



BRITISH AUTOMOBILE RACING CLUB – ONTARIO CHAPTER

Newsletter

April 2016 - Edition

Welcome to the second edition of the 2016 BARC Newsletter. I have been overwhelmed with the articles that members have sent in, I can't thank you all enough and keep them coming. I have received reports from Old members, new members, Ice Racers and they are all very exciting..... so read on.....

First up a very important message from our acting Race Director for 2016 – Paul Einarson

RACING IN ONTARIO

Most clubs organizing racing in Ontario had a disastrous 2015 financially and BARC is no exception and perhaps hit the worst . The reason was lack of competitors . It costs over a \$50 k investment to host a race a CTMP and a huge amount of work and training so that the opportunity for competitors to come and play safely exists.

We have now competition for your racing dollars but most of those are compromised in some way - taking place on weekdays, having a lower standard of driver training, or by being held at lesser venues."

BARC has had to drop to one race this year as a result of finances and wishes to go back to two and have CASC include all three Ontario road racing tracks in our package .To do so requires your support and influence on those that have laid off racing to keep this sport active.

More than half our competitors only do one race a year. Try for two especially with the incentive of attending the first race of the year gets you \$100 off on either the second or third race .We need your support

We have cut expenses to the bone ,Often 120 people that volunteer give their time and commitment to let you play without any pay so it is time you step up and encourage anyone in your influence sphere to participate more so that your club and others survive so we all can enjoy this sport.

Attendance at a typical SCCA event like Pittsburgh runs close to \$800 Canadian dollars so our package is more than competitive and now that Sprint and Challenge rules have been equalized you can run a second closed wheel session for a second entry price to double your track time

Come out to help the sport we all love

barcracedirector@gmail .com



Congratulations to Scott Ellsworth, long time BARC member. Scott has been past president of both BARC-OC and CASC . Scott has worked both as a Stewart , Clerk of the Course and Timing and Scoring (at our ice races). Currently he is working along side Paul Einarson as Race Director for the club. He is also been the instrumental person involving BARC-OC in the Honda Indy Toronto forever. As a club member he is always the go to guy for answers on anything racing. Scott is also the developer of BARC-OC's new web site. We cannot thank him enough for all he does for and on behalf of the club. At the April General Members Meeting Scott was presented with a Life Membership in appreciation for all he does.



Congratulations to Amy McLeary. Amy was the recipient at BARC's April Meeting of a plaque for all her hard work with BARC's Newsletter.



Ice Racing 2016

The 2016 season despite the crazy weather did get all 6 weekends in, with use of the first rain date. Temperatures were all over the place with the PMSC Feb6/7 weekend above zero and slush conditions starting to the following weekend of Feb 13/14 for DAC with temperatures of minus 31 degC. The BEMC Feb 20/21 was cancelled due to mild conditions so that the BARC weekend of Feb 27/28 turned out to be round #5.

Not many BARC drivers competed in the street stud divisions. Nuno Dejesus ran class SS1 RWD and had 4 fifth place finishes. Frank Neilson ran Sunday only and had 2 fourth place finishes in SS2 FWD.

The majority of the BARC drivers ran in rubber-to-ice classes. Saturdays first points race saw 3 BARC members have to bury their cars in the bank when #84 Victor DelCol spun out, with Carol Lane not able to avoid him and hit his right front wheel, while father Steve Robson and Bryan Rashleigh following right behind had to bank it to avoid more collisions. Once Victor got moving, Carol backed up, hit Steve's car which freed him up and once he got moving Bryan was able to back up and get free. They ended up the last 3 cars in the race. Phil Wang had a couple of 3rds and 2 DNF's. Brian Neilson ran Sunday only and had a 2nd and a 1st. Brother Eric had a 7th and a 4th. Father Frank had a 15th and a 7th. Another BARC member Doug Walker had 2 14th place finishes. In class 12 2nd driver FWD, Brandon Rashleigh scored 2 first and 2 second place finishes while Graham Lane scored a 5th, 2 6th's and a 7th place finish, while Doug Walker had a 9th and 10th place finish.

