



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 every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Printed in Canada.

Next META meeting will be

June 27, 2007

Note that our new meeting location is

Boston Pizza, 1045 Columbia Street, New Westminster, BC

Speed reading

Jun 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jun 15&16	Mountain Trials Stage Rally	WCRA	Merritt, BC
Jun 16&17	ICSCC Race #3 – PIR	CSCC	Portland, Or
Jun 16&17	U.S. Grand Prix	Formula 1	Indianapolis, Ind
Jun 16&17	Westwood Club Race #4 – CARTBC	WKA	Chilliwack, BC
Jun 23&24	Cleveland Grand Prix	OWRS	Cleveland, Ohio
Jun 23&24	ICSCC Race #4 – MRP	SCCBC	Mission, BC
Jun 23&24	Coastal Club Race #4 – CARTBC	CKR	Chilliwack, BC
Jun 27	META Meeting – Boston Pizza	7:30	New West, BC
Jun 29-Jul 1	Pacific NW Historics – PR	SOVREN	Seattle, Wa
Jun 30&Jul 1	Circuit Mont Tremblant	OWRS	St Jovite, PQ
Jun 30&Jul 1	Regional	SCCA/OR	Portland, Or
Jul 6&7&8	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 7&8	CACC Race # 3 – MRP	SCCBC	Mission, BC
Jul 7&8	Molson Indy Toronto	OWRS	Toronto, Ont
Jul 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 13-15	ICSCC Race #5&6 – SRP	NWMS	Spokane, Wa
Jul 14&15	Westwood Club Race #5 – CARTBC	WKA	Chilliwack, BC
Jul 21&22	Driver Training – MRP	SCCBC	Mission, BC
Jul 21&22	Edmonton Champ Car	OWRS	Edmonton, AB
Jul 21&22	Coastal Club Race #5 – CARTBC	CKR	Chilliwack, BC
Jul 25	META Meeting – Boston Pizza	7:30	New West, BC
Jul 28&29	Double Regional/Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa
Jul 28&29	San Jose Grand Prix	OWRS	San Jose, Ca



MISSION & DISTRICT Soapbox Derby Association

The Mission Soapbox Derby has been postponed until Sept 22.

Go to www.missionsoapbox.com for more information

or contact Vic Kennedy at vhkennedy@shaw.ca

VP Ramblings

My apologies to all members for not making it to the last meeting, shift work sucks (but somebody's gotta do it). I was also burning the candle at both ends to make sure I didn't have to work the long weekend and could go up to Kelowna.

May long weekend was a busy one: Our president's surprise birthday to go to, Knox Mountain Hill Climb, and the ICSCC Race in Seattle, so if you weren't at one of these the question becomes why not.

I shared a hotel room with Vic Kennedy, Mark Miller, Bernie and Emil Hamm. Vic supplied the beer for when we arrived Friday, I didn't get there until 10:30 (I couldn't get out of town until after 5:30 PM). For those that expected Bernie & Steve Athonsen to be running, 4:00 AM on the Thursday morning they realized that they had run out of time and money and the car (Fiat X1/9) would be no go.

Saturday morning came early with breakfast at the White Spot and got to the hill for the 7:30 meeting, which started right on schedule, with 90 entries they did not want to waste time. Steve Bibby and a number of the WICKERBASKET (ice racers, also known as WCIRABC) crowd were up there too.

Steve Bibby was assigned turn 3 and WICKERBASKET manned 4, 5, 6, 7 & 9. Other volunteers were stationed where needed. Mark and I ended up on Turn one with two others that originated from the Steveston area of Richmond, later two spectators showed up also originating from Steveston, so we decided hence forth Turn One will be called Steveston North. We had Richard Norrish and Mark Saunders (who will be running in solo this year) drop by as spectators. The entries had to be limited this year for the first time in its 50 year history due to the overwhelming number of entries received.

