



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

Printed in Canada.

## Speed reading

Jul 9/10/11	Portland Historic Races-PIR	SOVREN	Portland, Or
Jul 10&11	Westwood Club Race #5	WKA	Chilliwack BC
Jul 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jul 17&18	Coastal Club Race #7&8	CKR	Chilliwack BC
Jul 17/18/19	ICSCC Race # 6 & 7 – SRP	TC	Spokane, WA
<b>Jul 24&amp;25</b>	<b>Molson Indy – Vancouver</b>	<b>OWRS</b>	<b>Vancouver, BC</b>
Jul 24&25	ALMS – PIR	IMSA	Portland, OR
Jul 24&25	Gold Digger TSD Rally	WCRA	Squamish, BC
Jul 24&25	Motorcycle Races #2 – MRP	WMRC	Mission, BC
Jul 30	META Meeting – Zosiak's House	7:30	Surrey, BC
Jul 31&Aug 1	Double Regional with Vintage(SOVREN)	SCCA/NWR	Bremerton, Wa
Jul 31& Aug1	KARTS Regional	BCKCA	Quesnel, BC
<b>Aug 7&amp;8</b>	<b>ICSCC Race # 8 – PR</b>	<b>IRDC</b>	<b>Seattle, Wa</b>
<b>Aug 7&amp;8</b>	<b>Stars of Karting – CARTBC</b>		<b>Chilliwack BC</b>
Aug 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 14&15	Regional/Vintage/Solo – PIR	SCCA/OR	Portland, Or
<b>Aug 14&amp;15</b>	<b>CACC Race # 2 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>
<b>Aug 21&amp;22</b>	<b>Canadian Nationals – CARTBC</b>	<b>BCKCA</b>	<b>Chilliwack BC</b>
<b>Aug 21&amp;22</b>	<b>Stock Cars/SCCA/Vintage – PR</b>	<b>SCCA/NWR</b>	<b>Seattle, Wa</b>
Aug 26 ?	META Meeting – Century House	7:30	New West, BC
Aug 28	Ice Race BBQ	TBA	TBA
Aug 28&29	ICSCC Race # 9 – PIR	CSCC	Portland, Or
Aug 28&29	Westwood Club Race #6	WKA	Chilliwack BC
<b>Sep 4&amp;5</b>	<b>ICSCC Race # 10 – MRP</b>	<b>SCCBC</b>	<b>Mission, BC</b>



The next META Meeting Date and Location  
have been changed

to Friday July 30th, 7:30pm

at Mike and Bernice Zosiak's house

6811 134<sup>th</sup> St, Surrey

Phone 604-591-7213 for directions.

To our racing family,

Fluella Ummel passed away at 7:30 a.m. on Wednesday, June 23. She died quietly in her sleep. The family wishes to thank all of you for your messages, cards, calls and prayers. Mom took great joy in re-reading these time and again.

Mom chose these two charities for donations:

Care at Home / Hospice Program of Goshen General Hospital  
200 High Park Ave.  
Goshen, In 46526

Center for Cancer Care  
200 High Park Ave.  
Goshen, In 46562

Here is a poem she chose for her memorial service. It was found in her Aunt Elizabeth's Blessings Bible by Aunt Naomi Pukel.

A PARABLE OF IMMORTALITY by Henry Van Dyke

I am standing upon the seashore. A ship at my side spreads her white sails to the morning breeze and starts for the blue ocean. She is an object of beauty and strength, and I just stand and watch until at last she hangs like a speck of white cloud just where the sea and sky come down to mingle with each other. Then someone at my side says, "There she goes!"

Gone where? Gone from my sight - - that is all. She is just as large in mast and hull and spar as she was when she left my side and just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not in her. And just at the moment when someone at my side says, "There she goes!" there are other eyes watching her coming and other voices ready to take up the glad shout, "Here she comes!"

