



# 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.

Jul 16	META Meeting – Zosiak's House	7:30	Surrey, BC
Jul 19&20	Race 5 – CARTBC	CKC	Chilliwack, BC
Jul 26&27	Molson Indy Vancouver	CART	Vancouver, BC
Aug 2&3	Road America	CART	Elkhart Lake, Wis
Aug 2&3	ICSCC Race # 6 – PIR	CSCC	Portland, Or
Aug 2&3	ASN Regional Race	BCKCA	Quesnel, BC
Aug 8	Driver Training – PIR	TC	Portland, Or
Aug 9&10	NWR-SCCA &Vintage	SOVREN	Bremerton, Wa
Aug 9&10	Mid-Ohio Sports Car Course	CART	Lexington, Ohio
Aug 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Aug 16&17	CACC Race # 2 – MRP	SCCBC	Mission, BC
Aug 16&17	ICSCC Race # 7 – PR	IRDC	Seattle, Wa
Aug 23&24	Winston West – PR	NASCAR	Seattle, WA
Aug 23&24	Circuit Gilles Villeneuve	CART	Montreal, PQ
Aug 23&24	Club Race 7 – CARTBC	WKA	Chilliwack, BC
Aug 28	META Meeting – Century House	7:30	New West, BC
Aug 29-31	ICSCC Race # 8 & 9 – Thunderhill	TC	Thunderhill, Ca
Aug 29&30	Race 6 – CARTBC	CKC	Chilliwack, BC
Aug 30&31	Streets of Denver	CART	Denver, Col
Sep 6&7	CACC Race # 3 – MRP	SCCBC	Mission, BC
Sep 6&7	ASN Regional Race – CARTBC	BCKCA	Chilliwack
Sep 10	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Sep 12-14	All Pro Weekend – PR	SCCA	Seattle, WA
Sep 13	Ice Race BBQ	WCIRABC	TBA

## **Summer META Meetings**

Please take note of the changes to the  
META Meetings for July and August.

The July meeting will be at

*Bernice and Mike Zosiak's house*

On

*Wednesday July 16*

Meeting will begin at 7:30.

Address: 6811 134<sup>th</sup> St, Surrey, BC

Phone: 604-591-7213 (Bring you own chair)

August Meeting will be back at the Century House but on  
Thursday August 28<sup>th</sup> instead of Wednesday as usual.

## **TURBO TALK**

Well, now that we have one of the bigger hurdles out of the way it is time to get back to having fun! It is a relief to know that our club and the executive, now has some protection, which we all hope never has to be called upon. Considering the ground we covered on Wednesday nite, the meeting still didn't run into the witching hour.

We just had our biggest weekend of the year. I am sure that all those that worked the weekend, were impressed by the size of the grids and the racing that took place. Not one ALERT!

The hospital bed race was an absolute panic (especially on my part). I wasn't sure if the people racing META's bed could hear me alternate between screaming (as we almost ran down the team pushing the SCCBC bed) and laughing hysterically as Brian Meakings tried to put our bed into a four wheel drift crossing the finish line. I have some cool pictures that I will bring to the meeting in July. (I hope SCCBC's payback next year will be gentle) Roger offered to top the donations up to \$200.00 to be given to the Mission Foundation.

The Executive would like some input from people for at least one fun thing to do per race weekend.

This can involve other people or just META.

I was standing in the paddocks on Sunday with Sandy and Thomas, and there was a driver there saying that one of the nice things about coming to Mission to race, was that META always had such fun. Well, we do and I truly hope that we continue to do so.

I unfortunately didn't make the camp out, but from what I hear it was a lot of fun and do I hear a rumor that there will be top ranked PGA players coming soon to a track near you?

In closing I would like to announce that Bruce and I have a new granddaughter - the first Canada Day Baby born in Abbotsford. Her name is Elizabeth Rose - she has a shocking head of black hair, and is absolutely perfect.

Her timing is perfect too as she waited for Nana to be done her race weekend.

(Another track brat in training).

See you all at the meeting and thanks for the fun time this weekend.

