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**INVESTIGATION OF SOLVENT USE/DISPOSAL AT  
THE FORMER ORANGE COUNTY INTERNATIONAL RACEWAY SITE**

**March, 1988**

**Prepared By:**

**Anne Marie Brown  
Environmental Management Consulting**

**Prepared For:**

**Irvine Office & Industrial Company**

**TITLE:** INVESTIGATION OF SOLVENT  
USE/DISPOSAL AT THE FORMER COUNTY  
INTERNATIONAL RACEWAY

**AUTHOR:** ANNE M. BROWN/ENVIRONMENTAL  
MANAGEMENT CONSULTING

**DATE:** 3/10/88

**CATEGORY:** 1.2

ANNE MARIE BROWN

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*Environmental Management Consulting*

March 10, 1988

Irvine Office & Industrial Company  
Mr. Bob Zeibak, Vice President  
31 Technology Drive  
Irvine, CA 92718-2303

**Subject: Investigation of Solvent Use/Disposal at  
the Former Orange County International  
Raceway Site**

Dear Mr. Zeibak:

The purpose of this report is to address the past use and disposal of solvents, including Trichloroethylene (TCE), at the Orange County International Raceway during its occupancy on Irvine Company property. Information for this investigation was obtained from Irvine Company files, interviews with company property managers, interviews with the former lessee, race promoters, race car drivers and owners, solvent distributors/ recyclers, and review of pertinent site investigation reports.

Background

The location of the raceway lease is north of Interstate 5, west of a proposed extension of Barranca Parkway, and south of the El Toro Marine Corp Air Station within the City of Irvine. (See enclosed 1982 aerial photo exhibit). The term of the lease was from November 8, 1966 to October 31, 1983. The original lease was between The Irvine Company and Bill White and Larry Vaughan, later it was assigned to Larry Vaughan, and then to Quinn-Vaughan Inc., a California corporation. The lease was an approximate 114 acre parcel which was utilized for race car spectator events and a business called the Academy of Defensive Driving operated by Larry Vaughan. The two operations shared the dragstrip and supporting maintenance facilities. The site was largely paved with asphalt and/or concrete, and included a paved one-half mile asphalt dragstrip, grandstands, spectator parking, and race car pit areas. There was also a smaller gravel area that provided additional pit area in times of overflow. (See Exhibit 1).

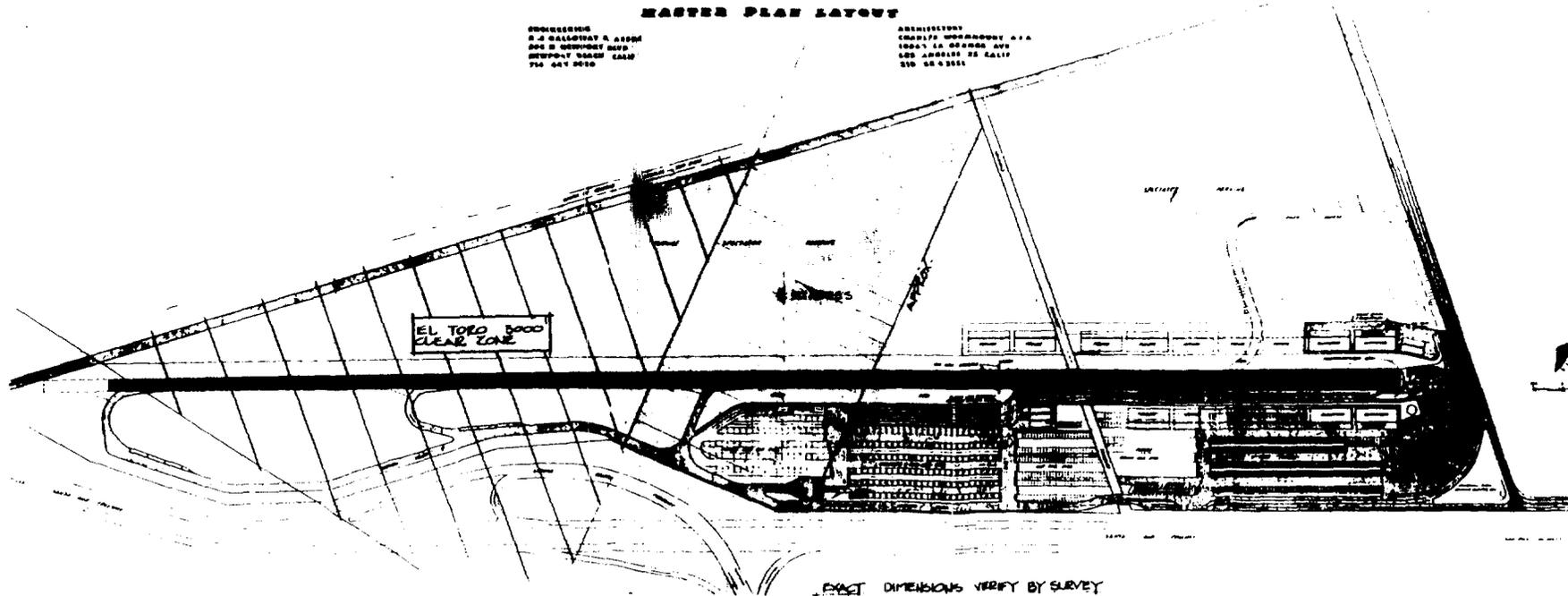
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### MASTER PLAN LAYOUT

