

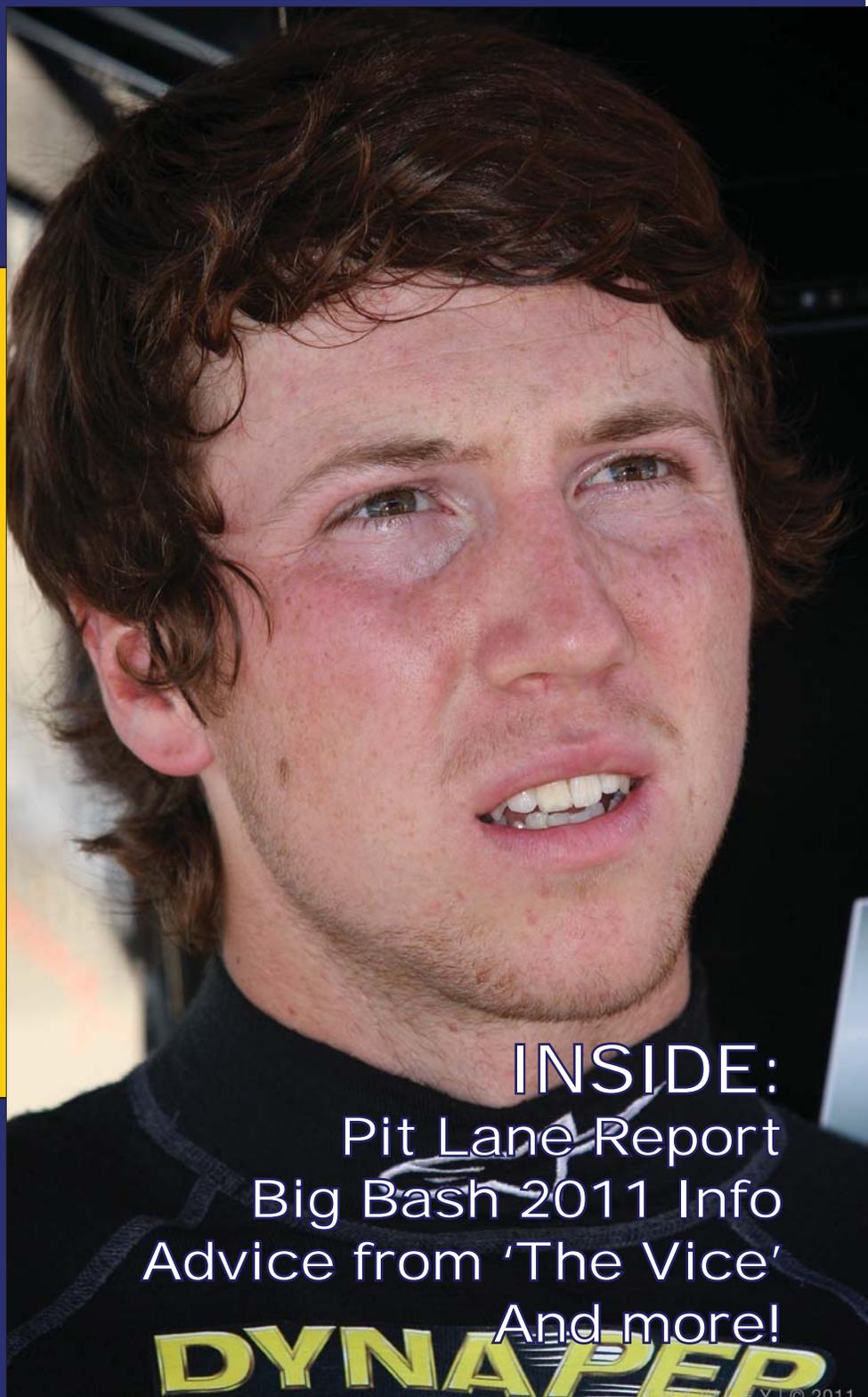
On-Track

Fall 2011

The Official Publication of BARC-OC

www.BARC-OC.com

Congratulations
to Kyle Marcelli,
2nd in LMPC &
Michelin Driver
of the Year &
Robert Wickens,
Formula Renault
3.5 Champion!



INSIDE:
Pit Lane Report
Big Bash 2011 Info
Advice from 'The Vice'
And more!

DYNAPER

INSIDE

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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**

REMINDER:

On-Track is now
FULLY DIGITAL!

Please email
Membership Secretary
Pat McDiarmid to
ensure your correct email
address is on file.
Track1Mom@yahoo.ca

Printed copies will be
available at the Monthly
Meetings.

