



MAYDAY

The Official Newsletter of the Motorsport Emergency Turnworkers Association
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Speed reading

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

Printed in Canada.

Apr 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 16&17	Defrost Kickoff – PR	SOVREN	Seattle, Wa
Apr 17&18	Coastal Club Race #2	CKR	Chilliwack BC
Apr 17&18	ICSCC Race # 1 – MRP	SCCBC	Mission, BC
Apr 24&25	Westwood Club Race #2	WKA	Chilliwack BC
Apr 28	META Meeting – Century House	7:30	New West, BC
May 1	Heart of Darkness TSD Rally	WCRA	Fraser Valley, BC
May 1&2	Historic Motor Races – MRP	VRCBC	Mission, BC
May 8&9	ICSCC Race # 2 – PIR	CSCC	Portland, Or
May 8&9	BC Regionals – CARTBC	BCKCA	Chilliwack BC
May 12	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
May14/15/16	National/Regional/Vintage – PIR	SCCA/OR	Portland, Or
	West Coast Star Mazda(SCCA)		
May 15&16	Coastal Club Race #3&4	CKR	Chilliwack BC
May 15&16	Spring Sprints – PR	SOVREN	Seattle, Wa
May 22&23	ICSCC Race # 3 – PR	IRDC	Seattle, Wa
May 22&23	Knox Mountain Hillclimb	OASC	Kelowna, BC
May 22&23	Motorcycle Races #1 – MRP	WMRC	Mission, BC
May 26	META Meeting – Century House	7:30	New West, BC
May 29&30	Westwood Club Race #3	WKA	Chilliwack BC
May29/30/31	Double National/Regional – PR	SCCA/NWR	Seattle, WA
	West Coast Star Mazda(SCCA)		

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Boa Bytes.....



Well then, we have one under our belts.....Driver Training went very well, the weather cooperated and we had a good group of drivers out there. Looks like we may have 10-12 new drivers from this group. I would like to thank the RDC from SCCBC for providing lunches for us on Sunday.

Thank you to all who came out to assist on Sunday. We welcomed 4 new workers for the weekend, Mike Bailey (who has done this before and come back), Ed Dahl our new member from the Bellingham WA area. Steve and Nick Howard who came to us through the website. Look forward to seeing them all again.

Thanks go out to everyone who participated in putting on the fire school. It was very well received. Our next event is the CACC "APRIL FLOWERS WEEKEND" on April 3rd and 4th, this is also the Hilda Randall Celebration of Life. I hope that all of you have had the opportunity to respond to the email and let them know who will be attending the Saturday night dinner.

If you would be so kind and email me coursemarshall@shaw.ca or call 604-944-7759 to let me know that you will be attending for the weekend to work a turn, it sure would be appreciated. It makes our lives (Dave's and mine) much easier when we know and we aren't struggling to do turn assignments first thing in the morning. This delays our meeting and doesn't give us the time to get to stations so we can have our corner meetings. We also have our first Conference race on April 17th and 18^t, please include this date in your response regarding the April 3rd and 4th CACC event.

Let's have a safe and great season, please feel free to come and talk to myself or Dave if you have any positive feedback or concerns.

Thanks.....see you all soon!

Irene

The 2004 Auto Show

I had the opportunity to be at the SCCBC display at this years show. There were two cars, the Hawk Brakes BMW and a National Mustang, and a display board. We had a table with SCCBC posters and Vintage posters as well as SCCBC and META brochures. A lot of the people stopping by were surprised that there was local road racing after Westwood closed. Most of the questions were how to get started which led to talking about driver training and flagging trackside if they couldn't wait. Other questions like can I take my car out and drive around the track, what are the quarter mile times of the cars, can we open the hood, how much power do they have?

We had a private joke about the NACA air ducts. We were tempted to say they were a wishing well and to put some coins in. At least 10 former drivers (Westwood and Mission) stopped by and signed our drivers log, even some former workers.

Many thanks to Robert Barg for setting up the display and co-coordinating the personnel to staff it. Some of those were the Skinners, Eddie, Craig and Dawn, Nick, and Darren. It was a great opportunity to talk about River's Edge and META, I hope we get great response.

