



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
JUNE 27, 2012

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

SPEED READING

| Jun 9&10 | ICSCC Race#5 – MRP | SCCBC | Mission, BC |
|------------------------|---|-----------------------------|---------------------|
| Jun 9&10 | Chumpcar World Series – CFB Edmonton | Tentative | Edmonton, AB |
| Jun 13 | SCCBC Meeting – Best Western, | North Road | Coquitlam, BC |
| Jun 15 - 17 | Rose Cup Races / Double Regional / Double Vintage – PIR | SCCA/OR | Portland, Or |
| Jun 16&17 | Mountain Trials Stage Rally | WCRA | Merritt, BC |
| Jun 23&24 | CACC Race #3 & Enduro – MRP | SCCBC | Mission, BC |
| Jun 27 | META Meeting – Boston Pizza | 7:30 | New West, BC |
| Jun29 -Jul 1 | Pacific NW Historics – PR | SOVREN | Seattle, Wa |
| Jun30&Jul 1 | Canadian Solo & TimeAttack National Championships - MRP | ASN | Mission, BC |
| Jun30&Jul 1 | ICSCC Race #6 – PIR | CSCC | Portland, Or |
| Jul 6 - 8 | Portland Historic Races-PIR | HMSA | Portland, Or |
| Jul 7 | Northeast Grand Prix – Lime Rock Park | ALMS | Lakeville, Conn |
| Jul 8 | Toronto Indy | IRL | Toronto, Ont |
| Jul 11 | SCCBC Meeting – Sandman Inn | 8828 - 201 st | Langley, BC |
| Jul 13 – 15 | ICSCC Race #7&8&9 – SCR | NWMS | Spokane, Wa |
| Jul 13 – 15 | Double National with SCCA Super Tour and Formula Car Challenge – PIR | SCCA/OR | Portland, Or |
| Jul 14&15 | Driver Training – MRP | SCCBC | Mission, BC |
| Jul 20 – 22 | Edmonton Indy | IRL | Edmonton, AB |
| Jul 21&22 | Chumpcar World Series – SCR | | Spokane, Wa |
| Jul 21 | Grand Prix of Mosport | ALMS | Bowmanville, Ont |
| Jul 25 | META Meeting – Boston Pizza | 7:30 | New West, BC |
| Jul 28&29 | Double Regional with Vintage(SOVREN) – TRMP | SCCA/NWR SCCA/OR | Shelton, Wa |



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Presents

“Stars, Stripes & Maple Leafs”

June 9 - 10, 2012

Mission Raceway Park

“Long Time Running”

June 23 - 24, 2012

Presidents Report

After the last SCCBC meeting their executive is finally able to move forward with their planned improvements to road racing at Mission Raceway Park. It is great to see an executive made up of some younger individuals that are full of great ideas for growing what many of us see as our home track. For those of you that are not aware SCCBC has started running radio ads on the Friday before a race weekend. With draws for a free driver training at both car shows they have found a way to contact many that are interested in motorsports, but may just need a small push to get them involved. I see great things happening for us over the next year.

The second race of the year at Mission Raceway Park was also well supported. Lets hope this is a sign of things to come. I think the new B-spec class will be quite exciting once a few more cars enter the series, for me this is a bit reminiscent of the old Honda Challenge series at Westwood, minus the rollovers in turn three. I had mixed feelings after the Formula Vee race on Sunday, as Martin Phillips' (11 blue's) pit crew I was quite excited that he had won his third race (of the 3 he has run) this year, but was not entirely pleased that he may have made a driving error getting that last win when he and Tim Brouse came together on the last lap of the race as Martin went for the pass (I think our editor may have seen what really went on). Of course Martin and Tim had very different views of what happened.

As always the volunteer lunches and Saturday dinners were excellent, thanks SCCBC for keeping Valley Caterers for the volunteers.

