



BRITISH AUTOMOBILE RACING CLUB – ONTARIO CHAPTER

Welcome back to our 3rd addition of the club newsletter I love how these articles from club members, and drivers keep rolling in. KEEP IT UP . Race season is now in full swing with our sister club BEMC having their first race May 12/13, and the Honda Indy Toronto now in the books.



We were please to play host to visitors from BARC-UK this month. Phil Hosker, his wife Juli and daughter Becki were on holiday to Canada and joined us at our July



General Members meeting. We also arranged a trip to CTMP to see the Weather Tech racing, enjoy a tour of the track courtesy of Mike McDiarmid, ending with a trip up to the spotters deck. (Phil loved the sounds of the race cars here, they have a sound limit at their track at home) Also joining us for our club meeting was two young men in Canada studying English at University-Alec from Beijing, China and Vinh from Vietnam.



An interesting article from TRS Member **Phil Bigioni** (not racing but shows how as BARC volunteers we move out into other sports)

Good day all for those reading this that don't know me, my name is Phil Bigioni. I've been a BARC member for around 5 years now and play a role on the TRS team (Track Rescue Services). Through my years I have had many first aid courses and experienced some amazing training and also responded to some serious accidents on the track in my years. Some as easy as giving a pull tow because of mechanical failure or running out of fuel to roll over guard rails and multi car accidents that require medical attention to get the driver ready for hospital transport.

Because of all my training and experiences that I bring to the table through BARC, I was requested to become a trainer for a midget AAA hockey team involving boys the age of 16/17. I've always dreamed of becoming a trainer and thanks to BARC, my first year left a great first impression on the whole coaching staff, the parents and the players on the team. My duties require me to take care of a maximum of 16 players by making sure they have their water, fixing any piece of equipment on the fly so they don't miss a shift and attending to any injuries that may happen during practice and games. It kept me on my toes any time I see one of my players limping back to the bench or laying on the ice (lucky for me it didn't happen too often). But I knew that with my training and remaining calm I was able to help out the boys and get them back on the ice fast or send them for more medical attention promptly. At this age the game is fast and contact is huge. These young boys have to be at the top of their game at all

times or it can spell out disaster in a drop of a hat and that's why it is important that teams have staff with proper training. I am forever in debt to BARC for the tools they have given me to succeed in reaching my life goals.

The family environment on and off the track is something you can't find just anywhere. From the bottom of my heart I want to thank BARC and everyone that has given me the chance to be a huge part of the team. Hopefully see you all at the track soon so I can defrost from spending so much time in the rinks. If you are ever interested in volunteering in the sport of hockey and want to learn more on where to go and what other courses you need then feel free to ask me or your local rinks.

Yours truly
Phil Bigioni BARC member/TRS team member

GETTING READY FOR THE RACE:

By: **Jonathan Rashleigh**

Car #34

In this column, I will tell you how I prepare for the season/a weekend. First off, the particular car I have is very maintenance free. What I mean by that is that I don't have to rebuild things or change things after every weekend. When I take the car out of storage, the first thing I do is run the car for a bit, just to make sure I don't have any new leaks appear under the car. Once that is complete I put the car on jack stands and start to change the oil and take the antifreeze out of the cooling system and put water in it. After this is complete, I check the quality of the transmission and diff fluids. I have a 4wd car so it takes a bit more of a pounding than a front wheel or rear wheel drive car. If I run a full season, I normally change the trans and diff fluids once a year. Engine oil I do every 2 weekends.

Once the fluids are complete I move onto the braking system. I inspect every brake line to make sure there is nothing rubbing or any leaks anywhere. Once that inspection is complete I move on to check the condition of the rotors. I normally change the front rotors once in the middle of the season because they do get pretty grooved up. Rear rotors I normally change every 2 years. They don't take a lot of pounding. I also check the brake pad life as well. If they are above 2/32 of life I keep them on the car until I must change them for a race. Normally brake pads for me last about 4 weekends or so.