Godspeed,  
The Fluella Ummel Family

Wednesday, June 30, 2004

Our friends from NWR asked that this be passed along:

It is with sincere regret that we inform you of the passing of Lois Masterson, beloved wife of Tom Masterson ("Elder"), and mother/mother-in-law of Tom Masterson, Jr. and Sherri Masterson. Though Lois had been very ill this year, she had recently shown signs of improvement. Her sudden departure was truly unexpected and has left a void in the hearts of our dear friends. Memorial services will be held in Montana next week; the date has not yet been determined. Tom Jr. and Sherri plan to attend the SOVREN Pacific Northwest Historics event this weekend and will then travel home for the service. Our prayers are with Lois in celebration of her arrival in the comfort of our Lord's house, and with Tom "Elder", Tom Jr., Sherri, Mum, and all of their family and friends that they may be supplied with the strength and courage to bring them through this difficult time and that they may emerge with an abundance of faith, hope, love and pe

JZ

Jeffrey B. Zurschmeide  
Falstaff Publications  
j.zursch@verizon.net

"I was as virtuously given  
as a gentleman need to be"  
-Falstaff

# Karting at Chilliwack

On Sunday I went to the kart races at Graham's and Darryl's request to observe operations from a race control point of view. The 12 turn track is 90 % visible from the starters stand. In a best case, 10 stations are staffed. On this day only 4 were working, turns 1, 3, 6, and 9. The starter does most of the duties of race control. After getting a ready from scoring, he tells grid to release the karts. Formation laps, no standing yellows, red lights off on a rolling start, a green start to the race. At race end, turn 9 calls in last kart.

On the Sunday that I was there, 8 groups had a warm up session. After a break, each group had an 8 lap heat race each with a very quick turn-a-round between groups. Following lunch, another set of 8 heat races. Both heat races acting as qualifying for the 14 lap finals to finish up the day. Every thing went well, they said that this was a quiet day as compared to most. What they need is a scribe to record the incidents and flags shown. There is one more race weekend ( July 17-18) before the big August events. Staffing needs for the Stars of Karting event(Aug 7-8 ) have not been made clear. For the Canadian Nationals,(Aug 20-21-22), they would really like 20 META crew around the track. A suggested minimum of 12 to staff 6 stations plus their own people is requested. The local racers put on quite a good show, those things are quick. The Nats should be real good. Here are some contacts:

terrypritchard@compuserve.com

graham\_moffat@infoserve.net

www.kartracers.com

Vic Kennedy

From [www.starsofkarting.com/mission.html](http://www.starsofkarting.com/mission.html)

## **Snap-on Stars of Karting** (Formerly CART Stars of Tomorrow)

The Snap-on Stars of Karting represents both the pinnacle series in the sport of kart racing and the first step to a career in motorsports. As the initial step in the Championship Auto Racing Teams Driver Development Ladder System, Stars gives racers the chance to move onward, ultimately to driving a Champ Car. Likewise, the racers in the Snap-on Stars of Karting series are among the most talented, promising drivers today and warrant attention in their own right.

The series, founded three years ago by Bryan Herta and Hollis Brown, was developed to provide a starting point for a career in open wheel racing. Now owned, with Herta, by a racing group headed by CART legend Bobby Rahal, the Snap-on Stars of Karting is poised to establish the proper structure and competition in American karting to allow new generations of American racing stars to flourish.

With similar power-to-weight ratios to Champ cars, karts have been the career starting point for Michael Andretti, Patrick Carpentier, Helio Castroneves, Gil de Ferran, Dario Franchitti, Paul Tracy, Alex Zanardi, and of course, Bryan Herta.

## **MISSION and VISION Statements**

Every organization needs a reference point, a marker, by which to navigate. In a sport with so much potential yet so little realized, the Snap-on Stars of Karting establishes the following statements to its constituents and to its principals in order to make the potential a reality.

### **Snap-on Stars of Karting Vision Statement**

To provide our teams and competitors with the best organized and administered karting programs in America and to employ internationally recognized categories, working with other karting bodies, known for the discipline and education needed by those participants committed to succeeding at all levels of international motorsports.