Most of you are aware by now that SCCBC and BCMA are hosting the Canadian National Time Attack this year at Mission Raceway Park on the June 30 to July 1 long weekend. They will need people on the corners, so make sure you have that weekend on your calendar if you are not already planning to go to the Conference race at PIR.

I hope to see you all at the Conference race at MRP on June 9 & 10.

Question of the month:

This month should be an easy one.

Q: What years did the Sports Car Club of BC host Trans Am races at Westwood?



Photo from Robert Barg's collection – Robert Barg driving.

Answers can be sent to webmaster@meta.bc.ca, please put “Mayday Answer” in the subject line - All parts of the question(s) must be answered, and a prize goes to the first correct answer. 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:

A: Formula Atlantic was conceived by John Webb in 1971 based on the Formula B rules of the time. Robin Fairservice was the first to answer, however he did not include the name of the person that conceived the class - Sorry Robin.

Ian McMahan was the second to reply and came up with the complete answer (although you mentioned John Webb you identified him as the promoter, not as the one that conceived the series), Ian McMahan is another 'frequent Flyer' with us.

The following is Robin's answer, most of which appears to have been taken from another source:

The Formula Atlantic debuted on March 7, 1971 at Brands Hatch. In the USA there was a Formula B which was similar, but was replaced by Formula Atlantic.

"The much ballyhooed Formula Atlantic barely survived a very painful birth at Brands Hatch today.

Before the race, promoter John Webb apologized to the few thousand spectators who braved "Arctic-like conditions" for what turned out to be a dismal entry. Webb said that either British manufacturers had been too optimistic in promising delivery dates to their customers or had been hit by motor industry strikes, particularly Ford. He added that the competition department of Ford had been closed for over a month, so there was no way to obtain new engines or spares. Webb said that some drivers had been let down by their potential sponsors at the last minute and had been unable to complete their cars, but also went on to add that some would not have been ready even if the series had not started until July.

The race was run on the 1.24 mile circuit. There were only two competitive cars, one of them without its proper engine, plus some "make weights" and a few Formula Fords thrown in (my comment: the results show a bit more than "a few" FFs).

Australian Vern Schuppan was fastest in practice (noting his Palliser WDF4 is known as a Winkelmann in the U.S.) with a lap of 51.0 seconds, which compares unfavorably to the old 1000cc F/3 record of 49.6 or the Formula Libre record of 48.8, which ironically enough was established by a prototype Formula Atlantic car in November of 1970.

Unable to take delivery of his Ford DBA 16 valve engine (notes engine outlawed by SCCA in F/B), Schuppan instead relied on a BRM prepared Ford twin-cam. The favorite, Ray Allen, driving a Royale RP8 powered by a Steel-tuned BDA, was only fifth fastest, a cam follower having broken in practice. Allen started the race using a low rev limit "expecting the engine to be spread over the South of England at any time."

Second fastest in practice was Australian John Gillmeister, who removed himself from the grid with seconds to go with smoke belching from the exhaust of his Brabham BT29-Ford. It's written "that was about the most exciting part of the race." Schuppan led start to finish while Allen kept within sniffing distance until the expected engine failure occurred on lap 8.

This final note from the report: "One thing is for sure: F/Atlantic can only get better."

20 laps, 24.8 miles

1. Vern Schuppan, F/B Palliser WDB4-Ford, 20 laps
2. Bob Ellice, F/B Chevron B15/17-Ford, 20
3. Pat Longhurst, F/3 Brabham B18-Ford, 19
4. Jeremy Gambs, F/F Lotus 61M, 19
5. Colin Crang, F/F Merlyn Mk20, 19
6. Clive Santo, F/F Palliser WDF3, 19
7. Peter Slade, F/F Hawke DL2A, 19
8. John de Stefano, F/F Titan Mk6, 19
9. Buzz Buzaglo, F/F Palliser WDF2, 19
10. John Tait, F/F Lola T200, 18
11. Mike Stow, F/B Brabham BT29-Ford, 18

Time of race: 17:25.6 (85.39mph avg.)