Once all of that is complete I go through the safety systems on the car like seat belts, fire system and



seat. I look for tears or anything fraying or loose. I also check the expiry dates to see if I need to change them or not. I also check lights to make sure they are in working order. By the way, all this stuff the scrutineer will check when you go to the track for the first weekend.

Lastly, I will go through my sets of tires. I keep 3 sets of dries and 1 set of rains. I have a race set

specifically for races only. The other 2 dry sets I alternate between practice and qualifying. All I check with these is tread wear and to make sure there are no punctures. Once this is complete, my car is ready for battle.

As you can see, I do not have to do much to get it ready. I am lucky in that sense. But I do not abuse my equipment when I drive. I try and be easy on the car while still getting max performance out of it. If you don't finish the race, you won't win a championship.

HONDA INDY TORONTO 2016

By the time you are reading this the Indy will be over but I thought I would post a picture of the committee heads meeting that was held to organize this and our BARC July race. "The Meeting of the Minds?"



HOWARD COHEN PHOTOGRAPHY



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Thanks to all our wonderful photographers, (I stole these all from our FB page)



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NAME Pat McDiarmid

SIGNIFICANT OTHER Mike McDiarmid

CHILDREN Jason, Dan, Michael, Breanne, Kyle add to that 7 grand kids 3 great grand kids)

PETS Buckles

RESIDENT OF: Bobcaygeon, Ontario

MEMBER SINCE: 1992

OCCUPATION: President BARC-OC, Grid Chief: BARC/ CTMP and working with Perreli World Challenge

INVOLVEMENT (VOLUNTEER / DRIVER) Volunteer

CARS DRIVEN; Yugo (ice racing), and a Porsc 911

Current Ride is a 1989 YJ Jeep (a famous one at that used on Canadas Worst Driver "Sarge" survived the show.

FAVORITE CAR: new Ford GT

DREAM CAR: Jeep (a real one not one of these 4 door wanabe's ;o)) Yeah and I got one.

FAVORITE TRACK: well Mosport of course, but I loved Sebring, Road America and COTA, Birmingham, Lime Rock sigh I love em all.

FAVORITE DRIVER(S): Ron Fellows, Johnny O'Connell and Michael Waltrip

WHAT GOT YOU INVOLVED IN THE SPORT: was offered a chance to work at the 1992 Toronto Indy and was hooked for life

WHY DO YOU STAY INVOLVED: Racing has always been a passion of mine

WHAT CAN WE AS A CLUB DO TO MAKE YOUR WEEKEND AT THE TRACK GREAT:

Working with a great bunch of people as President with the Board of Directors and working on a lot of things to make BARC weekends special. Cant wait to hear some ideas from members.

MEMBERSHIP NOTES as of June 2016

Hello all,

The race season is in the full swing, and so is our club. Standing at 193 members so far, we have gained 21 new members for 2016. We are still expecting our numbers to rise and beat our last year number of 206 members.

Just a quick reminder, if you've moved, changed your email or phone numbers, please let me or any of our board members know if you're unable to change this on your own in the CASC database. We will be happy to help you keep all info up to date, especially with our BARC race coming up.

See you all soon,

Pav and my 2 little helpers Ginger and Koda



(who made
sure this note took me way too long to type in between their belly rubs)
Membership Secretary

Cars I Have Owned... Or driven Submitted by : Howard Cohen

I have been a car guy ever since I watched my cousin change the oil on my uncle's car, somewhere about 1958. I didn't know what he was doing but it looked like fun and he was covered in grease, so it had to be fun 9

I started building model cars a few years later and the bug had bitten. I watched the few car races that were on television in the early 1960s, usually a tape of the Daytona 500 or a Grand Prix race from some place far away.

In 1965 I went to my first car race, St. Jovite, Le Circuit Mt. Tremblant. I went with my brother's

friend Mickey, we slept in a van and we had a great time. Oh, I had my first camera as well, one I had bought from Mickey for a few dollars.