Saturday saw us bouncing from two cars on the hill to three cars. For communications this was referred to as double play and triple play. Doing a triple play meant gravel removal had to be done quickly and communications limited to emergencies only. Bernie Hamm was kept busy on the triple play as he had to communicate when the car entered and exited turn 4 while staying in position for his radio to be heard on the start line (he used a spotter to communicate with him as well). The entries were randomly split into Group A and Group B, Group A got to make 4 runs up the hill on Saturday while Group B made 3 (more on this later). The big incident of the day was the aluminum bodied (factory limited edition) #80 Alfa Romeo 1300 GTA of Fred Del Pero going off doing significant body damage. This was fixed and he was back up and running for Sunday. Saturday night my roommates and I went to Montana's with Steve Athonsen and his son Greg (Ice racing rookie of the year) to celebrate Steve Athonsen's birthday. I did however remember to phone Ann to wish her a happy birthday (and let her know the fun she was missing).

Sunday had me working with Steve Bibby on turn 3. It figures turn one would have some excitement, since I wasn't there. Mark had to rebuild the tire wall twice and I think he actually got some dirt on him. We started the day with Group B so by the end of the day both groups had completed 7 runs for the weekend making a great success for the event (again, more on this later). Our excitement for the day was when the #67 Corvette driven by Doug Lebel suffered a stuck throttle going into turn 9, the tire wall (which is probably too low for the cars that are running the hill) ended up launching the Corvette, which flew right through where the workers were standing. Both workers were Ice racers, one ended up with 3 or 4 stitches and a big bruise (he did a face plant after losing his footing while diving out of the way) and ended up back on turn 9 for the rest of the day. The other worker involved was Steve Athonsen, who was relatively unscathed in spite of just about getting trapped in the ditch by the 'Vette (apparently the door of the 'Vette pitched him up the slope he was trying to scramble up). Doug was surprised (and probably relieved) to be seeing Steve eye to eye sprawled in the dirt after thinking he was pinned under his car. They wouldn't let Steve back up to 9, so he spent the remainder of the day working with me in turn 3.

Sunday was the Banquet, where we were joined by Helen, an enthusiastic volunteer from Kelowna and a charming lady who we hope to see come down here for a race weekend. One of the drivers I swept up after bought me a drink, and lots of beer was ordered at our table (nice that I didn't have to drive), a fun time was had. The bad news is that many of the people that organize the event and are

(Ramblings Cont'd)

in key positions announced their 'retirement' from the Hill climb; this will leave a large void in that organization. Also Ed Smart was involved in getting the insurance for the hill climb when insurance companies didn't want to insure the event; his passing will leave a void there as well.

On Monday there were two bonus runs for each driver remaining and a parade up and down the hill. Monday was pretty lax and since we were doing a triple play we were done by 1:00 PM. Oh, Steve Athonsen got to go back to turn 9, he loves the action there (another adrenaline junkie).

Now for the "More on this later". The hill climb does rely heavily on local volunteers, most of who have never been involved in motorsport, or only do this one event every year. Needless to say some are unprepared and expect things to run on schedule. Anywhere I was stationed lack of experience wasn't a big issue as these people were put in safe locations or played minor roles, however the more experienced locals were given more challenging roles. The big problem came when both Saturday and Sunday were extended to get an extra run in, this made for a long day. Long days aren't so much a problem for those of us that are involved in the sport (although we were not happy with it), however for some of the local volunteers it became a big problem and, in the case of two elderly people I worked with on turn 3, there appeared to be a total disregard for the inconvenience the extended day caused (they were not picked up when requested so were made late for other commitments). There was a large turnover of local volunteers and I am positive that this was the reason. Is there any wonder new turn workers can't be easily retained once recruited? Organizers of all events have to keep in mind that their volunteers have lives and other commitments too.

On a good note Monday had me on Turn 1 with three ladies; two were students from Ontario out for the summer and Rita who lives in Kelowna. Because Rita had Hill climb experience I handed her the radio (I know I suck as a communicator). What little gravel that got on the track was quickly swept up by the two from Ontario, so I was just waiting for something to happen (curse you Mark you had all the real fun, as soon as I'm back on turn one nothing happens). With luck we may see Rita down here for a race weekend.