At season end the highest placing street driver was Nuno Dejesus finishing 10th overall and 4th in class. In rubber to ice, Bryan Rashleigh finished 10th overall and 5th in class, Phil Wang 12th overall and 6th in class, Brian Neilson 14th overall and 8th in class, Steve Robson 15th overall and 9th in class, Carol Lane 16th overall and 10th in class. In second driver rubber to ice, Graham Lane finished 6th overall and 5th in class, Ken Shaw 1st overall and 8th in class, and Brandon Rashleigh 13th overall and 9th in class.

Congratulations to all the BARC competitors and a special thanks the BARC Ice Race Director Wayne Wanamaker and to all the BARC volunteers who came out to work the event and make it such a success

Cheers to all!

Bryan Rashleigh.





From the “Frozen” office of our Ice Race Director = Wayne Wannamaker

To add to Bryan’s report our BARC Ice Prix was success in that we didn’t lose money and we had a lot of fun. Registration was down this year but was consistent with the other weekends. We had a total of 137 entries for Saturday and Sunday which is down 20 entries from last year. This year was the first year of a new fee structure negotiated with the Minden Kinsmen. The fees paid to the Kinsmen were based on a percentage of the total fees collected from the drivers. The reasoning behind this was that the Kinsmen would equally share the risk of a low driver turnout but would also benefit from an increased turnout. As a result we had our best dollar return from out weekend in a long time. A profit of over \$800.00!!

Thank you to all the volunteers that came out to help. We had a number of new volunteers helping this year and everything ran smoothly. At our worker dinner on Saturday night I handed out the traditional worker trophies.

Female Slip& Slide- Yvonne Marshal- she had her first ride in an ice racer and slipped and slid around the track and into the bank.

Male Slip & Slide- Bryan Rashleigh- he did a lot of slippin’ and sliddin’ but didn’t seem to gain any positions.

Best Imitation Penguin Male- David Bayley- with is white beard he reminded me of a penguin

Best Imitation Penguin Female- Christy Darby- She was all bundled up for working on the grids all weekend in a white snowsuit

Best Headdress- Andrew Majik- nothing needs to be said about this one. I’m going to have this trophy made with Andrew’s name on it permanently.

Best Imitation of a Mountain Goat- Wayne Wanamaker- because no one climbed more snow banks than I did all weekend!!

At the driver’s meeting on Sunday morning, our own member Jonathan Rashleigh was elected as the new CASC Ice Race Director. We wish Jonathan the best of luck with his new position and are confident that he will do an excellent job.

Already looking forward to next year’s BARC Ice Prix.

Thanks Bill Lobban for these little TidBits:

THE CAPRICIOUS MOTOR CAR

This is the title of a collection of useful tips and hints written by the Honourable C. S. Rolls included in a publication called "Motor Car Lover's Companion" which somehow found its way on to my bookshelf. I particularly enjoyed the "Concluding Advice and Remarks" which I'd like to share.

If your motor works well, leave it alone, although it may never seem fast enough. Many troubles arise from interference and undue curiosity.

Remember that petrol is a highly volatile and inflammable liquid; its vapour is equally dangerous.

Make sure that all petrol connections and unions are taut.

If you have a flare-up, immediately close the supply cocks or let off the pressure, take off the bonnet to save the paint, and smother the flames, or let them burn out. Water should only be thrown to save woodwork.

Don't pour petrol near a naked light; it is prudent to extinguish the burners when filling the tanks of the car.

Don't spill the petrol over your clothes and then strike a match to light your pipe.

Don't go out even for a short run without complete equipment of tools, spare parts, petrol and repair outfit or you may be back late.

Don't let a willing ostler fill up your petrol tank with water.

Don't leave the water in your car on a frosty night, except with 20 per cent of glycerin in it.

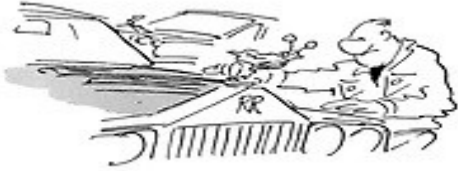
Don't start away with your brake hard on and wonder why the motor is not pulling.

Don't pedal your tricycle for half an hour before remembering the plug, unless the doctor recommends it.

Don't let the starting handle fly off and hit you on the chin.

Don't trouble to turn on the petrol tap if there is none in the tank.

Given that Rolls died in 1910, some of his advice is less than



relevant today, but there are a few comments we'd do well to bear in mind.