The next year, my friend Rob said his older brother Chuck wanted to go to a race and did we want to go. Of course we did. Chuck had a Triumph Spitfire GT6, so we packed a tent, sleeping bags, cooler with food, climbed in the car and off we went, with me curled up in the hatch area. Saturday after the race, Chuck asked if we wanted to learn to drive. He showed us how to use the clutch, where the shifter went and let us go. We managed to drive around the infield for a while and didn't hit anything.

Fast forward to 1969 when I got my driver's license. I was visiting my Dad in Toronto and he

thought I should learn to drive. We found a school and the instructor showed up in a Fiat 850 Spyder...talk about a tiny car. I took several lessons and managed to pass the test 9

In 1970 I started college. I didn't have my own car but I was able to borrow my aunt's 1968 Chevrolet Biscayne or my Dad's car, also a 1968 Biscayne. On one occasion I borrowed my uncle's 1962 Cadillac Fleetwood. That required getting to college an hour before anyone else so I could get the car in the parking lot without hitting anything...that was a big car! But we did manage to squeeze 10 of us in it when we went to A&W for root beer.

In 1971, I bought my first car, a 1965 Corvair 110, 2 speed auto on the dash, 110 HP, 2 door coupe, baby blue, blue interior (doesn't everyone remember their first car). I drove that for over a year, then traded it in and bought my first new car, a 1972 Fiat 128 2 door sedan, 1116cc, 49hp, green with black interior, 4 speed manual. I drove that car everywhere, from Windsor to Gaspe, doing car shows, watching races, visiting people.

In 1974, I traded my Fiat 128 for a much newer car...a Fiat 128 2 door sedan, yellow, 1290cc engine making a whopping 67hp! In 1975 I joined BARC and started rallying, thanks to Ralph Price. In 1975 I also took a special driving course, the BP Skid Control School, taught by Craig Fisher. I had fun learning how to skid, avoid skids and control skids. I took this yellow Fiat to many rallies over the next few years, both as a driver and sometimes as a navigator. I also rallied with Dave Paisley in his Toyota. I was fortunate enough to win a BARC navigator championship one year. Imagine, I got a trophy for telling someone where to go 9 One day at Mosport, after the racing was done, I was able to drive my Fiat around the track. I was coming up the back straight about 80 in third gear, shifted to fourth and the car slowed down, not enough power to get up the hill, so I shifted back to third. This Fiat lasted until 1980.

In 1980 I was working at a Datsun dealer and we had a car come in on a trade. Part of my job required me to test drive every used car. I took this car home and bought it the next day. It was a 1975 Chevy Nova, brown with black interior, 350 automatic, 2 door coupe, about 170HP, just a tad quicker than my Fiat 9 I didn't rally this car too often but I did take it to races I was working at. (off the record, I once drove from Toronto to Shannonville in 1 hour, 15 minutes, and ran out of gas as I pulled into the parking lot (earning me the 'Horse's Ass Award'). This car was very fast and I wish I still had it. When the car started to rust about 1983, I found another 1975 Nova but with a smaller engine, 262CID, white with red interior. I kept this car until 1985.

A dealer had a car on his lot that I liked. It had a bigger trunk and more interior space. As I was traveling a lot, I wanted something larger, so I bought a 1980 Chevy Impala, 4 door sedan, 267CID, about 150HP, gold with gold interior, huge trunk! This car was the first car I owned with factory air conditioning, such luxury! This car lasted me until 1989 when I got a company van, a Plymouth Caravan. I sold the Impala to a garage who sold it to Wackenhut Security, remember Tony Sharpe? It lasted a week when it was t-boned and written off. I had to buy a car as I had a new job and was losing the company van. (unfortunately, the job disappeared after two weeks) I bought my third new car in 1989, a new Nissan Sentra, 4 door sedan, black with black interior, 4 cylinder, 1.6L, 90HP and a/c. I didn't do any more rally driving but did a lot of daily driving as I was in sales covering the province and about 4000 miles a month. This car lasted me until 1995 when I was given a company car and I

sold my Sentra.