### **The Snap-on Stars of Karting Mission**

- 1 - To Provide our teams and competitors with the highest levels of organization and administration possible
- 2 - Focus the national program on categories recognized internationally as providing the education and disciplines necessary for American drivers to succeed at the highest levels of international motorsport
- 3 - Provide our teams and competitors with world-class, CIK specification circuits embracing the most recent safety measures and challenging designs
- 4 - Provide our teams and competitors with marketing and promotional opportunities thereby ensuring their long-term economic viability
- 5 - Work in conjunction with all partners within the Snap-on Stars of Karting environment to further the reputation and awareness of karting as a legitimate motorsport and the first rung on the driver development system
- 6 - Coordinate and seek the opinions of the participants at all levels to ensure rules reflect the best interests of the majority
- 7 - Provide economic opportunity to all stars teams to ensure their participation and economic viability

## Behind the checkered flag stand winning volunteers

BY JEFF ZURSCHMEIDE Issue date: 06/24/04  
For the Tribune's Advertising Department

Those with a need for speed who can't afford to race have another, less expensive option: volunteering as race workers. Rob Jacobsen, a Longview, Wash., resident, followed that course. "I volunteer about 25 weekends each season," he says. Cheryl Allen of Portland works in labor relations for the U.S. Postal Service during the week, but on weekends, she's out at Portland International Raceway, waving flags to tell the drivers what's around the next corner.

"I need to be in a place where I can help when things go wrong," she says.

Several hundred local volunteers are required to staff a racing event the size of the Champ Car Grand Prix of Portland.

Paying jobs in racing are very hard to get, and it takes an army of unpaid workers across the nation to sustain the sport. Volunteers perform all kinds of tasks. The most visible jobs are flagging — showing flags to warn drivers of track conditions — and communications — telling the officials in the race control center what's happening.

Donald Aarseth of Salem spent last weekend flagging at Turn 12. At age 21, he's been a flagger for five years. "I'm just enjoying a sunny day at my favorite city park," Aarseth says.

Emergency workers provide fire protection and crash rescue assistance.

Melissa Riehl, 21, volunteers as a "go-fer" with the emergency crew. "There's a great bunch of people out here," she says.

Other opportunities include technical inspection, timing and scoring, pit and paddock control, and registration and driver services. Some jobs are more glamorous than others, but all are essential to racing.

"I make a really lousy spectator," says Cece Papa-Lawler of Monroe, Wash., who served as a technical inspector for the Trans-Am race last weekend. "I like to be as close to the cars as possible."

Beyond volunteering their time, some enthusiasts travel great distances at their own expense to be part of the show.

"I worked the 24 Hours of Le Mans last weekend," says Mark Miller of Vancouver, British Columbia. "I just got back." Miller drove to Portland to spend three days in the sun supporting Champ Car. "Let's just say it's a serious hobby," he says.

Many race workers wear their personal history on their sleeve, like a cloth résumé. Patches and pins from past events and fading autographs from grateful drivers adorn their coveralls. These people take pride in their work, and it shows.

Tim Stanley of Hillsboro has been at all 21 Grand Prix of Portland events.

"I'm a pit spotter," Stanley says. "I watch for cars coming into the pits under adverse conditions."

Adverse conditions can include being on fire. A race car on fire is a danger not only to the driver, but to the pit crews as well. That's where Ben Hockman of Aloha comes in. Hockman, another 21-year veteran, is responsible for fire protection and emergency medical services in the pit lane.

"I love the camaraderie and the thrill of the game," he says.

Camaraderie, friendship, trust and family are the words most often used to describe why these people never miss an event at PIR.

"It would be like missing Thanksgiving if we didn't come out," says Michael Heyer of Milwaukie. Heyer is retired, but he goes to the track throughout the racing season to drive an emergency fire and rescue truck.

Flagger Cathy Frasier agrees. "Everyone you know and love is here to watch your back, while you're watching theirs," she says.

Off-track, Portland Rose Festival Association volunteers staff the information and merchandise booths. The Rose Festival uses hundreds of volunteers not only in June, but throughout the year.

"We're heavily volunteer-driven," says Jim Franzen, past president of the festival association. "Our volunteers are proud to make a contribution to the community."

For information on becoming a race worker, see [www.oregonscca.com](http://www.oregonscca.com) and [www.cascadescc.com](http://www.cascadescc.com).

