



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: maydayeditor@meta.bc.ca

META Website: <http://www.meta.bc.ca/>

May 2012
Volume 37 Issue #5

CLUB EXECUTIVE

PRESIDENT:

Mike Bailey
604-716-2660
president@meta.bc.ca

VICE PRESIDENT:

Tasma Wooton
604-854-4245
vicepresident@meta.bc.ca

SECRETARY:

Jerold Klassen
604-853-3192
secretary@meta.bc.ca

TREASURER:

Manfred Zumm
604-521-4439
treasurer@meta.bc.ca

PAST PRESIDENT:

Ann Peters
604-581-7189
pastpresident@meta.bc.ca

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@meta.bc.ca
fax 604-777-7703

MEMBERSHIP

Thomas Liesner
604-584-1503
membership@meta.bc.ca

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
MAY 23, 2012

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

SPEED READING

| | | | |
|------------------------|----------------------------------------------------------------|--------------------------|-------------------------|
| May 9 | SCCBC Meeting – Sandman Inn, | 8828 - 201 st | Langley, BC |
| May 12 | Monterey Sports Car | ALMS | Monterey, Ca |
| | Championships – Laguna Seca | | |
| May 12&13 | CACC Race #2 & WSC#2 – MRP | SCCBC | Mission, BC |
| May 18 - 20 | Rational / Regional / Double Vintage – PIR | SCCA/OR | Portland, Or |
| May 19&20 | ICSCC Race #2 – PR | IRDC | Seattle, Wa |
| May 19&20 | Knox Mountain Hillclimb | KMMS | Kelowna, BC |
| May 23 | META Meeting – Boston Pizza | 7:30 | New West, BC |
| May 26 - 28 | Double Rational – PR | SCCA/NWR | Seattle, Wa |
| May 26 - 28 | ICSCC Race #3&4 – ORP | TC | Grass Valley, Or |
| May 27 | Indianapolis 500 | IRL | Indianapolis, Ind |
| Jun 2&3 | Spokane Festival of Speed—SCR | SOVREN | Spokane, Wa |
| Jun 3 | Detroit Belle Isle Grand Prix | IRL | Detroit, Mi |
| Jun 9&10 | ICSCC Race#5 – MRP | SCCBC | Mission, BC |
| Jun 9&10 | Chumpcar World Series – CFB | Tentative | Edmonton, AB |
| | Edmonton | | |
| 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 | Mission Soap Box Derby | | Mission, BC |
| Jun 16&17 | Mountain Trials Stage Rally | WCRA | Merritt, BC |
| Jun 23&24 | CACC Race #3 & WSC#3 – MRP | SCCBC | Mission, 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 | Canadian Solo & TimeAttack | ASN | Mission, BC |
| | National Championships - MRP | | |
| Jun30&Jul 1 | ICSCC Race #6 – PIR | CSCC | Portland, Or |



SPORTS CAR CLUB
OF BRITISH COLUMBIA

Presents

“Mother’s Day Special”

May 12 - 13, 2012 – Mission Raceway Park

Presidents Report

I was impressed with the turnout for the April 13-14 race weekend. We gained 2 new workers, one of which I had talked to at the Vancouver International Auto Show. I hope everyone welcomed the new volunteers. The entries for that weekend were also excellent for the first race weekend of the year, in spite of the last minute cancellations—as the new pit marshal I received a few calls from drivers starting on the Wednesday before the race weekend informing me they would not need the pit they had reserved (the ultimate realization that there were just not enough hours left before the weekend to get their cars back together).

The BC Custom Car Show at the Abbotsford Tradex was a success in many ways. We had a lot of interest from potential spectators, potential volunteers, and potential drivers. There was interest in all three clubs: META, VRCBC, and SCCBC. On top of all that our display collected two awards: The Mazda Pace car took second place in the Import category, and Allan McColl's Tiga Formula Ford took second place in the Open Wheel Race Car category.