My company car was a 1991 Dodge Spirit, 4 door sedan, V6, 3L, all the usual parts. This would have been a boring car except that the V6 Mitsubishi engine made a lot of power and was very quick. This car lasted until I bought a 1990 Dodge Dynasty, not a very good car as it turned out.

My new job provided me with a company car again, this time a Dodge Intrepid, 4 door sedan, 3.0L V6, not much power but it was large. This car lasted until I was offered a newer company car, a 1999 Chrysler Concorde, 4 door sedan, 3.2L V6, 225HP, lots of power for a family car. (more off the record...I opened the throttle once up north, the speedometer hit about 200KPH while the tach needle

sat at 3500RPM). The Concorde had lots of room, a trunk that would hold 4 bodies and was more like a limo inside than a sedan. At 495,000K, it was time to replace the Concorde. I bought a 2002 Chevy Impala, 4 door sedan, silver with gray interior, 3.8L V6, good power, good size. However, this car had not been cared for and needed some major repairs only weeks after I bought it. Good thing it had an extended warranty. I kept the Impala for 3 years, then traded it for my current car, a 2005 Buick Regal, 4 door sedan, silver with silver interior, 3.8L V6, slightly smaller than the Impala but a good car. It only had 150,000K when I bought it almost 2 ½ years ago and now has 252,000K. I should keep this car for another year or two or until I see something else I want to drive, maybe a Bentley ☹

There are also a few cars that I have driven but not on the street. They include some of the show cars and race cars I toured with when I was in college. The most famous car was the original 'Chi-Town Hustler Funny Car' in 1970. It had a large Hemi V8 with a blower making about 700HP, a fibreglass Dodge Charger body, a seat a little smaller than a baby car seat (gee that was tight) and shook the ground when we started it up ☹ When you are a skinny 21 year old college kid and you get to drive a race car, you squeeze in the car and hang on! That was fun!

Those are my cars, what did you drive?

Howard Cohen

P.S. I was going to write about all the cars I own but with my collection at about 1000 pieces, it would take the whole newsletter ☹



HERES SAMMY



OK this is the final article from me, Sammy the dog. I was encouraged to write this third one, but its the last. I am having someone write this for me (my nails are getting too long for me to type it myself) . The racing season will likely be half over when you read this. I'm kind of in the dog house right now - I chewed up the fourth pair of my master's shoes and he was not happy. I did the same with slippers. I prefer the left ones for some reason. They have a certain piquant that just calls to me. Hey, don't hate me - I just thought they were new leather toys!

The machine we live in at the race track is going to be sold . They tell me that if it is sold soon, they will have to find a hotel near the track that takes dogs. If not, I will have to stay with my cousin Fletcher,a golden doodle who doesn't really like me very much. I don't really get it - what's not to love? Anyway, I would rather go to the track and meet people. I rode around in a golf cart at the VARAC weekend, doing Paddock duty, and met a lot of really nice folks. I especially enjoyed the wind blowing through my long hair when we went fast. I kept stepping on the accelerator pedal to go faster, but they always made me slow down. I also got two ice cream cones! I've never had one before, and I quite liked them. I found that if you just lick them, instead of taking big bites out of them like some dogs do, they last a lot longer! Of course, then some of it melted onto my owner's hand as he held it, and I just had to lick his whole hand all over, to make sure I got all of it off him. I like to be helpful like that.

My hair is getting long and they tell me it is not at all like Emma's who was the Sheepdog before me that I never knew. It is a pain getting my long hair washed and dried, but they tell me I am quite majestic and beautiful when I come home from my day at the spa. I suppose after that VARAC weekend, they'll take me back for another bath and grooming. Speaking of that VARAC weekend, I was exhausted by Sunday night and couldn't wait to get home and sleep in my own shower. They say I'm almost getting too big to sleep in there anymore. But I love it there, it's so cool. And if I do get too big to fit sideways anymore, I can always move around to the long way. I simply refuse to stop sleeping in MY shower!

