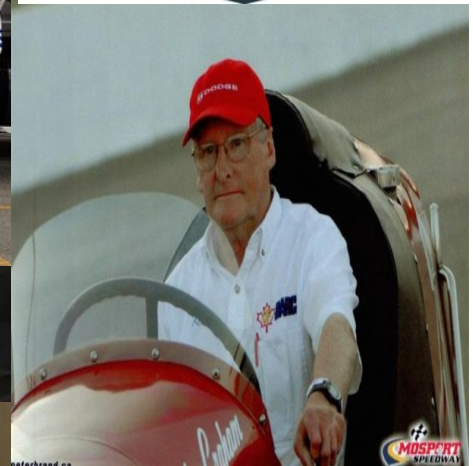


# BRITISH AUTOMOBILIE RACING CLUB-OC 2017 Newsletter #1



HOWARD COHEN PHOTOGRAPHY

RACING ISN'T  
ABOUT HOW  
LONG IT TAKES  
YOU TO GET  
FROM THE START  
TO THE FINISH,  
IT'S THE ADVENTURE  
YOU HAVE ALONG  
THE WAY, THE  
PEOPLE YOU  
MEET, AND THE  
UNIQUE MOMENTS  
YOU SHARE.

GetOutThereMag.com

## **PRESENTING YOUR 2017 BOARD OF DIRECTORS**

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### **VICE PRESIDENT**

Bryan Rashleigh



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## **2016 BRITISH AUTOMOBILE RACE CLUB-OC AWARD WINNERS**

### **Ray Lloyd Memorial**

(Spirit of BARC)

Phil Delhahaye



### **Gord Wakeling**

(Driver with the most competitive spirit)

Noel Castell



### **Dan Clark Memorial Trophy**

(Board Member who has gone above and beyond)

Moe Aye



### **Sitrling Moss Award**

(Driver showing determination and strength)

Graham Lobban



### **Bob Attrell Award**

BARC's best new Driver

Roman DeAngellis



### **Kendal Award**

BARC's most successful driver out of the region

Scott Maxwell



**High Tuning Trophy**

BARC's highest scoring driver in CASC

Bryan Rashleigh



**Willy Cleland**

Driver showing the greatest enjoyment at the track

Lloyd Service

Lloyd Service



**Rodgers-Barker Award**

BARC's most consistent club worker

Paul Einarson



**Presidents Award**

BARC Member going above and beyond

Howard Cohen

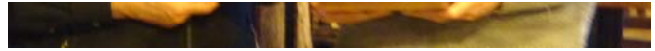


**Spinning Top Award**

Most entertaining driver

Graham Lobban





### **Bruce Bell Award**

Best Prepared Cars chosen by Grid Crew

Closed Wheel: Mike DelleDonne



Open Wheel: Matt Garwood



### **Outer Limits Award**

Member or Team going above and beyond during the season



### **Dulmage Ice Race Trophy**

BARC's highest scoring Ice Racer

AND we have more to add to our BARC Award Winners... Handed out at this years CASC Annual Awards Gala in November. All very well deserved Congratulations

### **Driver Awards:**

GT 4 – 3<sup>rd</sup> Lloyd Service #91    1<sup>st</sup> Bryan Rashleigh #1

GT3 – 3<sup>rd</sup> Johathan Rashleigh #34

GT2 – 3<sup>rd</sup> Rocco Marciello #153    2<sup>nd</sup> Mark Busscher #184

GT1 – 3<sup>rd</sup> Greg Clifton #56    2<sup>nd</sup> Gerald Penneton #57

GT Challenge

GT4 Eric Nummelin #228

GT3 3<sup>rd</sup> Ian Madden Mark Durant #33

GT3 2<sup>nd</sup> Ian Crerar #95

GT1 Gerald Penneton #57

F1600 B

3<sup>rd</sup> Keith Lobban 42

2<sup>nd</sup> Graham Lobban 12

F1600 A

2<sup>nd</sup> Romman DeAngelis # 4 --- Roman was also chosen the CASC Rookie of the Year