## **Turbo**

### **Swap and Shop**

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Please contact Frank @ 604 - 594 - 0896

### **IRDC Newsletter On-Line**

In case you haven't received your IRDC newsletter lately. We are now posting it on our website. Instead of mailing the newsletter off to Canadian workers the money saved will be put back into the worker fund. See us at [www.irdc-racing.com](http://www.irdc-racing.com)

Roxann

### **Soap Box Derby Rained Out**

The recently scheduled Mission Soapbox Derby was rained out and has been tentatively rescheduled for Sat., September 20. The only conflicts appear to be a Conference race in Portland and a SOVREN race in Seattle.

We will be advised if there are any changes.

Joe Proud

## MY RACE AS THE HAND

Pam and Lori were going to get some more experience in Race Control for Indy, so Joe and I would have two races off. Looking out at the new pace vehicle, I thought I should fit in that. Clearing the idea with Race Chair, we talked to Rod when he came in to get his radio. Settling in, Rod gave me instructions on what to do if we had to roll. As a favour to me he took off the headset so I could hear what was going on. One lap and stage, then pick up the field, leading them around. Lights out in 6 and accelerating to clear the course and take the ready position. Watching the cars scream into turn one from pit out is a real sight. A car went off mechanical at the exit of two, flat tow now. Pace car stand up and on with the glove, released by starter to pick up the leader. On our way around at speed the flags look really good, and the ride itself is neat. Situation cleaned up and lights out this time by 6, leave the field and resume the ready station. All too soon the race was over and victory laps taken. On the way to stage I was dropped off at 5 and Joe got in for his turn. It was interesting to be on the listening side while everything was going on. This is twice now that when Pam is on the mike, a situation has happened in turn 2. hmmm.

Vic

## DELAYED REPORTS

Thinking about the Pacific Forest Rally and writing a report reminded me I did not say anything about Knox. This year the city put concrete barriers along side parts of the road. They start at the exit of turn three, drivers right going around through turn 4. Starting again at the entry to 5 and continuing around, leaving room for the scenic parking space. Tires placed two deep in front of the turn 5 blocks. I was joined in 5 & 6 by Doug and Sherree Wall, and other ice racers and 510 club members. 5 was again an active corner with a rollover (driver ok) and contacts with the tire wall drivers right near the end of the wall without any blocks behind. All drivers ok and some bent cars. There was also a rollover in 6. Repairs made, the car ran again on Sunday. Going up from 8 to 9 there are bases for lamp standards drivers left, and more blocks 9 through finish. Weather this year was cool with hail Saturday am, and a stoppage for heavy rain and hail Sunday am. It was so cool that I said the ice racers brought their temperatures with them. Instead of providing lunches this year, the organizers offered \$20.00 per day to cover lunch and expenses. There were many more workers this year. The race entry was capped at 80, and competition was great. For some pictures go the Ice Racing page-latest news- Knox.

One month later and on the road again, to Merritt for the Pacific Forest Rally. This was the first national rally in BC in 20 years. On Friday I was radio op and road closure for the shakedown stage. Saturday I was the radio car shadowing Ambulance 2, moving to 3 different locations during the day. I am glad to report we were not called upon. The rally ended about 8:30-9:00 and back to the civic centre for dinner. Results, stories, pictures, and video are on:

Rallybc.com -PFR.

The Mission Soap Box Derby was rained out, and a date of September 20 was mentioned.

Vic

Tentative Schedule from MIV website at [www.molsonindy.com/vancouver/index.html](http://www.molsonindy.com/vancouver/index.html)

**MOLSON INDY VANCOUVER**  
**JULY 25, 26, 27, 2003**

**Friday, July 25, 2003**

7:30 AM	Gates Open to the Public
8:00 AM - 8:25 AM	SCCBC Practice
8:40 AM - 9:05 AM	CASCAR Practice
9:20 AM - 9:45 AM	Barber Dodge Practice
10:00 AM - 10:45 AM	CHAMP CAR PRACTICE
11:00 AM - 11:30 AM	Pace Car On Track Activities
11:45 AM - 12:30 PM	CHAMP CAR PRACTICE
12:45 PM - 1:15 PM	Fran-Am Practice
1:30 PM - 2:00 PM	Pace Car On Track Activities
<b>2:15 PM - 2:45 PM</b>	<b>Barber Dodge Qualifying</b>
<b>3:00 PM - 4:00 PM</b>	<b>CHAMP CAR QUALIFYING</b>
<b>4:15 PM - 4:45 PM</b>	<b>CASCAR Qualifying</b>
<b>5:00 PM - 5:30 PM</b>	<b>Fran-Am Qualifying</b>
5:45 PM - 6:15 PM	SCCBC Practice

