



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.

Produced in Canada.

Next META meeting will be
JULY 27, 2011

Our meeting location is Boston Pizza
1045 Columbia Street, New Westminster, BC

SPEED READING

Jul 9	Northeast Grand Prix – Lime Rock Park	ALMS	Lakeville, Conn
Jul 9	Rolex Sports Car Series – Laguna Seca	Grand-Am	Monterey, Ca
Jul 9&10	CACC Race #3 & WSC#3 – MRP	SCCBC	Mission, BC
Jul 9&10	Portland Historic Races-PIR	HMSA	Portland, Or
Jul 10	Toronto Indy	IRL	Toronto, Ont
Jul 13	SCCBC Meeting – Best Western, North Road	North Road	Coquitlam, BC
Jul 15/16/17	ICSCC Race #7&8&9 – SCR	NWMS	Spokane, Wa
Jul 16&17	Driver Training – MRP	SCCBC	Mission, BC
Jul 16&17	West Coast Kart Race 6&7–GMR	WCKC	Chilliwack, BC
Jul 16&17	Westwood Kart Race #4&5–GMR	WKA	Chilliwack, BC
Jul 22/23/24	Edmonton Indy	IRL	Edmonton, AB
Jul 23&24	Chumpcar World Series – SCR		Spokane, Wa
Jul 23&24	NASCAR West Series – PIR	PIR	Portland, Or
Jul 24	Grand Prix of Mosport	ALMS	Bowmanville, Ont
Jul 27	META Meeting – Boston Pizza	7:30	New West, BC
Jul 30&31	ICSCC Race #10 – PR	IRDC	Seattle, Wa
Aug 5&6&7	Westwood Kart Race #6 & IKF Gold Cup Race – SIMA	WKA/IKF	Sumas, Wa
Aug 6&7	CACC Race #4 & Children's Charity Grand Prix– MRP	SCCBC	Mission, BC
Aug 6&7	Double Regional – PIR	SCCA/OR	Portland, Or
Aug 6	Mid-Ohio Grand Prix	ALMS	Lexington, Ohio
Aug 7	Indy 200 at Mid-Ohio	IRL	Lexington, Ohio
Aug 10	SCCBC Meeting – Best Western, North Road	North Road	Coquitlam, BC
Aug 13&14	ICSCC Race #11 – PIR	CSCC	Portland, Or
Aug 13&14	West Coast Kart Race #8 – GMR	WCKC	Chilliwack, BC
Aug 20&21	Regional – ORP	SCCA/OR	Grass Valley, Or
Aug 20	Road America Grand Prix	ALMS	Elkhart Lake, Wis
Aug 24	META Meeting – Boston Pizza	7:30	New West, BC
Aug 28	Grand Prix of Sonoma	IRL	Sonoma, Ca

Sports Car Club of British Columbia

presents

“Volunteer Appreciation Weekend”

July 9 - 10, 2011

Presidents Report

This years BCHMR (British Columbia Historical Motor races) was a fairly uneventful event, which is a good thing. Of course there were the usual issues you see with vintage cars, mechanical issues of all sorts. With a total of 55 cars forming about 70 entries (some cars were entered in two groups) the numbers were down from last year, probably as a reflection of the economy. Many of the drivers that were first time attendees were pleasantly surprised by our friendliness and the way we run the track. Apparently there is a myth that Mission is 'just a go-kart track'. One of the drivers from south of the border, who was told that, will be making an effort to dispel the myth - he really enjoyed racing at Mission.

The first Conference race of the year seemed to go fairly smoothly. Unfortunately on Sunday we had a cracked block on the front straight that needed replacing, fortunately Tracy Hazards car didn't seem to be that badly damaged - I expect to see it out again at the next race. We also had a massive oil spill Sunday afternoon that started in pregrid and continued down the front straight. The oil leak was caused by a relatively new oil cooler failing, which is something that was beyond the control of the driver or the crew, however the driver not only paid for the sweep used to clean up the mess, but he also donated to the worker fund. Apparently we were very efficient in dealing with these problems as the Conference Steward was very complementary at the end of the day on how smoothly and quickly things were handled.

