



# ***On-Track***

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The Official Publication of BARC-OC

Summer 2010



The Ultimate  
Riding Experience.®



## **INSIDE:**

**Adventures in Charlotte with NASCAR**

**Watkins Glen with AIM Autosport**

**Canada Day Report**

**BARC History Project Continues**



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## ADS WANTED:

Membership does have its benefits.

All members are encouraged to send in a business card ad to On-Track to promote their business. This is included in your fees. JPEG or EPS are fine.

Contact Amy Harrison at:  
[Amy.Harrison25@gmail.com](mailto:Amy.Harrison25@gmail.com)



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## Calendar of Events for 2010

August 7/8	BARC	MIR
August 27/28/29	ALMS	MIR
September 4/5	BARC	MIR
September 18/19	BEMC	MIR
October 2/3	CASC	MIR

## Monthly Meetings

Meetings are held the first Tuesday of each new month at The Three Monkey's Pub in The Fourth Monkey room at 8PM sharp.

1585 Warden Avenue, just South of the 401.

Monthly meetings are a great opportunity for club members to socialize and review the events of the sport.

Typically a meeting consists of overviews of changes to racing rules, past and future racing events, social events, buy and sell, racing videos and any other current points of interest.

Guests are always welcome!

Come early for a great meal and socializing.

## BARC-OC

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# Canada Day Grand Prix: The Start of Something Great

## By: David Hilton

July 3rd marked the one day race weekend hosted by the British Automobile Racing Club. This day was special on two fronts. One, it had been a few decades that all the racing was on one day. Clubs used to run just one day affairs as the car counts did not warrant two days. As the fields grew so did the races so the clubs expanded to a second day. Now it is the norm and next year the Canada Day Grand Prix should return to its two days of racing and a week earlier.

And two, what really happened Saturday July 3rd showed what

technology can do for us. BARC has taken the lead and tweeted the unofficial live results for each race. For those not familiar with tweeting it is now part of the internet's social network called Twitter. Twitter allows you to send messages to your followers up to 140 characters. You don't have to follow the person or group tweeting but then you have to go to their site for updates. If you follow someone on Twitter you get updates directly your PC and or Mobile phone.

This system allows a person to see

the unofficial results from the paddock or anywhere around the world. BARC also tweeted "Call to the Mock Grids" all day long. During the races BARC kept you informed about who was leading the race and lead changes. BARC is committed to continue tweeting at future BARC race weekends and the cost to the competitors? Free! We can be found at [www.twitter.com/barc\\_oc](http://www.twitter.com/barc_oc) that's underscore not hyphen.

Thanks to Amy Harrison and her dedication to tweeting all day long. It was much appreciated.

## In Memoriam: Oliver Bodemann

### April 20, 1963 - May 3, 2010

On May 3rd of this year we lost a third member of Team Outer Limits Performance, Oliver Bodemann.

Oliver drove his F2000 for Outer Limits in the 90's and early 00's to great success and his giggle is something anyone who knew him will remember as lighting up the track.

He and John Di Benedetto both had their Looney Tunes mascots, John the Tasmanian Devil and Oliver his Marvin the Martian. When friend to the team, Jonathan De Haas had his accident,

the team stepped up and he became the Road Runner.

A new Marvin the Martian was brought to the track on July 3rd in tribute to him, and a small Marvin is now a permanent resident at the hairpin in Montreal.

Oliver was a multiple BARC award winner as well, notably winning the High Performance Tuning Trophy as well as the Gord Wakeling Award. These and more were proudly on display at the service.

He wasn't only accomplished on the track however, Oliver was a Chef, Pilot, Mechanic and Auto Body Man as well as an Auto Insurance Expert Appraiser.

There is a Facebook group dedicated to his memory and filled with pictures and a few notes of interest.

His name will be added to the Outer Limits Memorial Trophy so that the team may continue on.

We miss you Oliver!