MONTHLY MEETINGS

Meetings are held the first
Tuesday of each new month
and are a great opportunity for
club members to socialize and
review the events of the sport.

***Our new meeting location is
at the Lone Star, 930 Dixon
Road between the 427 and
Carlingview.***

The service is great, no
hassle with separate bills and
the food is wonderful. We
brought out some memorabilia
from past INDYs to show those
that attended our July meeting.

Please try to attend our next
meeting on August 2 at the
Lone Star

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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From the 'Pres'

As BARC's 2011 racing year comes to a close I would like to express my thanks to all who have volunteered, driven or come out to support our club in any way.

Without all of you BARC would not be what it is today. I'd also like to say to all those wives, husbands and children we appreciate your patience with us.....



taken care of by Sherry Jones. Our Ice Race weekend went off with out any trouble thanks to Wayne Wannamaker. Purchases of our trophies and generating strong ideas for the club have been taken care of by Bryan Rashleigh. And of course you have all seen the amazing minutes that our secretary Nan Einarson has done. And of course our Treasurer Keith Whorley has kept us all on a

budget and even learned to say no to me. these are only a few of the things your board has done this year, but they have pulled together as a team and kept the club on top of everyone's list.

With the coming new race year BARC will be looking to cover our regional races once again and of course the Honda Indy Toronto. We are always looking for volun-

teers in any area, I encourage you as members to come out and participate in our activities.

Our November meeting is again our election night and I encourage all of you to come out and vote for your board members.

Wishing you all a very Merry Christmas and Great New Year.

Mike McDiarmid
President

In 2011 we ran four regional races under the guidance of Paul Einerson our Race Director. We once again participated in the Honda Indy Toronto with the strong commitment of Greg Adamkowski and Scott Ellsworth. Our membership at 208 members strong as of the end of September has been kept diligently by Pat McDiarmid, social activities like our BARC Big Christmas Bash coming on November 19 has been expertly

Membership Report



Wow BARC has had a great year we have now (as of the end of September) 208 members. With new members to our club totalling 47 we have done well.

Once again I'd like to pass on to

those new members an warm welcome and hope that you will join one of many volunteer groups at the track.

A reminder that our November 1st, meeting is our Annual GM meeting to elect new board members.

This year we are looking for 2 Directors, Vice President and Treasurer. If you or you know of someone who would like to run for any of these positions please contact our secretary Nan

Einarson at neinarson@cogeo.ca.

I would like to take this opportunity to wish you all a Merry Christmas and All the Best for the New Year to you and your families.

Pat McDiarmid
Membership

The Race Director's Take

IT HAS BEEN A BUSY REGION RACING YEAR

I want to thank all volunteers that turned out to any or all of the BARC events this year. BARC organized half of the Region races in Ontario this year and at least some of our BARC staff worked at each of the remaining four races. Added to this is BARC involvement in Pro races at Mosport, the Honda Toronto Indy and support of various other club lapping days and events. Without your support, Region racing would not exist in Ontario.

The BARC Board is considering ways to thank the volunteers that ramped up their involvement to create a very busy but successful season as a thank you for a great effort.

More about that later.

I have heard from many of our members that continuing the level of involvement this year in future is not sustainable. We do not want to burn out our volunteers with too much work. We are therefore looking at two BARC Region race weekends in 2012.

The 2012 schedule is in limbo at the moment (Newsletter deadline) due to the new ownership of Canadian Motorsport Ventures INC (Mosport). They will not be in a position to release 2012 Regional Race dates until well into October. BARC's position is that we want to throttle back to two events, both at Mosport, around our traditional August and September dates. Competitors have told us that one day events are not preferred and we are willing to give up the Cana-

da Day weekend so our volunteers can have a long weekend for other activities. We are also looking at the possibility of moving back one weekend from Labour Day in 2012 if it becomes available, to free up another long weekend for competitors and volunteers. You can expect a 2012 season consisting of 7 rather than 8 race weekends. The motorsport Club of Ottawa wants to run an event at Calobogie again in 2012 and they have unfortunately picked a date which conflicts with the BARC Labour Day event, so we will see how this falls out.

CASC volunteer awards to recognize the contributions of volunteers in 2011 have just been delivered. Due to the late arrival we will try to distribute the gifts at the BARC Big Bash and again at our Ice Racing weekend, and we will catch the stragglers in the spring.