I would like to remind everyone that if you feel something around the track needs to be looked into/repaired/changed you should let the Head of Track Operations know in writing at trackops@scbc.net, this way it is most likely to be dealt with before the next event.

9AM on race day is not the time to be worried about making changes. I say this because on the vintage weekend we made some changes in a rush and ended up turning an acceptable situation into a high risk one in our hurry to fix the situation - I'm not about to go into details.

Before any changes to the track are made we need to look at the situation from several perspectives, and be sure the fix meets with FIA recommendations - in the case of the vintage weekend fix this did not happen. Track operations works closely with FIA representatives to ensure that our track is as safe as possible and up to required standards. Even though we may have the best of intentions, we certainly wouldn't want to jeopardize the safety of our racers by making a change without the approval of Track Operations.

The third CACC race of the year is on the second weekend in July, I hope to see everyone out there.

Don't forget about Drivers Training in July, I understand that a couple of turn workers will be moving to the *dark side* so come out and cheer your turnworker friends on. It would also be nice to see all the turns staffed.

Question of the month:

What year did Fred Agabashian put a diesel powered car on the pole at the Indianapolis 500, and what feature did that car introduce to the Indy 500?

Answers can be sent to webmaster@meta.bc.ca - Don't assume someone has given me a correct answer, it is always interesting to read replies from club members, sometimes I learn something.

Answer to last month's question:

After the first few races at Indianapolis Motor Speedway it was very apparent that the surface that had been laid was dangerous and just not suitable for racing. The following is taken directly from <http://www.indianapolismotorspeedway.com/facility/35549-Yard-of-Bricks/>:

"In a span of 63 days in fall 1909, 3.2 million paving bricks, each weighing 9.5 pounds, were laid on top of the original surface of crushed rock and tar to upgrade the Speedway.

Asphalt gradually was added to various section of the brick surface, with patches added to rougher sections of the turns in 1936 and all turns being completely paved with asphalt in 1937. In 1938, the entire track was paved with asphalt except for the middle portion of the front straightaway.

In October 1961, the remaining bricks on the front straightaway were covered with asphalt. A 36-inch strip of the original bricks was kept intact at the start/finish line, where it remains today as the fabled Yard of Bricks.”

Thomas gave me a reasonably close answer, the only respondent this month, so receives a Mobile Phone Solar Charger from <http://greenflagimports.ca>.

Mike

2011 BC Autoslalom Championship brought to you by Kumho Tires Canada

The BC Autoslalom Championship, sponsored by Kumho Tires Canada, makes its long awaited return on the weekend of August 12-14, 2011. VCMC Motorsport Club is honoured to be the host club for this three-day event which features the highest level of autoslalom competition sanctioned by the Confederation of Autosport Car Clubs (CACC), with the overall champion being crowned the BC Autoslalom Top Gun. This is the first time the BC Autoslalom Championship is being held at the BC Driving Centre in Pitt Meadows, BC.

For this event, VCMC has secured the use of the BC Driving Centre skidpad and adjacent Pitt Meadows Airport runway for all three days. Thanks to support from Kumho Tires Canada and CACC, competitors can look forward to:

- Two-days of competition on the full 250' x 1000' BCDC skidpad
- Trophies from CACC in 9 categories plus Novice and Overall champion
- Sunday bonus challenge: Kumho Tires Shootout
- Friday practice event
- Saturday night “Appy Hour” at the Jolly Coachman Pub
- Commemorative BC Autoslalom Championship T-shirt
- Tires courtesy of Kumho Tires Canada to be awarded to Top Gun, Top Novice, Shootout Champion, and a random draw winner

The early bird entry fee is \$75. For BC residents who qualify for CACC’s travel bonus, the entry fee is only \$25. Early bird registration is available through Sunday July 31. The standard registration fee (after July 31) is \$95.

Entry to this event is by pre-registration only. No on-site registrations will be accepted. Online registration through Karelo is now open.

Please visit <http://bcchamps.ca> for event details and rules.