*(L) Oliver far right with John Di Benedetto, Mario Urbano & Cosimo Leonardis in back & the McCleary girls in front with a friend from Germany.  
(R) Oliver & John present Patricia McCleary with her Sticky Tires award.*



# Adventures in Charlotte & Beyond

By: David Hilton

## Race Director is excited about being at the truck race



Two years ago Paul Einarson (BARC-OC Race Director), Keith Whorley (BARC-OC Treasurer) and I ventured to Charlotte North Carolina to attend the Coca Cola 600 and visit some race shops. We enjoyed it so much that we decided to go back for 2010 but this time take in the Camping World truck race, the All Star race stay the week and end up at the Coca Cola 600 on the following Sunday.

I had never seen a truck race live and neither had my two buddies so it was easy to convince them. I found the trucks to be very impressive. Racing was close with lots of beating and banging going on everywhere. When we got to Charlotte Motor Speedway for the race we were standing in the concession level when we bumped into Garry Shortt of Shortt's Motorsport Support. He and his daughter Lindsay had flown down for the weekend to take in the races. They had seats a few rows in front of us. For most of the fans the wrong driver won the race but I was impressed on how Kyle Busch drove. I more impressed with the bow from the side of his car at the start finish line. Good seats, good company (when awake) and cold beer. Can't

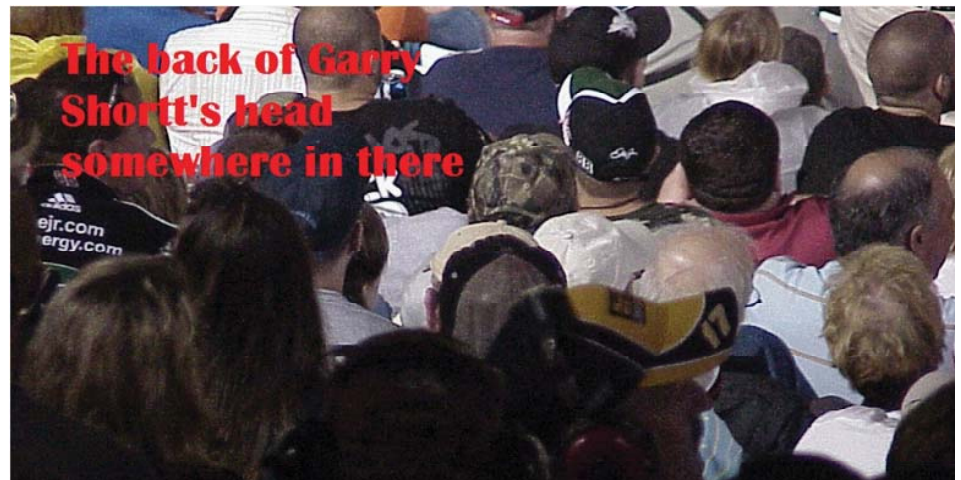
get better than that but it did. The race was only 3 hours late starting due to rain but it was an extremely good race. We left at 1:30am. No time restrictions I guess.

The next night was the NASCAR All Star race. Well talk about exciting. The first 50 laps 20 cars race for 2 spots. Only the winner of the heat race and second place move on. The next two sessions are for the most point boring. Just a little bit of racing but the final session of 10 laps is spectacular. After the third session there is a 10 minute hot dog break where the drivers get

out of their cars in pit lane and take a break. Now I know why. You see, the final 10 laps the winner get one million dollars. It's all out mayhem.

When the green flag flew they were crashing everywhere, sliding through the infield and rubbing the outer walls. Finally the tenth lap came around and Kurt Busch in the Blue Deuce took the win. There wasn't one car that didn't have damage. We were all cheering loudly especially the group behind us. As most races you meet your neighbours early before the beer kicks in. Behind us were some good people. It will be mentioned in another article about Dave, George, Rachael, Karen and Donna. Most from "Back East" or "Up North", lets just say New England type folks. George is now transplanted to the Charlotte area but hasn't developed a drawl yet. That's right, he speaks english. We had attended the temporary Camping World store near the track daily due to Paul and I was amazed at how many people do not announce. I couldn't understand most of them. I would go batty down there. Waiting for the All-Star Race. George is behind Keith. Look at George's cap and Crusher's cap.