Fastest race lap: Schuppan and Allen, 50.8 (87.87mph avg.)

That's all for the results, obviously Gillmeister and Allen make 13 and the photo of the grid leaving the line on the start shows 14 cars."

Ian McMahon's answer was much more concise:

- | | |
|---|----------------------------------|
| 1) Where was Formula Atlantic conceived | A) In the United Kingdom in 1971 |
| 2) By whom was it conceived | A) John Webb of Brands Hatch |
| 3) What formula did it evolve from | A) Formula "B" rules |

From http://en.wikipedia.org/wiki/Atlantic_Championship#History:

Formula Atlantic as a class evolved in the United Kingdom in 1971 from the US Formula B rules, with 1600 cm³ production-based twin-cam engines (initially Lotus-Ford twin-cams but then Cosworth BDA and BDD, however other engines like Alfa Romeo were also eligible). Conceived by John Webb of [Brands Hatch](#) (who would later also develop the [Sports 2000](#) class) as a category for national competitors with the performance near a Formula Two car but running costs at or below that of a contemporary Formula Three car.

Mike

From our resident "Calendar Girl"

Thank you to every one in advance for participating and letting me take photos. The theme for this weekends event is **Hats**.

Fancy hats, colorful hats, old hats, new hats, just hats, hats, hats.

Lets just have a hatting good time with them and of course a few good laughs.

Thank you

Tasma

The theme for the next Mission race, June 23/24, will be "Christmas in June"

Sports Car Club of British Columbia

Presents

“Stars, Stripes & Maple Leafs”

June 9 - 10, 2012

Featuring “The Honda Challenge”

This event is sanctioned by ICSCC as a championship points race conducted under the 2012 ICSCC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC.

Schedule and Information can be found at:

<http://www.sccbc.net/data/2012/Race/Jun-9-10-ICSCC.pdf>

Sports Car Club of British Columbia

Presents

“Long Time Running”

June 23 - 24, 2012

Featuring the R&P Motorsports

'It's About Time' 4-hour Endurance Race

This event is sanctioned by CACC as a championship points race conducted under the 2012 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.

Schedule and Information can be found at:

<http://www.sccbc.net/data/2012/Race/Jun-23-24-CACC.pdf>

Note that a minimum of 20 cars is required to register for the enduro or it will be cancelled

2012 ASN Canada FIA Canadian TimeAttack Championships



Organized by the Sports Car Club of BC and BCMA

Rivers Edge Road Course at Mission Raceway Park, June 30 - July 1, 2012

SCCBC and BCMA are hosting the Canadian National Time Attack this year at our track in Mission.

We are in need of volunteers for the weekend of June 30/July 1st. (I know, I know, it's a long weekend.) It has been in the works for quite some time and I understand that it hasn't been communicated very well.

We are expecting 70 – 100 cars that will be split up into 6 different groups.

Lunch both days and Dinner on Saturday night will be provided.

Irene



MISSION & DISTRICT Soapbox Derby Association

The Mission Soapbox Derby is on June 16 this year. The good thing is that there are no local conflicts for us this year. I will be acting as the META coordinator getting names for those who want to come out for a FUN time.

For additional information go to Mission and District Soapbox Derby Association.
<http://www.missionsoapbox.com/default.html>

We are still looking for volunteers for the Soapbox Derby.
The first one is "scheduled" to go down the hill at 9:15 am.
We should be onsite by 8:30 so as to get organized and help out with setup.
For confirmation that you are coming [so that they will know how many people to expect] please let me know so that I can provide any additional information that you might need.

Thanks

Joe

jjproudca@yahoo.ca

A couple of photos from the last VRCBC meeting / visit to the Johnson Collection in Aldergrove.