Sports Car Club of British Columbia

presents

“Volunteer Appreciation Weekend”

July 9 - 10, 2011

Featuring the ‘Westcoast Sportscar Championship’

brought to you by Sherine Traffic Products

This event is sanctioned by CACC as a championship points race conducted under the 2010 CACC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC. Each regional group will have a points race on each of Saturday and Sunday.



Northwest Grand Prix

ICSCC’s FIRST TRIPLE-RACE WEEKEND

JULY 15, 16 & 17, 2011

Spokane County Raceway

Spokane County Raceway is now owned by Spokane County and has seen major site cleanup and road course realignment.

Each day will feature a complete championship points race program.

All 3 races are sanctioned by the International Conference of Sports Car Clubs, under ICSCC 2011 Competition Regulations as Championship Races, organized by Northwest Motorsports and held at Spokane County Raceway.

International Race Drivers Club

Presents

The 6th Annual Car Tender Challenge

July 30th & July 31st 2011

This race is sanctioned by ICSCC under the 2011 Competition Regulations as a championship race, which is organized by IRDC and held at Pacific Raceways

Saturday July 30th SPECIAL RACE is the 2nd Annual "GERMAN TOURING CAR CHALLENGE".

This race is open to all German built race cars.

Enter in SPECIAL RACE GROUP 8 for the following classes:

ULC (Unlimited Class), PRO3 (PRO3 Class), P944 (Porsche 944 Class), and VWC (Volkswagen Class) German Touring Cars.

From ICSCC Forum : <http://www.icscc.com/forums/showthread.php?1762-NWMS-July15-17>

NWMS July15-17

The following is being posted at the conclusion of the special meeting.

June 28, 2011

To: ICSCC Licensed Drivers

The ICSCC E Board is encouraging all drivers / workers to enter and participate in the "Festival of Speed Northwest Grand Prix" and we are looking forward to our first ever Triple race weekend.

The ICSCC E Board has removed the "tentative" status from the Northwest Motorsports triple race weekend at Spokane on July 15-17, 2011.

The track safety plan has been reviewed and its implementation has been started.

Northwest Motorsports has committed to completing the safety plan by July 10th and the ICSCC E Board believes they will be able to accomplish this goal.

There will be a track inspection on July 10, 2011, and if at that time it is deemed that any remaining work cannot be completed before the race weekend, the race will be cancelled.

We are in the final stretch of a long process and if we did not feel this race had every chance of happening, the E Board would have cancelled the race before now.

Motorsportreg is open 24 hours a day, 7 days a week, so now is the time to enter and be a part of ICSCC history.

Bob Hillison, Cascade Sports Car Club
Bruce Boyd, International Race Drivers Club
Dane Babkirk, Northwest Motorsports
Scott Hanken, Team Continental
Ray Stec, Sports Car Club of BC (voted no)

The following is the motion requiring the posting of the above letter
Kevin read the letter sent to ICSCC Licensed Drivers. See attachment in the Appendix.

Motion:

Bob (CSCC) : to post the letter mentioned above on the forum as written.

Steve Cassell: Kevin to read the letter sent to ICSCC Licensed Drivers. See attachment in the Appendix.

E-Board Motion:

Bob: to post the letter mentioned above on the forum as written.

Steve Cassell (TC): second

Question: Scott Hanken (TC)

4 in favor (CSCC, NWMS, IRDC,TC) 1 opposed (SCCBC)

President registers his opposition to this action.

Second question: Scott Hanken (TC)

4 in favor (CSCC, NWMS, IRDC,TC) 1 opposed (SCCBC)

President submits this post and registers his opposition to the action.

2011 Children's Charities Grand Prix

*An Invitational Event
River's Edge Roadcourse
at
Mission Raceway Park
August 6/7, 2011*

*The Children's Charities Racing Team Society and the Sports Car Club
of BC are very excited to announce the 2011 Children's Charities Grand
Prix sponsored by The BMW Store*

The 2010 CCGP will be open to P1 (GT1, GT2, GTO)
and P2 (GT3, IP1, GTM) cars.

