest exit of the church. We both had a great day and the weather was perfect.

Here is the address to the photo gallery of the day.
<http://www.thelewiss.co.uk/gallery/matcaz>

You might like to look at someone from the club (LOL Ann) with a LARGE big hat which is always tradition over here, must be so expensive that it has remained in England. Heehee, she'll kill me for saying that now.

We are planning to come next year to Champ Car, if it's on in Vancouver. Let's hope it is and see you all soon, let's hope the schedule is published soon (cough Jimmy)

Matthew Bower



Congratulations to
Matthew and Caraline

There are no minutes this month due to the September META meeting being cancelled. There were not enough members present for a quorum.

Important Notice to all META Members

A discussion will be held at the October meeting that may have a significant impact on how the club carries on its business. Items to be discussed will include the reduction of the general meetings from monthly to quarterly; January, April, July, and October. A motion would be required to change the AGM from November to October. The executive meetings will continue to be held monthly.

Also to be discussed will be the publishing of executive meetings minutes in the Mayday under the same criteria as the general meeting minutes.

Three meetings were cancelled this year due to not enough members being present for a quorum. Club business being handled at the executive meetings would be available to all members via the Mayday on a monthly basis and perhaps encourage more members to attend the quarterly meetings. Executive meetings have always been open to the general membership. Any items deemed so important they could not wait for the quarterly meeting could still be brought to the executive on a monthly basis if necessary.

These items will be open for discussion at the October meeting, with a vote to take place at the November 24th Annual General Meeting.

All members are encouraged to attend both meetings.

Relevant Sections of the META Constitution Dated December 3, 1980 and Policies and Procedures Dated November 1995:

Constitution Section 2 – Officers Part C

“The Secretary shall attend and act as Secretary at all meetings of the **members and officers and record the notes and minutes of the proceedings of such meetings** in a book to be kept for that purpose.”

Andrew’s Translation: Executive meetings should already have minutes being taken, however, I could not find anywhere that it says general or executive meeting minutes are to be published.

Constitution Section 3 – Meetings

“The Annual General Meeting of the Association shall be held in the month of November in each year on a date fixed by the President. Any meeting other than the Annual General Meeting shall be held at such times as shall be called at the pleasure of the President.”

Andrew’s Translation: The President can decree that meetings will be quarterly, however, a motion will have to be put forward to change the Month of the AGM.

Policies and Procedures Section 3 – Date of Meetings

“Association general meetings take place the fourth Wednesday of **each** month. There is no meeting in December. The **date** of Association general meetings may change with 21 days written notice to the membership.

The Annual General Meeting of the Association takes place on the fourth Wednesday in November.”

Andrew’s Translation: General meetings take place each month except December. A motion would be required to change to quarterly meetings.

If anyone has an amended version of the Constitution or Policies and Procedures that would address these subjects please bring them to the October meeting.

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 24th

Century House-620 8th St New Westminster at 7:30pm

Please plan on attending this meeting as our annual elections will be held at this time.

The positions available are:

President, Vice President, Secretary, Treasurer

Westwood Reunion

On Sunday, Sept. 12 there was a reunion of Westwood workers and racers held at the Sunday In the Park festival in Coquitlam.

I arrived at 10am, just as things were starting and helped Brian and Charmaine as well as Robert Barg set up.

There were many posters, race programs and other race memorabilia on display.

There were also three cars on display. Brian had his # 62 black Datsun 510, the silver/grey 67 Camaro that runs at Mission and a very well turned out Datsun 280Z that will be run at the track next year.

Things started out a bit slowly but picked up after awhile as many of the Westwood oldtimers started to appear. Just to drop a few names (my spelling may not be quite accurate in all cases!), Hans Pietch, his wife, and son, Udo, Wray Nixon, Garry Pulleyblank (Roger will remember Gary well as he had to dig Gary out from under his inverted Vette in the hogfuel at Deer's Leap), Ed Clement, Art Baines, Tom Johnston, Ron Curties, Wally Walker, Bert Laakman and Charlie Goedecki as well as Wolfgang N. (who's name I won't even try to spell!), Pete Jadot, Mark Saunders, John Schubert, Chris Pachini (the one who Brian called Pooch as he couldn't spell the name either) and John Randall.

There were many others whose names I could not recall and even one or two who predated Westwood as they used to race at Abbotsford when they had a track set up on the airport.

I took the green META photo album out and it was VERY popular as there were several people who leafed through looking for their old cars with a few finding the pictures that they wanted to see. In addition I also took a representative sampling of old newspaper clips out, starting out in 1968 which was when I started at Westwood working at the Hairpin with Rodney Cockroft.