**Saturday, July 26, 2003**

7:30 AM	Gates Open to the Public
8:00 AM - 8:15 AM	Fran-Am Warm Up
8:30 AM - 8:45 AM	CASCAR Warm Up
9:15 AM - 9:45 AM	Barber Dodge Practice
10:00 AM - 11:15 AM	CHAMP CAR PRACTICE
<b>11:30 AM - 12:00 PM</b>	<b>Fran-Am Race</b>
12:15 PM - 12:45 PM	Pace Car On Track Activities
<b>1:00 PM - 1:30 PM</b>	<b>Barber Dodge Qualifying</b>
<b>1:45 PM - 2:45 PM</b>	<b>CHAMP CAR QUALIFYING</b>
3:00 PM - 3:30 PM	Pace Car On Track Activities
<b>3:45 PM - 5:00 PM</b>	<b>CASCAR Super Series Race</b>
<b>5:15 PM - 6:00 PM</b>	<b>SCCBC Qualifying</b>

**Sunday, July 27, 2003**

7:30 AM	Gates Open to Public
8:30 AM - 8:45 AM	Barber Dodge Warm Up
9:00 AM - 9:30 AM	CHAMP CAR WARM UP
9:45 AM - 10:00 AM	SCCBC Warm Up
<b>10:15 AM - 11:00 AM</b>	<b>Barber Dodge Race</b>
11:15 AM - 12:15 AM	Pace Car On Track Activities
12:15 PM	GRID CHAMP CARS
<b>1:00 PM</b>	<b>START OF MOLSON INDY VANCOUVER</b>
<b>4:00 PM - 5:00 PM</b>	<b>SCCBC Race</b>

**Subject to change**

## **Stewards Report:**

Races #3 and #4 are now in the books. I can't tell you if the racing was good or not as Group 5 was the first out the gates and took the rest of the afternoon and evening to work through the stack of turn reports. I heard it was good racing though.

I am going to leave the standard Steward yellow flag, blah, blah, rant for another day. Hopefully it won't be needed. But...I would like to discuss the dreaded black flag. There are just too many of us that don't remember or fully understand the meanings and uses of the black flag. An open black flag with your number displayed does not mean apply FIA rules and complete your next three laps at speed and then report to the hot pits. A closed/furled black pointed at you does not require you stop mid race unless you just can't stop wondering what we do why you're out on the track. Read up on the flags, they are the best at speed communication we have from our friends in white.

Portland weather was terrific all weekend. Almost Thunderhill type weather. I actually got to enjoy watching a bit of action. Large amounts of grease sweep was used to clean up after the Club Fords, who seem to have taken on the responsibility to lubricate the asphalt during qualifying and the race. They had a little help from an RS car that installed a new block inspection port at the S/F line. Black flags were missed by a surprisingly large amount of Group 5 drivers during qualifying. Oh forgot, already been there.....

There have been a couple of incidents of overnight car tampering. One of them was loosened suspension bolts. This is a very serious situation and a very serious penalty would be handed out to anyone who is caught in this act.

The ROD fund is setting records with every event. Over \$1300 total was donated to the ROD from the drivers at Seattle and Portland. These donations have gone a long way to offsetting the travel and lodging costs of our turn marshals. It is money well spent and for a good cause. Keep it up.

Best Regards,  
Rick Delamare

### **Penalty Box:**

#### **Pacific Raceways**

Group 5 #148 Avoidable Contact; Responsibility in Overtaking  
\$100.00us fine, probation for next (2) competed

Group 5 #102 Avoidable Contact; Responsibility in Overtaking  
\$50.00us fine

Group 5 #38 Pass under steady yellow  
Loss of 1 race lap and \$50.00us fine.

Group 5 #142 Pass under steady yellow  
Loss of 1 race lap and \$50.00us fine.