There will only be 32 spots available for the 4th Annual CCGP.

To receive an online 'Intent to Enter' form, Supplemental Regulations and
CCGP Event Outline, please email ryanoc@shaw.ca or visit
www.sccbc.net

'Intent to Enter' form must be filled out and emailed to ryanoc@shaw.ca
no later than July 15th, 2011

*A \$10,000 Prize Fund will be available along with a variety of
contingency awards*

A special thanks to our sponsors:
*The BMW Store / IWE Rear Ends Only
Scotiabank / Drivers Edge / SAFWAY*

Visit us on facebook: <http://www.facebook.com/event.php?eid=151995974874361>

Follow us on Twitter: CCGP2011

From: <http://www.unionracing.ca/>

The Second Annual Formula Vee Invitational Race

Mission Raceway Park Road Course, Mission B.C. Canada

August 6 & 7, 2011

This is an exclusive Formula Vee race presented by the Family Affair Racing Team Inc. (FART) and the SCCBC. We will be the supporting race for the Children's Charity Grand Prix. There is a regional race with all open wheel cars, and the SEPARATE FV race.

Saturday

- All open wheel PRACTISE (regional cars and FART FV's) - 15 min
- Regional open wheel qualifying - 15 min
- FART FV's only QUALIFYING - 15 min
- Regional open wheel race - 20 min
- FART FV's only RACE at the end of the day - 20 min

There will be a Vee driver/crew/family complimentary dinner, with door prizes being drawn, including a free entry.

Sunday

- All open wheel PRACTISE (regional cars and FART FV's) - 15 min
- Regional open wheel qualifying - 15 min
- FART FV's only QUALIFYING - 15 min
- Regional open wheel race - 20 min
- FART FV's only RACE just before the main Grand Prix - 20 min
- Short trophy presentation

We are only allowed 40 vees on the track, so get your entries in early (Motorsportreg.com) And since this will be a very busy event with the Children's Charity Grand Prix going on, get your paddock requests in early too! There are two sizes of paddock spots: 20x20 and 20x30.

There will be a [Friday practise](#) for a separate fee.

- There is no Aviation Fuel! VP Racing fuels may possibly be there. There is a Chevron close by. (94 octane)
- There is a [Best Western](#) and the [Diamond Head](#) hotel in Mission. The next town is Abbotsford, about 15 min away, with a [Comfort Inn](#) (good prices).
- Bring your hockey sticks for a good old fashioned hockey game in pregrid after dinner!
- Oh, and did I mention there is TOW MONEY? Yes, tow money of \$75 per state you travel through (driving), inclusive of the state you reside in. (example: you live in California, we count California, Oregon, Washington = \$225.00 Canadian (courtesy of [CACC](#))
- Contact [Jennifer Arthur](#) for more info at 1-604-826-5251 or Bob Williams at 1-604 946-4461 and watch here and [Facebook](#) for updates as well.

From SCCBC Forum: <http://forum.sccbc.net/YaBB.pl?board=trackops;action=display;num=1309116713>

Hello to my racing family,

I am very honoured to have been selected by my peers and fellow racers to lead the Track Operations Committee for SCCBC.

As you know, I am quite new to the racing family. Auto racing has always been in my blood, but it wasn't until I took driver training and got a taste for the action that I jumped in with both feet. And for those of you who know me, jumping in with both feet is what I do. I am an actions person. When I see a need, or a job to be done, I give it everything I have until it's complete.

Since joining SCCBC last year, I have spent a lot of time listening to fellow members, track renters and basically everyone involved with our facility. People tend to feel comfortable expressing themselves to someone new, who offers an ear. During this time, there is one common theme that has become front and centre. Lack of communication.

No matter what aspect of our lives, communication is the life blood. Without communication, relationships, whether personal or business, struggle and often fail. We are all members of this club and come out to the track because we love the sport and we enjoy being around others who do as well.