Photos by Stanton Guy

2012 Izod Indy Car Series - Edmonton

The 2012 Izod Indy Car Series is scheduled for July 20th to July 22nd, 2012 at City Centre Airport in Edmonton, Alberta.

The Racing Services Group (RSG) is again looking for your expertise as a Turnworker, Communicator, ECrew, Track Access Control and other support personnel to help make the event a success.

With event management from Octane Racing, we are looking forward to having you, our experienced race workers (and some new faces), join us for our best year ever.

We look forward to having you give us your commitment as early as possible in order to be part of the July 20th to 22nd, 2012, Edmonton Indy Race Weekend at the City Center Airport in Edmonton, Alberta.

The 2012 Racetrack Worker Registration Form needs to be completed and can be found at:

<http://www.raydium.net/absolute/fp/indyregistration.htm> .

Just follow the onscreen directions and you will receive an email from me confirming your acceptance and any additional information you will require within a week or two of signing up.

If you have any other questions, feel free to email me at Rudy@vanwoerkom.net .

Thank you and we are looking forward to seeing everyone again this year.

Rudy van Woerkom
Racing Services Group

Edmonton Indy Seat Sale

Thanks to Mark for finding this great deal:

Travel Alberta is running a promo with Westjet

Save an additional 25% on all Vancouver to Edmonton flights up to July 26.

Booking deadline June 6.

On the Westjet booking page use:

Promo code ALB25

Coupon Code WSVI6AV





Ride to Conquer Cancer

As you know, I rode in The 2011 Enbridge Ride to Conquer Cancer benefiting BC Cancer Foundation, and I'm so glad that I did. The Ride was not only an amazing experience, but the funds raised through it are providing funding now for research that will make breakthroughs bigger than ever would have been possible without The Ride.

In 2011, The Ride raised \$9.2 millions for the BC Cancer Foundation which is phenomenal, and YOU played a key role in that accomplishment. But as momentous as that is, it will take continued effort and dedication to truly conquer cancer. And that's why I'm riding again in 2012! And once again, I need your support.

Whether you would consider donating to support me, to memorialize a lost loved one, to create a better future for the next generations, or for another personal reason, the end result is the same: to finally conquer cancer.

I'm so grateful for your support in the past, whether or not you're able to provide support this year. But I really hope you will be generous once again. You've already made a difference, and I hope you'll consider helping to get us even closer to conquering cancer in 2012.

Warmest regards,

Ian Wood

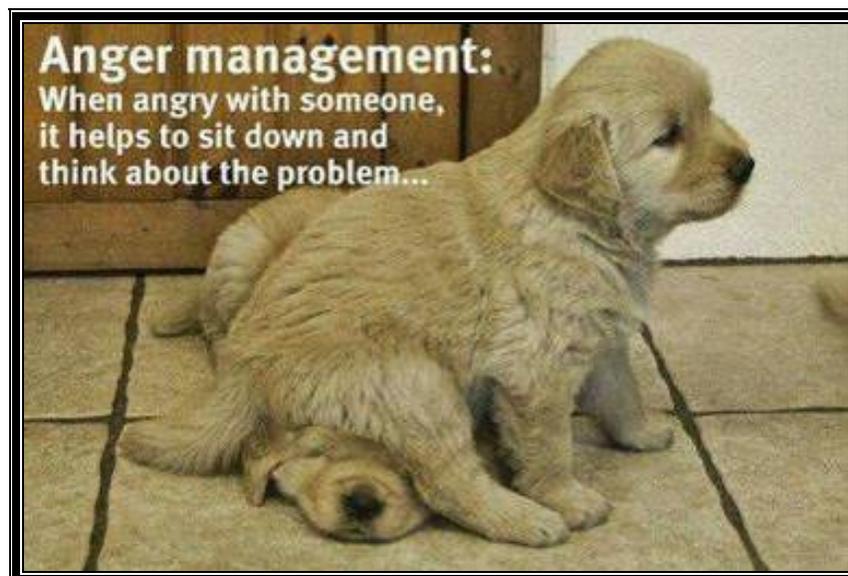
Click here to visit my personal page.