*Something new at The Molson Indy Vancouver this year is FR2000. I found this information on their website.*

From <http://www.formularenaultna.com/>

### **What is Formula Renault?**

This one-make category gives teams and drivers equal performance, high safety standards, and reduced costs. Extremely innovative, Formula Renault cars incorporate technology and know-how previously exclusive to Formula one. The series also offers unrivalled value in terms of investment for performance.

The chassis—with its elegant carbon and aluminium honeycomb construction, striking aerodynamic efficiency, raised nose, and protective cockpit—has the look of a scaled-down Formula one car; and its light weight makes it particularly nimble on the track.

Designed to be a useful learning tool for young drivers around the world, the car maintains driver safety as a priority. The monocoque, crash box, and roll hoop all meet the strict FIA safety standards applied to Formula Three.

The cars are powered by a 2.0-litre Renault Clio engine. This four-cylinder, 16-valve engine develops 180 BHP. Mated to a six speed, sequential gear box featuring a twin-plate hydraulic clutch, the engine's power is applied through a limited slip differential.

The cars are slowed by four large vented brake disks, each with four-piston callipers to ensure powerful and reliable braking. Drivers are able to adjust brake bias from the cockpit for additional control.

The suspension is designed for easy adjustments—to suit any race circuit—and is mounted to the chassis in a way that prevents it from perforating the monocoque in the event of an accident.

Formula Renault also includes a V6 class, with more powerful engines, more refined chassis aerodynamics, and paddle-shift transmissions. The V6 cars will debut in North America in late 2004 and a full V6 championship will be run in 2005.

### **Formula Renault Background**

Since its beginning in 1971, Formula Renault has established itself as a legendary series and vital stepping-stone for young drivers. The series has been a launch-pad for many great Formula one drivers past; current Formula one drivers Olivier Panis, Kimi Raikkonen, Felipe Massa, and Christian Klien all raced Formula Renault earlier in their careers.

Formula Renault continues to enjoy phenomenal success in Europe and throughout the world. This season, there are more than ten Formula Renault championships taking place. The popularity of the class for young racers is underlined by the fact the Formula Renault chassis is the world's best selling single-seat race car.

Regarded as the world's leading apprentice-driver level of single-seat racing, Formula Renault has established a reputation as a key stepping-stone on the way to the top of motorsport. Proof lies in the fact one third of the 2003 Formula one line-up was made up of drivers who had raced in Formula Renault earlier in their careers. Formula Renault's international prestige grows each year as additional national and regional championships are born. The 2004 North American Formula Renault Championship is a part of this great class of racing.

### **2004 FR2000 Canada Cup**

This series will encompass three Canadian rounds in the North American FR2000 series and provide a \$35,000 USD prize fund at high profile, well-attended events.

Schedule

July 9 - 11 Molson Indy Toronto with Champ Car  
July 23 - 25 Molson Indy Vancouver with Champ Car  
July 30 - 31 Le Grand Prix de Trois Rivieres with Trans Am

### **Canada Cup Prize Fund**

\$35,000 USD prize fund paid following the third race. Paid to the top five cumulative points total for the three races. Points are awarded to the Canada Cup registered drivers as per the FR2000 Championship scoring system (ie. Pole position and fastest lap will count). Trophies will be presented to the top three cumulative points winners after the third race

1st \$14,000	4th \$ 3,500
2nd \$ 9,000	5th \$ 2,000
3rd \$ 6,500	

# 2004 MOLSON INDY VANCOUVER - CONCORD PACIFIC PLACE PROGRAM OF EVENTS

(As at July 6, 2004)

## Friday, July 23, 2004

7:30 AM	Gates Open to Public
8:00 AM - 8:20 AM	CASCAR Practice
8:35 AM - 9:00 AM	FR2000 Practice
9:15 AM - 9:45 AM	Atlantic Practice
<b>10:00 AM - 11:30 AM</b>	<b>Champ Car World Series Practice</b>
11:45 AM - 12:15 PM	Pace Car On Track Activities
12:30 PM - 1:00 PM	CASCAR Qualifying
1:15 PM - 1:45 PM	Atlantic Qualifying
<b>2:00 PM - 3:00 PM</b>	<b>Champ Car World Series Qualifying</b>
3:15 PM - 3:45 PM	Pace Car On Track Activities
4:00 PM - 4:30 PM	SCCBC Practice
4:45 PM - 5:15 PM	FR2000 Qualifying