Group 5 Car #65 protested by Car #28 for unsafe driving.

Stewards were unable to locate driver of car #65 within 60 minutes of race. Protest was upheld and fee returned. #65 penalized 1 race lap, probation for next competed race, and \$50.00us fine. (Currently under appeal)

#### **Portland**

Group 2 #60 Pass under steady double yellow  
Loss of 1 race lap and \$50.00us fine.

Group 5 #192 Pass under steady double yellow  
Loss of 1 race lap and \$50.00us fine.

Group 5 #192 Course Impound  
\$25.00us fine.

Group 5 #322 Avoidable contact  
\$50.00us fine.

Group 3 #93 Pass under steady yellow  
Loss of 1 race lap and \$50.00us fine.

Group 2 #64, #81, #99 protested #16's boost pressure and adjustability of boost pressure.  
Protest was well founded and protest was returned.  
#16 disqualified from race and \$100.00us fine.

From "The Province" newspaper July 10, 2003

## **Player's, which has sponsored drivers to 85 wins, must get out of racing**

By Gordon McIntyre  
Sports Reporter

Putting aside the issue of whether a lethal-yet-legal product should be banned from advertising, the end of an era will be announced in Toronto today.

Despite the best lobbying efforts of Imperial Tobacco, parent company of Player's, the cigarette maker was unable to sway Canada's lawmakers from an Oct. 1 ban on all forms of tobacco ads.

So any reference to Player's, after 43 years sponsoring car racing in Canada, will be gone.

"Emotionally, we'll miss Player's because of what they've done in developing drivers in Canada," Chris Pook, CART's president and CEO, told The Province. "On the factual side, tobacco companies are a deterrent to attracting new sponsors."

NASCAR's main series will no longer be known as the Winston Cup. Even Formula One teams are dropping cigarette sponsorships.

It's what will take their place that has people scratching their heads. Player's pumped tens of millions of dollars into racing in Canada which in turn helped develop such talents as Greg Moore, Jacques Villeneuve and Patrick Carpentier, while giving Paul Tracy his best chance at a championship this season. "Player's was extremely influential in where Jacques is today," David Empringham, a former Atlantics and Indy Lights champ for Player's, said Wednesday from his Toronto home. "And I guarantee you, if Player's was allowed a long-term outlook, Burnaby's Michael Valiante would be in a Champ Car right now."

Empringham was to join a Player's Racing who's-who this morning in Toronto, including Imperial president Bob Bexon and ex-Atlantic driver David Rutledge of West Vancouver, to announce Player's pull-out Oct. 1.

The final three races of the season will still have Player's funding, but every reference to its name or logo will have vanished, leaving behind only the team's blue-and-white livery and a stylized Maple Leaf on the nose.

"Canada's huge on the motor sport map," said Empringham, who coaches drivers. "But Canada will really struggle now to put drivers at the top."

--In 1961, Stirling Moss won The Player's 200, the first international car race held in Canada.

--The company moved into Can-Am in 1966, then sponsored the '67 Grand Prix at Mosport, Canada's first F-1 race.

--Player's introduced Formula Atlantics in '74 and sponsored rides for Gilles Villeneuve, Bill Brack and Bobby Rahal.

--In '94, Player's driver Jacques Villeneuve of Forsythe-Green Racing was CART's top rookie. He followed with the CART championship in '95, as well as, at 24, becoming the youngest Indy 500 winner in history.

--The company also created an Indy Lights team for Greg Moore that year, and the late Maple Ridge driver won 10 of 12 races to claim the championship.

--By 1996, Player's was supporting 10 drivers in various series, and three of them won championships: Empringham in Lights; Carpentier in Atlantics; and Jean-Francois Veilleux in F1600.

--Moore went on to become the youngest driver — at 22 years, one month and 10 days — to win a CART race, for Player's in '97. He died at 24 in the final race of 1999 at Fontana, Calif.

--Player's has sponsored drivers to 85 wins, while Tracy is leading the current CART championship standings.

gordmcintyre@png.canwest.com

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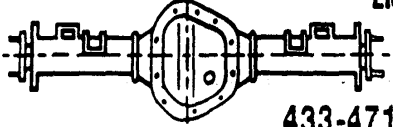
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Time to renew your membership in META. If you haven't already done so, send this form in to Thomas with \$20. If you have, then pass it along to someone new, we need to encourage as many new members as we can. Every little bit helps.