http://www.conquercancer.ca/site/TR?px=1781138&pg=personal&fr_id=1413&fl=en_US&et=EFIKMhAvX5SV43TeKb1Wzw&s_tafId=297123



[The Ride to Conquer Cancer: www.conquercancer.ca](http://www.conquercancer.ca)

The Enbridge Ride to Conquer Cancer® is a unique, two-day cycling event. During this bold cycling journey, you will ride throughout Canada's countryside! The Ride is a brand new endeavour to do just that - Conquer Cancer. Learn more at [conquercancer.ca](http://www.conquercancer.ca).



From: <http://www.vrcbc.ca/vrcbc-racers-climb-the-mighty-knox/#more-7095>

VRCBC Racers Climb the Mighty Knox!

May 23rd, 2012 | Author: vrcbcadmin

By Jim Moody with files from Geoff Tupholme

The Victoria Day long weekend was a busy one for VRCBC members. While some were 'working' at the All British Field Meet in Vancouver, others were having a great time climbing Knox Mountain in Kelowna. The Knox Mountain Hillclimb is the longest annually running (This year was the 55th!) paved hillclimb in North America, and VRCBC members have been participating for many years. This year, it was Frank Winterlik, Geoff Tupholme, Keith Robinson, Evan Williams, Bernie Hamm and Bruce Jamieson carrying the Club's banner up the challenging 2.2 mile course.

Frank had his 1973 Porsche 911 RSR both looking and running great during the two day event, posting a best time of 2:08.349. Right behind Frank was Geoff and his quick little 1973 Austin Mini (fighting a plug-fouling mystery) turning a best time of 2:08.416. Bernie Hamm with his 1974 Fiat X-1/9 enjoyed his weekend of competition and came through with a best time of 2:27.906. Evan Williams, no stranger to Knox Mountain, brought his 1963 Jaguar XKE to the hill this year. Evan's best time of the weekend was 2:30.268. Bruce Jamieson was just getting familiar with Bernie's Fiat and turned a 2:35.034. Keith Robinson was our only single seater representative this year, driving his 1980 Van Diemen RF 80 Formula Ford to a best time was 2:10.073.



Bernie Hamm Fiat X-1/9



Keith Robinson Van Diemen Formula Ford



FOR IMMEDIATE RELEASE – February 27, 2012

The Vintage Racing Club of British Columbia (VRCBC) announces 2012 dates of its British Columbia Historic Motor Races

The Vintage Racing Club of British Columbia announced today that the twenty-fifth running of its annual marquee race weekend, British Columbia Historic Motor Races, will be held on August 4 and 5, 2012, at the Mission Raceway Park – Road Course.

Since 1976, when the races were staged at the famous Westwood track in Coquitlam and now at the multi-purpose racing complex at Mission, the VRCBC's British Columbia Historic Motor Races has grown to become the largest vintage race event in Western Canada and one of the largest in the Pacific Northwest, with more than 100 vintage and historic racing cars and more than 3,000 spectators in attendance.

"The BCHMR weekend is a unique experience," said Event Chairman Tom Johnston. "Nowhere else in British Columbia can road racing fans get as up close and personal with these wonderful machines and their drivers, and be able to see some of the world's finest race-bred marques racing for the chequered flag. The paddock is open all weekend for public access and the on-track racing is fast and competitive, stirring nostalgic memories from a bygone era of motor racing."

The event has become an annual gathering for vintage racing drivers and their crews, as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Adding to the festival atmosphere are the many sponsors' booths offering everything from automobilia and artwork, to automotive product displays. The food concessions, informative track-side commentary and excellent grandstand viewing, all make this an entertaining weekend for families as well as long-time enthusiasts. The VRCBC is currently working on a line-up of interesting racing cars, racing celebrities and activities, which will be announced when finalized on the Club's website: www.vrcbc.ca or the event website www.bchmr.ca and through the press.