Mike Bailey

More Ramblings

After sending in my ramblings I remembered a couple of more things I meant to say (or maybe I'm just a windbag).

For those that don't visit the section of META forum that has access limited to paid up members there has been discussion on the viability of META keeping the truck, and whether a non META member should be driving it. I have stated my point of view on the forum, but think this should be something others should weigh in on. As I have stated on many occasions, "It's your club", if you don't speak up things may move in a direction you don't agree with.

I wrote an extended report on Knox, but forgot to mention about a protest that involved Ian Wood. He got awarded the first place in Vintage Sunday night, having set a record time, and significantly beating the old record for Vintage, only to have it announced on Monday that his car is not really a Can Am car because it had never run a Can Am race and that chassis did not originally come with a V8 engine. This may also have repercussions on the vintage class he run in at River's Edge.

Mike

Edward Alexander Smart

SMART _ Edward Alexander passed away May 8th, 2007 at age 55 after a long courageous battle with prostate cancer. Survived by mother Eve and Father George. Predeceased by his sister Mary Linda Dixon. Ed worked in the automotive industry as a salesman of parts and support equipment as well as a mechanic until embarking on a career as an IT professional who specialized in office support systems. Ed's real passion was Automotive Sports in which he was an active member of the BC clubs since 1970. He was one of the driving forces in the CACC as a track official at Westwood and later in Mission. Ed worked all the positions from Tech inspector to Executive Steward and along the way served as President of the CACC in BC. Ed was one of the many workers behind the scenes at the Vancouver, then the Edmonton Indy races. At his death Ed was the Past President of the Club he loved dearly. He will be sadly missed by the Sports Car Clubs of BC as a tireless worker who did his best to keep the clubs on track. A special note of thanks to both Dr. J Walker, the Staff of 7 West at Lions Gate and Doctors Kim-Sing, Chi, and Hawley as well as the staff at the cancer Agency for their tireless efforts in keeping Ed as comfortable as Ed was for his last weeks. To commemorate Ed a gathering of his peers will be held at the Mission track on June 2 at noon for a moment of silence and a dedication in his honour by naming the Tech Inspection access route after him.

Published in the Vancouver Sun and The Province on 6/1/2007.

For those of you who did not know Ed as well as the rest of us – he was active in motorsport in some way from 1970 until the moment he became too ill and had to be hospitalized. While in palliative care at Lions Gate Hospital, he continued to act as Past President of CACC and was a continual support to Lorne Stead, our new President and the rest of the executive, using his extensive knowledge and experience in motorsport to advise and support the new executive in their endeavors to fill some very large shoes. Ed was a Tech Inspector for various forms of motorsport, he acted as an Event Steward and executive steward for various forms of motorsport and for us ice racers, was our Clerk of The Course for many years – a very tough and thankless job.

I first met Ed in 1979 when he was crewing for Tom Roy at Ice Racing. He didn't socialize much and didn't have much to say but he was always there making sure the car would run and be safe. When Tom stopped Ice Racing I did not see Ed again for many years, until I returned from a hiatus from Ice Racing and found him to be our Clerk of The Course. Ed was a hard man to get to know, but once you knew him and became friends, you knew you would be his friend forever and could count on him for anything.

In March of 2006, I was approached by two ex-ice racers who are fully aware of my lack of ability to say no when there is an organizational role to fill. They asked me if I would be willing to step in and be acting secretary of CACC until election time as the current secretary was moving out of town. Of course I said "okay". I did not learn until several months later, that Ed had also requested that I fill this position. Knowing Ed as I did, his desire for everything to be done right and on time and in a professional manner, I was at first intimidated and worried about being able to fulfill the position to his expectations. But...as time went on, I found that Ed had wanted me to become acting secretary because he did have full confidence in me to fulfill the position to his expectations.

I am honoured that Ed believed in me and I hope to honour his memory by continuing to do the best job I can for the Executive of CACC for as long as I can.

Sheree Wall

Edmonton Grand Prix Update

Hello again GPE trackside volunteers,
The Grand Prix of Edmonton is quickly approaching (July 20, 21, 22).