## Saturday, July 24, 2004

7:30 AM	Gates Open to the Public
8:00 AM - 8:30 AM	CASCAR Warm Up
8:45 AM - 9:00 AM	FR2000 Warm Up
9:15 AM - 9:45 AM	Atlantic Practice
<b>10:00 AM - 11:15 AM</b>	<b>Champ Car World Series Practice</b>
<b>11:30 AM - 12:00 PM</b>	<b>FR2000 RACE</b>
12:15 PM - 12:45 PM	SCCBC Practice
1:00 PM - 1:30 PM	Pace Car On Track Activities
<b>1:45 PM - 2:45 PM</b>	<b>Champ Car World Series Qualifying</b>
3:00 PM - 3:30 PM	Atlantic Qualifying
3:45 PM - 4:15 PM	Pace Car On Track Activities
<b>4:30 PM - 5:45 PM</b>	<b>CASCAR RACE</b>
6:00 PM - 6:30 PM	SCCBC Qualifying

## Sunday, July 25, 2004

7:30 AM	Gates Open to Public
8:00 AM - 8:15 AM	Atlantic Warm Up
8:30 AM - 8:45 AM	SCCBC Warm Up
<b>9:00 AM - 9:30 AM</b>	<b>Champ Car World Series Warm Up</b>
9:45 AM - 10:15 AM	Pace Car On Track Activities
10:15 AM	Grid Atlantic
<b>10:30 AM - 11:30 AM</b>	<b>ATLANTIC RACE</b>
11:45 AM - 12:15 PM	Pace Car On Track Activities
12:15 PM	Grid Champ Car World Series
<b>1:00 PM</b>	<b>MOLSON INDY - CHAMP CAR WORLD SERIES RACE</b>
<b>3:30 PM - 4:30 PM</b>	<b>SCCBC RACE</b>

*(This schedule is from the molsonindy.com website and is subject to change)*

*Saw this on the SCCBC Forum, posted by Mark Rovner. I found it amusing, thought you might too.*

From: [http://forum.sccbc.net/YaBB.pl?board=general\\_topic;action=display;num=1087110383](http://forum.sccbc.net/YaBB.pl?board=general_topic;action=display;num=1087110383)

### **Racing for 10 cents on the dollar**

Had my first experience at the new circuit in Beijing yesterday. Thought you might see humor in some observations. Track rental is 100 rmb (\$18.50) per hour for members (membership \$90) or 200 rmb for non-members. This is for an exclusive rental, nobody else can rent at the same time, unless of course you want to share. The track is quite good, not up to F1 spec but loads of fun, a little on the tight side. No particular license is required and you can run literally anything. Membership includes use of a 20,000 plus sq ft club house with bar, use of covered garage space, at track storage, free access to all track events (including Asian festival of speed - very good racing) and they even have a drive in movie facility. While there, a nice gentleman offered to let me race a TOMS F3 car in the big race weekend in August. Asking price for everything (tires, crew, food, media) was around \$8,000cdn. This included 6 half hour practice sessions. A total of 4 1/2 hours of track time. Too bad anything lighter than my Camaro scares me....but maybe. Now it's back to the track for some more cheap entertainment.

### **Rodney Dangerfield on exercising**

Walking can add minutes to your life. This enables you at 85 years old to spend an additional 5 months in a nursing home at \$5000 per month.

My grandmother started walking five miles a day when she was 60. Now she's 97 years old and we don't know where the hell she is.

The only reason I would take up exercising is so that I could hear heavy breathing again.

I joined a health club last year, spent about 400 bucks. Haven't lost a pound. Apparently you have to go there.

I have to exercise early in the morning before my brain figures out what I'm doing.

I like long walks, especially when they are taken by people who annoy me.