The VRCBC is a non-profit member organization which organizes a series of racing events annually, including the BCHMR weekend. The purpose of the VRCBC is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club members' philosophy is to encourage participation, sportsmanship and display of these vehicles in their natural state – on the race track.

To have a look at what is being offered, go to:

http://www.youtube.com/watch?v=5DaYNVb1n8U&feature=player_embedded

For more information and sponsorship opportunities, please contact Tom Johnston at tomjohnston@shaw.ca or (604) 922-2722.

From: <http://auto-racing.speedtv.com/article/indycar-hinchcliffe-honors-greg-moore-on-pole-day/>

Hinchcliffe Honors Greg Moore On Indianapolis 500 Pole Day

Canada's James Hinchcliffe honored beloved countryman Greg Moore in qualifying on Saturday by carrying a pair of the fallen driver's gloves inside the No. 27 car.

Marshall Pruett | Posted May 19, 2012

Canada has certainly produced its share of legendary racing drivers, and thanks to Andretti Autosport's James Hinchcliffe, one of the most talented pilots who never got a chance to race at Indianapolis was honored in a fitting, high-speed tribute during Pole Day.

Canada's Greg Moore, born and raised in Maple Ridge, British Columbia, lost his life in 1999 at the CART season finale in Fontana, and as one of the sanctioning body's brightest stars during the CART/IRL split, the oval ace was lost before the open-wheel rift was resolved.

Revered for his style and abundance of speed, the charismatic Moore inspired Hinchcliffe and the majority of young Canadian drivers who've come up in the sport since the mid-1990s.

Regarded as one of the most naturally talented drivers of his generation, Moore, left, had the skills to achieve the kind of Indy 500 record Helio Castroneves, right, has amassed. (Photo: LAT)



A chance meeting with one of Moore's former crew members, who brought a pair of Moore's driving gloves with him to the Speedway, set in motion one of the most moving elements that's taken place at Indy this month.

"I was approached earlier in the week by one of Greg's old mechanics who said he had a pair," said Hinch, who ranks Moore as one of his biggest influences.

"And Greg never got to run here, so he asked me if I'd take them for a spin."

After posting the fastest qualifying speed in the first round of Pole Day, Hinchcliffe climbed from his No. 27 Go Daddy-sponsored car and revealed that he'd carried Moore's gloves inside his firesuit while averaging 225.746 mph around the 2.5-mile oval.

"I've had them all week, and I sort of decided I wanted to save them for qualifying," Hinchcliffe explained.

"Ask anybody, and one of the coolest things we get to do is qualify at the Indianapolis Motor Speedway, and I wanted him to be able to do that."





Board of Estimates Approves Contract For New Grand Prix Organizers

By Tim Richardson
Posted May 17, 2012

The Baltimore City Board of Estimates approved a contract with Race On LLC and Andretti Sports Marketing to run the Grand Prix of Baltimore for the next five years. The May 16 vote marked the second time during a three-month span that the city has chosen an organizer for the IZOD IndyCar race scheduled for Labor Day weekend.

J.P. Grant of Grant Capital Management is the leader of Race On, a Baltimore-based company that provides financial services to municipalities, and Greg O'Neill, owner of BMW Construction in Curtis Bay, Md. Race On LLC has

contracted with Andretti Sports Marketing to run all commercial and operational aspects of the Grand Prix. Racing legend Michael Andretti formed Andretti Sports Marketing. Andretti's companies have previously resurrected race events in Toronto; St. Petersburg, Fla.; and Milwaukee.

The new contract was approved in a 4-1 vote, with City Council President Jack Young opposing the measure. City comptroller Joan Pratt voted in favor of the new contract, a change in her position from February, when the Board voted, 3-2, on the contract with Downforce Racing.