Friday April 2 was the BCI T Open House. SCCBC was asked to provide a display in support of motorsport. Three cars including Brian's 510 and Terry's Camaro, posters and brochures. Some interest about road racing and driver training, and also for turn marshalling.

Vic Kennedy

RACE OFFICIALS DIVISION

ROD is the worker division of the International Conference of Sports Car Clubs (ICSCC). Membership is open to all workers in all specialties from all organizing clubs who belong to ICSCC. The annual fee has been waived this year, which covers membership from January to December of each year. Membership entitles you to receive the ICSCC newsletter, a 'year' patch and also makes you eligible to qualify for year end awards, including Worker of the Year. Working two races at your home track plus one event at another ICSCC racetrack will give you a wooden plaque with a red 'year' decal. Working 8 races will get you a free ticket to the year end ICSCC Banquet.

Here are the different awards for the number of races worked:
(Subject to change depending on the number of races in a year)

All races GOLD
9-11 races SILVER
6-8 races BLUE
3-5 races RED

ROD members are welcome to attend a year end worker meeting which is held on the morning of the annual ICSCC banquet to discuss the past season.

For further information contact your ROD representative:

ICSCC ROD Rep:
Judy Even
3300 N.E. 164th Street, U-2
Ridgefield, WA 98642
360-574-9396

META ROD Rep:
Thomas Liesner
604-501-1503
tliesner@shaw.ca

ICSCC RACE OFFICIAL'S DIVISION **Application for Licensing of Personnel**

Name: _____ Date of Birth: _____ Telephone #: _____

Street Address: _____

City, State/Prov, Zip/PC: _____

Position to be licensed for: _____ If new application, please outline experience and training:

Application is for: Renewal Upgrade New License

Signature of applicant: _____ Date: _____

Signature of Area Rep. _____ Date: _____

Send application to:
Judy Even
3300 N.E. 164th Street, U-2
Ridgefield, WA
98642

Phone: 360-574-9396

Note: Annual License fee has been discontinued.

Date Received:

Date Issued:

License Number:

Submitted by Thomas Liesner

Oregon Region Sports Car Club of America

For Immediate Release

Contact: Jeff Zurschmeide

503-638-7300 email: zursch@oregonscca.com

www.oregonscca.com

Portland, Oregon (March 11, 2004) - The 1500 members of Oregon Region, Sports Car Club of America took the first steps toward building and operating their own racetrack, planned for the rolling hills outside Goldendale, in Klickitat County, Washington.

On Thursday, March 4, the board of directors of Oregon Region voted to form a Limited Liability Company to obtain land and construct a multi-purpose, non-spectator motorsports park. The new company will be seeking investors this year and plans to build the track in 2005.

The park will initially include facilities for road racing, autocross/skidpad, and performance rally.

The club will make a purchase offer on 700 acres of farmland just outside the Eastern Washington farming community. The typically arid land east of the Cascade Mountain Range makes the site an ideal location for a track the club hopes will be in use most of the year.

The Goldendale area recently rediscovered its motorsports history. It is just a few miles from the historic Maryhill Loops Road, the first paved road in Washington. That road, now owned by Maryhill Museum, is used for the annual Maryhill Loops Hillclimb for vintage race cars. It also has been used for numerous automobile television commercials. There is also an active motocross facility in operation in the area.

“We are still a long way from realizing our dream of actually having a track there,” said Holly Remington, Regional Executive for Oregon Region SCCA. “But for us this is an important first step.”

The Oregon Region is best known for its participation in the annual Rose Cup races held each June at Portland International Raceway. The Rose Cup remains one of the signature events in amateur racing in America and attracts drivers from throughout the western states.

Remington said the club intends to continue to use PIR for many events and will continue to provide safety, corner workers and other staffing for events such as Champ Car and American Le Mans.

Unlike the Portland road course, the planned race track at Goldendale will be designed for amateur races, not expected to draw the crowds that often attend events at PIR. The plan is for a 3-mile road racing circuit that can be run as two tracks of approximately 1.5 miles each, if desired.

