



MAYDAY

The Official Newsletter of the Motorsport Emergency and Turnworkers Association
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META Website: www.meta.bc.ca

March 2005
Volume 30 Issue 3

META Meetings are held every 2 months
Next meeting will be
March 23, 2005

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

Printed in Canada.

Speed reading

Mar 9	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Mar 12	Ice Race Banquet–Sundance Inn		Ladner, BC
Mar 19	CACC AGM – Best Western PoCo Inn and Suites		Port Coquitlam, BC
Mar 19&20	Open Practice – CARTBC	WKA/CKR	Chilliwack BC
Mar 23	META Meeting – Century House	7:30	New West, BC
Mar 26	Monroe Season Opener – Evergreen Speedway	7:00	Monroe, WA
Mar 26&27	Driver Training – MRP	SCCBC	Mission, BC
Apr 2&3	Driver School and Single Regional	SCCA/NWR	Bremerton, Wa
Apr 2&3	Westwood Club Race #1 – CARTBC	WKA	Chilliwack BC
Apr 9&10	CACC Race # 1 – MRP	SCCBC	Mission, BC
Apr 9&10	Coastal Club Race #1 – CARTBC	CKR	Chilliwack BC
Apr 9&10	Grand Prix of Long Beach	OWRS	Long Beach, Ca
Apr 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Apr 15&16	Defrost Kickoff – PR	SOVREN	Seattle, Wa
Apr 16&17	Driver School and Single Regional	SCCA/OR	Portland, Or
Apr 23&24	ICSCC Race # 1 – MRP	SCCBC	Mission, BC
Apr 23&24	Double Regional	SCCA/NWR	Bremerton, Wa
Apr 23&24	Westwood Club Race #2 – CARTBC	WKA	Chilliwack BC
Apr 30	Heart of Darkness TSD Rally	WCRA	Fraser Valley, BC
Apr 30/May 1	Coastal Club Race #2 – CARTBC	CKR	Chilliwack BC

Just a reminder to you delinquents who have not renewed your membership in META. The deadline is March 31st.



March 31st

Look elsewhere in this issue for the renewal form to be sent into Thomas.

Presidents Report

I would like to thank you for electing Nick and I to be part of your Executive for the coming year. As your new President, I am looking forward to working with the other members of the Executive and I hope that with some fresh ideas and approaches we will be able to move the club forward during the year.

The loss of the Vancouver Molson Indy race is a huge disappointment for many of us, but there are lots of other events to keep us all as busy as we wish to be throughout the year. Some of us may travel, some may stay closer to home, but the one thread that binds us is a love for racing. When politics start to get in the way, let's try not to forget that – we are all there for the same reason – to do what we can to ensure a safe event and to have fun.

Our website is up and running again with a new fresh look. Thanks to Mike Bailey for all his hard work. Try out the forum there – it is a great way for all of us to keep in touch between meetings.

Hope you have had a good rest over the winter (except for ice racing of course) and are all ready to get back on track later this month.

Ann

Rodney Cockroft

It is great sadness that we learned of the passing of Rodney Cockroft on February 20, 2005.

Born on December 14, 1932 in Yorkshire, England he is survived by 3 sons, 4 grandchildren and one great-granddaughter who was a great delight as well as his loving wife of 28 years, Marion.

I believe that his first involvement with motorsport was in 1959 when he used to rebuild racing engines; he also became an expert at fixing and building carburetors.

Rodney was a charter member of META [believe it was him who actually came up with the name META] and became the second president when the inaugural one had to resign for personal reasons.

At Westwood he was, among other titles, Turn Captain, Course Marshal and Starter at different times.

My personal recollections of Rodney include the time we were flagging right at the apex of the hairpin.

Rodney, being on blue flag, was facing oncoming traffic when his eyes suddenly got VERY wide! I looked over my shoulder to see Mike Hill's Lotus coming through the infield sideways and about ten feet off the ground! We both knew that we didn't have time to run so we both dove to the ground as the Lotus went over the top.

A favorite memory of mine is of Rodney's dry English sense of humor and, if you said something that he may not have totally agreed with, his head would cock to one side, an eyebrow would rise, and he would put you straight.