I was so thankful that Allan McColl came through on short notice with both his Formula Fords, one of the cars I had expected to have was involved in a racing incident on April 13 and the logistics of getting the other one trailered to the show got bogged down in time conflicts (partly due to my lack of organization this year).

Thanks should go to all those that helped me; Wes Stinson for supplying the floor covering and stanchions along with helping me with set up and take down, Stanton Guy, Bruce Jamieson, Leslie Skinner, Jerold Klassen, Joe Proud, Vic Harvey, Ian Wood for helping with take down, Randy Custer, and the Stec brothers for dropping off and picking up the Mazda Pace car. I apologize if I missed anyone.

Something I had intended to bring up at the last meeting but forgot to is the META forum. We seem to be increasingly under attack and I'm spending a significant amount of time dealing with spam and unwanted members—those that join just to spam, to try and acquire email addresses, or possibly try different methods of making the forum useless to legitimate users. I had intended to get member approval for this however I am going to make it a requirement for new members to contact me if they wish to join the forum, I will then give them a temporary password and setup a user account. I am prepared for feedback on this, however I think immediate action is now required to keep the forum usable to all our members, past and present.

Question of the month:

This month I again have a multi part question.

Q: Where was Formula Atlantic conceived, by whom was it conceived, and what formula did it evolve from?

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: Ian Newby of International Movie Services currently owns the most of the bits from the 'Rattenburry' Jaguar XKD 558.

Robin Fairservice came up with not only the correct answer (or at least the answer I was looking for), but he was also aware of the controversy surrounding it the 'Rattenburry' Jaguar XKD 558.



Photo from SCCBC archives

The following is an email to me from Ian, I've included the complete email as there are other things that may be of historical interest to some of you, anything in italics was added by me:

Jim *Rattenbury* bought it *XKD 558* new from Basil Plimley; as you saw I have the original bill of sale; the manual serial numbered to the car and full of Jim's hand-written notes detailing the many modifications he made to the car, and the racing log book which details every course that the car ran on; modifications by Starr Calvert, the second owner; crashes and many other interesting facts. *XKD 558 had two major crashes: Portland International Raceway and the one that wrote it off at Westwood.* The car that Lynx built out of parts has no provenance, and whomever the current owner is has NO documentation tracing the car back to Starr and Jim. Because I have it! Plus I have all the original parts that remained after years of mods and crashes. Should be interesting when I finally retire and devote my time to putting the real XKD558 back together?

As I also mentioned, I used to own the real SS100 3 1/2 litre 39085, which I bought from Brian Spencely in Thunder Bay back in the 70s. Because it was widely felt that this car had vanished, a company in England took an SS1 tourer, chopped and modified it and called it 39085. It was sold for a large chunk of change to Dr. Phillippe Renault in Paris, who was appalled to learn from Alan Gibbins of the SS Register that I had the genuine item with provenance. I had a member of the Coventry Police visit here to verify the serial numbers, then when he went back to the UK the chap who had built the bogus car got, I think, 5 years? I have also owned Arleigh Pilkey's racing MGTC; Tommy Venness' CanAm class C Devin bodied special; the "Sabrina" Triumph TRS (I found the title to that in my files the other day), and still the entire Art Bayne collection of racing Bugeye Sprites.

The MGTD, Old 709, that I ran at Westwood and such venues as the Knox Mountain Hillclimb, is now in Massachusetts, but it's predecessor, TD 27090, which I've owned since November 1963 is going back together this winter and should return to the road (and track) next year. It still has all the popular racing mods and equipment from the early 60s, and was in fact rolled at one of the last races at Abbotsford Airport. I ran a 1932 MG-J2 in the vintage races at Westwood, and also the ex-Ray Nelson/Roy Shadbolt "Minoda" special, which I drove on the street for many years. I founded both the Canadian XK Jaguar Register and the Canadian Classic MG Club 43 years ago. I was an official in the "Shell 4000" Rally back in the day, and somewhere have a photo of Phil Gaglardi and myself flagging the first car away from the start at the Queen E Theatre. Used to rally an XK150 drophead, and hillclimbed the same car. It is now in a race car museum in Germany. My purple MGA RHD twin-cam fixed head coupe which I also ran at Westwood (this car was the class record holder at the Shelsley Walsh Hillclimb when I bought it) is now restored and in a museum in Sweden. I was a member of the Columbian Autosport Club back when I used to rally; we met in the boardroom of Dueck on Broadway. Been on the Board of Directors of the B.C. Provincial Transportation Museum at which time I talked the Provincial Secretary, Ernie Hall, into coughing up \$5,000.00 each to purchase the last remaining B.C. Electric Interurban cars from a bankrupt operation called "Trolleyland" in Washington State. Those are the ones