I had hoped to see Jim McRae and Rodney. They were not able to attend but were well remembered.

At 2pm some typical *Westwood* weather arrived with the wind and then a pelting rain creating a mad scramble as we tried to gather everything up to keep it dry.

Even after the weather settled down there were still many still hanging around recalling old times.

One interesting rumor I heard was that a Chevy Monza originally owned by Greg Pickett that he raced at Westwood and in the IMSA series is now locally owned and is being prepared to run at Mission next year!

Joe Proud

Hello All,

This e-mail is to inform and bring everyone up to speed on the happenings of the Mission Emergency Crew and the association that we are about to form in the name of Motorsport in and around the Lower Mainland.

Now as I'm sure you all know, the equipment that the Emergency Crew uses and needs at the track is not cheap and to continue to provide a safe, trained and equipped safety team, with the help of "people in the know" we are forming an Association to acquire money from the Provincial Government as well as other supporters and sponsors, to purchase, fire suits, extrication, medical and racing equipment needed to continue in what I'm sure we all agree is a first class team of volunteers.

In the weeks to come a meeting date will be set for all Emergency Crew workers to form this Association and put into place the necessary requirements set out by the Government to acquire the moneys needed. I wanted to inform you all of this endeavor to show that this is what is needed and that we are in no way attempting to step on any other organizations toes in what we are doing in the name of Motorsport Safety in our racing community.

I must also tell you, that this endeavor has been in the works for some time and that I'm sending out this information to quell any rumors or innuendo that sometimes tend to happen in our racing community and that I will continue with my support in META by running for secretary in the upcoming General Meeting in November. I think that we all agree that this is a necessary step that needs to be taken and I look forward to your continued support from all my brothers and sisters in META, SCCBC, IRDC, SCCA, ICSCC, SOVREN, CACC, WCIRABC, ASN, VRCBC. Please feel free to forward this information to anyone you think may be interested and Please also feel free to contact me with any concerns or questions you may have.

Sincerely yours,

Mike Zosiak,

Chief Safety Marshal,

Rivers Edge Raceway, Molson Indy Vancouver.

604-591-7213

zosiak7213@shaw.ca

Race Officials Division

If you are a "Race Officials Division" member, please let your local ROD rep know how many ICSCC races you have worked this year ***as soon as possible***.

If you are a first year member or require a new wooden plaque, please include that in your reply.

Also a reminder that ROD members who worked 8 or more 'Conference' races this year are entitled to a free ticket to the ICSCC year end awards banquet on November 13th.

If you qualify for the free ticket, please let your rep know if you plan on attending the Banquet.

The local rep's do not have complete membership lists and **will not** go '*hunting you down*' for the information. If you want your awards or your free ticket you must let them know.

META ROD Rep:

Thomas Liesner

tliesner@shaw.ca or 604-501-1503

ICSCC ROD Rep:

Judy Even

badboy930@att.net or 360-574-9396

Sports Car Club of BC's
"Moonlight Racing Celebration"
Awards Banquet

Hilton Vancouver Metrotown
6083 McKay Avenue, Burnaby, BC
604- 438- 1200

October 30, 2004

\$40.00 per person

5:30 PM No- Host Cocktails

6:30 PM Dinner-Awards-Dancing-Door Prizes

To Register Call:

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Leslie Skinner 604- 856- 8957

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November 13, 2004 at the Sea Tac Marriott Hotel

This Year's Theme is

Friends between
Checker and Green

Reception 5:30pm, Dinner 6:30pm

Followed by our Championship Awards Presentation

Meal Cost \$35 per person

Banquet Reservations must be received by November 5, 2004

Pre-payment is by check only (no credit cards)

Tickets may be paid in full at the door (check/cash) with prior reservation

Name: _____ Telephone #: _____

Attending _____ Meals: Veggie ____ or Regular ____ Amount Enclosed: _____

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Telephone 253-859-8322 / Fax # 253-859-8323

Hotel reservations must be made by October 22, 2004

and are made directly with the Hotel

Ask for the ICSCC special rate of \$79 per night plus taxes

Sea Tac Marriott 888-236-2427 / 206-241-2000

From speedtv.com

Edmonton Champ Car Race on the Cards?

Written by: RACER staff Edmonton, Alberta October 6, 2004

Speculation is growing that the Champ Car World Series will race in one or both of the Canadian cities of Calgary and Edmonton next year.

