



# MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association  
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META Website: [www.meta.bc.ca](http://www.meta.bc.ca)

**July 2005**  
Volume 30 Issue 7

**META Meetings are held every 2 months**  
Next meeting will be  
**July 27, 2005**

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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every second month. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

## Speed reading

Jul 8&9&10	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 9&10	CACC Race # 2 – MRP	SCCBC	Mission, BC
Jul 9&10	Molson Indy Toronto	OWRS	Toronto, Ont
Jul 9&10	Snap-On Stars of Karting – CARTBC	IRL	Chilliwack, BC
Jul 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 15 to 17	Edmonton Champ Car	OWRS	Edmonton, AB
Jul 15 to 17	ICSCC Race # 5 & 6 – SRP	TC	Spokane, Wa
Jul 16&17	Westwood Club Race #5 – CARTBC	WKA	Chilliwack BC
Jul 23	Gold Digger TSD Rally	WCRA	Squamish, BC
Jul 23&24	ICSCC Race # 7 – MRP	SCCBC	Mission, BC
Jul 27	META Meeting – Zosiak's House	7:30	Surrey, BC
Jul 30&31	ALMS – PIR	IMSA	Portland, Or
Jul 30&31	San Jose Grand Prix	OWRS	San Jose, Ca
Jul 30&31	Coastal Club Race #6 – CARTBC	CKR	Chilliwack BC
Jul 30&31	Double Regional/Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa
Aug 6&7	ICSCC Race # 8 – PR	IRDC	Seattle, Wa
Aug 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 13&14	Grand Prix of Denver	OWRS	Denver, Colo
Aug 13&14	Single Regional	SCCA/OR	Portland, Or
Aug 20&21	CACC Race # 3 – MRP	SCCBC	Mission, BC
Aug 20&21	Brett Chevrolet Stock Car Challenge Pro Touring Car / Restricted Regional PSRRA (karts) / Spec Miata / Legends	SCCA/NWR	Seattle, Wa
Aug 27	Tsunami TSD Rally	IRC	Vanc. Island, BC
Aug 27&28	ICSCC Race # 9 – PIR	CSCC	Portland, Or
Aug 27&28	Coastal Club Race #7&8 – CARTBC	CKR	Chilliwack BC
Aug 27&28	Molson Indy Montreal	OWRS	Montreal, PQ

## Change of Meeting Location

META Meeting this month  
Wednesday July 27<sup>th</sup> will be at  
Mike and Bernice Zosiak's house  
6811 134<sup>th</sup> St, Surrey, BC  
604-591-7213 for directions  
(please bring a lawn chair if you have one)

Hello there,

Seems like forever.....

Hope everyone is well, CACC race weekend is quickly approaching.

Morning meetings will be at 8:00 am on both Saturday and Sunday. We will also hold our TM de-briefing at the end of the last session of the day on both Saturday and Sunday - meeting place to be decided on the weekend.

Please let us know if you plan on working this event.

Also, please include in your responses your last turn worked.

Your responses would be appreciated by Wednesday July 6th so that we may plan for the number of lunches required for both Saturday and Sunday.

Thank you,

See you soon,

Irene

chambersw@shaw.ca or 604-944-7759

From <http://activemountainraceway.com> (Thanks Nick)

## Active Mountain Raceway Update

Merritt, BC

### Future Events:

The Company has also recently received written confirmation from the President of the HONDA/MICHELIN CHALLENGE SERIES that they will be establishing a Western Series to coincide with the launch of the new model 2006 Honda Civic Coupe. He states that, starting for the 2006 season, they would hold at least one Western Series event at AMR. In addition, they are looking at an Eastern/Western Series National Championship event to be held at AMR later in the racing season. Sanctioned by ASN Canada FIA, the series is sponsored by Honda (Canada) Inc., and co-sponsored by Michelin North America (Canada) Inc., Alpine, Bosal, CSC, Goodridge and NGK.

<http://www.honda.ca/AutoRacingEng/default.htm>

### Young Driver Development Program:

AMR is a strong believer in furthering the opportunities of rising young stars. We have founded a Young Driver Development Program and its first supported Driver, 19 year old Alex Penfold was awarded "Rookie of the Year" honours in the 2004 HONDA/MICHELIN CHALLENGE SERIES. Alex proudly sports the AMR colours, and his car carries the AMR logo to further the company's presence in this series that aims specifically at building the latest generation of racing drivers in Canada.

Previous drivers in this series include Richard Spenard, Tony Morris, Frank Allers, and Jacques Villeneuve.

Alex is now entered in the Porsche GT Cup for the 2005 season, and will co-drive the Porsche Cayenne Tour this summer, covering over 55,000 miles across North America, promoting the Porsche GT Racing Series.