The volunteer gifts that BARC provides at each race event, the reinstatement of event Dash Plaques, and providing towels and water at the podium ceremonies have been very well received by volunteers and competitors alike, and set BARC apart from other clubs as a result. Long days at the track have been an issue and have resulted in a steep decline of MMS workers (marshals) at BARC events. The Ontario Race Organizers Group, which I Chair, are looking at various options for 2012 to reduce end of day times for volunteers.

In response to volunteer complaints about the food provided at Mosport, I arranged to improve the quality and nature of the food provided for both the lunches and the dinners and we are looking at further improvements in 2012.

Thank you again for your support of an exceptional season and as a reward for me, the BARC Board has agreed to double my volunteer salary!!!

Paul Einarson
Race Director & More

Advice from 'The Vice'

To all the BARC region racers out there:

As you all well know, sponsors are very hard to get these days. Now that the season is over, it might be a good idea for all of us to contact your own individual sponsors who help you with even the most trivial things with your race cars and also, pick up the phone and call our region sponsors such as Toronto Tirecraft, CSC Racing Products, Specialty Lubricants (Motul), Paragon Competition, PRN, Toyo Tire, BF Goodrich/ Braiden Tire etc and tell them a big THANK YOU for their participation and help with you individually and also with region racing and encourage them to come back next year.

Also, for those attending the BARC and CASC banquets, if you see any of the volunteers, give them a big thanks for all they do to enable us to race our cars.

I appreciate all that the above do for myself, my family and the sport.

Bryan Rashleigh
BARC-OC Vice President & Racer

From the Grids

This has had to have been the busiest year ever for the BARC Grid Team. We worked a lot of race weekends this year with our club taking on the extra event and all were highly successful. What an amazing bunch of people they are to come out weekend after weekend and never seem to tire of the job. We do have fun on the Grids, and the response we get from drivers is fantastic.

I'd like to thank the following members for all their hard work and dedication that goes into making our Team the Best there is:

Angela Ward, Moe Aye, Sherry

Jones, Darlene Henderson, Vic Henderson Jr., Vic Henderson Sr. and John Nelson - these 7 individual have always been there whenever I need them.

But I would also like to say thank you to those who can't come every weekend I can't express how much I appreciate you giving of your time to come and play with us:

Meaghan Schaus, John Hanson, (when I can drag John out of his #30 GT Car) Phil Bigoni and Brian Megson - yup I really steal these two from TRS, Andrea Maidens and daughter Ashley and Amanda

Michelle, Tom Joyce and Joyce Wells (when I can get them away from the Marshals), Bre Owen Carrie Mugford Colin King - heck I even get stewards from time to time, thanks Dave Brown

All in all they are a great bunch to work with, I can't believe how lucky I am to have found you all and that you all love what you do at the track... Thank You, Thank You, Thank You.

**Pat McDiarmid - aka Track Mom
Grid Chief**

Caption This.....

Taking a page from our UK counterparts, the following photo was submitted by Bill and Mary Lobban for your caption conjuring pleasure.

Please email Amy at:
Amy. Harrison25@gmail.com with 'Caption This' as the subject and the best responses will be published in the next issue!

Suggestions include:
'I'll take a double-double' &
'Race? There's a race going on?'



Welcome to Pit Lane

The day starts at least 45 minutes before the first cars go out onto the track. The first order of business is to set up the equipment needed to manage operations in Pit Lane. The Pit Officials work as a team to ensure everything is ready prior to the beginning of the race day.

At "pit in" officials set up the horn and as required orange cones which identify the start of Pit Lane. The horn sounds when the eye beams are broken to indicate when a car is entering into pit lane. The radios and headsets are picked up and radio checks performed with Race Control to ensure they are functioning properly. Two stationary radar units have to be set up and tests performed to ensure they are operating properly. One is located at Pit In and the other at Pit Out. There is also a portable radar gun that needs to be set up and checked and is primarily used in mid pits. Fire extinguishers need to be properly located and checked to ensure they are fully charged and brooms and cement put in place to be used to clean up fluid spills. There are orange cones strategically placed in pit lane to prevent cars from parking in front of the timing beam. Step ladders are placed at the pit wall, one near pit in and the other at the start finish line to facilitate going over the wall when required during red flag and re-start situations. Stop signs are placed at both pit in and pit out to be used to stop cars as required. Flags are also located at Pit Out to be used to alert drivers in Pit Lane of situations which may exist on track or at Pit Out. Pit Lane Officials will also check Pit Lane for any debris or obstacles and perform clean up or removal as needed.