Friends, we have a communication problem. There are so many great people who give their blood sweat and tears to the survival of this club, and our facility. The problem is that these various people and groups are not all pulling the line in the same direction, at the same time. This lack of communication is nothing new, and certainly isn't unique to our club. I have been a business owner for many years and no matter how hard I have tried to have the most open of communication, it's a daily challenge to maintain it.

So how do we fix this?

In my experience, the only way this is improved, is to lead by example. This is not something that will be fixed overnight, or in a week or a month. It takes time to break the old habits and be proactive. We have so many great people that have so much more to offer to this club. They just need to be encouraged to get involved and make their voice heard.

Until now, the various groups responsible for running our club and facility have not been working in unison. Our President, Michael Lensen, has made it very clear that destructive activity will not be tolerated. The same holds true for those involved with Track Operations. Working shoulder to shoulder with the Executive Committee, Track Operations is going to do their part to establish open, honest and constructive dialogue with META, E-Crew, CACC, ICSCC, VRCBC and even you, the casual racer. This is my promise to you!

In the next few days, I will be contacting the various groups mentioned above, as well as the current members of the Track Operations Committee, to begin this era of open communication. I want to hear from you. Please feel free to speak your mind. Know that what you say to me will be held in the strictest of confidence, if that is your wish. I will also be regularly posting on this forum and in the Pit-Pass, letting you know of the various projects that need to be accomplished at the track and how you can help.

Friends, we are at a cross-roads. There are basically two choices we all face. The easy choice, and the most comfortable is to let things stay the way they are and risk losing our club and facility. The hard choice, is for all of us to wipe the slate clean and bury the past. Then work in unison with the volunteer or racer next to you and all do our part to take this club to the next level. We have a chance to build something really great here, the choice is ours.

So are you ready to join me in this new approach? I believe you are. So lets get started!!

Sincerely,

Steve Hocaluk

PHOTOS ON THE NET BY GERRY FRECHETTE

I am pleased to announce a new direction for my motorsport photography enterprise. Gone are both the name Rainbow Action Imagery and my partnership with web service DotPhoto. I will now market photos under my own name, and will display our wide range of motorsport photos on a dedicated website now hosted by Zenfolio.

At gerryfrechette.zenfolio.com, you can look at all the photos from an event in one place, pick the ones you like, and order them online using a credit card. They will be printed on the best paper, and mailed to you directly, just like before.

Here's how to see your photos. Go to the website. Scroll down and click on All My Photos. No user name or password is needed. The albums will be displayed, and click on the one you are interested in. The individual thumbnail photos will be displayed, along with a price list. Refer to the following instructions to place your order online.

Click on the photo you wish to purchase.

Click "Buy" above the photo, and select the photo size and quantity you want. Click "Add to Cart."

Repeat the process for other sizes and quantities, by clicking "Buy More Products With Selected Photos," or return to the front page of the Album to select another photo to order and start over.

When finished shopping, click "View Shopping Cart" to confirm your order. Within each photo in the cart, note the "cropping" function. Zenfolio requires that you click on that to determine and confirm how you want them printed, especially for sizes like 5x7 and 8x10 that are not standard "1x1.5" ratio. The options are Centered, Fit and Manual, the latter allowing you to crop the photo any way you like. The photo files are generally ample size for cropping down to a single car in an image, but the larger the print size, the less you should crop.

When you are all done ordering and checking the cropping, click "Checkout Now." At this stage, Zenfolio gives you the option of registering for future ordering benefits (explained on the website) or just simply checking out. Click "Continue" under your choice.

Follow instructions to enter shipping address and credit card information.