Among other interests he had was building detailed models of fire engines, and, after retirement, teaching computer sciences.

Suffering from emphysema for several years, Rodney [and Marion] were also active as Interveners in trying to fight the Sumas 2 project fearing that it would make the air quality even worse.

At his service, held February 26, dozens of his friends from Westwood, the Royal City Sports Car Club, META [Nick Roche and I were able to attend] and the community were all there to remember a very remarkable person.

Rodney, you will be truly missed.

Joe Proud



2005 ANNUAL GENERAL MEETING
and
AWARDS BANQUET

Saturday, March 12th 2005

at the

Sundance Inn

6574 Ladner Trunk Road
Ladner BC

Schedule:

Breakfast 9:30 am

Meeting 10:00 - 12:00 noon

Lunch 12:00 - 1:00

Meeting 1:00 - 3:00

Happy Hour 6:00

Dinner 7:00

Awards 8:00

Dancing from then on

Cost:

All Day = \$50.00 / Workers \$35 (includes breakfast, lunch, and dinner/dance)

Dinner/Dance Only = \$35.00 / Workers \$25 (includes dinner, awards and dancing)

Meeting Only = \$15.00/ Workers \$10 (includes breakfast & lunch)

PLEASE, PLEASE, PLEASE let Murray, Sheree or Jo know RIGHT NOW if you will be there or not. We don't have a lot of lead time. Thanks.

Murray Horsburgh: 604-271-6598

Sheree Wall: 604-945-4592 or sherann@shaw.ca

Jo Adair: 604-862-8185

From Lynn Yeo

We were down in Portland and Seattle on Feb 26/27 and were given an update on Bernice Stanley's condition and asked to encourage individuals to participate in, as I call it, Operation Overflow.

With Bernice having to curtail her racing it would be a wonderful thing if her mailbox overflows with funny, happy and off the wall silly cards just to let her know that we are all thinking about her and wish her well.

Please mail to: Bernice Stanley
3640 NE Brogden Street
Hillsboro, OR 97124-6721

Ridge Meadows Hospice Society

presents

A community fund-raising event
at the "ACT"

Maple Ridge Arts Centre Theatre

"Celia"

Written, directed and produced
by Merlyn White

March 17th, 18th, 19th, at 7:30 pm
Matinee March 20th at 2:00 pm

Ticket prices:

Seniors, Students and disabled \$13.00

Adults \$16.00

(A sign interpreter will be available for the hearing impaired)

For ticket information, call the "ACT" ticket office at
604-476-ARTS (2787)

A poignant drama about simplicity and truth. It is a story about Celia, who is 1 of 8 young people residing in a Group Home for people who are both developmentally and physically challenged. The story revolves around Celia, who is diagnosed with Leukemia and how she prepares herself, her family and friends. The author's biggest wish is to touch each person with how unique and special challenged people are and to the importance of Grief Work offered by the Hospice Societies.

META Member Charmaine Meakings is the Stage Manager, Asst. Producer, and is acting in this play.

Photos needed for META web site

Mike Bailey, META webmaster, is looking for recent racing photos to use on the META web site. They can either be sent to his email (mike_bailey@shaw.ca) or mailed to him at:

5911 Kittiwake Drive

Richmond BC

V7E 3P1

He can scan and return photos to any members that do not have photos in digital format. He is also starting a photo gallery, which may be up on the site in the next few days (starting with Photos from the 2004 banquet).

Check it out at www.meta.bc.ca

Day At The Dyno

Brad at Haney Automotive offered free dyno time to SCCBC drivers. A video game developer needed some race car sounds and paid for the dyno time. Once a car was secured and the microphones placed near the exhaust, a series of runs were done. The drivers got the dyno results and the company the sounds.