At some point within the pre race preparations Pit Lane Officials must also put on safety clothing and equipment. Safety apparel starts with Proban treated coveralls, safety helmet, fire retardant gloves, leather shoes and a yellow vest for visibility. The equipment includes a whistle, pen, pad, watch and a radio with headset. It is also recommended that Pit Officials use sun screen, have sun glasses available and of course rain gear. Now that all the pre race work has been completed what are the roles and responsibilities of a Pit Lane Official. It is important to understand first that all Pit Lane Officials have taken and passed training courses as well as received practical experience as prerequisites to becoming a Pit Lane "A" or "B" licensed official. The course curriculum and licensing criteria is currently being reviewed to ensure consistency at CASC sanctioned races.

Basically Pit Lane Officials are responsible to ensure that pit procedures as laid down in the regulations are adhered to and are the Judge of Fact in respect of Pit Lane violations. Pit Officials also interact with drivers and crews to ensure their safety, to communicate effectively as required and to provide support wherever possible. Pit Lane Officials follow instructions as communicated from Race Control and communicate issues, concerns and report infractions to Race Control. Pit Lane is a lot of real estate to be responsible for especially during 3 hour endurance races when refueling is involved. Pit Lane Officials work in the hottest spot next to the track in terms of race car activity. Safety is key in this environment so the Pit Lane

Officials have to be consistently monitoring situations to avoid potential mishaps or injury. Radars are used to check for any speeding violations, cars are observed to identify any irregularities such as fluid spills, body integrity, driver nets/safety apparel, proper use of mechanical equipment and of course looking for and extinguishing any fires. In addition to monitoring cars and drivers Pit Officials have to also monitor race crew activity and their movement within Pit Lane. They have to be checked to ensure they are authorized to be in Pit Lane i.e. wearing wrist ban- signed waiver, wearing proper clothing, no food, drinks, smoking, cameras and meet minimum age requirements. Pit Lane Officials also work closely with the Pit Lane Scrutineer and of course Race Control reporting any observations, violations, and issues and responding to any instructions issued by Race Control. Communication between all parties is performed in a professional manner and Pit Lane Officials provide wherever possible help and assistance as needed.

At the end of the race day all equipment must be collected, dismantled, boxed and returned so that it is available for the next day or for another race weekend. It is a long day but rewarding especially when everything goes well. Pit Lane is always looking for willing volunteers so if you are interested please let us know.

Keith Whorley
Treasurer

Kyle Marcelli Petit Le Mans Updates

*Courtesy Kyle Marcelli
Marcelli Earns Pole Position And
Runner Up Finish At
Petit Le Mans*

(Braselton, Georgia) October 3rd 2011 – Canadian Race Driver Kyle Marcelli has sure added a few stamps into his passport over the last several weeks as not only has he been participating for Intersport Racing in the American Le Mans Series but also co-driving alongside Miami's Chapman Ducote in the last two rounds of the Intercontinental Le Mans Cup. Most recently with the 2011 American Le Mans Series championship coming to a close it was Kyle Marcelli who qualified on pole position, set fast lap of the race and went on to finish second in LMPC at the 14th annual Petit Le Mans.

It was a race week that started out like all others, however would soon took a turn for the worst as co-driver of the #89 LMPC David Ducote was air lifted to the Gainesville Hospital after a crash in Saturday morning practice. As the car was virtually destroyed, many were unsure of David's condition. Yet, hoping for the best, the Intersport Racing crew worked hard over the next three hours to prepare the back up #37 chassis for qualifying. After tightening the final bolt just moments before the green flag for prototype qualifying, young Kyle Marcelli was strapped in behind the wheel. Miraculously, Marcelli wowed fans and series officials as with just moments to go he laid down a blistering lap of 1:14. 848 which secured him the LMPC pole position by .7 tenths of a second.

Following post-qualifying interviews, Marcelli was off to the hotel

for an early night as Saturday meant game day, a ten-hour race testing both man and machine. As Marcelli arrived to the track early Saturday morning, the team informed him of the news. They had been moved to the back of the grid due to some unfortunate protests against his qualifying efforts. As it turned out, switching to the back-up #37 tub was not an issue providing you still use the major components from the #89 and although we passed post-qualifying technical inspection with flying colours, many were questioning Marcelli's incredible performance in qualifying. Some thought that maybe the wrong restrictor was in the car. However, this information proved to be completely false. The Intersport Racing crew has made sure to utilize the proper size restrictor and had certainly been reviewed during post qualifying inspection. Nevertheless, rules are rules and that meant Marcelli had his work cut out at the start of the race.