Andrew Field, Automobile Racing and Driver Training Programs Coordinator will oversee the development of automobile driver training programs, motor sports events and assist in the general corporate development of Active Mountain Raceway.

## Worker Profile: Victor H Kennedy

Family: *Two brothers with families, mother is in care*

Birthplace: *Vancouver*

Occupation: *Semi retired, formerly a shipper/receiver warehouseman.*

Hobbies/Activities outside of racing: *Ham radio, waterworks exercises, photography.*

Customary/favorite job at track:

1) *Voice of race control*

2) *corner communications and flags*

How and why did you get involved in race working and/or META. *I met the Meta crew while doing an AFX slot car demonstration. This was a chance to get involved in real racing. Having been in CB radio, talking on a radio was not new to me. My thanks to Grace, Gail, and Mary-Margaret for all they taught me. Also to Roger and Rick for passing on their love for racing.*

When did you get involved? *I think it was 1980*

What do you like most about it? *The anticipation of what each race day will hold. The way we work together as a team. The rush of speed and sound as the pack comes by. Close, hard, clean racing.*

What do you like least about it? *Sometimes feeling like not being appreciated.*

If you could attend any race, in any capacity, where and what would you choose? *To properly photograph the British Grand Prix or a Nascar road race.*

Do you have any racing or race working "heroes"?

Who are they? *Dan Gurney, and Carrol Shelby, both winning drivers and then winning constructors. All the race volunteers who do what we do for the love of the sport.*

What is your Favorite:

Track? *Westwood, every turn.*

Turn? *Old turn one at Mission, the whole pack coming in at the start.*

First year event? *Formula Atlantic / Trans Am at Westwood*

Event? *Vintage weekends*

Race group? *Novice Closed wheel*

What race stands out the most in your memory, and why? 1) *A Formula Ford support race at the Atlantic weekend. The top four cars were constantly changing position coming into the hairpin, the guy in fifth could not improve.*

2) *The last race weekend at Westwood, the first full race at Mission, 'nuff said.*

What things would you be sure to tell a new worker if s/he asked for your advice? *Be prepared for anything and everything. We work best as a team.*

What is your favorite:

Food? *Roasted meats and vegetables*

Relaxation activity? *Swimming then hot tub, sleeping*

Book? *Lord of the Rings*

Movie? *Scrooge, a Christmas Carol*

Car? *Suburban*

Dream car? *'33 Willys hot rod*

Are you a frustrated racer? What car would you race? *Not really, I do not think I have the skill to do it safely. I would love to drive a dirt sprint car, or a rally car, just to slide it.*

What was the:

Most embarrassing thing you ever did at the track? *Misspeaking on the radio.*

Funniest thing you've seen or done at the track? *Some of the spins and catches. Pace lap bunnies on Easter weekend.*

Most dangerous event you've seen or been involved in? *Photographing the hit to pass races at Action Speedway*

Most awe-inspiring? *Being in the pits at Skagit for the World of Outlaws*

Biggest thrill so far? *Every day that ends safely.*

What thing would you most like to have an opportunity to do?

In Life: *Keep loosing weight to get a hip replacement.*

At the Track: *Get back on the turns.*

Accomplishment: *This weekend I was reminded, "Emerald and anticipatory".*

Final Comments: *I wish we could get more people to come out and join us. There seems to be a lack of volunteers in general, for everything.*

6/27/2005 - Gordy Ensing

Hi all,

I received news tonight that our dear friend and mentor, Gordy Ensing, is gravely ill in the hospital.

He is in the critical care unit at Spectrum in Grand Rapids and cannot have visitors.

Early this year Gordy came down with what he thought was going to be a nagging chronic disease called Relapsing Polychondritis.

It is a rare illness that can take several forms, I guess, and his has become very serious lately, compromising his pulmonary function severely.

He was taken to the hospital last Thursday and had deteriorated until he was put on a ventilator over the weekend.

He remains mostly unconscious but has started to come around a bit today. There is no definitive prognosis as of yet but, if they can clear his

lungs of fluid, the doctors can determine a course of treatment and provide one.

Anyone interested in reading an overview of the disease can go to:

<http://www.geocities.com/SoHo/Gallery/6412/RelapsingPoly.htm> for general information.

At this time I can only ask those of you who know him give Gordy and his family your thoughts and prayers.

I will be given updates as they are provided so feel free to email me at [verne@valleyedit.com](mailto:verne@valleyedit.com) with questions and I will try to find answers for you.

If MTM allows, I will keep you all updated through this forum as I receive information.

Connie has asked that she not get calls at this time, so please confine your inquiries to my email.

As soon as Gordy can receive mail I will pass an address along to you.

I know you all share my concern over Gordy's condition. Please keep him in your hearts and hope for the best.

I will send more when I am able.