Sunday to Wednesday there wasn't any racing so we played tourist. I





won't bore anyone with the details but it was fun. Even the trip to Childress Vineyards was interesting. Paul and Keith got into wine tasting and as I don't drink, became the designated driver. When after all the wine had been poured, I poured Paul and Keith

when you have champions you have to watch who's watching. The thrift shop/museum is something to see and a must for anyone. What impressed me the most were the trophies. Some were as tall as Keith. Some were very plain and others were elaborate. It all

down low to the track. You can taste the speed down there. Incredible! We were just at the start of turn 1. Incredible, the speeds. I didn't think I would enjoy qualifying but it was spectacular. Friday night was the World of Outlaws at the dirt track but I didn't head over was a little under the weather. I dropped Paul and Keith at the gate and went back to the RV. Our neighbour Hugh from Watkins Glen had provided us with a satellite feed. I put the TV on and Hugh had it on Speed. I watched as the WoO was postponed due to rain. I guess no rain tires but it allowed me to go the next night and see the race in the dirt.



End of Part 1



into our rental and proceeded back to the RV. I was around to smell some of what they were drinking. Boy did it smell ``weird``. I have to mention our trip to Hendrick Motorsports Shop. Unfortunate touring the place I started to crash from too much insulin. The receptionist saw what was happening and asked if I wanted a chocolate bar and a Pepsi. I blurted yes. She retrieved them which I consumed and felt much better in minutes. Her name is Erin and saved my life. Too bad I didn't pass out and she had to give me mouth to mouth. With my luck Keith would have volunteered. Anyway I am still here today and thankful that Erin was there as she has a diabetic Father and knew what to do.

depended upon the track and sponsor. Thursday night was pole night. Keith and I went as Paul had to do more shopping at Camping World. We sat

Hendrick shops are sterile. Not a nut or bolt out of place. You can get close the 5 and 88 but there was a little garage doorway for the 24 and 48 as everything is secretive. I guess



# Wayne Has AIM

## By: Wayne Wannamaker

This report is from Wayne Wannamaker as he spent 7 gruelling days with the AIM Race team and loved every minute of it.

### Day 1 & 2

Its 6 am Monday morning and I'm up and ready to go. It will be a busy day of practice, qualifying and race, all in one day. Yesterday was setup day at Lime Rock. We started unloading the car and equipment at 1:30pm. By the time our paddock and pit lane was set up it was after 7. We had to have everything ready so we could show up this morning and be ready to go. Next report will be tonight after our victory celebrations.

### Day 3

So we got the first race in. We had trouble in qualifying. Burt Frisselle put the car in the tire wall and did a lot of damage to the front end. The guys were able to put it back together just in time for the race. It was a real scramble. We did end up starting 5th. The race went well. At the half way point we were leading. Unfortunately an ill timed green flag pit stop put us back and we weren't able to get the positions back. We finished the race where we started 5th. My job for the day was the refuelling fireman during setup and practice (as shown in the picture). During the race I helped the rear tire changer by handing the tire over the wall to him and assisting in any other ways needed. It's been a great 3 days so far. The team are a great bunch of guys to work with. Tomorrow we are going to assess what repairs needed to be done to the car and then we pack up and head to Watkins Glen International Raceway for our next race.

### Day 4

We spent the morning at the track assessing the damage to the car from Monday's race and making a repair schedule. I helped pack up the equipment and pack it away in the truck. We left the track just before noon and just before it started rain. We had a 5 hour drive to the Watkins Glen track. On the way we took a detour to try and find the new race track Monticello Motor Club. We found it and were able to get in a get a tour from the club president. It's primarily a membership track and some pro team testing. What a beautiful facility. The next 4 days are going to be long days. We have a lot of repairs to do to the car after the big crash in Monday's qualifying session. Practise and qualifying for Saturday's 6 hour race starts on Friday. The Aim

guys are a great bunch of guys to work with and I've having a great time.