These are the runs:

Idle 1-2 minutes

Gear through load/no load 2 runs each

1st to highest RPM

1st to 2nd highest RPM

1st to 2nd to 3rd highest RPM

1st to 2nd to 3rd to 4th highest RPM

1st to 2nd to 3rd to 4th to 5th highest RPM

RPM Plateaus load/no load 45 seconds each 2 runs

1000 RPM

2000 RPM

3000 RPM

4000 RPM

5000 RPM

6000 RPM

7000 RPM

8000 RPM

It was interesting to watch procedure of strapping down the car, positioning the microphones, testing the results, then the full set of runs on each car.

The sound guys were happy with the results.

I have some pictures if anyone is interested.

Vic Kennedy

Worker Profile: Bonnie Healy

Family:

Dad Ted died in 1985; mom Mary lives one floor below me; brother Pat, wife Brenda, son Sean live in Tsawassen; brother Kevin, wife Lorraine and son Brendan live in Toronto; as does sister Janet, husband Doug, kids Patrick, Jonathan and Meredith.

Birthplace:

Victoria, BC

Occupation:

Legal Secretary

Hobbies/Activities outside of racing:

Ummmm ... gee, ARE there activities outside of racing?? :) I'm an avid reader, love English mysteries. My favourite non-racing activity is ... NON-activity! For the past 15 years, the only non-racing vacations I take are those with my family, and I am blessed with having a little piece of heaven on earth where I can spend that time - my sister's "cottage" (palace) on the Lake in Muskoka, Ontario. I get up in the morning, pour myself a cup of coffee and escape to the dock to enjoy a quiet wake-up with the loons. The rest of the day is spent swimming, relaxing and reading, and in the last two years, thoroughly enjoying time with my newest nephew Brendan.

Customary/favorite job at track:

DUHHH!!! you know me ... blue flag! Actually, in the last couple of years, I've really enjoyed being a communicator. Especially when cars go flying right off the track in the rain and disappear!

How and why did you get involved in race working and/or META?

First time the "Indy" came to Vancouver in 1990, Roger ran an ad in the Vancouver Sun looking for workers. I'd never seen a car race but thought, what the heck, that'll be a big deal, I'll volunteer. I'd never seen a car race, live or on TV, and the sum total of my knowledge was ... I'd heard of Mario Andretti! Called Roger, got directions for Westwood, attended my first official event on June 30/July 1 - still have the calendar, it was a Hankook 3 Hour Enduro, Honda Michelin Challenge, Yokohama Challenge. I was IMMEDIATELY hooked. Lucky for me, Ann Peters was also

attending her first race weekend, and we hit it off immediately, discovering we even worked in the same building downtown. My luck continued ... turned out Roger and Nick lived within a mile or two from me ... and better still, Ann eventually paired up with Roger, so now she lives close by too!

When did you get involved?

Oops! Guess I got ahead of myself on that last question ... it was 1990.

What do you like most about it?

The comradery, the excitement, the challenge, the friendships formed near and far, the racing vacations I've been lucky enough to take.

What do you like least about it?

POLITICS!!!! Gossip. Anything related to money.

If you could attend any race, in any capacity, where and what would you choose?

Monaco F1 as the first female worker (I REALLY can't believe they don't allow women to work their race ... how do they get away with that???)

Do you have any racing or race working "heroes"? Who are they?

Lee Hillyer for inspiring confidence, courage and humour, both on track and off. Doug Taylor for being the first to make me a TM when females were mostly seen as communicators. Ted Thiessen for his command of the chicane! Gail, Nick, Roger and Ann for their support and friendship from day 1. Racers - Rick Mears and Patrick Carpentier (although Patrick has tested my limits by going to the dark side...) And Alex Zanardi, bar none.

What is your Favorite:

Track? Seattle

Turn? 5

First year event?

"The Last Hurrah" at Westwood

Event?

ANY Indy/CART/Champ Car race

Race group?

again ... DUHHH!!! ... 3!!!

(Cont'd)

(Bonnie Cont'd)

What race stands out the most in your memory, and why?

My first Atlantic event at Westwood, where Roger, Dave and all had decided that I was a "natural" blue flagger, and could handle blue-flagging the race at the hairpin ... NOT!!! The pack came screaming over Deer's Leap and I thought ... OH - MY - GOD!!! I totally panicked. Barb Blizzard was yellow-flagging, and she tried to calm me down, saying "just concentrate on the fast cars" ... to which I replied "THEY'RE ALL FAST!!!!!" At the end of the race, I collapsed in tears, nearly giving poor Kevin Kochi, my TM, a heart attack.