now restored and the pride of the light rail enthusiasts. Founder and charter member of the Western Command Chapter of the Military Vehicle Preservation Association back in 1977; now the current President. Member of the Vintage Car Club of Canada since the 1960s, formerly on the Board of Directors.

I hear that there is a B.C. Motorsport Pioneers Society? Am I old enough to qualify??

Thanks for listening!

Best regards,

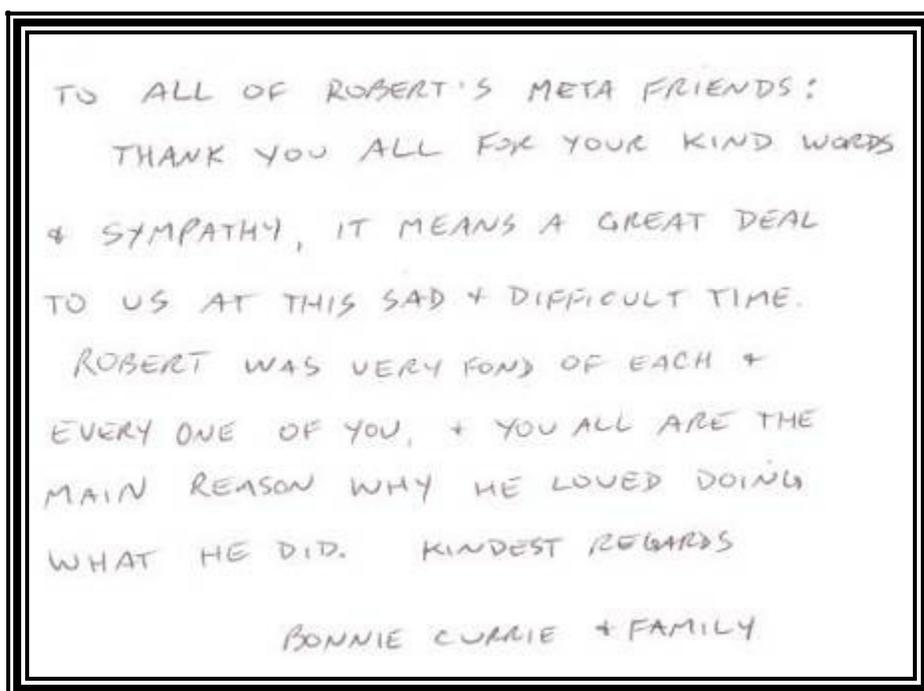
Ian Newby

There are some that may contest the legitimacy of the Jaguar XKD 558, as indicated in this thread <http://forums.autosport.com/index.php?showtopic=134692&hl=Rattenbury>, however such is the world of vintage cars with providence.

As you can tell from Ian's email to me there are many pitfalls in buying vintage cars, especially race cars. In some cases there may legitimately two cars floating around with identical serial numbers, however in most cases they are replicas/fakes of a car some unscrupulous person believed was no longer in existence. Colin Chapman (Lotus) was rumoured to have built two cars with the same serial number on many occasions, selling one locally and one internationally to avoid paying taxes on one. Factory teams would sometimes scrap a frame/monocoque if it was severely damaged and build another with the same serial number (important if they were running a series), someone would find the scrapped frame/monocoque and realize what it was and 'restore' a car from it. Now comes the fun and games of determining which is truly legitimate. We won't even get into 'restoring' a car from a piece of one (front subframe, rear subframe, or monocoque). Incidentally, I have a contact that knows where three of the five Paul Newman 510s are, interesting since the original bodyshell was probably crushed. Generally the logbook (which belongs to the car **not** the original owner - although this sometimes gets disputed) is about the only way to be relatively confident that you have a legitimate car of providence.