F Libre

3<sup>rd</sup> Paul Subject #77

2<sup>nd</sup> Daniel Earle #39

F1200

3<sup>rd</sup> Guy Bellingham #62

2<sup>nd</sup> Matt Garwood #31

1<sup>st</sup> Phil Wang #73

F1200 Masters

2<sup>nd</sup> Bill Mitchell #2

1<sup>st</sup> Guy Bellingham #62

**VOLUNTEER OF THE YEAR AWARDS** go to

Grids / Pits / Start –Judy Lang

Stewards / Clerks – Mary and Bill Lobban

Scrutineering – Dave King

Wayne Kelly Memorial - Presented to the region member who has brought special  
recognition and prestige to Ontario Motorsports  
Brian Graham

Wilson Trophy – Presented to the regions most active competitor across the CASC disciplines



Bryan Rashleigh

### The Elizabeth Dorey Award - Dave King

Presented to the volunteer worker whose efforts most reflect a steadfast commitment,  
tireless dedication and the sincere love of motor sports



### MEMORIES





THE BRITISH AUTOMOBILE RACING CLUB — ONTARIO CENTRE

# BARC

## 1980 SPORTS CAR RACE SCHEDULE

MAY 10/11 — SPRING SPRINTS  
 JUNE 28/29 — THE CANADIAN TOURING TROPHY RACES  
 OCT. 11/12 — THE WILLIAM CLELAND MEMORIAL  
 TROPHY RACES

ALL RACES ARE HELD AT  
 SHANNONVILLE MOTORSPORT PARK  
 HIGHWAY No. 2, 4 MILES EAST OF SHANNONVILLE, ONTARIO  
 (APPROXIMATELY 15 MILES EAST OF BELLEVILLE)

Come and see exciting Sports Car Racing

Races start  
 1:00 P.M. Saturdays  
 and 12:00 noon  
 Sundays

# CHAMPION



JANUARY 28/ 29

Where MINDEN FAIR GROUNDS - MINDEN ONTARIO

Contact: Wayne Wanamaker - if you are interested in helping out.

Great Get away for the day if your looking for adventure

April 28, 29, 30:

Mark you clendar for this weekend: get that car checked out early for summer racing



#### Scrutineering

CASC OR scrutineer's will be on site to inspect race cars in accordance with CASC requirements on Friday and Saturday.

#### Lapping

For driving enthusiasts, there will be 2 days to get the Winter cobwebs out starting on Friday the 28<sup>th</sup> on the Pro Track and finishing off on Saturday on the Fabi Track. We have planned for 2 hours of track time using appropriate groups throughout the day (driver meeting at 8:30 so we can arrange groups; track opens at 9:00 and runs to 5:00).

Cost:  
One day: \$200 (Friday or Saturday)  
Two days: \$350

#### Testing (for racers)

In conjunction with the lapping sessions, there are separate groups for closed-wheel race cars and open-wheel cars starting on Friday the 28<sup>th</sup> on the Pro Track and finishing off on Saturday on the Fabi Track. We have planned for 2 hours of track time using appropriate groups throughout the day (driver meeting at 8:30, track opens at 9:00 and runs to 5:00).

Cost:  
One day: \$200 (Friday or Saturday)  
Two days: \$350

*All prices are plus HST.*

If you have further questions,  
please email  
info@brackdriving.com  
or call  
416 255 4222

**Brack**  
DRIVING CONCEPTS

## SHANNONVILLE MOTORSPORT PARK

### *The Tradition Continues*

**April 28 - 29 - 30, 2017**

#### Race Academy

Two programs are available for those wishing to obtain their race license in order to participate in sanctioned racing by completing part of the qualifications to apply for an ASN Canada FIA National B license.

##### Program 1

For those drivers with extensive advanced driving experience, a one-day program on Friday the 28<sup>th</sup> starting at 8 am and running to 5 pm. Your day begins with on-track observation, race exercises, classroom session and ends with a written exam.