I get to ride in the car a lot, but never a race car, because they are so loud (and very

small). And they'd probably crab about me BARCing too much. I like to watch TV a lot, but do not like it when animals, birds or horses are on because I swear that they are right there in the house with us. As much as I look on the wall behind the TV, or in the hallway, though, I can never find them. They don't let me bark at the animals on TV anymore, but I like to go right up to that TV screen and stare at them - they wouldn't dare come into the house when I'm right there.

They brought some guy in from BarkBusters, because they said I barked too much at the people and kids that use the walkway behind our house. Everything has changed since then. I do not get to do a lot of stuff I used to, and suddenly they are telling me "bah" in growly voices. I used to think I was the boss, but I admit that when they stand up and do that "bah" thing, I guess I can let them be the bosses if they want to.

All the grass in our small backyard is gone now, because I leap back and forth when someone comes by to show them I am interested, and I tore up all the grass. Well, that, and I used to pee all over the grass, too. For goodness sake, what do they expect a girl to do? My owners removed the little grass that was left and put down wood chips like at the playgrounds in parks. It looks very nice and it is kind of fun! I get to go for walks in the park with a group of other dogs and I like that, but sometimes all these changes going on are just too much for a dog. I'm only 15 months old and still just a puppy, remember. +

I hope to see you at the track - otherwise I will be with Fletcher. : (

Your friend,

Sammy

P.S. My master says to keep the articles on your racing experiences coming, as he just retired from story telling, and to send in stuff to Pat





....She fell in love with cars at a very young age, and never let them leave her side.

Lindsay, Rice, 24 year-old Canadian female race car driver and member of BARC, has now made cars her career. Lindsay attended the Automotive Business School of Canada in order to receive a diploma in Automotive Business. This was her way to get closer to the vehicles that she drives and loves. During her time at school, Lindsay worked with multiple automotive groups, including Pfaff and Porsche Cars Canada. At this time Lindsay became a member of BARC and began volunteering with the team. She supported BARC at ice races, regional races at Mosport, and the 2014 Honda Indy as a Pit Lane Official. Now she drives a race car as a BARC member.

In order to get her driving career moving forward, Lindsay spent a lot of time at the track. She met the right people and put together a sponsor package and scouted for companies that wanted to partner up with her and her team 'Rice Racing'. She was able to bring on multiple sponsors for the season, including Italform Structures, Quagmire Holdings, Ltd., TEAMLTD Clothing, and Liqui Moly motor oils. Not only was her success in finding sponsors brought on by her persistence, but also by her experience in track days and motorsport events, which put her on the map.

For 2016, Lindsay is driving a 2005 Porsche 911 Carrera, which is a Grand-Am spec (now Continental Tire Sports car Series) race car. Her coach, Marco Cirone, Porsche GT3 Cup Challenge Canada Master's Champion for the past 3 consecutive years, was able to give her the skills needed to race competitively in the 911. Along with Marco, her team Bestline Auto Tech has been preparing her cars for track events since 2015. Bestline Auto Tech has a vast history in motorsports, performing in many prestigious racing events across North America, such as the 12 Hours of Sebring. Starting off the season with the BEMC Spring Trophy Races, Lindsay placed herself on the podium in all four of the races she completed. These were her first ever competitive races. The performance levels of her car placed her in GT3 class. Out of the three GT Sprints races, she placed second, third, and

second, respectively. In the GT Challenge endurance race she placed third in her class. Overall, it was a very victorious and rewarding weekend for the team and for Lindsay in the Rice Racing Porsche. Lindsay Rice and the Rice Racing team will be participating in the BARC Canadian Touring Races at Canadian Tire Motorsport Park on Jul 29/30. You can always come out and volunteer with BARC, as Lindsay did, and increase your knowledge in motorsports from behind pit lane! The experience that Lindsay was able to gain through her volunteer days with BARC, in conjunction with her background in school, was imperative in the creation of her racing team for the season..