### Day 5

So today started at Watkins Glen International Raceway at 8:30am. We unloaded the truck and setup our paddock and then the work started. I spent the day working with our car chief Jeff Pomfret repairing the damaged bodywork from the qualifying crash at Lime Rock. The bodywork is all carbon fibre and involved making patches for missing pieces. The rest of the crew were busy with the mechanical work on the car. They changed the oil, clutch, gears and complete exhaust system. Our day at the track ended at 6:30pm and starts tomorrow morning at 6:30am. The car has to be completed and ready for tech inspection tomorrow.





## Day 6

It was just another day at the office. The day was spent by the crew putting the car back together and setting it up for the 6 hour race on Saturday. I spent the first part of the day setting up our pit box, getting the canopy setup, the air bottles in place and setting up the engineers "war wagon" and tool box. The rest of the day was spent doing the final assembly of the body pieces that had been repaired yesterday. Tomorrow we finally put the car on the track with practice and qualifying.

So day 6 is complete.

We were at the track by 7am and didn't get back to the hotel till 10pm. We had 3 practice sessions and a 15 min qualifying session today. My job today was cleaning the car after each session and I was suited up as the refuelling fireman. I manned the fire bottle for each time that the car was filled with fuel or when we had to pump fuel out of the car. The car was fast right from the start and only required some minor adjustments. Qualifying went well, at one point we

had the pole. We ended up qualifying P3. We have some minor adjustments to make to the car tomorrow and then we'll be ready for the 6 hr race.

## Day 7

Saturday, race day started early, 6am. We had a final practice in the morning and then we had to setup our pit area for the race. The crew made the final adjustments to the car and double checked all bolts, hoses, etc. We rolled the car down to pit lane just in time for the fan walk. This is a really cool thing that Grand Am does for the fans. They open pit lane up to the fans just prior to the green flag for them to walk among the cars and talk to the drivers and crew. The green flag flew at 2pm and the racing began. It was a rather uneventful race. Our car remained in the top three all day. We made our first pit stop and driver change and it went really well. Just under 30 seconds for 4 tires, fuel and driver change. My job was to hand the tire to the rear tire changer at the right time and in the right spot. Then I had to take tire pressures from the tires had just came off the car, record them,

give them to the engineer and then strip the tires and take them to the Pirelli truck for new rubber. I would repeat this job a number of times throughout the race. My other job during the race was to take the fuel cart to Sunoco to be topped up. The car ran really well and the drivers drove well but we just didn't have enough for the Ganassi car that was running up front. The guys pushed hard all day and were rewarded with a 4th place finish, just a half second behind 3rd. After the race we had to dismantle our pit setup and haul in back to the transport truck to be loaded. It was almost midnight when we finished making for an 18 hour day that seemed to fly by. We were up at 5 am to head for home.

All in all it was an awesome experience and the AIM crew are a great bunch of guys to work with. It looks like I get to do it all over again in 2 weeks when the team heads to Mid Ohio to race there.



***BARC would like to thank Attrell Hyundai for their support at our Canada Day Event at Mosport on July 3rd supplying the Pace Car and Lunch Delivery Van. Thank you again Attrell Hyundai!***



# BARC History Courtesy Ken Graham

**All BARC/BEMC Crew Team up for 1400 Mile Event 40 years ago.**



On hand to wish champion racing driver Stirling Moss best wishes on his participation in the Economy Run are Narufumi Yano, President of Canadian Motor Industries, and Hector Dupuis, National Sales Operations Manager. His participation in this event marked the first time that Stirling Moss has entered a driving competition since his near fatal crash at Goodwood, England, eight years ago.