A Calgary race has been mooted for some time, either as an addition to Champ Car's successful trio of Canadian events or in place of the Molson Indy Vancouver, which is under threat due to planned construction work around the race site as the British Columbia city prepares to host the 2010 Winter Olympics.

Edmonton, the other major metropolitan center in the province of Alberta with a population of just under a million, has now moved into the frame as a possible new venue. Local newspapers reported at the weekend that a deal has been agreed to stage a race next July on a 1.9-mile temporary course at the Edmonton City Centre Airport.

Champ Car officials confirmed that they have been in discussions with a local promoter, but denied that any contract has been signed as yet.

"We have come to an agreement on the potential terms, but it is in no way a done deal," Champ Car's executive vice-president of development, government affairs and planning Joe Chrnlich told The Edmonton Sun. "There is still one major item that needs to be satisfied, which would either make it happen or not happen."

Meanwhile Molson, which sponsors all three of the Canadian events currently on the CCWS calendar, has been looking into the possibility of staging a race in Calgary for the last few months (with Labor Day weekend being the favored date), but has yet to make a final decision on its 2005 plans.

"We are still continuing discussions with Molson about Calgary because I know they are very interested in the potential of a race there," said Chrnlich.

Two races in Alberta might risk over-saturation of what is essentially a single market, and Champ Car may have to decide which it regards as the more viable event. But Chrnlich insisted that prospect is not imminent, saying, "We'll cross that bridge when we come to it. If it comes to the point where it looks like there could be a race in both, we'll start to ask those questions in a serious vein."

From ICSCC Forum: www.icsc.com

GO-KART Tragedy at P-I-R this past weekend

October 04, 2004

The first death on the P-I-R track in ten years. 78-year-old Charles Holden had been driving GO-KARTS for over 30 years. But on Saturday afternoon Holden became the first death at the P-I-R in about ten years. Track officials estimate Holden was going about 120 mph, when he missed a turn, drove across a patch of grass and slammed into a guardrail.

Medical examiners concluded that Holden died of head trauma, but officials still don't know how he lost control. They say his kart was working properly and believe that some sort of medical problem caused him to crash.

Mark Estes

Submitted by Thomas Liesner From www.chicoer.com (Chico Enterprise-Record newspaper)

Two killed during practice at Thunderhill Raceway

By E-R Staff

Willows, October 2, 2004

Two Bay Area drivers were killed Friday afternoon when their cars collided during a practice session at Thunderhill Raceway Park, west of Willows, California.

Track officials said Robert Smeltzer of Petaluma and Charles Aliberti of Clayton were killed in the accident on turn No. 8 of the 15-turn, three-mile road course.

Aliberti, driving a Mazda RX7, struck the side of Smeltzer's Sports Car Club of America GTA sedan.

Rescue crews were on the scene immediately with Side Trax Medical attending the two injured drivers. Enloe Medical Center's FlightCare helicopter also responded to the site from Chico, but the drivers' injuries were fatal.

A brief fire in the Aliberti car was extinguished as safety crews worked inside.

The incident was the third on-track accident resulting in a fatality at the 11-year old road course facility.

Track chief executive officer David Vodden said the other two fatal crashes involved a motorcycle and a go cart. "We've been very lucky," Vodden observed.

Practice resumed following the incident in preparation for the final Sports Car Club of America season championship final set for Saturday and Sunday.

Thunderhill Park, a subsidiary of the San Francisco Region of the Sports Car Club of America, opened in 1993.



2005 Ice Race Schedule:

January 8/9

January 22/23

February 5/6

February 19/20

March 5/6 (5th Race weekend or alternate)

General Meeting scheduled for Mid-November at Douglas
College in New Westminster
(Exact date to be confirmed)

Submitted by Thomas Liesner: From Motorsports.com

Trans-Am Graduate Monte Shelton To Be Inducted into Oregon Sports Hall of Fame

INDIANAPOLIS (Oct. 4, 2004) -- Five-time Motorock Trans-Am Series race winner Monte Shelton will be inducted into The Oregon Sports Hall of Fame and Museum Thursday, Oct. 14. Shelton, who competed in the Trans-Am Series from 1976 through 1987, will join six other inductees at the ceremony, which will be held at the Multnomah Athletic Club, beginning at 7 p.m.

Shelton made a total of 40 starts in Trans-Am competition, all except one, driving Porsches. Beside his five wins, Shelton has 14 podium finishes, 17 top fives and 26 top tens, as well as two poles.