Even in the case of my 1983 Camaro I can not be 100% certain it was run in the TransAm series in 1983. However since Robert Barg has spoken to several of the previous owners, and we have the log book we are relatively certain the car is legit. Skip Jones, who is currently storing the car for me in Portland, has also done some checking of the car for me. Since the car has no great significance, other than having run in 6 TransAm races, it is highly unlikely it would be a fake.

Mike



TO ALL OF ROBERT'S META FRIENDS:
THANK YOU ALL FOR YOUR KIND WORDS
& SYMPATHY, IT MEANS A GREAT DEAL
TO US AT THIS SAD + DIFFICULT TIME.
ROBERT WAS VERY FOND OF EACH +
EVERY ONE OF YOU, + YOU ALL ARE THE
MAIN REASON WHY HE LOVED DOING
WHAT HE DID. KINDEST REGARDS
BONNIE CURRIE + FAMILY

KNOX MOUNTAIN HILLCLIMB

Hey there everybody,

Want to have some fun when you're not ice racing, road racing, baja racing or working any of those??

Join us at the 55th Knox Mountain Hillclimb in Kelowna on the May long weekend.

Knox is the longest running hillclimb in Canada and is a lot of fun for drivers and workers alike.

Check out www.knoxmtnhillclimb.ca

WCIRABC has been helping out at the hillclimb for many years and the organizers always welcome us back with open arms as they need experienced workers on the hill.

As always they are looking for more volunteer workers this year. For your efforts you will receive lunch both days and a t-shirt (that's what I know for sure).

A bunch of us bring motorhomes, trailers and tents and camp out at the bottom of the hill, no amenities but it is free and a good time is had by all!!

So pack up clothes for all weather possibilities - we've had rain, hail, sun, cold, wind, you name it - so be prepared for anything. Bring umbrella's, lawn chairs, small cooler with refreshments (NO alcohol) and snacks, hats, sunglasses, sunscreen and anything else you can think of. (please no RED clothes on the hill - it's the only colour flag used on the hill - don't want to confuse those drivers!!)

It's a lot of fun, lets all get together in a totally different atmosphere and have a blast!!!!

Hope to see you there, please RSVP to Dave Kirby at dmskirby@telus.net. Let him know if you are coming and what accommodation plans you have. Dave sets up our "camp" at the hill so needs to know how much room to block off for us without interfering with driver pits.

Most of us arrive Friday afternoon/evening and stay until Monday morning.

For a good time - be there!!!

Sheree





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>

I'll be getting additional information as it becomes available.

Joe Proud

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.

If you know of someone who may not have received this email, please feel free forward to it to them.

The 2012 Racetrack Worker Registration Form needs to be completed and can be found at:
<http://www.raydium.net/absolutefp/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

NASCAR CANADIAN TIRE SERIES BACK AT THE EDMONTON INDY STAR MAZDA CHAMPIONSHIP ALSO ADDED TO WEEKEND SCHEDULE

November 22, 2011

Canada's #1 Stock-Car Series to be on Track Each Day and One of Sunday's Feature Races

François Dumontier, President and CEO of Octane Motorsports Events and promoter of the Edmonton Indy, is pleased to announce that the NASCAR Canadian Tire Series will return to the 2012 event program, scheduled for July 20-22 at Edmonton's City Centre Airport racecourse. Octane also announces that the Star MAZDA Championship presented by Goodyear, one of the "Road to Indy" open-wheel ladder series, will also be part of the weekend schedule, giving its young drivers their first chance to demonstrate their talent in Alberta's Capital City.