What things would you be sure to tell a new worker if s/he asked for your advice?

Be safe, have fun, remember nobody's paying you for this, you're a volunteer, just do the best you can. Concentrate when cars are on course - leave the socializing for the breaks. If you don't feel comfortable about anything at any time, speak up. No such thing as a "dumb" question.

What is your favorite:

Food? anything spicy - Indian, Thai

Relaxation activity? reading

Book? Confessions of a Shopaholic (I could SOOOOO relate!!)

Movie? The Wizard of Oz

Magazine? Racer

Car? Mazda 3 (if I can't have the one below)

Dream car? Acura NSX

Are you a frustrated racer? What car would you race?

I wouldn't have thought so, until I went go-carting! I would race a Datsun 240Z.

What was the:

Most embarrassing thing you ever did at the track?

Waving a black flag at a CART practice session at Turn 1 in Long Beach when I was supposed to be waving the back-up checkered flag!! (On hearing about it, Jim Swintal, the CART starter, was very gracious - he said, oh well, they all went in, didn't they???)

Funniest thing you've seen or done at the track?

Alex Zanardi's donuts. And almost anything Roger does! The red wigs and balloon busts were pretty funny to.

Most dangerous event you've seen or been involved in?

Chicane at the first Molson Indy Vancouver.

Most awe-inspiring?

Alex Zanardi's come-back.

Biggest thrill so far?

Having Michael Schumacher autograph my Ferrari jacket at the first Indianapolis F1 race. And having Rick Mears give me the hat right off his head, sweat and all.

What thing would you most like to have an opportunity to do?

In Life:

Buy a camperized van - and a chocolate lab who I would name "Campbell" - and travel around Canada and the United States with him. (I've given up on the guy thing...)

At the Track:

Work a Champ Car race in the starter's stand.

Accomplishment:

In years (wayyyyyy) past, running a marathon. More recently, raising \$6,000 for the "Weekend to End Breast Cancer" and walking the full 60 kilometres to support my sister-in-law who was (successfully) fighting the disease. And I might add ... 75% of that \$6,000 came from my racing family!!!

Final Comments:

Life doesn't always turn out the way you think it will. There are a lot of things I've missed out on, but I still think I'm one of the luckiest people in the world. I have good health, a wonderful family, super friends, a steady job, a nice home, a terrific hobby that I get to share with a bunch of great people - so I've got to remember to be thankful for every day I'm given and every person I get to share it with, something I often forget to do. So, I think the keys to life are, gratitude and acceptance.

Knox Mountain Hillclimb

Hello Meta

My name is Allen Reid and I am co-chairman of Knox Mountain Hillclimb this year. Any of you that have come to Knox in the past might know me as the fellow that drives the little red MGB-GT-V8.

Most, if not all the hillclimb, autocross, roadrace, ice race, etc. fellows in the Okanagan Auto Sport Club (OASC) have left that Club and have formed a new club named Knox Mountain Motor Sport (KMMS), which is a mouthful. All the fellows from the old club that used to put on Knox are now members of the new club so the faces should be familiar this year.

Our new club only became an official society in January and so far have had two meetings. We seem to be attracting a good mix of old (seasoned) racers and young. We have much to do to satisfy all the new interest, but right now our main focus is Knox.

I have been involved with Knox since 1980, as a driver, tech, safety, gopher, but never as a co-chairman, which brings me to why I am writing. I am putting out an invitation to anyone in Meta that would like to help at Knox. We have not had our budget meeting for Knox yet so I do not know what we can offer you. I know the drivers voted last year to have a supper, trophy presentation party, Sunday night so I am pretty sure that will happen. Other than that nothing is certain yet except that Knox is happening this year!

Please let me know if there is interest, so I can forward the info to the volunteer looking after cornerworkers. It is of great value to have a Meta person stationed at each corner of the Hillclimb to instruct the less experienced volunteers.

