



On-Track

Winter 2013

The Official Publication of BARC-OC

www.BARC-OC.com

Ken Graham : A BARC Treasure



Bob Attrell, Harry Baker &
Ken Graham at Indianapolis
Image Courtesy Bryan Rashleigh

INSIDE

President's Notes	3
Race Director Updates	3
Membership Form	4
TRS	5
From the Grids	5
Michelin Pilot Sport Award Winners	6
Volunteers Needed	9
Member Exclusive!	10
Ice Race Report	11
Ken Graham	12
Bucket List Check	14
Callout from the VP Membership	16
CASC Committees	17
WRRRC Updates	18
Social Updates	18
Ron Fellows Race Cars	19
	20

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 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 have many Memorabilia/Gift Giveaways to lucky members in attendance at each month's meeting.

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



BARC-OC

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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

President's Note



Where did 2012 go and how did 2013 sneak up on us so fast. BARC had an amazing year last year and we really hope to do a repeat performance in 2013.

First off I'd like to say a big thank you to Mike McDiarmid for his dedication to BARC as president for the last 6 years. Mike is retiring (LOL) to work with Track Rescue Services to keep it busy and growing

Hello to your new Director and Membership Secretary Pav Krumpochova. Pav has been a member of BARC now for a couple of years and is a member of our Track Rescue Services. Thanks Pav for joining us on the Board of Directors.

And of course thank you to Nan Einarson (Secretary), Keith Whorley (Treasurer), Bryan Rashleigh (Vice President), Sherry Jones (Director - Social), Paul Einarson (Director - Race Director) and Wayne Wanamaker (Director - Ice Race Director). I am happy you all have returned to the board to keep us going strong for 2013.

As your new President, I plan to work very closely with the Board and all members of the club to continue to make the British Automobile Racing Club, the club of choice. We have been slowly gaining our membership back over the last few years and with continued dedication we will continue to grow.

Wishing you all the best in 2013.

Pat McDiarmid
President

Race Director Updates

Our race dates for this year have changed. We have moved away from long weekends at the request of many of you. Our dates are June 22-23 and July 27-28.

BARC is proud to make donations as a good community citizen to organizations that need help. We are particularly pleased this year to support organizations in the racing realm. BARC will be supporting the community where we Ice Race with a donation to the Minden Food Bank during their drive for donations during one of the Ice Racing weekends.

BARC has also become an ongoing donation supporter of Team Canada Racing which selects and finances an aspiring Canadian F1600 driver to the world famous Formula Ford Festival at Brands Hatch in the fall. Many of these young drivers would not be able to showcase their talents on the world stage if the Team Canada effort was not available. Our thanks go out to the people and sponsors that make the Team Canada Racing initiative possible. Check the BARC Facebook page in the fall for updates on how our next Team Canada Racing candidate is doing

Paul Einarson
Race Director

BRITISH AUTOMOBILE RACING CLUB-ONTARIO CENTRE

P.O. Box 1282 Station K, Toronto, Ontario M4P 3E5
www.BARC-OC.com

New/Renewal: _____

Name: _____
(please print clearly)

Address: _____ City: _____

Province: _____ Postal Code: _____
Age: _____ Home Phone: _____ Business Phone: _____
(if under 18)

Email: _____
(please print clearly - personal email is preferred)

Occupation: _____

Competition Experience: _____

Other Club Memberships: _____

Car(s) Owned: _____

Areas you might be interested in:

_____ 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: _____ Date: _____

Membership: \$45.00
Under 16: \$15.00
(Includes CASC/ASN Affiliation)
(Membership runs Jan1 to Dec. 31)

Track Rescue

Back again for another busy year with Track Rescue Services. This year BARC is hosting four race weekends starting with our Ice Races in Minden February 2 and 3, always a fun time to both work and watch from my nice warm truck.