Sitting on the hood of Team Toyota car number 54 are navigator Ray Floyd and driver Paul MacLennan. With them is the Toyota Service Crew; (l to r) Paul Clarke, Carl Simmonds, Tom Dorey, Peter Abbotson, and Ken Graham (kneeling). Graham, Service Manager for Wietzes Toyota, supervised preparation of the three Team Toyota entries and directed operation of the mobile service crew, which followed the Corollas along the 1,400 mile route in a fully equipped Land Cruiser Wagon.

## Corolla Cops BP Economy Run with Highest M.P.G.

A 1971 Toyota Corolla driven by leading Canadian rally driver Paul MacLennan and flawlessly navigated by Ray Floyd achieved the highest overall actual gas mileage in the 1970 BP Economy Run, Friday, October 2, to Sunday, October 4.

The Corolla, car number 44 in the 100 car field of entries, recorded 59.43 miles to the gallon over the 1,400 mile route through Ontario and Quebec. The event was sponsored by BP and was organized and co-ordinated by the British Empire Motor Club of Toronto.

Driving car number 27 for Team Toyota was champion racing driver Stirling Moss of Britain. Navigating for Moss was Brent Davies of Cherrywood, Ontario. The third car in Toyota's three car team was driven by Bob Attrell, District Service Manager with CMI's Central Zone, and navigated by Terry Carroll.

The cars were prepared at Wietzes Toyota dealership in North Toronto, where Eppie Wietzes, Canadian National Driving Champion, and Ken Graham, Wietzes' Service Manager, personally supervised preparation.

Wietzes also provided a Land Cruiser Station Wagon as a service vehicle and, equipped with enough parts, equipment and tools to virtually rebuild a rally car, the Land Cruiser followed the Team



Toyota's car number 44 recorded the highest overall actual gas mileage, 59.43 miles to the gallon, over this 1,400 mile rally route which started and finished in Toronto. During the run which covered every conceivable type of road condition, not one of the three Team Toyota entries required any assistance or repairs.

Toyota entries throughout the grueling rally course.

The Team Toyota support group consisted of Ken Graham, Carl Simmonds, Tom Dorey, Paul Clarke and Doug Hammond. It is interesting that in the over 30 hours of driving over the rally route which featured every conceivable type of road condition, not one of the three

Toyota Corollas required any repairs or assistance.

Rally cars began leaving Toronto Friday evening at 8:00 p.m. Driving all night, their route took them North to Orillia, Northeast to Pembroke, Southeast to Montreal and Northwest to Ottawa.

Arriving in Ottawa Saturday afternoon, the rally cars were impounded and the driving crews had an opportunity to get 10 hours rest. In the small hours of Sunday morning, cars began departing for Kingston and from there, West to Peterborough and Toronto.

As the returning cars arrived at the finish line they were fueled and weighed to determine their performance in the Economy Run. British Empire Motor Club officials worked all night to complete the final results.

Canadian Motor Industries would like to congratulate all those who participated in the event as members of the Team Toyota driving and service crews. Congratulations are also extended to BP and BEMC for staging an interesting and well operated event which we believe will be remembered as one of the most important motor sport events in Canada during 1970, especially since it is now known as the longest run of its kind anywhere in the world.

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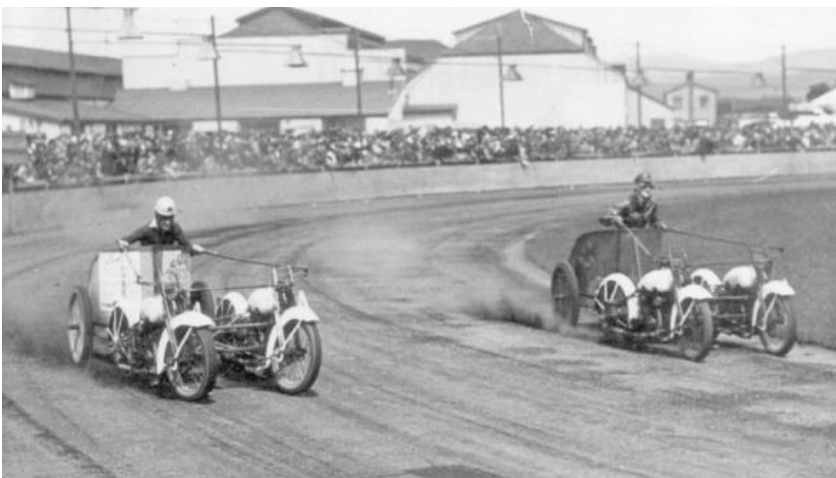
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**ABOVE: Advertisement from Brian Stewart Racing. Courtesy Ken Graham**