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## Membership

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

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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

Submitted By David Bell. Written by Ken Loerch

It was my first year back after being in Hawaii for 4 years (where I only worked 4 races; Dbl Nat at SIR, Reg/Enduro at Sears Point, Runoffs at Rd Atl, and Adelaide), way back in '90 or '91, so I started over on a Reg license. July (so, probably my 4th weekend) race at Indy Raceway Park, on Sunday. Trying to shake the cobwebs and hangover out of my head. Simone (who, at the time, was lead comm at the Runoffs) came down out of the tower to make a "guest appearance" as our comm at turn 1A (a flat out (if you have the b---s) right-hander at almost the end of the drag strip. John's been Captain on this turn for something, like, 20 years at this point (he's now Flag Chief at IRP). 1A's flags are DR, just upstream from an access road to the infield/oval. Turn 1 and 2 aren't manned (haven't been for several years).

Saturday had it's "normal" share of qualifying incidents. Doug and me are DL responding to a spun/stalled Ford, decide he's A) far enough off track, and B) in that "slice of the pie" between going straight off, and where they 'usually' end up, so we leave the car and start heading back with the driver. John sends us a "wrecker-now" from Able (IRP has two EV areas, Able and Baker; Able is just across the drag strip (DL on the road course)) to move the car; then chews us out after the session for leaving the car there. While we're explaining our logic for leaving it, an AS Mustang slides off in exactly the same spot and continues thru the grass for 100 yds or so, all the way to the property fence. John looks at us and says, "See? Told ya." Just to show that John knows this turn very well. He's walked drivers thru it to show them how to improve lap times; that sorta thing. But, I digress.

Sunday. Vees are 1st group (after 2 10-min warm-ups); it's a CenDiv National, so there's, like, 50 of 'em. I'm Blue, Stu's Yellow, John's Captain, Linda & Doug are Safety, Simone is comm. As usual, the Safety workers head up towards 1 for the first couple of laps, since, when it happens, that's usually where it happens. As is the way of my people (MiDiv), I cradle the bottle for the 1st lap. Bunch of spins off to DL first lap, starting with the 2nd car; no contact, everybody continues. 2nd lap is clean, but we notice the leader ('Buzz' Collins, #50 yellow, fresh from his win at the June Sprints) now has a HUGE lead, due to the spins from the lap before. So I put the bottle down next to my foot and pick up the Blue, as the safety workers start back from 1. I look at Stu, and say "J---- C-----, here's your leader already". I watch Buzz zip by all alone, and I start refocusing my attention up track.

Suddenly, Stu's eyes get real big and he starts waving the yellow. I glance behind me and see Buzz on the upswing of his 1st of 3 end-over-ends, which was preceded by 3-4 barrel rolls. I reach down, grab the bottle, and when I turn back and start heading for the car, he's now upside-down in the middle of the track, flames are coming out of the cockpit, and here come 49 Vees! 39 Blue (2nd place) locks 'em up and barely avoids him; cars are dodging everywhere, driving off in the grass, spinning to avoid, etc. In the meantime, I've made it to the edge of the track with the pin pulled on the bottle, listening to the driver scream "Help me, help me, Oh God....", while John has me by the back of the belt, keeping me from running out into traffic, the whole time looking upstream and telling me, "Not yet, not yet". Finally it was time. Cars were still coming thru, but...

Since the car's upside down, the only place I can get to the flames engulfing the driver is thru the cockpit (which, of course, we're trained not to do, since the driver is already breathing in superheated air, fumes, etc). I reach the nozzle underneath, as far back as I can, and squeeze off just enough powder to knock down the fire. John's able to reach in (from the other side), tilt the car up on the roll bar just enough, and drag the driver out (luckily, Buzz was conscious and able to get his belts undone while he was 'waiting' for us). Keep in mind, cars are still going by us. I'm still working on the fire in the car, but Able-Rescue is already there (they dispatched themselves when they saw it). Doug's behind me with the 2nd bottle, pointing and saying "Hit it there. And there". Once my bottle ran out, Doug moved in, then Able-Fire got there and hosed it down. Linda probably had it the worst; there was nothing left for her to do but watch (she'd worked a fatality at 6 the year before, so who know what was running thru her head). Ambulance crew is working on the driver; I help them with the backboard, and tell him he probably breathed in some powder (an understatement, since at that point he looked like he'd been eating a powdered doughnut). Driver had several burns (including 2nd/3rd degree on his cheeks from where either he lifted his face shield, or his face shield started to melt and lift itself), but no other injuries.