Sincerely,

Verne Wandell

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*Editors Note: Bonnie asked me to send the above message out by email to request everyone's prayers on behalf of Gordy. It must have worked as I found the following update on the same website. Thank You.*

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7/02/2005 - Gordy's Homecoming

Hi all,

I am happy to report that Gordy has returned home and Connie is printing out your emails for him. You can now communicate with him directly at [ensgc@att.net](mailto:ensgc@att.net).

They have a slow connection at home so please avoid photos and broadcasts (group mailings). Send personal messages directly to him.

With this my need for intercession comes to an end. Again, it has been my honor to do this. I thank you all for the opportunity. Gordy, don't let it happen again!

Best wishes and happy holiday to all.

Verne

## CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

Black Border/Vancouver or

Black Border/Vancouver/25<sup>th</sup> Anniversary or

Red Border/Westwood \$3.00 each

META Decals Static for inside or

Stick-On for outside \$1.00 each

META Pins \$3.00 each

### Club Shirts

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

\$26.00 each

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes

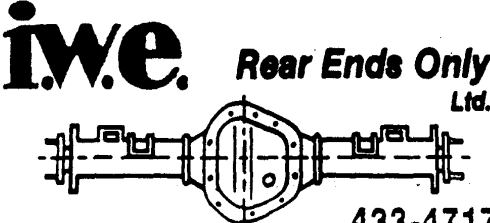
\$10.00 each

For all club merchandise contact:

Charmaine Meakings 604-460-9399

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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](mailto:maydayeditor@hotmail.com)

## Kitsap Gets Inside Track on NASCAR Speedway

June 23, 2005

South Kitsap County is the preferred spot for a NASCAR racetrack, the Kitsap Sun learned Wednesday. Racetrack developer and promoter International Speedway Corp. will announce this morning that it intends to build an 80,000-seat track south of the Bremerton National Airport.

The ISC released some details of the proposal early to the Kitsap Sun on Wednesday afternoon but did not release information on a financing package or naming rights.

The proposed track would be 7/8 mile to 1.2 miles, surrounded by parking and camping areas on 950 acres near Lake Flora Road and Highway 3, along the Kitsap-Mason county line.

Fans coming by car, RVs or bus would walk into a tiered grandstand and look down into the track, inset like a bowl with Mount Rainier in the background.

The announcement could mark an end to a nearly two-year Northwest track site search that included the announcement of a preferred spot in Snohomish County last September. That deal fell apart two months later.

"I've had a feeling from day one that we would have an opportunity at this," said Kitsap County Commissioner Jan Angel. "Even when Snohomish County was picked the first time, I felt that we'd get a chance."

Economic development agencies throughout Western Washington and Oregon have vied for the chance to lure a track to their area.

The track could annually generate \$87.3 million to \$121.8 million for the region mostly from out-of-state tourists, according to a study commissioned by businesses, including Haselwood Auto Group, and economic development leaders who backed the idea. That could mean \$2.2 million to \$4 million in state taxes and \$3.7 million to \$4.5 million in local taxes.

Opponents, however, are wary of the public investment the company will inevitably ask from the state and county.

The company envisions a public-private partnership similar to what was proposed in Snohomish in which the public would own part of the facility, necessary to secure state bonds to fund construction. Those bonds would be paid off by revenue generated from the track.

The company used similar financing to build other tracks, including the Kansas Speedway near Kansas City, Kan., completed in 2001. The ISC owns outright most of its 11 tracks.

When a track was proposed in Snohomish, the price tag reached an estimated \$300 million in track construction and road costs.

ISC representatives said it was premature to say how much they will ask from the state and county for a Kitsap track.

The site also would include various buildings for garages, administrative offices, suites and a media center.

The track, which could grow to 90,000 seats, would have around 50 full-time employees.

It would be expected to host three weekends of major racing annually, one likely from the Nextel Cup series, the premier series of the National Association of Stock Car Auto Racing company, commonly known as NASCAR.

The ISC would request that a race date for a Nextel race be moved to a Northwest track site from another spot on the racing circuit.

Though the company could not guarantee a Nextel race, its request would be likely granted. The ISC is primarily controlled by the same family that owns NASCAR.

On non-race weekends, the track could be used for a variety of events, including trade shows, walkathons, conventions and wine festivals.

"In Kansas City, we have about 225 days the track is in use," said Stan Tate, director of public relations for ISC-owned Kansas Speedway.

### Why us?

Kitsap County rated high on the ISC's list early in its search, said ISC Vice President Grant Lynch. The company had been searching for a track in the Northwest because its market in the Southeast has been mostly saturated and it believes there's a racing market in the Northwest.

The nearest NASCAR track is in Sonoma in Northern California.

The company has at least 11,000 ticket-buying fans in Washington, Oregon and Idaho, Lynch said.