Welcome back to an old member:

Happy to be back!

By Russ Bond

I've re-joined BARC. I've been gone a while as business interests didn't leave much time to go club racing – and I didn't have a car. Now, I have both. So, I have re-joined and hope to participate in as many races as possible this year in the kartSTART Presented by Toyota sponsored Toyota Camry Pro Challenge car. We actually got the car last year and we use it as a show car on our kartSTART Nationwide Tour at several stops. We also use it to raise awareness of our program that is now in its sixth year. And as it runs....why not race it? So I did last year.

Now there were a few technical issues to get it through technical inspection, and the short list of must do's (tow hooks) have been done so it should be all good to go this year. In addition, we found out the engine was basically done, so it has been refreshed while we wait on the arrival of our 2015 Yamaha R1 power plant that should arrive sometime this year. As presentation is a big part of our kartSTART program, we decided to update the light kit but we ran into a bit of a funny problem. We wanted the Sprint Cup light kit, but they aren't available simply because the Cup teams now all make their own....so with the help of Dennis Thomson at Thomson Signs in Dundas, and art guru Jim Leggett we were able to replicate the light kit and now we really are ready to go.

I will say the thing I like about the pro challenge car is that I can basically tune it to a time at the touch of a switch, which in GT sprints will come in handy. By adjusting the rev limit, I should be able to adjust my times by 2-3 seconds depending on what I need. I'd like to be competitive in GT4, but I think with the refreshed engine it might be more GT3 like.

Anyhow, the other think I've noticed is that as I've grown older – and not much wiser – is that these days I don't care as much about winning as I do with just having a good race with someone. The two times I took it out last year, I had two awesome battles – one with a Corvette that I passed 10 times...he passed me 11....

Hope to see you all out there this summer, can't wait. If you have a 10 year old and up youth, please visit www.kartSTART.ca and come out to visit us as we cross the country this summer.



For something new: BARC Book Review by Howard Cohen

Surprise! Surprise! Surprise! Yes, I can read and I do, lots and lots of books, magazines, club newsletters and the occasional newspaper & I have read many life stories of car racers and car stories, sports figures, historic figures and mysteries. Today I will give a quick review of some car books I have read and if you haven't read them, you should. I will start with a book called 'Speed Duel, the inside story of the Land Speed Record in the Sixties'. This book about the trials of racing at Bonneville was written by Samuel Hawley of Kingston, Ontario. It tells of the many racers who ran at Bonneville in search of the LSR, trying to



break the 600MPH barrier. How Craig Breedlove went at it in a professional way, securing sponsors, hiring designers and engineers and having a professional shop build his racer. Then there were the Arfons Brothers who built their LSR car in their backyard garage with lots of seat-of-the-pants hot rod engineering. Both cars ran to the limit. Both cars broke at one point or another. Both cars held the LSR. Two episodes stick out: when Breedlove's car broke and he skidded across the Salt Flats, the skid was several miles long, across a highway, a set of railway tracks and into a lake! When Art Arfons car broke, he had a wheel bearing seize up at 620plus MPH and the car flipped several times. His main injury was salt burns to his eyes when the canopy and his goggles broke. Both drivers must have had big horseshoes! If you have ever seen photos of Bonneville or watched a video, read this book,

you will love it! Next up, 'Ford, the Men and the Machines'. This is the story of Henry Ford, how he started the company, what he did before he started the company and how he grew the company. This is not necessarily a pleasant story. Henry was not always a nice man, many times he was a dirty 'sob'. He started fights with groups of people in and out of the car industry; he hired thugs to do his dirty work; he made deals with hoodlums to run his trucking company. He did make sure his employees were schooled by hiring teachers to teach them the three Rs after work. He did pay his employees better than most companies. When he found a loyal employee, he made sure that employee was taken care of with promotions and raises. However, cross Henry and you would find yourself out the door, without ceremony. If you are involved in the car industry as a business or a hobby, you should read this book. It gives a great account of the beginning of the car industry in the early 1900s. 'Jim Clark, Portrait of a Great Driver'. The name says it all, from Jim's start in saloons (in GB a saloon is a car, in Canada it is where we have our meetings 9) to F1 to the Indy 500, Jim was a master in any car he drove. He was smooth and fast and his cars seemed to outlast any others. He was so smooth, it was like he was on a Sunday afternoon drive, which he was many times, very quickly to the chequered flag. From the time Jim met Colin Chapman, there was a new vision of how to win races...build a uniquely engineered car and let Jim drive it. Sadly, Jim died in 1968, much too early but he left a racing legacy of greatness. Another 'must read' for any racing enthusiast. That's three great books to start. There are many more and I will review them in upcoming newsletters including: Jackie Stewart, Damon Hill, Gilles Villeneuve, Greg Moore, Tony Stewart, Bill Elliott, Colonel Sam McLaughlin, 'My Years at GM', the 'World Atlas of Motor Racing' and more. Now go read a book, a real one made of paper, not some electric book.