ENGINEERING  
R. J. CALLOWAY & ASSOC.  
204 N. WASHINGTON ST.  
NEWPORT NEWS, VA  
714 247 2020

ARCHITECTURE  
CHARLES WOODRUFF & CO.  
1006 S. ELIZABETH ST.  
NEWPORT NEWS, VA  
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EXACT DIMENSIONS VERIFY BY SURVEY

According to Larry Vaughan, the track had at least one major National Hot Rod Association (NHRA) event over a 4 day period once a year. At that time, about 50-60 racing teams occupied the pit area. In addition, there were about six large spectator events per year when national stature teams gave shows. Almost every Wednesday, there was a bracket program for the hobbieist. On Saturday and Sunday, shows were sponsored by various different promoters.

### Vehicle Maintenance

Maintenance of vehicles was performed on the premises by the Academy of Defensive Driving, the track maintenance operator and racing teams. For the Academy and raceway maintenance up to 75 vehicles were serviced in the garage area per month. This included autos, trucks, tractors etc. Solvents such as kerosene and containerized Stoddard Solvent supplied by the Safety Kleen Corp. were utilized. The solvents supplied by Safety Kleen were removed from the premises by that company and recycled. To Mr. Vaughan's knowledge, no "fancy" chlorinated solvents such as TCE were used. In addition, vehicle maintenance including oil changing and fueling was performed by the individual racing teams out of self-contained trailers (See Exhibits 2 and 3). The teams brought their own maintenance fluids, and unless they had an accident, they were "pretty good" about not dumping them on the ground according to Mr. Vaughan. To his knowledge, mostly kerosene and gasoline were used for parts cleaning by the racing teams. He said that they really did not have a need to do "heavy duty" engine cleaning with powerful degreasing solvents since the engines were always being torn down and new oil put in them. No fuels or other chemicals were sold at the Orange County Raceway during its operation. The track operator provided a number of 55-gallon drums which were situated around the pit area for the purpose of collecting waste oil and trash. The drums were color coded. The trash drums were dark brown and the oil drums were light brown. The oil drums were pumped out by an oil recycler as needed. (See Exhibit 4).

On February 4, 1988 I visited the L.A. Fairplex in Pomona where the NHRA Winternationals were being held. Mr. Wayne McMurtry, of NHRA Facilities Management gave me a tour of the pit area, and I interviewed over a dozen drivers, owners and maintenance personnel from the racing teams there, many of whom had raced at the Orange County Raceway in the past. When asked about their past and



A maintenance pit area for professional top fuel dragsters.

Figure 2.

present solvent use practices and whether they had ever used TCE, I could only find two who even knew what it was, and this was because they had used it at their regular jobs not on vehicles. Both of these individuals said that they were not aware of anyone who used it in the racing business. One noted that TCE was too expensive (it costs about \$7.00/gallon), and it dries out your hands. I also checked ingredients on various products in the team trailers, and did not find TCE in anything.

Unlike the Orange County Raceway where no fuels or other chemicals were sold on the premises, fuels were sold at the L.A. Fairplex by outside vendors out of large trucks located behind the pits. (See Exhibit 5). I interviewed two fuel contractors, and both indicated that solvents were not sold at any of the tracks they service, and they were not aware of any race teams who used TCE now or in the past. One thought that gasoline was the preferred engine cleaner.