Some things to note:

- Prices quoted are in both Canadian & U.S. dollars, so choose the list that applies.
- In most cases, photos from an event should be on the website within a few days after the event. To see photos from previous years, contact us directly.
- If you want to just view your photos online and order directly from us, we are happy to do that, too. Contact us by phone or e-mail and tell us what you need, with code numbers. Prices are the same with either method of ordering. We offer quantity discounts if photos are ordered directly from us.
- All photos, either ordered through the website or directly from us, are produced with laser technology on archival-quality photo paper, just like from a negative. They are not ink-jet printed, and will last as long as any other photo generated from a negative.
- After nine years with dotPhoto, this is a new direction for us, and we hope your photo viewing and ordering experience is a good one. Please do not hesitate to contact us if you have any questions or problems, or to let us know that everything went well.
- I'll be uploading all this year's photos to Zenfolio, but the previous years' photos still available for viewing at DotPhoto will be removed at the end of the year, and the account closed. If you are interested in ordering earlier photos, I ask you to please contact me directly to order at gerryf@telus.net, and to not order anything through DotPhoto. If you do, you will probably receive your order and be billed, as usual, but I will not be paid anything, hence why I am leaving DotPhoto.

Thank you, and if you have any questions or problems, please contact Gerry or Sue at gerryf@telus.net or phone 604-734-4721.

Extra race on tap for Indy Two rounds of Lights should draw teams

By Joanne Ireland, Edmonton Journal
June 9, 2011

Drivers, start, start, start your engines.

Rather than just one feeder series race at the 2011 Edmonton Indy, there will be two rounds of Firestone Indy Lights races when the open-wheel circuit takes over the City Centre Airport July 22-24.

In addition, Octane Motorsports Events, the Montreal-based group that is overseeing this year's race weekend, has announced that the NASCC Eurasia GT Invitational will return, as will the Drift Mania Canadian Championship.

What is off the schedule is the NASCAR Canadian Tire Series. It is running in Vernon, B.C., that same weekend. "We did everything we could to get them, but because we signed (with the City of Edmonton) so late they couldn't get out of their other contract," said general manager Anne Roy.

"But now that we're back on the map, everybody wants to be with us next year. We have a long list of big series who want to be here with our Indy-Car program."

Francois Dumontier, president of Octane, is confident that having the Indy Lights doubleheader will make the event more attractive to the race teams. Last year, there were just 13 cars in the field.

It just won't be the first time the calendar has been so crowded. Back in 2007, when the Atlantic Championship was the feeder system and Champ Car was the series that took centre stage at the airport, Brazilian Raphael Matos, who is currently behind the wheel of car #17 in the IZOD IndyCar Series, won both the Atlantic races.

Last July, Canadian James Hinchcliffe, who has graduated to the Indy series and is driving for the Newman-Haas Racing team, won the Indy Lights race in Edmonton.

He will be one of three Canadians roaring around the redesigned track.

Veteran Paul Tracy, who is always a threat in Edmonton, and Alex Tagliani, who became the first Canadian to claim the pole at the famed Indianapolis 500, will both be back in Edmonton.

"Things are coming together," said Roy. "We are on track -pardon the pun."

More than 50 drivers will race in the GT Invitational, an annual fixture on the race calendar.

Drifting, meanwhile, made it to the big screen in *The Fast and Furious: Tokyo Drift* but evolved into a sporting event before then. One of the earliest recorded events outside of Japan, where the sport first took root, was in 1996 in California. "I know (the drift) is a crowd favourite because we've been getting all kinds of calls and e-mails asking if they are going to be part of the program," said Roy.



Schedule

Friday

07:00	Site Opens	
08:15 08:45	Nascc	Practice Session
09:00 09:30	Drift	Practice Session
09:55 10:55	Firestone Indy Light	First Practice Session
11:15 12:00	Izod Indy Car	First Practice Session (A)
12:00 12:30	Izod Indy Car	First Practice Session (B)
12:45 13:15	Indy Car	Two Seater Program
13:25 14:25	Firestone Indy Light	Second Practice Session
14:45 15:45	Izod Indy Car	Second Practice Session
16:00 16:30	Drift	
16:45 17:45	Indy Car	Two Seater Program

Saturday

07:00	Site Opens	
08:25 08:55	Nascc	Practice Session
09:10 09:55	Firestone Indy Light	Qualifying
10:15 11:15	Izod Indy Car	Third Practice Session
11:15 11:45	Indy Car	Two Seater Program
12:00 12:45	Drift	
13:00 13:30	Nascc	Qualifying Race
13:45 15:00	Firestone Indy Light	Race
15:30 16:50	Izod Indy Car	Qualifying
17:15 17:45	Drift	

Sunday

07:00	Site Opens	
08:00 08:30	Izod Indy Car	Warm Up
08:45 09:30	Nascc	Race
09:45 10:15	Indy Car	Two Seater Program
10:15 11:30	Firestone Indy Light	Race
12:00 15:00	Izod Indy Car	Race

Subject to change



Baltimore Grand Prix Registration

First, I'd like to thank you for your patience while we've been planning and organizing for this upcoming event. You are receiving this message because you took the early initiative in contacting us about working this event.