Shelton is just the third inductee into the Hall of Fame coming from motorsports, joining fellow former Trans-Am driver Hershel McGriff, and Len Sutton.

"It's pretty amazing to come from motorsports and be inducted into The Oregon Sports Hall of Fame," said Shelton. "This is especially important as it shows that race car drivers are athletes, too.

"My Trans-Am years were very special," added Shelton. "I was privileged to race in the Trans-Am Series. All of my Trans-Am wins came in a Porsche, making it even more special. My most memorable races came at Road America in 1980 and 1981, which we won back to back. In 1980, I started 10th and led the final four laps, beating out 43 other cars. That was a pretty special moment for me."

Shelton, who began racing in 1960, has competed in more than 1,000 events in a 44-year driving career that continues to this day. He won the Portland Rose Cup a record six times and finished second seven times. He has also competed in Can-Am, IMSA, Rolex 24 at Daytona, and Formula 5000. Shelton has won his SCCA region's Super Production title 15 times in the last 20 years.

From speedtv.com

Walker to Field Second Car for Valiante in Mexico

Written by: RACER staff Indianapolis, Ind. – October 8, 2004

Walker Racing has announced that it will enter a second car for Toyota Atlantic standout Michael Valiante in the Champ Car season finale in Mexico City.

The 24-year-old Canadian has been seeking an opportunity to break into Champ Cars for over a year and a half. He was to have made his debut for Walker at Fontana last November, but his hopes were dashed when the race was cancelled due to wildfires.

He formed a collaborative association with Derrick Walker last summer but was unable to secure enough sponsorship to compete in this year's championship. The opportunity to take over the second Rocketsports seat was dangled before him after Paul Gentilozzi parted company with French teenager Nelson Philippe, but it came to naught when the team opted for the more experienced Memo Gidley (who was later replaced by Britain's Guy Smith).

Valiante spent a successful two and a half seasons in Toyota Atlantic from 2001-03, narrowly missing out on the title in '02 and finishing third last year. Before that he was a top international karter, winning the North American 125cc shifter category in 1998 and finishing sixth in the World Championships.

In an extensive evaluation test conducted by Walker Racing at Sebring last winter, Valiante outpaced not only fellow Atlantic hopefuls Ryan Dalziel and Jonathan Macri but also current Jordan F1 driver Timo Glock.

Walker said, "It has been our intent for some time to have Michael join our team. He certainly has the talent and deserves a full-time ride in Champ Car. We are happy to be able to end the season competing again with two entries."

Both Valiante and the team's regular driver Mario Haberfeld will campaign Reynard chassis in the November 7 event at the Autodromo Hermanos Rodriguez.

Submitted by Thomas Liesner

SCCA TO DISCONTINUE PRORALLY, CLUBRALLY PROGRAMS IN 2005

TOPEKA, Kan. (Oct. 5, 2004) – Sports Car Club of America's Board of Directors voted Monday to discontinue the sanction of its current stage-based rally format, including the ProRally and ClubRally Championships, beginning January 1, 2005 due to increasing risk exposure.

"This was a difficult and unfortunate decision to make," SCCA Board of Directors Chairman Gary Pitts said.

"However, from an insurance standpoint, the stage rally format has gotten to the point where it puts the entire Club, its activities and entities under an undue risk."

"We have many SCCA members whose interests lie in rally," SCCA President and CEO Steve Johnson said. "It is my intent to allow these members the opportunity to rally in the future and continue to access the sport. I am confident we can accomplish this task."

"We are in negotiations to transition SCCA's elements of the stage-based rally activity to Rally America, a longtime partner and participant in the sport of rally."

Unaffected by the decision are SCCA's RallyCross and RoadRally programs.

SCCA began its special stage-format ProRally Championship in 1973. Since then, the ProRally Championship Presented by Hot Wheels has been regarded as the top domestic rally series. The 2004 Championship has one round remaining, Lake Superior ProRally (LSPR), which will run as scheduled Oct. 22 in Houghton, Mich.

Eric Prill

Director of Communications

Sports Car Club of America

CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

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Black Border/Vancouver/25th Anniversary or

Red Border/Westwood \$3.00 each

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\$26.00 each

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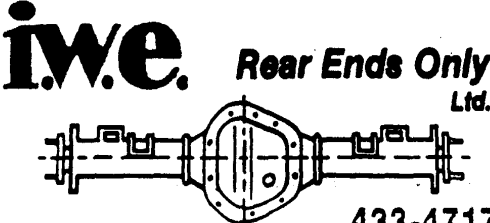
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For all club merchandise contact:

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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

FOR LOVE, LURE OF RACETRACK

September 7, 2004

Roy Green

The last place you'd expect to find a professional NASCAR driver is at a hockey arena in King City. But NASCAR rookie John Graham stands behind the glass with fellow hockey parents, watching his eight-year-old son, Connor, on the ice at hockey camp. A typical Canadian scene on an early September morning, even if the topic of much of our conversation is more suited to an auto-racing oval in the American southwest.