Allen Reid
1980 Byrns Road
Kelowna V1W-2G4
250-862-4997
Fax 250-862-3992

From the ICSCC Forum: www.icsc.com

Posted by Jay C Boggs

Thursday, March 03, 2005 - 11:15 am

It is with sadness that I share this news with you. Mike McDaniel long time enthusiast of racing and racer himself, passed away Tuesday night at 9:45 of an apparent stroke. Mike was the secretary of IRDC in the early 80's and son of longtime racer Bob McDaniel's for which the McDaniel's award is given in IRDC. Mike raced Ford Cortinas and a Wheeler Sports Racer in the 80's and 90's. Recently in the past few years he could be seen at the track helping his son Miles race a Shearson Formula car.

Racing has lost a gentle soul and a good man.

Our thoughts and prayers go out to the McDaniel's family.

Posted by Wes Tipton

Thursday, March 03, 2005 - 12:48 pm

I began my association with Mike in the mid 70's in autocrossing. We both moved to Conference around that time and enjoyed many races together in those early years. I clearly remember a race day at SIR in the late 70's when he looped his Cortina and then slow rolled at turn 5, drivers left. I was directly behind him at the time and we made and held eye contact as I drove by, and of course later laughed and joked about it. You're right Jay, he was a very good man with a truly kind and gentle soul. I will miss you buddy.

META Members who have not renewed.
This will be the last issue of your Mayday unless dues are paid by March 31st

David Bell	Albert Duncan	Kevin Kochi	Al Ores	Safer Wilson
Nancy Bibby	Judy Even	Sandy Koehn	Ann Ores	Raymond Wintonyk
Steven Bibby	Dave Forster	Brian Meakings	Fran Pelletier	Rick Zeller
Matthew Bower	Bernie Hamm	Steve Milne	Andrew Slater	Bernice Zosiak
Dean Bremner	Archie Henderson	Krystyna Mitchell	Rick Smale	Mike Zosiak
Larry Clarke	Genevieve Iwata	Graham Moffat	Roxann Vine	Manfred Zumm
Ian Cook	Ruthie Iwata	Pat Moffat	Terry Ward	
Karen Cook	Vic Kennedy	Kedre Murray	Dave Wiebe	
Robert Currie	Jerold Klassen	Dave Nex	Craig Wilson	

From "The Province" Newspaper March 3, 2005

'Politics of Corn' Behind Fuel Switch at the Races

INDIANAPOLIS 500: Homegrown ethanol replaces methanol

WASHINGTON — Gasoline Alley at the Indianapolis 500 will soon become Ethanol Alley: The Indy Racing League is switching from methanol to a new mixture relying on corn-derived ethanol. The league's IndyCar Series will start using ethanol next year, the league said Wednesday. "It's a performance fuel that's going to go around the track at 220 miles an hour," said Dave Vander Griend, president of ICM Inc., a Kansas company that builds ethanol plants.

The corn and ethanol industries have influential supporters who pushed to get the grain alcohol into race cars. "This sport is so popular, and so many people follow it," said Missouri Republican Sen. Jim Talent, one of several Midwesterners who lobbied for ethanol's use. "This makes a statement to the whole world that ethanol is a high-performance fuel, so people who claim you're going to lose something are not correct." Racing officials say they're promoting the importance of the environment and of home-grown fuel.

"In the last 10 years, motor sports has really broken into the mainstream in helping promote and publicize sponsors' products — it's not just motor oil any more," said Ken Ungar, senior vice president of public affairs for the league. "It's about a broad range of consumer products. The ethanol industry, as many other industries have, recognizes that motor sports is a powerful promotion tool," he said. Indy Racing is announcing the switch Thursday.

Used as a cleaner-burning fuel additive, ethanol is an alcohol created by distilling grain mash, usually from corn. Top ethanol-producing states are Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota, Wisconsin and Tennessee. The industry is growing, with 83 ethanol plants operating now and 14 more under construction.