"We are pleased to bring back a crowd favourite, the NASCAR Canadian Tire Series, on our 2012 Edmonton Indy program. I know the fans on site greatly appreciated the series' presence in the years preceding the 2011 hiatus," stated today François Dumontier. "The good news is that Canada's best stock car drivers will once again have the opportunity to enter an exciting race in Edmonton, and discover our new race course."

The NASCAR Canadian Tire Series was a feature race on the Edmonton Champ Car or IndyCar weekend from 2007 to 2010. Andrew Ranger earned pole position on three occasions and won the 2009 race, while J.R. Fitzpatrick was a winner in 2007 and 2010, the year he also earned the pole. Alex Tagliani won the 2008 event.

"We, along with our partners at Canadian Tire, are pleased to be returning to the Edmonton event in 2012," said George Silbermann, NASCAR vice president, regional and touring series. "Racing on the new track configuration for the first time will provide the fans with great excitement as the top stock-car racing talent in the country tackles this new challenge."

At the 2012 Edmonton Indy, the NASCAR Canadian Tire drivers will challenge the 3.631 kilometres (2.256 miles) 13-turn course, each day of the event. The race will be held on Sunday. Among Canadian stock-car stars expected to be seen on track, are 2008 and 2011 Series champion Scott Steckly, 2010 champion, and 2011 runner-up D.J. Kennington, Kerry Micks, Fitzpatrick and others. Western Canadian drivers such as BC natives Jason White, James Van Domselaar and Trevor Seibert, Lethbridge's Nathan Weenk, Calgary's Jarrad Whissell and St. Albert's Carl and Daryl Harr, may also enter the race. We add to this list one excited young man, 18-year old Noel Dowler, from Sherwood Park, Alberta who as a rookie, entered ten of the twelve series races last summer.

"I am excited for sure. I have been racing karts in my hometown, but being on track at the Edmonton Indy in the number 5 EMCO Dodge, will be quite something", said Noel, whose father Kevin is the car owner and a former stock-car racer. "I am a student at NAIT main campus in Edmonton and every day, parking my car on the multi-level lot, I have a look at the new race course. It is quite technical, I will have plenty of time to check it out and study it before next summer arrives," added the driver who completed his Canadian Tire Series rookie season in 15th place.

Star Mazda Championship Open-Wheel Cars to Race for The First Time in Edmonton

Octane Motorsports Events Inc. also announced today that the Star Mazda Championship presented by Goodyear will see a round of its 2012 championship disputed at the Edmonton Indy. This IndyCar second level ladder series – which is situated between the US F2000 and Indy Lights - features a California-built Star chassis powered by Mazda Renesis 1.3 liter Rotary engines generating 260 horsepower at 8,600 rpm. IZOD IndyCar Series drivers Marco Andretti, James Hinchcliffe, Raphael Matos and Graham Rahal are Star Mazda Championship alumni. One should note that the 2012 Edmonton Indy support races program will also include one round of the Firestone Indy Lights series and once again, a NASCC Eurasia Cup GT Invitational.

Announcing 2012 Eurasia Cup GT Invitational at the Edmonton Indy!

The NASCC is proud to announce that in conjunction with our generous sponsor [Eurasia Automotive](#) we are back for another year of exciting GT action at the Edmonton Indy! Be sure to get your tickets for the excitement on July 20,21,22 at [EdmontonIndy.com](#) and please be sure to check out Eurasia Automotive for all your European car service needs!

The logo for Eurasia Automotive, featuring the word "eurasia" in a large, blue, stylized font with a white outline, and the word "AUTOMOTIVE" in a smaller, blue, sans-serif font below it.

And the

Northern Alberta Sports Car Club



Present the

**NASCC Eurasia Cup GT Invitational Race
at the Edmonton Indy for the**

The logo for the Eurasia Cup, featuring the words "eurasia cup" in a large, blue, stylized font with a white outline.