The 48-year old Aurora resident completed his first race on the wildly popular National Association for Stock Car Auto Racing circuit Aug. 7 in Indianapolis. In a car he'd never raced before on a track that was foreign to him, Mr. Graham started 40th and steered his way through the traffic to finish 31st out of 43 cars.

"Realistically, if everything's good, we're hoping to finish in the top 25 in the few races we're entering this year," he said. "Next year, I'll probably be the only Canadian running full-time on the 35-race Busch (second tier) circuit and we'll be aiming for the top 15."

The "we" includes former racing buddy Randy MacDonald of Oshawa, owner of the MacDonald Motorsports No. 72 Monte Carlo they hope to steer to NASCAR fame and fortune, along with the likes of Darryl Waltrip, Dale Earnhardt Jr. and Jeff Gordon.

But NASCAR is only the latest stop in a long line of auto races and marathons for Mr. Graham, including the completion of his lifelong dream in 2000; winning the 24 Hours of Le Mans in the LMP 675 class.

He has travelled the world, racing various kinds of vehicles in a variety of countries, including a couple of runs in the Paris-Dakar rally, which pits more than 400 drivers against each other in a 22-day race covering 10,500 kilometres, much of it through the Sahara desert. The drivers race a mixture of buggies, motorcycles and quad bikes. The 1986 edition, which he describes as his own version of Survivor, saw the deaths of six drivers. "I was driving a modified Land Rover for Labatt," he said. "Seven hundred drivers started and only 48 finished. "There are sandstorms and the dunes can collapse and suffocate you."

The Belfast-born Mr. Graham came to Canada when he was two and fell in love with auto racing at the Mosport Motor Speedway and its driving school near Bowmanville. He had his first professional race there in an MGB. "I was terrified because Al Unser Jr. and Mario Andretti were both in the race. I was tempted to ask them for autographs."

He got his first big break when he was the driver of record for Canadian music icon Gordon Lightfoot, who sponsored a car in the Can-Am sports car series in the 1980s.

He left the business briefly in 1987 when an opportunity to race on the prestigious Formula 1 circuit fell through. "I don't know if I was good enough for FI," he said, "but it would have been nice to try it."

He met his wife, Debbi, while living in Toronto and they began raising a family -- Connor, 8, Jessie, 6 and Samantha, 2, in November -- as he, literally, raced around the world. "My family has been very supportive," he said, watching Connor go through his skating drills. "The kids know their dad's job takes him away for a few days at a time, then he comes back. With Jessie, she knows it means dad will be bringing a present back with him." And he's happy his children don't get all in a knot about dad being a race car driver. "If Curtis Joseph came in here, Connor would be more excited to see him," he laughed. "I'm just his dad. In fact, Connor is my hero."

After living for four years in Florida, the Grahams decided to return to Canada in 2002. "Considering schooling and the Canadian education system, versus the U.S. system, it was an easy decision. It's more peaceful here, it's just perfect," he said.

As we talked, he was set to head off for his second Busch series race in Richmond, Virginia Sept. 10. He said he still has a lot to learn about his car and the demanding NASCAR circuit. "The race at Indy was two hours and 15 minutes and driving a race car is probably the most uncomfortable thing you can do. The temperature is 140 to 160 degrees in the car, you've got four layers of (protection) on and your helmet and you're being bumped and pushed by 42 other guys. It's very physical." But he enjoys working in what he describes as the world's biggest entertainment company.

"That's what NASCAR is, a Fortune 500 entertainment company. "It's the most impressive corporation I've ever seen. They have 75 million phenomenally loyal fans and incredible television ratings. I made more money coming in 31st at Indianapolis than I did when I won at Le Mans."

As pumped as he is about his next NASCAR challenge and his high-speed career, it's obvious he is just as happy when he's here in Canada, hanging around an arena, even when it's not quite hockey season. "I'll test and qualify on Wednesday, race on Friday night and probably be back in a hockey rink on Saturday morning," he laughed.

"It's just like any other job."