Workers at 5 said the cars were going by them shaking their heads, waving their arms, whatever. The red flag wasn't even out yet (y'know, I don't know if CenDiv used red flags or not; they do now, but that's a recent change. Back then they may have used Black All/Red at start), but the drivers had shut down the race themselves and just went in the pits. We had one FV driver who'd come out of the pits and just stopped when he saw what was happening; we turned him around and sent him in counter-race.



What had happened: he was all by himself, the rear end kicked out, he started to spin DL, and when he got at about 90 degrees to the track, he caught the lip of the access road. That started him off on his barrel-rolls, and as the ground tapered away on the back side of the road, he started the endo's. Physics being what they are, the endo's tossed the car back into the middle of the track. Somewhere thru the barrel-rolls, his gas cap popped off, and that, as they say, was all she wrote.

After we loaded up the driver for transport, swept up, and got ready for the restart, it was less than 15 mins down time. Race was restarted and finished without further incident. At the end, BIG waves from the drivers. The FV driver who'd turned around finished dead last. At the beginning of the cool off lap he stopped and pointed at John. When John went up to see what was happening, he just flipped up his visor, reached out, shook John's hand, and drove off.

At the end of the day, I loaded up and headed for home, after telling the story several times. The whole 4-hour trip back, I kept replaying the incident over and over in my head. When I was in Hawaii, I took this Sports Psychology class, and part of the class was how to "look from overhead" at what's happening. (You can laugh, but it took a second and a half off my autocross time.) After replaying it a while, I figured it took us between 26.5 and 27.5 seconds (this was a good class) to get to him, and there was no way we could've gotten there any sooner.

The week before, I'd worked with some Milw workers at Blackhawk who'd worked Scott Leibler's FA death at the Runoffs a couple of years ago. They spent a lot of time telling me about the dreams, obsessing about what they could've done different, etc.; about how all that's normal. By the time I got home, I'd gone over it enough times to convince myself that we'd done everything the best we could, and a driver was alive because of it. At this point, they hadn't released any info on the driver, but before we left the track, we heard they had him in an oxygen tent for observation for lung damage from the heat, fumes, powder, etc. Within the next couple of weeks, we'd heard that Buzz was out of the hospital and headed home the next day, and racing again in a few weeks. He wrote a letter to SportsCar thanking the workers for getting him out of a "possibly life-threatening" situation. So, everything was done. Closure complete, everything.

Six months later, the dreams were still waking me up. Vivid dreams, where you can hear the sounds, smell the smells, etc. (you wish your wet dreams were this vivid). I'd talked to people about the incident, kept working races, done all the things they say to do, but obviously something was still bothering me about it. Finally, I figured out (thru the dreams) what it was. When I was helping get the backboard off the ambulance, the fire guy who was working on putting the car out turned to one of the ambulance guys and said "Who the f--- sprayed all the powder in his face?", which would wake me up and trigger all this "Did I do the right thing?" and "I saved him from the fire, but how bad did I f--- up his lungs?" s--- in the back of my mind, and THAT's what was bugging me. So finally, one winter day, I called John (no preliminary discussion or anything, like it had just happened yesterday) in Indy and asked him "Did I put the bottle in the right place?" and he answered (like it had just happened yesterday) "You put the bottle the only place you could have". After that, I'd still have the dreams, but they wouldn't wake me up, and when the fire guy asked the question, "Who the f---...", I'd sleep thru to hear the ambulance guy respond, "Corner Worker. Only shot he had."