Drivers wishing to apply for this abbreviated program need to provide a summary of their advanced driving experience to Brack Driving Concepts with their application form by April 14, 2017 at the latest, in order for us to approve your enrollment.

The car you use must have a passenger seat with identical restraint systems but does not have to be a race car.

Cost: \$500

##### Program 2

This program is for all drivers wishing to obtain their qualifications to apply for a race license. Some advanced driving experience is recommended for the best outcome.

This is an intensive three-day program, starting on Friday at 8 am and running to 5 pm with classroom sessions, skid pad exercises, and a written exam. We continue with two more full days on Saturday and Sunday with on-track driving and exercises. A coach is in your car for both days giving input on skills to prepare you for participating in driving events where a race license is required.

Early registration is encouraged to ensure your enrollment as space is limited. The car you use must have a passenger seat with identical restraint systems but does not have to be a race car.

Cost: \$825

Successful completion of the Race Academy provides drivers with the qualifications to apply for an ASN Canada FIA National B license. Drivers wishing to race at the first CASC OR race on May 10<sup>th</sup> should have their application form completed in advance of this program (i.e. medical) so that they can submit a complete form immediately following this school.

Re Printed with permission from Author: Chris Teixeir

Mosport means so much to so many in different ways.... tThere are the racers, event star, the groundsskeepers, the fans and the ones who dream. The article below was writtten some years ago by my friend Chris Teixeira, the day before the hump was removed.....

#### OF OBITUARIES AND CHICKEN-HEARTEDNESS

The history around the venerable institution that is Mosport Park is enormous. It will soon be irrevocably changed and be relegated to our memories and be a tall tale fo us to relate to the youngsters who just don't understand and have things way to easy. Well, let me tell you when I was young.....

As a youth (yes I did say youth) I watched Emerson Fittipaldi and Ronnie Petersen chasing eventual winner Jackie Stewart in his bright blue Tyrrell, I covered my ears from the roar as Matras and Marches went by, but nothing ever matched the sound of a Ferrari, not then, not now. I felt my innards quiver and vibrte with the rumble of unlimited class small block Chevy engines as the brightly colored Can-Am cars blasted by while their monstrous tyres lliterally tore out chunks of asphalt at the start of the pit straight. I listened in the rear paddock to conversations between marshals and pit crew that revealed that Denny Hulme could not match the raw guts of Mario Andretti as they charged down the suicide run known as turn 2. There were also vintage cars like Mini Coopers, Alfa Romeos, Maseratis and Honda Civis, Rabbits Datsuns, FIATS, Formula Fords, Formula Vee and Super Vee, Formula 2000, Atlantic and the short lived 5000s, not to mention Trans Am Camaros, Firebirds, Mustangs and Corvettes, and certain Brand X Javelin. Then there was the lunatic fringe consitsting of the Karts and Super Karts and the motorcycle side car racers. I was there the year they rolled a Top Fuel Dragster around the track and let the thunder loose with the NASCAR stockers.

I watched a young man named Gilles Villeneuve in a Formula Atlantic racer leave his indelible mark on the track and copared his polished driving style to that of Frere Jacques (brother) and found nothing short of pure contrast. I watched Mark Donohue in a turbocharged Porsche Can-am overcome mechanical difficulties and come out of the pits 3 laps down to win the race 2 laps ahead of the nearest competitor. I witnessed a baby faced youngster named Al Jnior as he ran away and hid from Danny Sullivan and Teo Fabi in the Paul Newman owned Can-am Frisbee. I stood on the outside of Turn 10 and was in awe at another Canadian teenager in an updated version of the same car and almost match the track record less that 10 laps after sitting in the car for the first time - his name- Paul Tracy.