To those of you who have signed up for the 2007 race: Thanks! We should be sending some more detailed info regarding dates/times to pick up your volunteer packages in a couple of weeks or so.

To those of you who have said that you're unable to make it this year: Sorry to hear that, but we hope to see you again in 2008.

And to those of you who are on the fence, or just haven't gotten around signing up yet: Do it!

Worker registration is available online at: <http://www.nascc.ab.ca/>

Did I mention that this year's event will feature more racing than ever? We've got the Champ Car race, 2 count 'em 2 Mazda Formula Atlantic races, the NASCAR Canadian Tire series, plus the NASCC 50th Anniversary IT/GT and Vintage/Touring races. The IT/GT field could be over 50 cars in size. One of them is bound to see you waving a flag. :) If you're worried about the extra races meaning longer days on the track, it doesn't look like it will be much different from previous years. According to the schedule posted on the GPE website, the first session each day is at 8 AM, and on track activities wrap up around 6 PM (5 PM on Sunday).

Of course, with the addition of the IT/GT and Vintage races, a few folks who have volunteered in the past will be off driving or wrenching for someone, so if you know someone with a passion for racing, sign them up! We'll find something they can do. Even if they aren't comfortable working trackside, there are lots of other jobs within the Race Services Group that need doing.

If you have any questions, just fire me an email.

Thanks

See you at the track.

Pat Smith

Assistant Chief Marshal, bottle washer and Mass Emailer

pasmith@telusplanet.net

Vancouver Chinese Motorsport Club track day at Mission

Our track day is planned on Thursday July 19th, at Mission. We are looking for anyone who can lend us a hand with course workers. If you can help, please contact Ann Peters, ann_peters@telus.net or 604-581-7189, to let her know.

Thanks

Gary Fung

VCMC

www.vcmc.ca

From the ICSCC Forum:

<http://www.icsc.com/cgi-bin/discus/board-auth.cgi?lm=1179457938&file=/2/577.html>

Posted on Thursday, May 17, 2007 - 04:14 pm:

Notice to all ICSCC drivers, race workers and other participants.

Team Continental will not be hosting races at Oregon Raceway Park in 2007.

We are confident that the track will be ready during the 2008 season. We are excited about the design of the facility and the prospect of making this venue available for all ICSCC participants to enjoy. ORP management reports that the essential components of their business plan and structure are in place. Heavy equipment is on site and construction will begin very soon.

Team Continental's Director of Communications will keep this forum up to date as construction progresses.

We apologize for any inconvenience this may have caused you. Thank you.

Steve Leonard
Race Chairman

More Mayday History: *The more things change; the more they stay the same*

From May 1995, Volume 20, Issue #5

President: *Ann Peters*, Vice President: *Thomas Liesner*, Secretary: *Sandy Meggyesi*, Treasurer: *Doris Gildemiester*, Mayday Editor: *Steve Bibby*, Interim Editor *Mikko Kauppi*, Assistant Editor: *Thomas Liesner*

Dear Editor;

I have been doing a lot of thinking lately and I almost succeeded into thinking myself out of META & racing. I decided, however, to try it for one more year. I also decided to voice my feelings and frustrations. I really used to enjoy going to the races. I used to look forward to, and anticipate the weekends. No more. Now I'm apprehensive and downright uncomfortable working races. Why? Because I don't feel safe. Only a few of the people working turns really know what they are doing, and some of those who do have become too complacent.

This may sound like an old complaint, but I feel it's a valid one. We need "real" training. It's great to sit in a circle & say to new workers "this-is what you do", "this is what you say", "this is what you look for". It's fun to exchange stories, thoughts and comments. It's also very different when it happens for real in front of you at a race. That's where we fall down on our training. Sending a newcomer out on quick response is asking for trouble. We have been lucky, so far. We need to reinforce our talk sessions with on-track training. Someone on the turn should be designated as the person to do this, and that is all they should be doing. Their job would be to answer questions, watch what others do and comment on the scene. They could point out things that are being done correctly and incorrectly when the newcomer try's flagging or comm after watching and learning the process. Some say this is the Turn Marshall's job. True to a point, but it also depends on the type of event and the number of people on the turn. But we're not that short handed.