#### Automotive Maintenance Solvent Use

Three representatives from companies in the solvent sales/recycling business were interviewed about solvent use in vehicle maintenance operations. The companies interviewed were Omega Chemical, Orange County Chemical and Safety Kleen Corp. None of the representatives queried were aware of this business using TCE. All indicated that Stoddard Solvent and mineral spirits were popular for parts cleaning. The representative from Safety Kleen said that they also sell a carburetor cleaner which was a blend of chemicals including 30% methylene chloride, but no TCE.

#### Orange County International Raceway Cleanup

The raceway was closed in the fall of 1983 and the property was cleaned up in the fall of 1984 by The Irvine Company. The work took a total of 10 days, and was completed on October 18, 1984. Cleanup was overseen by a representative of the Orange County Health Care Agency, and included the following work items:

- o 12 areas of oil spills were excavated and hauled to BKK landfill for disposal
- o 151-55-gallon empty oil drums were removed, crushed and taken to BKK for disposal.
- o 2-55 gallon drums of oil were removed, and disposed of at BKK
- o 15 telephone pole holes were filled in, and a fence repaired.

No drums of TCE were found, and no soil contamination from any solvent was noted.

Sampling/Analysis Programs Conducted at the Raceway Property

In April of 1986, Gregg & Associates completed their investigation of a 20.8 acre site in Irvine which included an area formerly occupied by the Orange County International Raceway. The study was prepared for Canon USA, Inc. prior to their purchase of the property. The object of this investigation was to assess if the property was contaminated by chemicals from past usage. Their investigation included a metal detector survey, soils and groundwater sampling and analysis. Pondered surface water was also sampled. Results of their chemical analysis indicated that concentrations of contaminants were slight to low. Some evidence of petroleum hydrocarbons was found in soil samples from one boring. Analysis for presence of volatile organic compounds did not reveal TCE contamination of soils or groundwater.

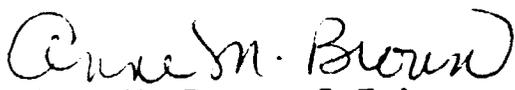
In December of 1986, SCS Engineers completed a hydrogeological investigation of portions of Irvine Company Spectrum properties including the area formerly occupied by the raceway. The study included sampling and analysis of soils and surface water. No detectable concentrations of volatile organics including TCE were detected in any of the shallow soil samples or surface waters collected for this study.

Conclusion

Based on interviews with knowledgeable individuals, I found no indication of the use of TCE during the operation of Orange County International Raceway. In addition, based on site cleanup records and subsequent soils and water sampling investigations of the property, I found no indication of TCE contamination of the property.

Should have any questions concerning this report please do not hesitate to contact me at (714) 760-8014.