In the Indy series, ethanol will replace methanol, a natural gas-made fuel that replaced gasoline on the circuit in the 1970s because it was less likely to ignite. IRL cars are built differently from NASCAR vehicles, with no fenders and an open cockpit. Ethanol is also less combustible than gasoline.

Methanol producers are disappointed in the switch, said Gregory Dolan, vice president of communications and policy for the Methanol Institute. Methanol still will be used in other racing series except for NASCAR, where gasoline is used.

"I think they'll find, switching to ethanol, their fuel costs will be rising, and they may find some period of adjustment as they try to transition their high-performance vehicles from one alcohol fuel to the other," Dolan said. "This probably has more to do with the politics of corn than it does with the actual need for high-performance racing fuel," he said.

Team Seattle Wins Big for Kids

by Mike Meredith

Although on-track results were a tough battle, this year's race proves that victory comes in many forms. Their performance at the 2005 Rolex 24 at Daytona was Team Seattle's best effort ever, raising \$368,900 for Children's Hospital & Regional Medical Center in Seattle, Washington. This year's effort brings the team's nine-year total to \$1.9 million.

The Washington-based team returned to Daytona in the GT class, fielding two Porsche GT3 Cup cars prepared by Synergy Racing. As always, the Rolex 24 at Daytona was a tough race—most Daytona veterans claim that doing well in the Rolex 24 is 25 percent preparation and 75 percent luck.

In other words, despite intense preparations for the Rolex 24, teams should always expect the unexpected, and this year Team Seattle encountered their share of bad luck—but both cars finished the race.

The No. 80 Team Seattle Porsche finished the race 14th in the GT class and 29th overall out of 62 cars that started the race, while the No. 81 Team Seattle entry finished 21st in class and 39th overall.

The Team Seattle drivers are all racers, and once the green flag dropped each one truly thought there was a chance to win the endurance event, with anything less than that regarded as somewhat of a disappointment.

"You know, we are racing people and we come here to win," explained Don Kitch, Team Seattle founder and driver. "But it's also about those kids. We need to show them how we can win—it gives them something to enjoy and shoot for themselves."

After the checkered flag flew, unlike other drivers who had nothing left but packing up their broken race cars and heading for home, Team Seattle drivers had earned something special: The satisfaction that comes from knowing they were able to indulge their passion for racing, and at the same time make a tremendous impact on the kids at Seattle's Children's Hospital.

Even though this year's race has been completed, it is never too late to make a pledge to support the Team Seattle effort. If you like how these racers raise money for children, visit the Team Seattle Web site to learn more or to make a contribution. www.teamseattle.com

Race Challenges Begin Early

The challenges on the track began early for Team Seattle, with both cars experiencing issues during the first hour that dropped them back several laps. To be successful in this event teams must deal with adversity and push on, never letting up until the checkered flag flies.

On just the third lap, race officials noticed the No. 81 Porsche was smoking and on lap four Dave Gaylord brought the car to repair a coolant leak, which took a number of laps. The No. 80 car suffered a flat tire in the first hour, after being hit by one of the Daytona Prototype cars; No. 80 had to be towed back to the pits for a tire change, which lost valuable time.

At the end of the first hour of the race, each of the Team Seattle cars had completed only 22 laps, six laps less than the GT class-leading Porsche, and seven laps behind the race-leading Sun Trust Racing Pontiac Riley.

Unfortunately things got worse for the No. 81 Team Seattle Porsche during the fourth hour of the race. The No. 81 made contact with the No. 75 Porsche and the No. 93 Porsche coming onto the back stretch out of NASCAR turn two under caution. All three cars sustained heavy damage. The No. 81 was towed back to the pits for extensive repairs, which took more than three hours to complete.

The No. 81 returned to the race in 59th position overall and started to work back up through the field, eventually regaining 20 positions to finish 39th overall.

The No. 80 also encountered other problems during the race, including contact with other cars and numerous small mechanical issues, just as you would expect in any 24-hour race. But the team continued to push forward with the knowledge that every lap completed meant more money for Children's Hospital.