Some Turn Marshall's are also lacking in training. Some new Turn Marshall's haven't ever learned all the facts of turnworking and they're trying to run a turn. This doesn't always work and sometimes turns fall apart. I've seen it. I've been there.

Last years' communicators classroom session was good, as it got people making calls. We also placed some rookie's on spare radios so that the training was functional. This is the way it should be done this year and we shouldn't accept lack of radios or shortage of people as an excuse. We have the money to rent extra radios if we need them.

A new worker needs to be told the why's & how's if they make a mistake. So many times I've seen a new worker make bone-headed mistakes and the Turn Marshall says nothing to them. We shouldn't be afraid that a person can't take some criticism. If it's the Turn Marshall's job to give it, then the Turn Marshall should be trained to tell them they made a mistake in such a way that they feel good about trying to overcome it next time. We can't just leave our training to the "experienced" workers. You know, the ones who have worked so many races that they are invincible. "Nothing can happen to them" as they wander off the turn or wander into questionable areas. They keep going to their vehicles to get something, or they turn their back to traffic. They see someone they know and wander off to talk to them in length. This is not for a new worker who is learning by watching & imitating the "experienced" workers that they've heard about. Great example there.

The upshot of this is that we have a training "Committee". It's time that we involve the whole committee and work together as a team to organize better training sessions. Training involves everyone because that is who the new people are watching. If someone doesn't like the turn that they've been assigned to or they only like to work with certain people, that is what the newcomer will be taught. These people should grow up and deal with it. Everyone works everywhere and they're no better than the next guy when the cars are coming at you.

My final thought is that we are VOLUNTEERS. We do this for the love of the sport and to have fun. If not, we shouldn't be out there. Do the job safely and to the best of your ability, or else stay home and watch it on TV.

Dani Kasburg

Submitted by Jim O'Keefe, from Parts & People magazine.

Pacific Raceways transforms itself with major renovations and new management

By J.B. (Jerry) Smith

Kent Wash.—Transformation is an apt description of the changes taking place at one of the Northwest's oldest and most popular racetracks. A multimillion-dollar facility clean-up and renovation is under way, said Doug Greenfield, new general manager at Pacific Raceways (PR), who said he started his own racing career at the track.

While a one-time race car owner and driver, Greenfield said he has spent most of his career in the OE parts business, including a long stint at Tom Matson Dodge in Auburn as parts manager, and most recently as parts director at Dave Smith Motors in Kellogg, Idaho, near his original home of Coeur d'Alene, where he said he dramatically increased that firm's parts business to more than \$1.6 million a month and won the nation's top honors as a Mopar parts manager.

On a recent visit to Pacific Raceways by *Parts & People*, Greenfield and Tracy Tronson, hired last November as the dragstrip manager to replace Russell Stevenson (now director of racetrack operations), discussed their views of the track and what road and drag racing mean to the Northwest market.

Tronson, who operated a wholesale vehicle business for years, said he and Greenfield worked together for some time at Tom Matson Dodge and have a 20-year history. "It's good to be working together once again, especially here at Pacific Raceways. There is so much potential here, and we're both excited about the future," he said.

Greenfield touted the Fiorito family, longtime owners of the track, for hiring a new management team and allocating millions of dollars to improve the various tracks at PR.

"Their commitment to totally enhance the entire facility is what made me decide to join the staff. We are improving virtually every aspect of the track operations," he said.

"History repeats itself, and we'll do things we used to do here," said Tronson, longtime involved in racing venues in western Washington.

Greenfield said he and the PR staff are working on multiple projects at the 324-acre track situated among the evergreen trees of eastern King County, which include new tickets booths, improved road surfaces, expanded parking, stump removal, additional overhead lighting throughout the track entrance and racetrack areas, a video arcade, expanded concessions and an improved catering service, the purchase of a \$70,000 sweeper and a garbage truck, and \$2.5 million, in new grandstand seating.