“It is important to note that this facility is not designed to accommodate large numbers of spectators and major commercial events, but rather to provide a venue for amateur and club events, similar to Thunderhill Raceway Park in Willows, CA.,” said Jeff Zurschmeide, chairman of Oregon Region's New Track Committee. Thunderhill was developed by Oregon Region's sister club, San Francisco Region SCCA.

The 60-year-old Sports Car Club of America is the nation's oldest and largest amateur motorsports organization, with a national membership of about 65,000. The Oregon Region was established in 1962.

Editors Note: Goldendale is 115 miles east of Portland. 15 miles north of the Washington/Oregon border.

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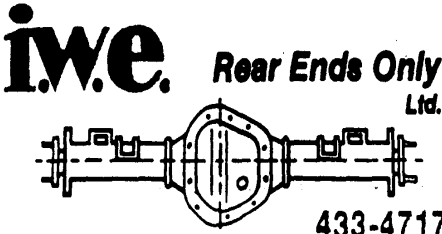
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Bus. Card	\$40.00	\$10.00

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 members (3 months max.) Contact
 the editor for more info

Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

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C/O Thomas Liesner, 13425 87B Ave, Surrey, BC V3W 6G7

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 maydayeditor@hotmail.com

McIntosh revs it up in England series

By Dan Olson
Sports Editor

Put a ribbon of road in his path and Coquitlam's Sean McIntosh is a happy guy.

A year after launching his pro race driving career on the Formula Ford 2000 Zetech Series, the Gleneagle secondary grad is now pushing the throttle on British blacktop, gearing up for a racing breakthrough.

McIntosh has signed up with Team Firstair to compete in the 2004 UK Formula Renault championship, a challenge that is both risky and exciting.

"It's a good opportunity but the competition is going to be a lot tougher. There are so many good drivers over there, just the way they have been brought up," McIntosh said during an interview before heading overseas.

"It's a life experience as well as the racing... I spent three weeks in England last October and that was a good experience, a chance to fit into their culture. It's a lot like Vancouver."

The 18 year old views the move as not just a fresh start, but a new test. And from that, he hopes to gain speed on the competitive track.

It's also a chance to put some of last year's bad breaks behind him.

McIntosh began the year with Quantum Autosports, where he gained a key podium finish.

After placing second at Mount Tremblant in Quebec and second overall in the 2003 Rookie of the Year standings in the Formula Ford 2000 Series, McIntosh headed into the winter racing season, now with Firstair, energized.

However, a freak accident —where he walked away unscathed after his car flipped on a Florida raceway — set up a chain of tough-luck breaks before his departure.

"I walked away, I was fine, It just showed how safe the car was," McIntosh said. "We were going about 220-km an hour, it was a bend in the road and the (other) guy just stuffed it in and I couldn't do anything about it. It all happened like slo-motion."

While he walked away from the wreck, he had to wait for a new car to be assembled. In the meantime, he rented another vehicle for a February race, where things just didn't work.

"The car had the gremlins in it... I was running third in the first race and three laps from the end the car just shut itself off. It was just bad luck but hopefully we'll get a clean start in England."

In the two weeks since he landed in Britain, McIntosh has acclimatized himself quickly to his new car, testing it at Snetterton and Brands Hatch courses.

Getting a good feel for his new wheels is the main task for him and his team. There are also the many lessons he's absorbed over the past year he wants to put into action.

"I think you're always learning. Racing is a sport where you are never perfect, there is always something to learn. Last year I went through quite a bit of growth just dealing with adversity because we had some bad luck issues.

"I think it's only going to make me stronger," he said.

They are honing their timing and mechanics down for the Apr. 10-11 first leg of the series, which kicks off a 10-weekend, 20-race series on the UK Renault circuit. That he'll miss the Vancouver Indy, where he captured his first major win, is a minor disappointment.

McIntosh's main aim is to record a handful of solid finishes, build his reputation and resume while packing on the mileage. It's the only way in racing to reach the top, with each pass another step to success.

"I'm aiming at being in the top five in the (UK) championship. Hopefully then I'll be able to move up to the next level, just try and secure some funding for the next year because the next level is a big jump in money," he said.