JULY 20, 21 & 22, 2012



The Ridge Motorsport Park

Shelton, Washington

From the get-go The Ridge Motorsports Group engaged local residents, businesses, car clubs, racers, and property owners to help develop not only a track facility to meet the needs and wants of racers, but also an operation that would benefit the entire region.

These benefits are enormous and immediate, starting with the use of local contractors to construct the development, area residents to staff the business, and area services to maintain the operation. From construction and professional positions to security, administrative and part-time corner and concession workers, The Ridge will create

countless jobs during a time of economic downturn. Conservative estimates point to \$12 million in annual economic benefits to the surrounding community. Combined with the revenues coming directly from the track's operations, this means significantly increased funding for the County's schools, fire and police departments, roads, public parks, and libraries. Being a part of the community also means offering support. Whether it is making the facility available for educating young drivers or sponsoring local charities and activities, The Ridge Motorsports Park will jump at the opportunity. The Ridge gives area residents a much-needed safe, family-friendly place to spend time. Whether it's in the form of watching, learning or competing in performance driving, or simply the use of the facility for shows or swap meets, The Ridge will be a positive influence on the community.

TIMELINE:

DREAM STARTED...Way back in 2005.

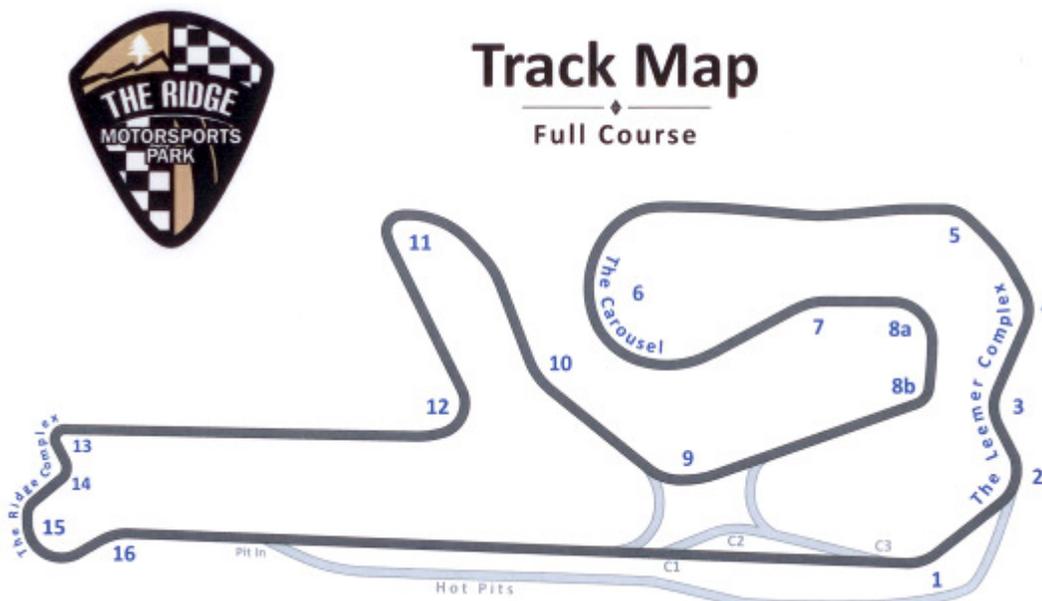
PHASE 1

- Main Track (Paved November 2011)
- Drag Strip (hope to complete mid June 2012)
- Groomed Runoff (in progress)
- Scoring Towers (Early Spring 2012)
- Paved Paddock (Early Spring 2012)
- Onsite Fuel (Spring 2012)

PHASE 2

Target Late Summer/Fall 2012

- Bathroom Installations
- Rental Garages
- Food Service Facilities



IndyCar Series seeking new group for Baltimore Grand Prix

Downforce Racing LLC fractured by internal strife

April 30, 2012|By Julie Scharper, The Baltimore Sun

Just four months before high-speed cars are scheduled to race through downtown streets, the IndyCar Series is seeking a new team to take over the Baltimore Grand Prix.