"About 50 acres are under some form of construction here," Greenfield said, "and we are asphalt paving about 16 acres. We're improving the motocross track, we have widened turns on the road track, and have better tire barriers, we've improved drainage, and have a new drag strip."

In addition, Greenfield said they have a firefighter and EMT on staff, have improved restroom facilities, expanded the number of available showers, turned the Pro Shop in the pit area into a racer registration and tech building, will continue to expand paved parking areas, and add a country store at the facility.

"This is supposed to be an eight-year plan, but we're ahead of schedule in many areas," Greenfield said. "We've been mowing grass, painting, cleaning up public areas, improving the ease of using the facility, expanding race events, and creating a new attitude here. We want this to be a year-round event location."

In that vein, Greenfield said long-term plans may include a million-square-foot warehouse facility that would allow tenants to be at the track during the day. "We want this to be a business site, a full-service track, a manufacturer test facility, and more. It would be like our own little village here at Pacific."

Greenfield said that PR has a driving school, ProFormance Racing, operated by Don Kitch Jr. that is attracting good numbers to the track. We would like to see the school expand it's offerings, and we want car clubs to use our facility, plus have swap meets, car shows, manufacturer ride 'n' drives, and other events here" he said, adding that the track's pricing stucture will be altered to accommodate everyone from automakers to nonprofit clubs and organizations.

Other ideas include kart rentals; expanding police department training at the track; expanding sales of racing products, including memorabilia and safety apparel; and creating more usable space for racers and spectators.

Other changes at the track include improved sponsorship signage at the entrance and midway point (where the road splits to road track and motocross) with enhanced lighting and addition of a number of sponsors, including AAA Washington. Greenfield said that along with physical alterations and improvements at PR, there will be a "can-do attitude" with staff members. "We want happy people, and we want our racers and spectators to have fun when they're here," he said. "We're sending all our staff to marketing classes, and we want to run this like any business with a high CSI.

CLUB MERCHANDISE

Pens on Neck string \$1.00
 META Decals Static for inside or
 Stick-On for outside \$.50 each
 META Pins \$1.50 each
 Earplugs \$1.00
 Training Manuals \$1.00 (Free to new workers)

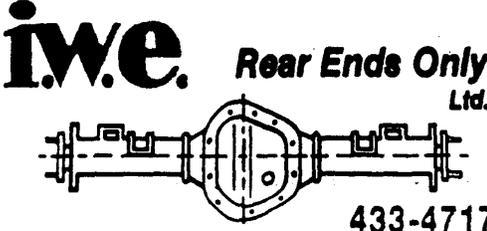
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*White, short sleeve, 'Golf Shirts' with
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 \$10.00 each*

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 a message at
maydayeditor@hotmail.com

Edmonton Grand Prix Schedule

On Track Program of Events

* Subject to change.

Friday, July 20, 2007

7:30 AM GATES OPEN
8:00 AM NASCAR Practice
8:45 AM Atlantic Practice
8:45 AM Champ Car Fan Forum (Ramada Hotel)
10:15 AM CHAMP CAR Practice
11:50 AM NASCAR Practice
12:40 PM Atlantic Qualifying for Race # 1
2:00 PM CHAMP CAR Qualifying
3:15 PM NASCAR Qualifying
4:45 PM GT Practice
5:30 PM Vintage Practice

Saturday, July 21, 2007

7:30 AM GATES OPEN
8:00 AM Atlantic Qualifying for Race #2
9:00 AM NASCAR Practice
10:15 AM CHAMP CAR Practice
12:30 PM Atlantic Race # 1
2:00 PM CHAMP CAR Qualifying
3:30 PM GT Qualifying
4:10 PM Vintage Qualifying
4:45 PM NASCAR Race

Sunday, July 22, 2007

7:30 AM GATES OPEN
8:00 AM Atlantic Warm Up
9:00 AM CHAMP CAR WARM UP
10:30 AM Atlantic Race # 2
12:15 PM GRID CHAMP CARS
1:00 PM GRAND PRIX OF EDMONTON
3:30 PM GT Race
4:15 PM Vintage Race