Team Seattle is made up of veteran sports car racers. While the team may be somewhat disappointed by this year's results on the track, the team has always tied their racing efforts to raising money for the hospital. The Team Seattle focus continues to be on the fundraising effort for Children's Hospital and Regional Medical Center in Seattle, Washington.

McIntosh Test Drives British Racing Circuit

By Gordon McIntyre
SPORTS REPORTER

With his name, Sean McIntosh could be from Glasgow or Belfast. But his accent places him from North America. And it took a race win and rookie-of-the-year award in Formula Renault U.K. for the Coquitlam native to be totally accepted on the British racing circuit.

"I took the big step of coming over to England last year," the 19-year-old said as he began official testing for his sophomore season.

"I mean, you never really know what to expect when you go to race in another country. You always hear the stories about how good the Europeans are. But I came in and won the Graduate Cup for top rookie and this year we're coming in to go for the title, so I'm excited."

His team, Firstair, had seen him on the North American Fran-Am circuit and knew what to expect. Then, he was fifth-fastest out of more than 30 in his first 2004 preseason testing runs.

Still, it took a victory, at Oulton Park, four other podium finishes and a sixth place in the championship to gain the full respect of other drivers.

"The drivers weren't too sure about me," said McIntosh, who's developing a soft English accent. "Most North American drivers haven't been that successful when they cross the Atlantic. Once you get their respect and show you can be consistently quick, then you're just another racer to them."

McIntosh, a karting hot-shoe, went to Britain a year after racing Fran-Am, essentially the same car as Formula Renault, in 2003. In 2002, he'd raced in Formula Ford, winning a support race at the Vancouver Indy. A typical racing background, one similar to Greg Moore's and other local open-wheel racers. But McIntosh forked off the road typically travelled, aiming for Formula 1 rather than Champ Car or the Indy Racing League.

"At the moment F1 is the focus," he said on his cell phone while travelling to Snetterton, Norfolk, for the Renault series' first two official days of testing Wednesday and today

"Now I'm here, I may as well give it my best shot. I can always come back to North America, but ... it's good I'm here to give myself an opportunity. If I would have stayed in North America, that's where you end up racing. Formula 1 seems very far away. But it's not that far away if you can succeed over here." McIntosh didn't sit in a cockpit for four months over the winter while he looked for sponsorship.

He helped out at his dad Ian's company Kirmac Collision, and hit the gym five days a week.

"It was the longest time I've ever been out of a car," McIntosh said. "It was frustrating not being in the car for so long, but I jumped back in (for February tests in England and Spain) and was on the pace again right away"

Winning the 2005 Formula Renault U.K. championship is his immediate goal. And he has a test lined up with F1 McLaren driver Kimi Raikkonen in June with his new British Formula 3 team.

"I've got a few things brewing, depending on how this season goes," the 6-foot, 145-pound McIntosh said. "I want to be at a high level next year. I've just got to win races this year. That's what everyone says. So I'm pretty sure that if I can come away this season with the title, I'll have some more opportunities"

Good Advice from Kids

Never trust a dog to watch your food. - Patrick, age 10

When your dad is mad and asks you, "Do I look stupid?" don't answer. - Hannah, age 9

Don't pull Dad's finger when he tells you to. - Emily, age 10

When your mum is cross with your dad, don't let her brush your hair. - Taylia, age 11

Never let your three-year old brother in the same room as your school assignment. - Traci, age 14

Don't sneeze in front of mum when you're eating crackers. - Mitchell, age 12

A puppy always has bad breath - even after eating a Tic-Tac. - Andrew, age 9

Never hold a Dustbuster and a cat at the same time. - Kyoyo, age 9

If you want a kitten, start out by asking for a horse. - Naomi, age 15

Felt-tip markers are not good to use as lipstick. - Lauren, age 9

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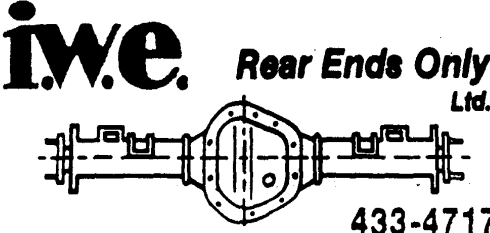
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