The mind is a f---d-up thing (I still remember rolling the pin from the bottle over against my palm). All of us reacted differently. Me, it sorta relaxed me. I pretty much took it as "I can handle whatever you throw at me". Stu took it almost directly opposite; he got much more intense, and a lot of times he'd yell at new people for not taking this seriously enough, because "you have no idea what can happen out here". Linda asked not to be assigned to 1A when John decided to assign us all there the next year. I don't think Simone's come out of the tower since then. They tried to start up some STAR Relief teams soon after this, but they've sorta gone away now ('cept for the Runoffs).

Oh, by the way, John went up to the tower to get the log from that session to show us, since we had the normal lead comm and backup lead comm actually talking to each other during an incident; figured it'd be a good example. Only thing written in the log was "flip at 1A".

There's been lots of other incidents (Vee's flying in the air like popcorn at the Runoffs, hearing Kelly say "Mother of God, he cleared the wall" at Topeka, cars on top of walls, thru signs, etc.), but that's been my biggest. I've heard stories from other places/other tracks/other times. Hopefully, this one stays my worst.

Loerch

## **DeVellis plays high-speed Hamlet in a tale of two points of view**

By Gordon Mcintyre  
Sports Reporter

In racing, a contract is sometimes honoured in the breach as much as the observance.

What Marc DeVellis has been through certainly wouldn't be out of place in a scene from Hamlet. Dropped from his Toyota Atlantic team after just two races this season, DeVellis isn't the first driver whose contract turned out to not be worth a hill of beans.

Just ask Alex Tagliani, who was fired by Player's even though he had a contract with the team.

Ganassi's Nicolas Minassian, Max Papis with Sigma Autosport, Alex Zanardi with Williams in Formula One — none of these drivers' contracts meant anything when they were cast adrift mid-season.

Yet DeVellis's swift journey from valley bottom to mountain peak to being plunged over a cliff comes close to taking the breath away.

DeVellis, 21, went from hauling his race car on the family trailer to flying aboard a private Cessna Citation jet between Vancouver and the Nevada headquarters of team Sierra Sierra — to his sudden unemployment.

The Burnaby native is back on his feet, working on another racing-related project (consultant for video-game titan Electronic Arts' next *Need For Speed* game).

And he thinks he can hitch another Atlantic ride.

But when word he was fired came out of the blue from team owner Dennis Kottke, a 64-year-old multi-millionaire with the patience of George Steinbrenner, DeVellis was stunned.

"The first day I was heartbroken," he said. "Sierra Sierra was like family. I lived with [the Kottkes], I travelled with them.

"I took their dog to the acupuncturist, I washed their car, I spent a week helping them move into their new house in Phoenix."

Kottke, who made his fortune in his late 50s, met DeVellis at a Formula Mazda race in 2001. When Kottke, who was breaking into racing with his new-found wealth, saw how well DeVellis raced with a ma-and-pa team, he took the teenager under his wing and fostered a family feeling.

The plan was to spend 2002 testing (racing in three events), win the Atlantic championship in 2003 then form a Champ Car next year

DeVellis was third in his first Atlantic race last summer, but didn't make the podium again in four races, two of them this season.

Over the winter, Kottke brought in the former Hylton team to run things and DeVellis was often the fastest driver in testing.

Just before this season began, Ryan Daiziel, a 21-year-old Scot who'd briefly raced for Hylton in '02, joined Sierra Sierra, bringing more than \$500,000 US with him. With Daiziel getting results — he's second in the points and won two of the last three races — Kottke fired DeVellis three races ago.

"I'm all about results," Kottke said Saturday at Portland. Firing DeVellis, he said, "was the saddest thing I've had to do. I go to bed every night with it on my mind. But I'm an old guy, I can't wait."

To DeVellis, the ex-Hylton people "corrupted" Sierra Sierra. David Empringham, an Indy Lights and Atlantic champ, is the team's driving coach.

"Marc had a tremendous opportunity from the get-go," he said. "But when it came to actual results, he wasn't cutting it."

Said Dalziel: "Sierra Sierra wanted to be 1-2 each race and it wasn't happening, so we're focusing one car on the championship." Kottke looked about as downcast as is possible for a hard-nosed American capitalist.

"Marc's a great kid, a good driver, and I've never seen anyone more committed," Kottke said. "I hope things work out for him."