I spent countless hours walking the tradck, and hauled 20-40 pounds of camera equipment and snapped dozens and likely hundreds of rolls of film from every achievable vantage point. It was many years later that I returned to the track, now a licensed driver., to take my very first advanced driver exercises in the paddock and as a bonus got a chance to see the track itself from a driver's point of view. John had a bad day and wanted to blow off some steam, so he commandeered the Olds Cutlass Supreme (with upgraded engine and suspension police package) ) that I was sharing with another student (whom I later married - cause/effect).He then proceeded to tear around the track at what seemed like full Lunatic Speed (see SpaceBalls) I distinctly remembered the stomach in the feet and heart in the throat feeling in turns 2, 4 and 8 as the car headed down hill. It was an nforgettable experience. Many years later, I returned to Mosport, initially as a student and eventually as an instructor at advanced driver training schools. I also came out periodically to watch, with admiration and a touch of jealousy, my frien Ken Pavri do what I had dreamed of, race -- on this track of my youth, to be a participant in its history, not merely a spectator.

I'm writing this as a small tribute to a great race track and as a memorial to Mosport, the way it was. Probably, by the time that you read this, the bulldozers will have moved in to remove

one of the unique features of this road course. The Hump at the end of the back straight will be

removed. The Mario Andretti straight will be significantly altered. This will forever change the face of this road course all in the name of safety. Before you think that I'm in fact a lunatic myself, let me say in my own defense that I will reserve final judgment until I see for myself how safe the cars will be with the finished product. The Hump is being removed because it is feared that the faster ground effects cars could get airborne as they crest this hill. It posed little problems to other cars and in fact is a slowing influence on a car as it has to go uphill prior to entering turn 8. The feeling is truly unique and is pure exhilaration as you crest this hill at speed and run down into the entry point to the right hander following. To change this one feature as a safety upgrade is indeed folly. Mosport is tremendously entertaining and rewarding as a driver's track, but it has a well known and earned reputation of biting the unsuspecting, over-confident and over-zealous. The walls and guard rail are very close most of the time. In order to make this track safer, a larger issue of runoff areas and sand traps are needed. The track in its current form simply does not meet the safety standards for the larger big budget racing series. Business is indeed business. Although some of us feel emotionally attached to the track in its current configuration, it needs much improvement to bring it back to its days of glory. What is my point? I hate to see the track go, but if change is what is needed, the hump is only a band-aid measure. It needs more, it deserves more. Removing the hump simply won't do.

One instructor I spoke with likened this scalping of the track to using a chain saw to remove a tree or two on your favourite golf course as they might obscure your vision of the hole from the tee. Look at it this way, it changes the natural topology and will be lessening the challenge? I agree to a certain extent, the safety aspect will still have to be proven. Changes for the sake of change are not always good ones. A recent event at Mosport had a chicane put in that was originally set up for the IMSA cars. Its aim was to slow the cars sufficiently to make sure that they wouldn't get airborne cresting the hill. This was almost an absolute disaster from my point of view. The chicane was situated where there was almost no distance between the edge of the track and the guard rail. It was forcing the cars to turn in this area and creating a situation where a car would be putting on power whilst turning. If someone had put a wheel off at that point the car would have hit the guard rail and gone across the track into the other guard rail. None of the drivers like it or felt it created a safe situation.

One of the other reasons that I am unhappy is strictly a personal one. Mosport has always been a driver's track and I have covered many laps there conquering my own demons and exploring the upper limits of my driving skill and intestinal fortitude. Overcoming the fear to run through turn 1 flat out, turn 2 on the proper line, and finding the fast line through turn 4. I have been told many that the fastest way through turn 8 was to do so with little or no braking. Unfortunately, I haven't been able to find the exact measure of myself, to screw my courage to the sticking post, and keep my right foot firmly planted. Why not? The HUMP!. When you crest the hump and begin your descent still accelerating, your heart seems to pop right up. GULP! I always had the need to swallow it back into place, put my foot on the brake pedal and reaffirm my doubting self that the car had not gotten away from me and would indeed still slow and stop if I needed to do so.