IndyCar CEO Randy Bernard said Monday that leaders of the racing series "are currently visiting with some potential partners or promoters" who could put on the Labor Day weekend racing event. If necessary, IndyCar would take over the management of the race directly, he said.

"The city and IndyCar continue to work together to ensure this event takes place," Bernard said in an email.

"We are currently evaluating a couple different options and we understand that time is of the essence."

Downforce Racing LLC — the team city officials had picked to manage the race after the collapse of last year's organizers — has not begun marketing the event or selling tickets.

Downforce made no apparent progress toward meeting two rounds of benchmarks set by city officials. It failed to meet three of the five benchmarks set for March 15, including signing agreements with IndyCar and the Maryland Stadium Authority.

There is no indication that the group is on track to meet a May 1 deadline for other requirements, which include agreements governing other aspects of the race.

Mayor Stephanie Rawlings-Blake's administration has been tight-lipped about the most recent discussions; officials say only that they continue to work with IndyCar.

"Discussions with IndyCar are ongoing and we are working closely with them reviewing all options," mayoral spokesman Ryan O'Doherty said Monday in an email. "No further comment at this time."

Councilman William H. Cole IV, a Grand Prix supporter, says time is running out to salvage the event.

"I think you're probably looking at a matter of weeks before it gets too difficult [for tickets] to even go on sale," he said Friday. "Time is not on anybody's side."

Sources close to Downforce say that the three members of the racing group — Indianapolis-based contractor Dale Dillon and Baltimore businessmen Dan Reck and Felix Dawson — are locked in a struggle.

Dawson and Reck, who are business partners in Wilkes Lane Capital, a Baltimore investment firm, want Dillon out of the group, according to the sources. Dillon, who owns a 50 percent stake of the company, has declined to leave.

Neither the Wilkes Lane partners nor Dillon responded to repeated requests for comment.

While Baltimore officials signed a contract with Downforce, Bernard pointed out that IndyCar never signed a contract with the company. Thus, it is free to craft a deal with a new group, he said.

"We have no sanctioning deal with Downforce, which allows us to sanction with the best partner," Bernard said. Racing and sports-marketing experts say that plans for the race must be well under way by the end of May if the event is to succeed.

"I wouldn't call it fatal yet. It's still living," George Washington University sports-marketing professor Lisa Delpy Neirotti said of the race.

Since the race is listed on IndyCar's schedule, racing fans are aware of it even though they haven't been able to buy tickets, Delpy Neirotti said. Most tickets are bought in the 10 weeks before such an event, she said.

The biggest challenge for organizers would be landing a sponsor, since most corporate sponsors would want more than four months of exposure, she said.

"The sponsors are the problem, unless Indy has some sponsors that can add Baltimore to what they're already doing," she said.

Robin Miller, a racing analyst for the SPEED channel, said the end of May had to be "D-Day" for the Baltimore race.

"There has to be lead time for everyone involved," he said.

Miller said he believed IndyCar would go to great lengths to ensure the race happens.

"If IndyCar has to be the promoter, there will be a Baltimore race," he said. "I can assure you that they will spend what they need to spend."

Last year's event was heralded by drivers and racing fans as one of the highlights of IndyCar's season. The race along a 2-mile stretch of roads near the Inner Harbor allowed IndyCar to expand its presence on the East Coast, Miller said. Organizers sold 110,000 tickets to the three-day event, which one study concluded generated \$47 million in economic impact for the city.

But Baltimore Racing Development, the organizers of the 2011 race, collapsed financially soon after the event, failing to pay contractors and state agencies. After the group did not pay \$1.5 million in taxes and fees to the city, Rawlings-Blake's administration canceled the group's contract in December.

City officials then entered into exclusive closed-door negotiations with the team behind Downforce — Dillon, who had worked on previous IndyCar races, and Dawson and Reck, former Constellation Energy Group executives.