We have established a website at <http://proworker.wdcr-scca.org/> containing periodically-updated information about participating in the Baltimore event, which will feature ALMS and Indycar racing, as well as three pro open-wheel support series. The online F&C worker sign-up form can also be found on the site. Please take a moment to complete a form if you haven't already. We also ask that you bear with us while we continue to work with the organizers to fill in the answers to the questions that you and I both share regarding the event schedule and logistics. The webpage will be updated frequently over the next two months. Additional questions and inquiries may be directed to proworker@wdcr-scca.org

I'd like to draw your attention to the hotel information. The DC Region has negotiated a group discount rate at an area hotel approximately 8.5 miles from the course, which should be able to access the race site via public transit on Friday and Saturday. However, the deadline for booking reservations at this rate is July 18, approximately three weeks away.

Sunday transit plans are in flux, but it is by no means certain that the light rail system will be in operation early enough to accommodate our needs. For the time being, please plan to carpool or rideshare that day.

Feel free to circulate this information among qualified flaggers and marshals. I hope we can count on your assistance in making this a successful event!

Regards,

Dave Hsu
Flag Chief, 2011 Baltimore Grand Prix

Editors note:

There will be at least 4 META marshals going to this event. If you are interested in going or have any questions please feel free to contact me.

maydayeditor@hotmail.com

The Incredible 1939 Pontiac Plexiglass Ghost Car



Photograph by AARON SUMMERFIELD for RM AUCTIONS

Unveiled at the General Motors *Highways and Horizons* pavilion at the 1939-40 World's Fair in New York, the Pontiac 'Ghost Car' was built on the chassis of a 1939 Pontiac Deluxe Six. In collaboration with Rohm & Haas, a chemical company that had recently developed *Plexiglass*, the concept for a transparent car was conceived and it was the first one ever built in America.

This one-of-a-kind vehicle will be put up for auction on July 30, 2011 by RM Auctions in Plymouth, Michigan. The car is estimated to fetch between \$275,000 – \$475,000. Additional information and photographs of this beautiful vehicle here: <http://twistedifter.com/2011/06/1939-pontiac-plexiglass-ghost-car/>

- The highlight of the 1939-40 World's Fair in New York and the first transparent car ever built in America
- Series 26. 85 bhp, 222.7 cu. in. L-head six-cylinder engine, three-speed manual transmission, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes.
- The structural metal underneath was given a copper wash, and all hardware, including the dashboard, was chrome plated. Rubber moldings were made in white, as were the car's tires
- Cost a reported \$25,000 to build (using Consumer Price Index to estimate inflation, it is approx. \$388,000 in 2010 US dollars)
- Car still rides on its original white tires with odometer reading of 86 miles (138 km)
- Does not have a conventional vehicle identification number

Bernie Hamm
Auto Technician 'The Doctor'

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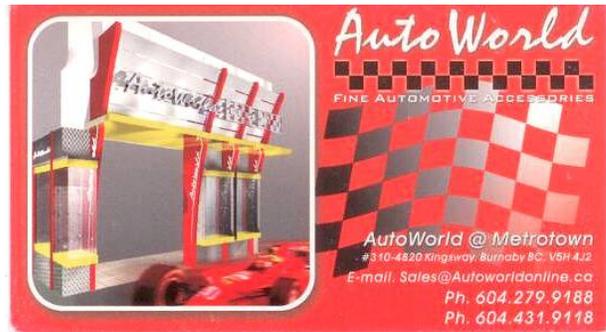
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