I have flabby thighs, but fortunately my stomach covers them.

The advantage of exercising every day is that you die healthier.

If you are going to try cross-country skiing, start with a small country.

And last but not least:

I don't exercise because it makes the ice jump right out of my glass.

## CLUB MERCHANDISE

Pens on Neck string \$2.00

META Crests:

Black Border/Vancouver or

Black Border/Vancouver/25<sup>th</sup> Anniversary or

Red Border/Westwood \$3.00 each

META Decals Static for inside or

Stick-On for outside \$1.00 each

META Pins \$3.00 each

## Club Shirts

*White, short sleeve, 'Golf Shirts' with  
META logo embroidered on front.*

*\$26.00 each*

META Shirts with design by Krystyna Mitchell

100% Cotton--Long sleeve--All sizes

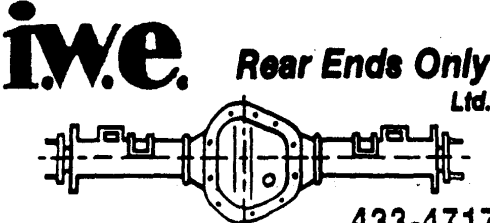
\$10.00 each

For all club merchandise contact:

Charmaine Meakings 604-460-9399

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No

Cost is \$20--Membership year ends Dec. 31--MAYDAY mailing list will be purged of non-members Mar. 31

Please indicate if you would like the META newsletter sent to you by E-Mail or send the editor an email at

[maydayeditor@hotmail.com](mailto:maydayeditor@hotmail.com)



From the "Coquitlam Now" newspaper, May 29, 2004

## **McIntosh treads quickly to take first in UK Renault race**

By Dan Olsen  
Sports Editor

Sean McIntosh's 19th birthday celebration on May 21 may have paled in comparison to the bash after recording his maiden UK Formula Renault win a day later.

The Coquitlam race car driver took round seven at Oulton Park last weekend, leading his British-based Team Firstair to its first victory of the season and becoming the first Canadian to take a UK Renault series event.

McIntosh qualified fourth and third for the two-race weekend, lapping the 2.23-mile course in 1:18.873 on Saturday morning and 1:19.47 in the afternoon, earning positions in the second row. That catapulted him to a quick start and better finish in the opening event.

"It was awesome", McIntosh told reporters after his seventh round win. "The team has worked really hard and the car was just amazing. I got a really good start and it was easy from there really.

"I just drove off in to the distance. I could see that they were getting further behind and in the end I just cruised it home."

Entering the first race after posting the fourth fastest qualifying time, McIntosh pushed the three front-runners quickly. With some advice from UK Formula 3 driver Nelson Piquet Jr. fresh in his mind, the Gleneagle grad got off to a great start.

He needed to take some evasive action to avoid a collision that took out several cars, but retained his spot for the re-start and moved around the outside to take the lead on the first corner. Once he had his front status solidified, he never looked back..

McIntosh completed the race slightly more than four seconds faster than Mike Conway, his nearest rival.

The victory was a break-through of sorts for the calm Canadian.

"It felt so awesome to cross the line first and to see how excited all of the Firstair guys were. I don't think anybody actually expected us to win this year but we all knew we had the potential and everything just clicked to make it happen," McIntosh posted on his website.

"In doing so I have become the first ever Graduate Cup (Rookie of the Year) contender to win a race and the first-ever Canadian to win a race in the UK Formula Renault championship."

He set seven fastest lap times over the course of the shortened 10-lap race, and held a four second lead by the time he crossed the checker flag. McIntosh also posted a new lap Formula Renault record at Oulton Park.

In his second race, he was roaring along in fourth place on lap three when he was T-boned by a rival and knocked out of the race.

A tip from Piquet provided an edge in establishing his position early, McIntosh said.

"Since Nelson had given me some advice on warming up my rear tires during the green flag lap I think that really helped with the start. I just didn't rev it too much and got a great launch."

Going into the weekend McIntosh was leading the championship's Graduate Cup standings by a solid margin, an award that goes to a 19 or younger racer making his seasonal debut on the series. He increased his margin to 51 points.