Leaving the track on Sunday afternoon past, I felt a certain amount of sorrow. This I believed to be because the track would be drastically changed and would not challenge and exhilarate another generation of drivers. In my heart, I knew this was also due to the fact that I would not get another chance to pit man and machine against the track and its environment. I had my last kick at the can and the track had won. One's ego is a fragile thing and like most people I accept defeat.



grudgingly. On the other hand, I conformed myself that the track needed it victories too---it had won, I had lost. As the French say Cest la guerre!

Mosport in its original configuration will live on in the memories of many people including mine. I'll always remember Mosport as the place where John Powell taught me that regular cars could do more things than you could imagine. Paul again taught me to feel that the car was doing,

Derek Hanson taught me to believe in myself and Ken Pavri taught me to go beyond my perceived limitations. Coincidentally, it is also the first place that I saw a funny curious little sports car that I had not seen before. I remember my brothers puzzled look at my question WHAT is a SAAB. His response was tentatively... I think it's an obscure Swedish car. This turned out to be a Sonnett. Little did I know that SAAB and I would get to be much closer 12 years later. The passing of an era.

"And this is why thy eyes are closed" ..... "It's just as well for all I've seen"  
And so it goes, and so it goes" ..... "and you're the only one who knows"  
"Billy Joel 1989"

Wonder what Chris would think of the track now?

### **More Memories**





TRAVEL - Its my turn to Travel - the dream job

Well 2016 was my year to travel - something I have always planned on doing somehow and..... thanks to Perelli World Challenge my dream came true:

COTA - Circuit of the Americas, Austin Texas, What an incredible track. 3.41 miles in length with 20 turns. There is an observation tower that has a glass floor hanging over the track and NOPE didn't make it up the town and frankly don't think I want to LOL. The front straight ends with a 133 ft hill up corner 1 ending in a hairpin turn (that makes corner 5 Mosport look tame) and back down again to corner 2. Watching the cars at this corner makes it look like they're on a rooler coaster. Super busy weekend as it was a stand along weeken for Perelli World.



SEBRING INTERNATIONAL RACEWAY: This was my second time at this track. Its an old airfield = 18 turns on 3.74 mile track. This year BARC was represented on the GRID for the 12 Hrs of Sebring by: Angela Ward, Darlene and Vic Henderson, Moe Aye and myself and yes we **ROCKED THE GRID**



Barber Motorsports Park, Bormngham, Albama. OMG is all I can say about this track. George Barber says he build a beautiful park to enjoy and every once in a while a race brakes out. The track itself is 2.38 miles with 17 turns, and from the fron straight the track doubles back on itself twice. The sculptures around the track only compliment the incredible landscape and the museum on the grounds is a must go.... But plan to spend a good couple of hours there. There is also a walk way bridge out over the track you can stand on to watch the race. **WILD**



Lime Rock , Connecticut. Loving know as the Bull Ring, this track is 1.50 miles with 7 incredible turns. Built into beautiful hills of the Adarondacks. Races are not allowed on Sunday so everythig goes on Friday and Saturday.

I have forgotten to mention there are a few Canadians/BARC Alumni in the bunch and had so much fun watching them race at these tracks>.....Kyle Marcelli, PJ Groenke to name a few Road America, Wosconsin - June - Missed the race here this year because of illness but was there last year and cannot wait to go back there again

Mill Motorsports Park, Salt Lake City Utah. Set amongst the mountains wht a beautiful track. Once again a super busy weekend as only the PWC was running. The track is 4.5 miles with 15 turns that can be divided into 2 separate tracks that can run at the same time

Senoma, California - Let me tell ya ... September in California mmmmmmmmm I'm sold. Its warm coats or sweaters till about 10:00 then the heat hits. Sonoma is also build into the hills north

12 turns (that includes a drag strip) And hey I got to drive from Pit out to the run off at 4 .... not in a race car but ya they did have to tell me to slow down..... IT'S A RACE TRACK!