BARC-OC Grand Prix of Ontario

CAR CRUISE

SATURDAY, JULY 30, 2016

9AM – 3PM

Canadian Tire Motorsport Park

!COMPLIMENTARY ADMISSION!

This cruise is open to all makes, all types of vehicles, as long as they are street legal ☺

Join us for a fun day of racing at the grand prix track. Walk through the paddock area and see the many types of race cars, open and closed wheel, sedans, sports, formulas, domestic and foreign. Watch the racing action from any of the track's 10 corners. Bring your family, friends and car club, bring a picnic lunch. Bring your cameras. Enjoy a day at the races ☺

Inquiries to: howardcohen24@gmail.com

tickets available at: http://www.casc.on.ca/roadracing/roadracing_tickets



And for those of you who remember Sammy from our last newsletter here he is again and boy is he growing fast:

Hi! I am Sammy, an Olde English Sheepdog that you might have read about in the last BARC newsletter. I am not sure this newsletter should be about dogs even though I am a racing fan, so if you have any racing stories or go to international races please tell us all about them. Send them to Pat, whom you can contact on the club website .

By the time you read this I will be in my early teens in dog years and weigh about 35 Kilos (80 lbs). I was a baby in the last picture and weighed about 4 kilos. In our house we have two bathrooms upstairs, and they say one was ordered with a full shower instead of a bathtub. When my master has a shower he has to lay two towels down to dry the water because that is where I sleep at night. I may be the only dog that sleeps in a shower. It's such a cool place - I love it!

I never got to ride in the fun cars I told you about in the last newsletter and am relegated to riding in the old van. This is probably because I come home from the local dog park all muddy after running and they won't allow me in the new car, even though they scotch guarded the seats. My favourite friend to run with is Annie Lennox - she's a German Shepherd and is my best friend. Annie Lennox gets tired of running after a while, but not me. I can run like the wind for hours. I never want to stop and get back in the car to go home - I try my best to avoid coming when they call me, even though they get angry at me for not behaving. I just hate to stop running!

My master does take me out often enough, however, and I am really interested at all the things around me when we travel. He takes me into the odd store that allows dogs and I am awed by what is available. But my main focus is on people and treats . Sometimes, they take me to a place called a dog wash and spray water all over me, with other sweet-smelling stuff, and I look pretty skinny when I'm wet. I do not like it, although everyone calls me beautiful and wants to run their fingers through my hair once I'm dried out and all fluffy. I'd like to be friends with everybody, but sometimes I meet some dogs in our community when I am out for a walk who do not care for other dogs, and even cross the street to keep their

distance. I am OK with that and focus on those that like me.

I love to watch TV, and am especially interested when animals or the Denver Broncos come on, or horses. I could watch for hours. I also love snow. I saw snow for the first time in the fall and did 30 laps around the backyard playing and rolling in it.

I sit on the back porch for hours to say hello to passers by and my dog friends. My owners keep telling me not to BARC, but they keep talking about BARC all the time. We have a path and a pond behind our house that dog lovers and kids going to school use, so it is fertile ground for me to meet new friends. Even if no one comes by, I just love the crisp, cold air and the snow. I did go to the CTMP auto racing track for the first time last year and loved it, but it was loud. We also experienced a terrible windstorm at the race track that tore off our RV awning and we needed help to get it removed. It was scary for a puppy but Mommy made it feel better. I will be back at the track again this summer, for the race they call BARC. They're also talking about going back to that place called Watkins Glen, to see some old cars race. I remember that trip last year. Any trip in my books is a good trip, as I get to see stuff I have never seen before and meet new people.