"J.P. Grant, his company is successful," Pratt told the Baltimore Business Journal. "I believe he is all in and will make the race successful."

The three other board members, who approved of both contracts, are Mayor Stephanie-Rawlings Blake and two people she appointed, George A. Nilson, solicitor, and Alfred H. Foxx, director of public works.

Tickets for the 2012 Grand Prix of Baltimore will go on sale on May 28 and be available via Ticketmaster and on the event's new Web site, <http://www.raceonbaltimore.com>.

In February, Baltimore City entered into an agreement with Downforce Racing to run the street race in 2012. But the company failed to meet several key benchmarks and the city ended the contract in late April.

But like the contract with Downforce Racing, the agreement with Race On LLC also contains key provisions. As the city endorses its third organizer of the race – Baltimore Racing Development organized the inaugural Grand Prix in 2011 -- adjustments in the agreement suggest officials are taking steps to ensure financial security and greater control for the city.

The contract with Downforce Racing included a ticket surcharge lock box, in which a \$3 surcharge would be added to each ticket sold. The city would collect and hold the proceeds of the surcharge fee to offset the costs of city services provided.

But that item does not exist in the new contract. Instead, there is a city services/racing event fee in which Race On LLC will pay a flat fee of \$350,000, due 30 days before the race. For 2012, the fee was due upon approval by the Board of Estimates. It increases by \$25,000 each year of the five-year agreement.

John Lopes, president of Andretti Sports Marketing, said he thought Baltimore was a key location for IndyCar. "We studied what was happening in Baltimore and looked at the finances," Lopes said. "Looking long term, we believe this race can be the crown jewel of both the IZOD IndyCar series and the Le Mans series."

Two immediate, and noticeable, moves Andretti Sports Marketing made were changing the name of the race from the Baltimore Grand Prix to the Grand Prix of Baltimore, and unveiling a new logo for the event.

Lopes said the goal of the name change was to provide a new brand and feel for the 2012 event.

"A lot of debate took place internally about the race name," Lopez said, "and we decided that we didn't want to focus on one series but have the event itself be bigger than anything else."

As for the logo, Lopes said the group wanted to design something that tied racing to something iconic about the city.

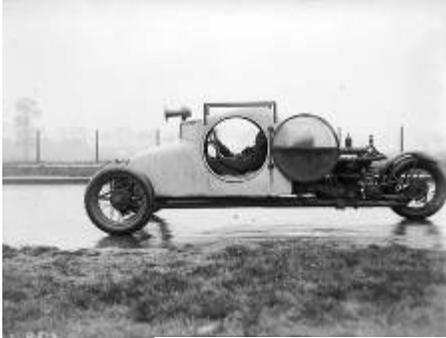
"People look to what's iconic about every race," he said. "In St. Petersburg, the logo contains palm trees. Tall ships are a symbol of pride in Baltimore, so we wanted to develop a look and feel that representative of building an iconic event."

Lopes also said that the group felt putting Grand Prix at the front set up a better opportunity for a title sponsor, because it is constantly evaluating the overall branding of the event. The group already signed its first sponsor, CBS Radio, and Lopes said it had inked deals with three other large sponsors that will soon be announced.

"Andretti Sports Marketing brings a significant amount of motorsports experience to the event," IndyCar CEO Randy Bernard said, "and combined with locally based Race On, provide the right elements to produce a successful race weekend. "It's important that the promoter that holds our sanction for the Grand Prix of Baltimore produces a first-class event that will make the city proud."

It's estimated that the inaugural Baltimore Grand Prix had a \$47 million economic impact on Baltimore, while attracting more 160,000 people. The city terminated its contract with Baltimore Racing Development, organizers of the initial race, Dec. 30, 2011, after the group failed to pay more than \$1.5 million to the city.

Odd Transportation from Years Past!!!



Bernie Hamm
Auto Technician "The Doctor"

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