"I was certainly very happy with my performance in qualifying but especially pleased with the crew's performance to prepare the back-up car in less than three hours. That was simply amazing. It's a shame our efforts were taken away, nevertheless we and I'm sure many others recognized what we did." Said Kyle Marcelli

The 14th annual Petit Le Mans was one for the ages. However, for Kyle Marcelli and Intersport Racing it was nowhere close to a walk in the park. After starting from the back of the grid, Marcelli showed his true talents as he stormed to the front and took the LMPC lead in only his first stint. Following Marcelli's double stint to start the

race, he then handed the wheel off to Miami's Chapman Ducote for a single stint. Chapman was still a little shaken up from his brother's incident; nevertheless he showed he was willing and able to get the job done. Marcelli was soon thereafter back in the car for another double stint, maintaining the LMPC lead it was about hour five when a scheduled stop for fuel and tires got Hollywood's Tomy Drissi into the car. Tomy did his job exactly, running a double stint and kept the car just where Marcelli left it, at the front. With the sun beginning to set and just about two hours remaining, Intersport Racing had their "stig" Kyle Marcelli back in the car to chase for the win. Marcelli had retaken the lead and held a comfortable gap over second place Ryan Lewis of England, however with instructions from the engineers to slow the pace to conserve fuel Marcelli's gap would soon vanish. As it turned out, both Marcelli and Lewis would need to pit in the final stages of the race for a quick splash and go. It would be a dogfight to the end. By this time it was completely black outside, yet the intensity was through the roof as drivers and teams pushed to the limits. Following completion of the splash and go, Marcelli had about a seven second lead with only ten minutes remaining. Unfortunately, it was one lap later that a full-course caution appeared for an incident in turn three. The race would end up going green with three laps remaining. As Marcelli was third in line on the restart, he had two LMP2's behind him then the LMPC of Ryan Lewis. After holding them off for the first lap, the LMP2's would soon find a way by Marcelli into turn six. This gave Lewis a good run as he was able to draft

by Marcelli with only one lap to go. With the crowd on their toes, Lewis drove defensive and Marcelli tried to make the car stick on the outside of turn ten. However, it wasn't meant to be as the two crossed the finish nosed to tail separated by only 0.172.

“To lose a ten-hour race in the second last lap was so disheartening. The team and myself worked so hard all race long and it was in the palm of our hands. Yet, the caution with only three laps remaining was like leading the Indy 500 on a green, white checkered. Nevertheless, I'm happy for what we accomplished this weekend. Setting the pole position in qualifying, leading a good part of the race and setting the fastest race lap. I think our efforts were noticed and at the end of the day we did our best.” Said

Kyle Marcelli

For Marcelli its time to take the racing helmet off and put the business hat on. The next several weeks will consist on hard work behind the scenes to make 2012 another banner year for the 21- year old.

Kyle would personally like to thank his corporate partners: Lafarge (Turbo Plus), DynaPep Energy (7/11), Barrie Trim & Mouldings, Simcoe Building Centre, Thermo Seal Insulation Systems, Braille Battery, Merchant Services Ltd, Sailun Tire, Spherion Staffing Solutions, 104.1 The Dock, Leaf Racewear and Intersport Racing.

***For more information visit:
www.KyleMarcelli.com
Photo Courtesy Kyle Marcelli***

IMPORTANT UPCOMING DATES:

**November 12, 9 AM
Region Race Workshop
Sheraton Parkway Hotel**

**November 12
CASC Awards Banquet
Sheraton Parkway Hotel**





BARC BIG CHRISTMAS BASH

Please join us on Saturday November 19, 2011

Delta Toronto East
2035 Kennedy Road,
Toronto, Ontario
M1T 3G2

Cocktails: 6:00 pm Dinner: 7:00pm
Dancing till 1:00am

Appetizers

Cream of Five Mushroom Soup
or
Traditional Caesar Salad

Dinner

Roasted Ontario Turkey with
Traditional Sage and Apple Dressing
Medley of Winter Vegetables
Mashed Potatoes
Dessert
Coffee

Door Prizes

3 Special Raffles
\$50.00
\$100.00
\$250.00

Tickets \$25.00 per person

Please contact: Sherry Jones at: dream_28_63@hotmail.com
or send cheque made payable to:

Sherry Jones
65 Lety Avenue,
Brampton, Ontario
L6Y 4T1

For Room Reservations at a special rate \$109.00 (\$25 each extra person) please call the
Delta Toronto East before October 19, 2011 at 416 299-1500