The result also boosted his standing from 14th overall to 10th place, with 12 races still to come. The next event is this weekend in Thruxton.

## **Injuries put lives into reverse**

Crashes hobble drivers with pain that won't stop

INDIANAPOLIS — Alex Zanardi used to steer clear of parking spots reserved for the handicapped. He wouldn't even walk through those spaces, never wanting to believe he might actually need one.

A racing superstition that became a tragic premonition.

"I was always afraid of that," Zanardi said from his home in Monte Carlo, where he begins the day by attaching prosthetics to what remain of his legs. Zanardi is an extreme example — he lost both legs in a 2001 crash in Germany — but he's hardly the only racer hobbling through life with aches and pains that will never go away. Just look around Indianapolis Motor Speedway.

There's Rick Mears, barely able to lift his feet off the ground as he shuffles through Gasoline Alley.

There's Davey Hamilton, teetering on crutches after undergoing surgery for the 21st time in the past three years.

There's Pancho Carter, who staggers around like "a peg-leg pirate" — his words — because of a right ankle that doesn't work anymore.

Kenny Brack's limping seven months after a crash that nearly killed him.

There's Sam Schmidt, paralyzed from the neck down, moving through the paddock in a wheelchair.

"Obviously, you don't want something like this to happen," Brack said, hopping on a bike to avoid a painful walk from the garage to his camper. "But you've got to move on."

These guys paid a high price for the sport they love, sacrificing their bodies in the pursuit of speed. They can't make it through the day without hurting — a brusque reminder that things will never be the same.

"No pain, no gain," Hamilton said, managing a chuckle. "I'm not going to lie. I have my days. But I'm determined not to show it. I figure the less I complain, the better off I'm going to be."

Hamilton was injured in a 2001 crash at Texas Motor Speedway, where the front end of his car sheered off at 200 mph. His lower legs were left exposed.

His feet were so mangled that the first doctors to see Hamilton figured amputation was the only option. But surgeons took drastic steps to put things back together. Muscles were removed from Hamilton's lower back to rebuild his feet. Bones were removed from his hip to repair his knees. Skin grafts were needed.

"They took a lot of my good parts," Hamilton said, "to fix the bad ones."

Three weeks ago, he underwent another operation that left him on crutches. It hasn't quelled his desire to get back behind the wheel of the real thing. He still wants to race.

"That was my life," Hamilton said. "I breathed it. I lived it. I ate it. I'd be lost without it. I don't think I would have recovered like I did, or been as positive as I've made it, without knowing there was a chance to get back in a race car."

Mears, who won the Indy 500 a record four times, is still hindered by debilitating injuries from a crash two decades ago.

While thankful that doctors saved his feet, his life was changed forever.

"I can't walk barefooted," he said. "That's probably the one thing I miss the most — walking on a freshly-mowed lawn."

Mears did his best to stay away from painkillers, not wanting to get addicted, but wound up relying on alcohol. In 2002, he twice checked himself into rehab. About the same time, his second marriage broke up.

"The pain wasn't all of it, but it sure didn't help," Mears said. "You've got to learn to deal with it and go on down the road."

Carter was hurt while testing at Phoenix in 1977. The wreck damaged nerves in his back, leaving him with limited use of his right leg. New medicines have eased the pain, but nothing will eliminate it.

"A little too much race-car rheumatism," he joked.

The costs from a crash can be enormous. The Indy Racing League provides medical insurance to drivers up to \$1 million in some cases — and many augment their coverage. Still, some drivers can be left financially strapped, especially if they are injured before they start making the big money.

Zanardi won a couple of CART championships and earned a big-money contract in Formula One before his wreck. He's just glad it didn't occur a decade earlier, when he was struggling to make his mark.

"I think I had about \$12,000 in the bank," Zanardi said. "I know for some guys it's been really tough. When you're young, not only do you not have any money, you don't think something can happen to you."

While Zanardi doesn't have any financial worries, the day-to-day struggle of life is another story. Since the limbs help cool the body, he always feels like he's standing outside on a scorching summer day. "I'm like an engine without a radiator," he said.