We were lucky enough to get away from long weekend races this year thanks to our Race Director (Paul Einarsen) and BARC's first weekend is June 22 and 23 at CTMP. The Honda Indy Toronto follows on July 12, 13, 14, we should have more info on that more into the spring. Next race is July 27, 28 again at CTMP for the BARC Touring Trophy Races.

At this time I am waiting for dates for the BMW, Ferrari and confirmation from DAC regarding Shannonville.



I'll be contacting everyone soon but in the mean time if you know of anyone who would be interested in working with us this year please

have them contact me at: track1dad@yahoo.ca.

Mike McDiarmid
TRS

From the Grids



I can't wait to get back to the track again for what promises for the Grids to be another super busy season!

Along with BARC's own 3 race season the crew has been asked to work another nine races at the Canadian Tire Motorsports Park, Shannonville and Calabogie. So I'm looking now for a good pair of runners to keep going for the summer.

The Grids are always open to new people who want to volunteer their time for a day or weekend, if you or you know of someone who might be interested please contact me at: track1mom@yahoo.ca

See you at the Track(s)!

Pat (Track Mom)

Michelin Pilot Sport A/S 3 Intro, NOLA Motorsports Park, New Orleans, LA.



Discerning tire consumers can struggle to rationalize the utility of all-season tires especially living outside of the GTA and traveling distances for work and play all year round and in sometimes challenging conditions. So; when Michelin asked me if I would join them in New Orleans in the middle of December to participate in the intro of the new Pilot Sport A/S 3, their latest ultra high performance (UHP) all-season tire, I was both a little skeptical and intrigued as to how this tire would fit into the Canadian market.

Michelin boasts incorporating some interesting new technology into the A/S 3 together with including performance features in the Pilot Sport A/S 3 used in other Michelin tires such as their outstanding Pilot Super Sport tire. As Steve Calder, ultra-high performance technical manager for Michelin North America put it "During the development of this tire, we were intensely focused on providing a total performance package that would deliver

superior handling and wet/dry braking in all seasons".

Michelin wanted to give us the opportunity to drive the tire in some real-life driving situations to better explain the new technology and demonstrate its capability. So they took us to NOLA Motorsports Park for a day of driving exercises. Little did they know that it would barely get to 5 degrees C that day for the high and the morning was considerably colder, providing a far better environment for testing tires on cold, wet pavement than I frankly expected an event being held in the deep south would offer.

NOLA Motorsports Park is a brand new country club style facility on the outskirts of New Orleans. It includes a fast, technical 5 1/2 mile road course offering multiple track configurations, additional skid pads, a kart track and a soon to be built rally cross stage along with some superb technical and social amenities. I was intrigued by the rows of garages that line the long

driveway in from the main gate and fantasized what might be parked behind the closed doors of each unit. As we climbed off the bus, I was equally impressed by the club house, which reminded me more of a high-end health club setting than your typical race track drivers'-meeting environment.

For a tire category that many consumers perceive to be an all-season "compromise", Michelin incorporates some uncompromisingly high performance technology into this all-new UHP all-season tire.

First; the asymmetric tread design places more rubber and rigid blocks on the outside shoulder of the tire to provide high levels of lateral grip.

Unlike previous generations, the asymmetric design allows greater flexibility for tire rotations and exhibits less noise as the tires wears over time. Combined with biting edges in tread grooves, which aid traction in snow, Michelin claims that drivers experience better acceleration and braking in all conditions.

Second; Michelin has incorporated their Variable Contact Patch 2.0 (VCP 2.0) technology into the A/S 3, which is derived from their vast experience in endurance racing. VCP 2.0 is said to improve dry and wet grip plus wear. It focuses on evenly spreading contact patch pressures and temperatures regardless of the driving situation, helping maintain the structural shape of the tire contact patch and allowing drivers to get extraordi-

nary performance (cornering, braking, accelerating) and tread life. The A/S 3 is the first application of the VCP 2.0 technology in an all-season MICHELIN® tire.