**Ken Graham's First race at the Hamburg N.Y. Fairgrounds 19??**





# Ken at the Glen

I got the opportunity to drive the Pace Car at Watkins Glen for the Legends of Motorsport event, June 10-13 from Colin King, past BARC member and Tech Director For The Legends of Motorsport.

The Glen supplied two identical Camry cars, one red and other blue. Paul Coveart made the trip with me so I let him choose the colour as he was my chef and passenger for the weekend!!

Both these cars were very well equipped.....19 in. wheels, huge brakes, lowered TRD suspension, full roll cage, 4-point seat belts.. fire suppression system.It was fast..(can't say how fast here) and handled very well.

It was like a few other Pace Cars I've had in the past, when it came time to pull into the pits I felt like staying out and Racing!!

I have never had a Pace Car before that came with instructions!!

Instruction 1. To disconnect the traction control follow these instructions

The Camry "Pedal Dance"

To place TRAC & VSC in the OFF mode \*\*\*Use parking brake and brake pedal

1] ALL steps ( 4 to 9 ) MUST be completed WITHIN 30 seconds of starting the engine

2] Turn main power switch ON

3] Start engine

4] Set parking brake ( parking brake light on )

5] Press and release service brake pedal 2 times

\*\*\* Next steps MUST be completed WITHIN 15 seconds

6] Release parking brake – Then depress service brake pedal and HOLD

7] Press and release parking brake pedal 2 times

8] Set parking brake ( parking brake



light on )

9] Press and release service brake pedal 2 times

10] Slip indicator and VSC lights should be on.

To reset system turn ignition switch off and turn main power switch off. When vehicle is restarted the system will be reset.

Can you imagine going through this "Pedal Dance" every time Race Control called "Pace Car stand up" !! Needless to say...the engine ran all day!!

The only reason I believe the above instructions were necessary was that the master power switch was required for the complicated wiring for front and rear strobe lights and roof lights... The roof lights were bolted on!! Fancy lights overrule polluting !!

Instruction 2

Max. Pace Car speeds. Straight forward and a good idea. I didn't see any radar devices on course nor did I get a speeding ticket.!

This was a Quality event in every way. Quality Cars and very well organized. Thanks to Colin King, Dan Schmutte, Bobby Rahal and staff. We had a fabulous five days at the track.



TOP: Ken with the Pace Car at the Glen

ABOVE: Ken celebrates the 4th of July.

Images Courtesy Ken Graham



# Just Another BARC Hat

## By: David Hilton

I wrote an article for On-Track a few years ago after someone complained they had received a hat as a prize at the Indy. Well I am at fault here this past May. I had a BARC hat given to me for attending a BARC race weekend which was one of many. My wife Bev had found in on the floorboards of my truck and offered to wash it as it was a bit grungy and I could take it with me on my trip. BARC's Race Director Paul, Treasurer Keith and I had planned to go to Charlotte for the truck race, All-Star race and stay for the World of Outlaws, Nationwide race and the Coca Cola 600 the following weekend. I let Bev wash it not telling her I was taking my Sprint Cup hat and would probably get a new hat down there.