Lindsay is now working towards expanding the 2016 season to include more races, and perhaps into other Canadian racing series. She is very involved in online social media and marketing with Rice Racing, which is helping her gain exposure as a female race car driver in the motorsports world. You can follow her racing site at www.riceracing.ca, to keep up to date with upcoming plans for the team, or you can follow her on Instagram at @riceracing and Twitter at @riceracingTO for weekly updates.

(And congratulations Lindsay is was just announced that she is joining the CTCC for the remaining 2016 season. GOOD LUCK you go girl)



November 8th 2016

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An Important Message for All British Automobile Racing Club-OC Members

The racing season is going by fast and our elections will be held November 8th, 2016.

Remember our club depends on you the members stepping up to help the club run.

Elections this year to be held for:

		Current	Running
President	Pat McDiarmid	No	
Secretary	Moe Aye	No	
Director	Sherry Jones	No	
	Director	Wayne Wanamaker	Yes

If you or you know of a club member who would be interested in any of these positions please feel free to contact any board member with any questions you might have. We are also looking for someone who would be interested in keeping our FaceBook Page up to date and running

2016 BARC GRAND PRIX July 30 and 31

WHAT an incredible weekend. The weather was absolutley perfect and yes the people came to watch



We welcomed a new medical team, Dr Ron Van Hoof & his wife, Roseanne, who is a nurse-practioner, with special trauma training. Both expressed how much they enjoyed the weekend & how much they would like to be involved again. They even managed to maintain their sanity after spending two days around the Grid Crew!!! Thanks, Dr Ron & Roseanne, for all your great work & care for the drivers who needed your services!

Thanks to [Ivan Novotny](#), photographer extraordinaire, who took time from his busy schedule to take this photograph!



Two of BARC's Grid Crew trying out as crew for the #10 Witchcraft (two of the Witches of Witchcraft)

MORE PICTURES AND COMMENTS FROM THE BARC-OC GRAND PRIX



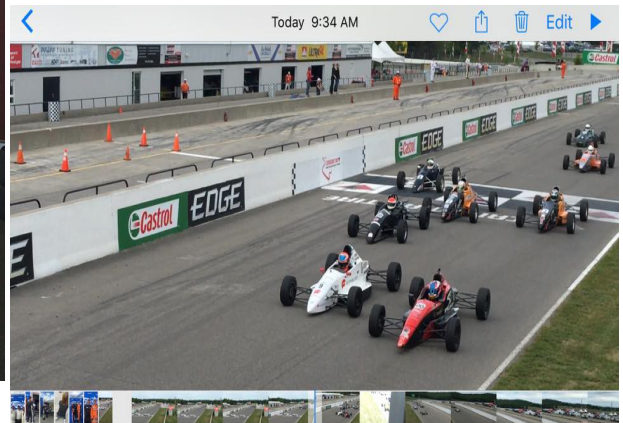
Cornerstone courier, as one of those sponsors is so thankful for each and every one of the visible and less visible hardest working volunteers for all that you do! Great racing great connecting....and oh ya... Thanks for the push start !



CoburnPix | © Richard Coburn

A Huge thanks to Cornerstone Racing for providing all the volunteers with our early morning breakfast YOU GUYS ROCK





Thanks to each and every one of the volunteers. Message sent on behalf of the Radical Teams. We could not do this without you!

Doug Allingham, Radical #33

Special thanks to the teams which provided breakfast and the Tim's card to the volunteers. 🇺🇸
Mike H.



A huge thank you to all the volunteers, marshals, officials and to Barc for putting on a great event. The fields were big in every group. The racing was awesome. And there were spectators there to watch while camping out...

Keep up the good work promoting these weekends.

I also want to thank CASC and the behind the scenes work that goes on that most people aren't aware of.

Ted Michalos, Perry, Deb all deserve huge praise... 🇺🇸 Ray Arlauskas

JUST A FEW GREAT SHOTS FROM THE WEEKEND, THATS TO ALL THAT TOOK THESE PICTURES (pulled off Facebook)