Laguna Seca, Monterey California - Oh I could so become a California Girl. I envy all those drivers who have been able to run these tracks. Again built into the mountains (there seems to be a theme here) outside of Monterey this is a real drivers track with 11 turns on 2.23 miles of track. Laguna Seca features the famous Corkscrew (corners 8 and 8a) a challenge to the best of drivers To add to this incredible year I worked with the most amazing and wonderful race family (outside our club of course LOL) So hope to get a chance to repeat for 2017





## **2017CASC-OR REGIONAL RACE SCHEDULE**

- 12-May** CASC Racing School at Canadian Tire Motorsport Park
- 13/14 May** BEMC Spring Trophy Races - Canadian Tire Motorsport Park
- 15/16June** VARAC's Vintage Grand Prix - Canadian Tire Motorsports Park
- 24/25June** CASC Motorsport Showcase -multi disciplinary event with Time Attack, auto slalom and Race Division (GT Sprints and Formula Libre Grids Only)
- 8/9 July** Trillium Trophy Races - Shannonville Motorsport Park
- 14/16July** HONDA INDY TORONTO      Verizon Incy Car Series, NASCAR Pinty's Series, Mazda Road to the Indy, Stadium Suiper Trucks and Porsche GT3 Cup Challenge
- 29/30July** BARC Canadian Touring Race - Canadian Tire Motorsports Park
- 25/27Aug** Ted Powell Races - Calabogie Motorsports Park
- 16/17Sept** BEMC - Indian Summer Trophy Races - Canadian Tire Motorsports Park
- 30-Sep** Celebration of Motorsport - Canadian Tire Motorsports Park  
**1-Oct**
- for CASC event information go to [www.casc.on.ca/roadracing](http://www.casc.on.ca/roadracing)**

## **CTMP PRO RACE SCHEDULE**

- 18/20May** Victoria Day Speed Fest      NASCAR Pinty Series and Perelli World Challenge
- 16/18June** VARAC Vintage Grand Prix      This years special feature MG and Triumph
- 6/9July`** Sports Car Grand Prix      IMSA Weather Tech Sports Car (all 4 classes)  
Continental tire Sports Car challenge and Mazada Prototypes
- 18/20Aug** Canadian Super bikes Doubleheader
- 1/3Sept** NASCAR Camping World Truc - including NASCAR Pinty's Series

**BRITISH AUTOMOBILE RACING CLUB-ONTARIO CENTRE**

P.O. Box 1282 Sttion K, Toronto, Ontario M4P 3E5

www.barc-oc.com

New/renewal: \_\_\_\_\_

NAME: \_\_\_\_\_  
(please print clearly)

ADDRESS \_\_\_\_\_  
Province: \_\_\_\_\_

AGE: \_\_\_\_\_  
(under 18)

E MAIL \_\_\_\_\_  
(please print clearly - personal email is preferred)

OCCUPAT \_\_\_\_\_

COMPETITION EXPERIENCE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER CLUB MEMBERSHIPS \_\_\_\_\_

CAR(S) OWNED \_\_\_\_\_  
\_\_\_\_\_

**AREAS OF INTEREST:**

\_\_\_\_ Grids \_\_\_\_ Pits \_\_\_\_ Track Rescue Services \_\_\_\_ Scrutineers  
\_\_\_\_ Judge of Fact \_\_\_\_ Hospitality \_\_\_\_ Registration \_\_\_\_ Competitor Information  
\_\_\_\_ Paddock

**ACTIVE INTERESTS**

\_\_\_\_ Race \_\_\_\_ INDY \_\_\_\_ Publications \_\_\_\_ Ice Racing \_\_\_\_ Membership  
\_\_\_\_ Public Relations \_\_\_\_ Social \_\_\_\_ Other

Have you any special skills or services that you might make available to the club?

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Signature

Membership \$45.00 (Under 16 \$15.00) - includes CASC/ASN Affiliation



If you are a BARC member and would like your business card to be included in the BARC newsletter just send me a jpeg and boom it's there.

Remember any article / picture you have I would love to include it in the newsletter. I can't do this alone I need all the members to add to it.

Hope you enjoy your read

Editor

Pat McDiarmid

[track1mom@yahoo.ca](mailto:track1mom@yahoo.ca)







