I took it with us and leaving the RV I grabbed the BARC hat to go and scout around the vendors and then attend the Sprint Cup All-Star race. I complained to Keith and Paul why is it everytime we have a race event we give out hats. They told me to stop whining and wear the damn thing and be thankful. As usual we started chatting with our neighbours around us once we got to our seats. The people behind us were originally from the North East but a couple were now living in Charlotte. It seems everyone you meet in the States is from somewhere else. We got to talking with Dave, George, Rachael, Karen and Donna. Donna is Dave's wife; George and Karen are an item, I think. I don't know about Rachael. So as the evening wore on George wanted me to trade hats with him. Well he was wearing a nice looking Nationwide hat and I had on my one of many BARC hats.

I have to mention here that I had been wearing it most of the day and let's say it was a little wet. So, at first I did not want to trade as it was a little worn in that day. George would hear nothing

of it, he wanted the hat. So I gave him the BARC hat but told him to keep his and wear my hat after it's washed. A little while later George leans to me and says I really want to have my hat. So I agreed and put it on. It was a dry hat. Dave then leaned to me and said you know George drives truck for Penske. I thought he meant he drove a rental from Penske which I have driven also. Not thinking we are in race country. The All-Star race continued on and then George says to me, take off the hat and look at the back. So I take it off and on the back is "Talladega 2010

wanted me to have the hat! It sits on top of my TV never to be worn again. It is truly my prized possession.

That's not all. Later in the week I purchase a pit walk-through and opening ceremonies pass for the Coca Cola 600 which also allowed me to get into the Nationwide paddock the day before. So with camera in hand I made my way to the infield. You know sometimes you're sceptic what people tell you; maybe I was verifying this George and I really wanted to say thanks again anyways. I was at the #22 garage but the door was closed. It



**ABOVE: George & Karen. See Page 5 for Crusher's Hat.**

Victory Lane" George then tells

me that is the hat that was worn when Brad Keselowski #22 won at Talladega in his Nationwide race. I was floored. I wanted to give it back but George would hear nothing to do with that. He

was right next to Kyle Busch's garage. I saw a crew member at the war wagon just outside the garage and asked him where the hauler was as it was next to the #18 hauler. He replied oh George was late so we are at the end of the line. I smiled a bit.

I followed the line of haulers and got to the #22 Discount Tire hauler and sure



enough there was George standing there talking with Karen. I stood away for a bit as I didn't want to interfere with their lunch. Karen spotted me first and George turned and came over to greet me. He asked where the hat was and I said it will never be worn again, it's going on my mantle. He laughed and went away and came back two minutes later with a #22 Discount Tire hat with Penske on the back. Now I have two hats that I will never wear again and I have a new friend, George and hope to hook up with him in Montreal at the end of August. Anyone have an extra pass?

*A side note to all this is the All-Star race is spectacular. The first 50 laps only the two top drivers get in. The next two sessions are a bit snoozy but after the hot dog break the last 10 laps are incredible. As the green flag is dropped 20 cars racing for one million dollars. They were wreckin' coming out of turn 4 for the green flag. You hold your breath for 10 laps.*

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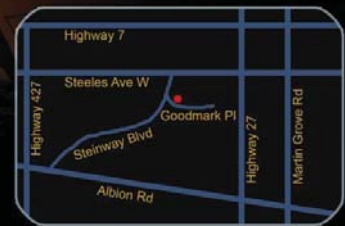
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Package price: \$35,000

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2001 Fleetwood Terry EX325, 33ft 5th-wheel, 3 slides, rear living, free-standing dinette, sleeps 4. Oak kitchen cupboards, 2-door fridge, 3-burner







*Above Pictures from The Canada Day Grand Prix of Mosport  
Courtesy Amy Harrison*

## The Pits Have Gone 'Ducky'



**TOP** Crusher and his Ducks. **L2R:** Crusher, Dean, Linda, Christina, Nan & Mike  
**INSET** Following David through the pits.

The BARC-OC held a Pit Official training session on July 3rd for the Canada Day Grand Prix. Five students attended and under the tutelage of Crusher managed to pass their test. If anyone else is interested in Pit Official training contact Crusher and he will set you up.