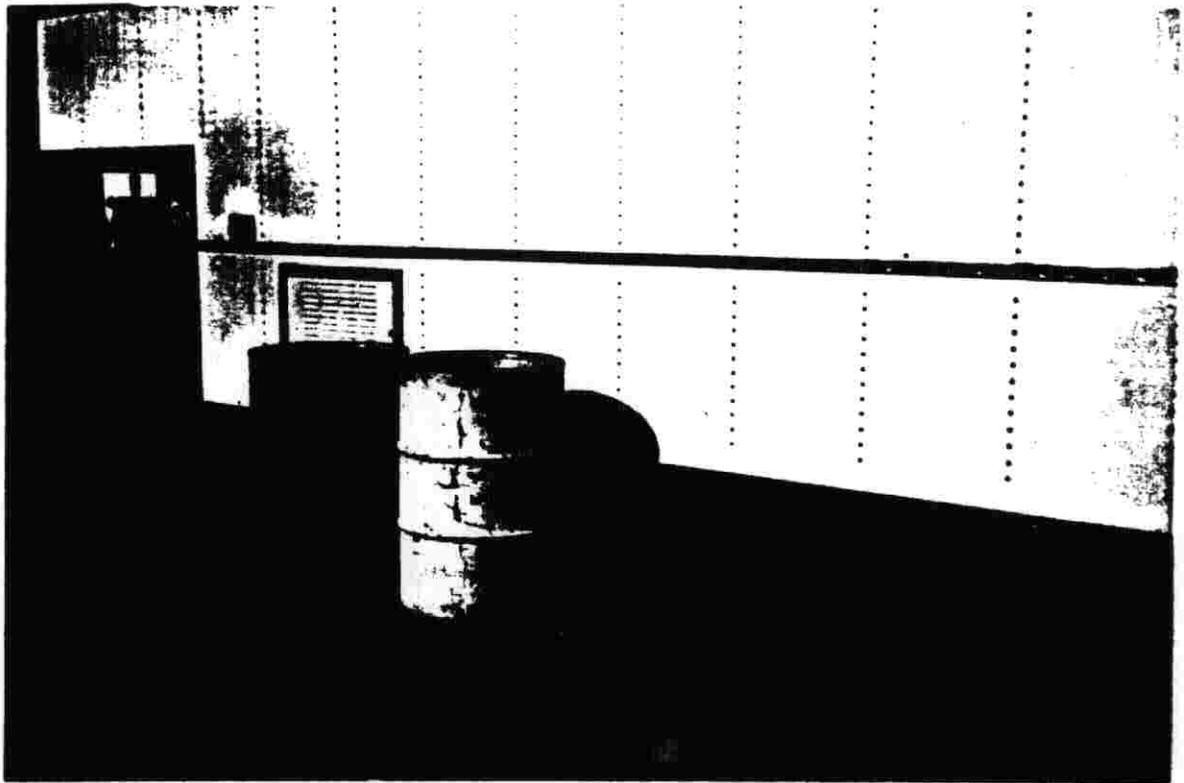
Sincerely,

  
Anne M. Brown, R.E.A.



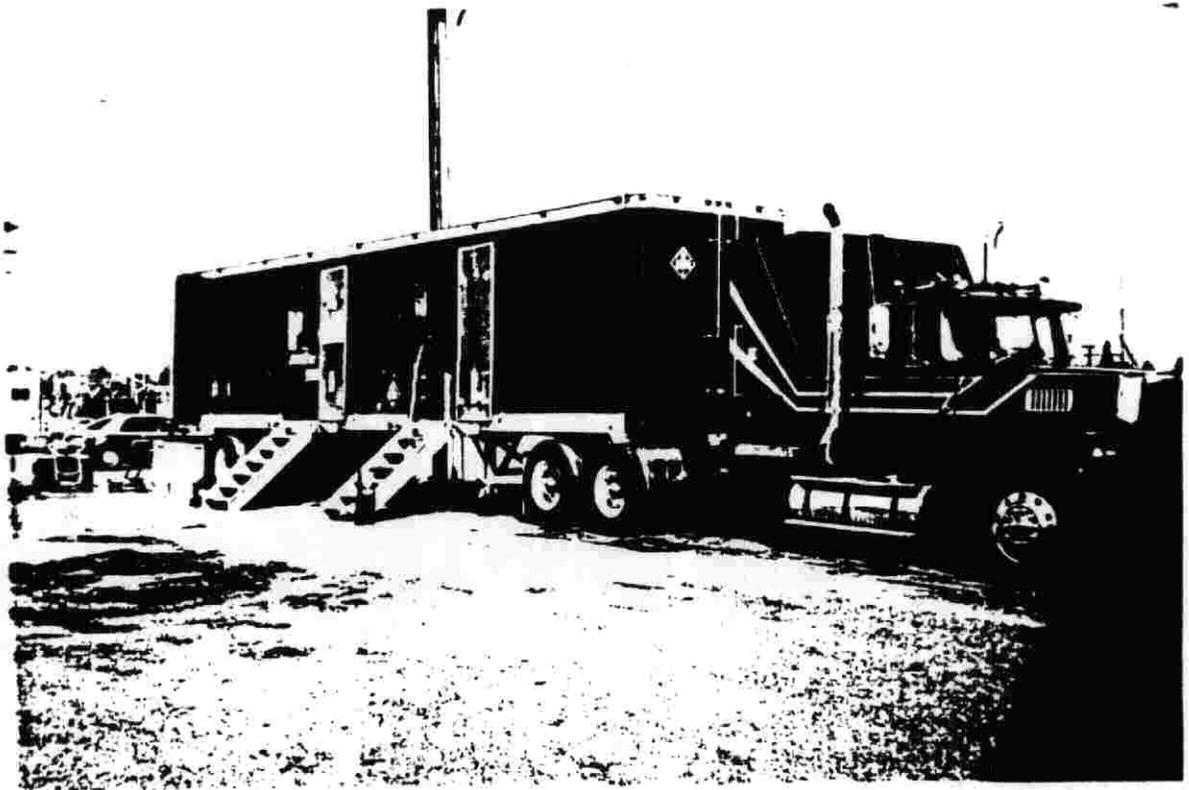
Inside a racing trailer rig.

Figure 3.



55-gallon drums supplied by NHRA Facilities Development. Drums are located throughout pit area at drag strips. Red drum is for waste oil. White drum is for trash.

Figure 4.



Racing fuels and oils for purchase are supplied by contract vendors. No solvents are sold.

Figure 5.