I am hoping to meet a bunch of new friends this year that don't BARC.

My master says he is no John Grisham (?) so please contribute something of your racing or funny stories so I don't have to continue doing this . After all I'm just a dog

(But Sammy don't stop we love your adventures – I'm sure I'm not the only one)

FOLLOWING OUR CANADIAN INTERNATIONAL DRIVERS:

We have quite a few Canadians driving internationally this year (not all are BARC members but.....)

DTM Series – Europe – Robert Wickens (BARC) - Series opens May 6/8 at Hockenheim

Weather Tech Sports Car Challenge - .(after 2 races)

Scott Maxwell (BARC)–

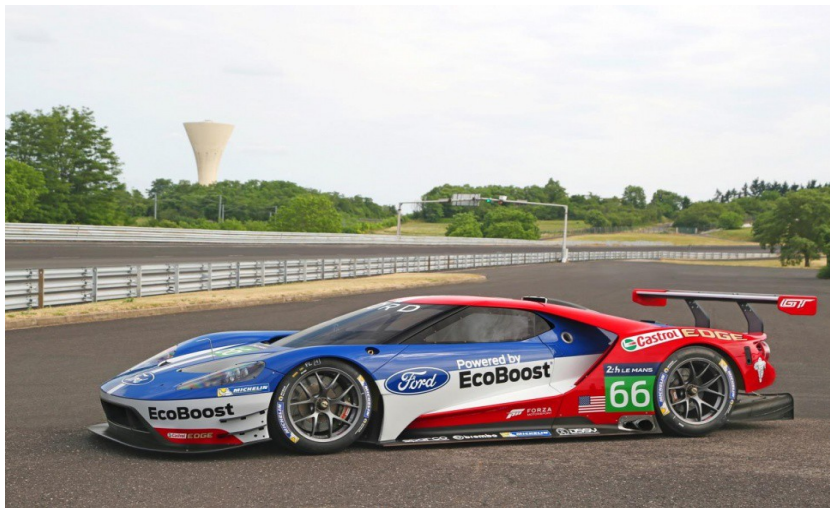
Weather Tech GT Lemans

Kuno Wittmer - 9th

Prototype Challenge

Kyle Marcelli - (BARC)- 9th

Mark Wilkins - 12th



TC – Class – Nick Wittmer 6th

GT Class – Kyle Marcelli (BARC) - 10th

Peter Cunningham - 17th

Porsche Cup (Canada) Orey Fedani – (BARC)

Follow along at :

<http://www.dtm.com/en>

<http://www.imsa.com/series/gt3-challenge-canada/schedule>

<http://www.imsa.com/>

HAVE YOU RENEWED YOUR MEMBERSHIP YET?

Lots of ways to do it.

Simply go on line at www.barc-oc.com (join the club) where you can sign up on line using your credit card, OR down load the membership application and mail it to us at British Automobile Race Club, Box 1282 Station K, Toronto, Ontario M4P 3E5 OR come to one of meetings held the first Tuesday of every month at the Lone Star Restaurant, 930 Dixon Road, Etobicoke, Ontario (by the Airport) Meeting begin at 8:00pm but come early order your dinner and enjoy the company of other club members.

(remember we need a personal email address in order to send future newsletters to you)

We are always looking for input to this newsletter send any pictures, your business card, the story of you car build , sponsor info (or of a weekend at the track) to me Pat McDiarmid at : track1mom@yahoo.ca.



Attached is a questionnaire for members. We would love to introduce all our members to each other. Take a little time fill one out and return it to me at the above email.

(attach picture -jpg_

NAME:

SIGNIFICANT OTHER

CHILDREN:

PETS

RESIDENTS;

MEMBER SINCE;

OCCUPATION

INVOLVEMENT IN THE CLUB

CARS DRIVEN

FAVORITE CAR

DREAM CAR

FAVORITE TRACK

FAVORITE DRIVER(S)

WHY OR HOW DID YOU GET INVOLVED IN THE SPORT

WHY DO YOU STAY INVOLVED

WHAT CAN WE AS A CLUB DO TO MAKE YOUR RACE WEEKENDS GREAT