Since the company first started inquiring in Washington in September 2003, the Kitsap Economic Development Council, a private nonprofit agency, had been sending the company promotional materials, such as a video with picturesque aerial views and a detailed marketing proposal.

"I would say from experience, projects like this size and scope come along to a community once in a generation," said KEDC executive director David Porter.

Isolated by water, Kitsap presents potential traffic flow issues. Lynch said the ISC would use the ferry system, shuttle buses and park-and-rides to get fans to the track. The ISC also can direct race fans to various routes and even suggest car pool possibilities by using information from ticket sales, he added.

Company representatives also were enticed by already-planned road work, such as a new Tacoma Narrows bridge and the proposed Belfair Bypass.

"We could make the transportation system work," Lynch said.

In addition, the South Kitsap Industrial Area already is zoned for industrial use, including racetrack use.

But one of the sweetest parts of the deal would be having to deal with only one land owner instead of dozens as in Snohomish.

Overton & Associates owns the property as well as adjacent property in Kitsap and Mason Counties.

### What's next?

Today's announcement is the beginning of what is expected to be a long process.

The company must gain acceptance from the Legislature and go through the permitting process in Kitsap County before construction can start in 2007 or 2008.

And the company will have to answer many questions from the public and commissioners.

"There are a lot of things to consider for Kitsap County," said Commissioner Chris Endresen, who is on vacation this week and was told of details via phone. "We need to have a cost-benefit analysis, we have to consider the noise and the traffic impacts. ... Is it financially sustainable? And there's the environmental concerns."

"At this point, we don't know what kind of finance package they're talking about," she said. "I know that we don't ... have a lot of excess revenue."

County Commissioner Patty Lent was unavailable for comment.

ISC officials also will have to go through a lengthy process with the county community development department in order to get approval to build a racetrack on the 950-acre site.

That process includes a pre-application conference, a master plan and conditional-use permit application, and several environmental review studies before a building permit is issued.

Public comment will be accepted as part of each step. The company plans to host a public forum in late July.

Further, ISC officials need to work with local and state government officials on transportation issues surrounding the site, and work with legislators in Olympia during the next session on securing a public finance package to help pay for the facility.

The company also will have to face existing opposition that will be strengthened by today's announcement.

Earlier this year, a group called Citizens for Healthy Economic Choices in Kitsap formed to oppose the track.

"When you have projects this large, you just have to take it piece by piece by piece," Angel said.

Today's Announcement Puts Opening in 2010

Reporters Eric D. Williams and Chad Lewis contributed to this article.

## NEW WORDS FOR 2005 - Essential additions for the workplace vocabulary:

**BLAMESTORMING:** Sitting around in a group, discussing why a deadline was missed or a project failed, and who was responsible.

**SEAGULL MANAGER:** A manager who flies in, makes a lot of noise, craps all over everything, and then leaves.

**ASSMOSIS:** The process by which some people seem to absorb success and advancement by kissing the boss' butt rather than working hard.

**SALMON DAY:** The experience of spending an entire day swimming upstream only to get screwed and die in the end.

**CUBE FARM:** An office filled with cubicles.

**PRAIRIE DOGGING:** When someone yells or drops something loudly in a cube farm, and people's heads pop up over the walls to see what's going on.

**MOUSE POTATO:** The on-line, wired generation's answer to the couch potato.

**SITCOMs:** Single Income, Two Children, Oppressive Mortgage. What yuppies turn into when they have children and one of them stops working to stay home with the kids.

**STRESS PUPPY:** A person who seems to thrive on being stressed out and whiny.

**SWIPEOUT:** An ATM or credit card that has been rendered useless because the magnetic strip is worn away from extensive use.

**IRRITAINMENT:** Entertainment and media spectacles that are annoying but you find yourself unable to stop watching them. The Anna Nichole show or the Bachelor is a prime example.

**PERCUSSIVE MAINTENANCE:** The fine art of whacking the heck out of an electronic device to get it to work again.

**ADMINISPHERE:** The rarefied organizational layers beginning just above the rank and file. Decisions that fall from the adminisphere are often profoundly inappropriate or irrelevant to the problems they were designed to solve.

**404:** Someone who's clueless. From the World Wide Web error message "404 Not Found" (meaning that the requested document, like the person's brain, could not be located).

**GENERICA:** Features of the North American landscape that is exactly the same no matter where one is, such as fast food joints, strip malls, subdivisions.

**OHNOSECOND:** That minuscule fraction of time in which you realize that you've just made a BIG mistake.

**WOOFYS:** Well Off Older Folks.

**CROP DUSTING:** Surreptitious flatulence while passing thru a cube farm, or any other public place, then enjoying the sounds of dismay and disgust (this often leads to PRAIRIE DOGGING).