Back in Vancouver, DeVellis promised things will.

"This sport weeds out the weak," DeVellis said. "Sierra Sierra did me a big favour."

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# UNOFFICIAL MINUTES OF META MEETING

## **25 JUNE 2003**

Meeting called to order at 7:41 pm, 28 members and 1 visitor present. Minutes from the May meeting read. Motion to adopt by Dave B. seconded by Bryan N.

Correspondence: May's Conference Newsletter. Variety club newsletter for June. Letter from the Entertainment Books notifying us of a phone # change and hope that we have a great summer. Notice of renewal for Century House for Sept. 2003 to Aug 2004.

May Day: Absent will need more articles.

Membership: 73 members and 8 honorary, for a total of 81

Treasurer: General \$3987.96, Equipment \$5687.13, Gaming \$2.41

Historian: Mayday's and Photo Albums present has received pictures of P.J. Party and Rally to add.

Training: No Report

Race Chair: Absent

Course Marshall: Please sign up for the upcoming race weekend. Met with Molson Indy to see if we can get more secure parking area. They understand where we are coming from. I will send a letter out to advise everybody not to leave things in their cars. See you on the weekend. Bring bug spray.

Chief of Emergency: No Report

Old Business: 3/4 of the trailer is washed the zipper is not finished the black paint was taken. Mike Z has an Indy shirt for Bryan N. Soap Box was rained out 5 META Members were there. Will move the date to 20 September 2003. Karen Clouston looked into insurance for the club. \$1100 to \$1500 a year for General Liability (\$1,000,000) \$1100 to \$1500 a year for Director and Officers Liability (1,000,000) if we can even get coverage because of the motor sport involvement. Ann Peters looked into Insurance on the computer and found Director and Officer for \$1,000,000 with a deductible of \$5,000 costing approx. \$1200 a year. Karen C. checked into the insurance policy with ASN/FIA and CACC and said that she could not find anything matching the coverage they offer for the price that they offer it for. Thank-you to Karen and Ann for looking into this subject.

Brian Meakings made a motion that META joins CACC for a term up to the expiration of current years policy. Don S. seconded. Motion was carried with one noted abstention by David Bell.

Recruiting Committee: Large discussion with RPM Magazine. The ad is going in August after the Indy, he is a very nice man.

Vice President: Portland was a great weekend.

New Business: Garbage cans being painted (Bryan N.) No extra tables yet and the stairs are not painted yet. Mike Z. the bedpan will be painted gold for the weekend. Doris would like to know what drinks you would prefer her to bring? Please sign the card for Paul Cook. Star FM donated 4 coffee cups (they will need a letter telling all about META)

Presidents Report: Andrew Clouston is the ROD Rep. for META, we will look forward to his reports. There will be a Big weekend coming up. Camping out weather permitting. We can park on either side of the Pit out as it is close to our Clubhouse. All rigs will have to be moved 1st thing in the morning. The Inaugural Presidential Cup will be only between META and SCCBC. Keith Wong got us a Hospital Bed and a Gurney and we can keep them if we want. Need someone to help load these race vehicles Friday at noon at Mission Hospital and unload at the track? Dave Nex is working and can't make it so my dad Dan will come and help out. Also need volunteers to sign up people for "team sponsorship". All sponsorship money will be donated to a Mission charity. The Race will start at start/finish through the chicane and turn 1 and end in front of the grandstands just past turn 2 flag station. The first leg will be the Executive, Mike will you get 4 Ecrew for the second leg?

Good and Welfare: Thomas if you wish to work the NASCAR race(SCCA) you can contact Mike Evans at mdel2@earthlink.net SCCA Portland will be having a 24 hour enduro Sept 11&12 2004. Krys started the Atlantic Race in Portland. Krys B'Day was 24 June.

Swap & Shop: Doris son has a Mazda he wants to sell.

50/50: Thomas won \$28

Meeting was adjourned at 9:17 p.m.

Next Meeting will be July 16th at Mike and Berni's house, bring your own chair. Meeting will start at 7:30 p.m.

## House for Sale

Conveniently located between various race tracks, and with an international airport nearby, this house has unique California charm and very motivated owners. Urgent sale required, no reasonable offer refused.