Both IndyCar executives and city officials sang Dillon's praises, particularly his work as the general manager of Baltimore Racing Development in the final weeks before last year's race.

City officials hammered out a contract with Downforce that they said would allow them to closely monitor the group's progress and head off the financial problems wrought by last year's group. The contract specified two sets of benchmarks for the race organizers — an initial round to be met by March 15 and a second May 1.

Downforce has failed to meet three of the five milestones that were due March 15. The group has not settled agreements with IndyCar or the Maryland Stadium Authority, nor has it completed a ticket escrow deal with the city.

At least two of the documents are nearly complete but lack a crucial element — Dillon's signature — city and state officials say. Officials initially attributed the delay to a death in Dillon's wife's family, but later acknowledged that the documents were not signed because of internal strife at Downforce.

Maryland Stadium Authority executive director Mike Frenz said Monday that Dillon had yet to sign the agreement with his agency.

"It's pretty clear now that ... Dale might be out of the picture," Frenz said.

By Tuesday, the city contract requires Downforce to finalize agreements with the Parking Authority, the Convention Center and the Maryland Transit Administration. The race group also is supposed to present a safety and security plan to the city by that date.

City officials declined to say when or if they would take action over the missed deadlines.

When asked if there were a cut-off date for plans for the race, Rawlings-Blake said, "We're working on that" and declined to comment further.

julie.scharper@baltsun.com

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**

Please see below for email from Chris Webb. For those that don't know Chris – he is one of our ice racers and he has chosen to join “The Ride to Conquer Cancer”.

I know everyone will donate, whether a little or a lot to help Chris out raising funds to conquer this horrible disease. We have all been touched by it in one way or another.

On Saturday, May 12th Chris will be holding a fundraising event at Save-On in Port Coquitlam. Come out and join us!!!!

Sheree Wall



Ride to Conquer Cancer

I have decided to ride the challenge route of next year's ride to conquer cancer. I am, perhaps the worst fundraiser in the world because I hate asking anybody for anything.....so below is a link to my personal page and a couple paragraphs about why I have decided to ride for this cause. The first reason is that I recently lost an old friend and witnessed the terrible effects this loss had on the rest of his family. When cancer took my grandfather, I was devastated. He was, to me the picture of vitality an example of how to live a good life....in fact sometimes I think that I still may have not totally come to terms with the fact that he is gone, he was in his 70s and had lived a relatively long and truly wonderful, interesting life.

When cancer again directly surfaced in my life it was when we lost the father of one of my oldest and dearest friends....also a man that I had greatly admired. Once again though, he had lived a long and fruitful life, had seen his family grow up, met his grandkids and fulfilled many of his life's aspirations.

Unfortunately, the men in these two example seemed to be struck down while in the picture of health, were loved and admired by those who knew them and the cancer seemed to strike without any "justifiable" cause (both were clean living, active, non-smokers).

These events were tremendously sad and lonely times for loved ones and while tragic, passing on later in life, surrounded by people who love you seems like a kind of terrible, somewhat acceptable eventuality.....a kind of graceful passing of the torch. Both of these men handled their death as they did their life, in a way we could all admire.

The kind of thing that does not seem in any way acceptable to me is the kind of thing that seems to be happening with more and more frequency and with ever more dire and devastating consequences. It seems to me that more and more young people.....no, strike that.....more and more VERY HEALTHY young people are finding themselves saddled with a disease that has more traditionally been reserved for the plus 60 crowd. This has to stop, we need to root out and end the causes and improve and perfect the treatment. My friend Leon did not deserve to have his bright flame extinguished in such an unfair manner.....neither did my friend Scott's wife, or Jocelyn or any of the other countless young people that cancer has taken from us.

Please find the time to make a donation by clicking the link below. Help me fight this terrible disease

Chris Webb

http://www.conquercancer.ca/site/TR/Events/Vancouver2012?px=2872224&pg=personal&fr_id=1413

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