Marysville is preferred site for NASCAR track: But Snohomish County site faces obstacles before oval can be built

By Donna Gordon Blankenship

Associated Press

September 28, 2004

EVERETT -- Snohomish County and state officials announced Monday that International Speedway Corp. has chosen an 850-acre site about 30 miles north of Seattle as the preferred site for a NASCAR racetrack.

The site -- selected over other possibilities in Oregon and Kitsap County -- still faces several hurdles before construction begins, including who will pay for the project and whether it will pass environmental reviews.

"This basically says they're here. This is the site they've chosen to pursue," Marysville mayor Dennis Kendall said at a news conference also attended by Snohomish County Executive Aaron Reardon and Lt. Gov. Brad Owen.

The property being targeted for the racetrack is currently a mixture of farmland and light industrial, surrounded by housing subdivisions. Nearly all of the acreage is owned privately by a number of people and companies, Snohomish County spokesman Mark Funk said.

Public and private funding will pay for the track, but government officials and International Speedway are still negotiating those details. They plan to release a plan Oct. 6 that outlines finances and other details such as property ownership once the track is built. The plan will be released to the Legislative Committee on Economic Development and International Relations. Owen, who called the legislative committee meeting, said, "As long as we put together a package the track will be built." Reardon said he hopes a funding plan will be approved during the 2005 legislative session.

International Speedway officials could not attend the Monday news conference because of Hurricane Jeanne, Kendall said. "We think that Marysville is going to be a great spot for a major motor sports facility and we're excited about working with them to make it a reality," ISC spokesman David Talley said from company headquarters in Daytona Beach, Fla. The \$140 million Great Northwest Speedway would be built on farmland and would open in 2008. It would seat up to 75,000 spectators for one major racing event a year and up to five minor races. The site also would be used for other purposes such as swap meets and antique car shows.

The overall project -- including land acquisition, support facilities and permits -- could cost as much as \$300 million. Funk said a King County economic development study estimated revenues of \$87 million to \$127 million for a track in the state. That could vary depending on the track's location. Other benefits of the track could include environmental improvements and a chance for the county to do some master planning around a large piece of property, Funk said.

"And frankly, it kind of fits into the family kind of recreation we have in Snohomish County," Funk added.

Other sites that had been proposed included one in Kitsap County on the west side of Puget Sound and two in western Oregon. Reardon said ISC chose the Snohomish County site because "they like our moxie and they know we're serious about making it work." The Snohomish County track proposal has already drawn opposition from Snohomish County Citizens Against a Racetrack, or SCAR, which complained about new traffic congestion.

Co-founder Jack Shouman said the organization also feels local businesses would not benefit from the track and road construction dollars would have to be reallocated from other projects around the state.

"We just don't want to be trapped in our community on race days," said Shouman, who says he moved to Marysville to escape traffic congestion in King County. Supporters have formed Fans United for NASCAR, anticipating the project would create jobs and be good business for the county.

ISC, whose tracks are used for NASCAR stock-car races and other motor sports, has been looking at possible Northwest sites for months. The company expects to draw fans from as far north as Vancouver, British Columbia, and as far south as Portland, Ore.

The ISC owns or operates 12 major tracks in the country and stages 100 races a year. NASCAR uses those facilities as well as tracks operated by Charlotte, N.C.-based Speedway Motorsports and local companies, spokesman Talley said. David Porter, executive director of the Kitsap Regional Economic Development Council, said he received a call from ISC saying Kitsap County's proposed site near the Bremerton airport was out of the running.

Drew Mahalic, CEO of the Oregon Sports Authority, said he received a call last weekend from the ISC, indicating that Marysville was their first choice for the new track.

"We weren't able to come up with the kind of site that had all the ideal parameters that Marysville had," Mahalic said. International Speedway has hired a Seattle law firm, Preston Gates & Ellis, to advise it on Washington state business law. It has also signed up Gogerty Stark Marriott, a Seattle firm whose principal, Bob Gogerty, managed Paul Allen's 1997 campaign to build Seahawks Stadium. Voters approved a \$300 million funding package for that project in 1997.

ANNUAL WORKER AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing. All nominations must be forwarded to the awards committee. **Deadline for submissions is December 31.**

Please offer a brief explanation as to why you wish to nominate a given person for an award.

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate _____ for the President's Award for the following reasons:

The META Rookie of the Year

Criteria: The rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

I wish to nominate _____ for the Rookie member of the Year for the following reasons:

The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate _____ for the non - META member Worker of the Year for the following reasons:

The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons:

Nomination submitted by _____ on ____/____/____.
D M Y