Third; special silica in the tread compound of the A/S 3 provides breakthrough levels of wet performance according to Michelin. First tested and proven in endurance racing, this marks the first time extreme silica technology has been used in the all-season category. When combined with Michelin's Helio Compound™, a natural, biodegradable material derived from sunflower oil, the compound materials in the A/S 3 provide better grip at low temperatures plus cold weather mobility.

Fourth; the A/S 3 incorporates Michelin's 3-D Variable Thickness Sipe Technology™ (VTS™). VTS allows the use of more sipes for adverse road conditions (wet and snow) without giving up handling and wear performance. The unique, self-supporting construction provides biting edges when traction is needed most and locks together under stress for greater tread block rigidity. This is the first application of the technology in an all-season MICHELIN® UHP tire.

To more practically demonstrate the performance of all this technology, Michelin created 4 different driving exercises for us to drive. Probably the most meaningful specific exercise was the dry slalom course, which the group I was in, happened to do first. This was the only exercise of the day where we were comparing apples to oranges in that we were comparing the Michelin Pilot Sport A/S 3s to leading competitors' UHP summer tires; the Continental ExtremeContact DW, the Pirelli P Zero and the Bridgestone Potenza S-04 Pole Position. This was a bold move on

the part of Michelin but it soon appeared to have paid off for them.

With the exception of their tires, four identical Subaru WRX STIs awaited us to hammer them through this dry slalom course. One WRX STI was equipped with the Pilot Sport A/S 3s and the others with competitor brand UHP summer tires. The course was pretty tight and not that long so cornering speeds were moderate but it was certainly a good environment with which to assess moderate speed cornering control, grip and noise levels. Higher cornering speeds would come in a later exercise. While certainly not scientific in testing methodology, it was clearly up to me to try to drive each WRX STI through the course as consistently and similarly as I could to give myself the truest comparison of the performance of each tire. So I can't tell you categorically that the Pilot Sport A/S 3 was the best performing tire in the exercise but, at the very least I can honestly tell you that it felt equal to or better than every other competitor tire in the exercise, in terms of under-steer, over-steer, predictability and noise emission. Given that the Pilot Sport A/S 3 was the

only "all-season" tire being used in the exercise it left me with a very favorable, early impression.

The second exercise for our group was an open section of the NOLA road course. The six cars in this case were equally equipped Cadillac CTs; one shod with Pilot Sport A/S 3s and the others with leading competitors' tires. The purpose of this exercise was to demonstrate the tires' ability in high speed braking and cornering giving us an opportunity to cause under-steer and over-steer in each case and to compare overall grip, predictability and noise levels. Again the Cadillac with the Pilot Sport A/S 3s seemed to perform the best of the six tire brands with a generally superior feel as I threw each of the Cadillacs around the fast, expansive course.

The third exercise involved driving a series of similarly equipped Audi A4 sedans through a slightly more open slalom course that provided both a tight straight-line set of slalom cones and some higher speed sweeping turns in the overall course. In each case it was easy to be consistent with each of the four cars so as to be able to fairly





performance coming again from the Yokohama Avid ENVigor at 130.3 feet. Interestingly enough the other comparison I was able to calculate was a wet/dry performance differential factor

compare tires.

The course was frequently flooded by a water tanker that kept it wet and slippery for each tire test. While all the tires surprised me with their overall performance, to sum this exercise up simply, the Pilot Sport A/S 3 Audi was the only car I couldn't make the traction control kick in and provided me a more assuring, consistent level of grip through the water logged course.

The final exercise was, I guess, the most scientific exercise in that we were able to actually measure both wet and dry straight-line stopping performance of four equally prepared Infinity G37 sedans through the use of GPS-based data logging devices on the dashes in each of the cars. Again, one G37 had the Pilot Sport A/S 3s on it and the 3 others had similar, competitor all-season tires. The course was the pit straight of the road course with the far end of the straight drenched with water sprinklers. In the dry part of the course, after getting the car up to just around 60mph, the Pilot Sport A/S 3 shod Infinity performed the best stopping in the shortest distance at 115.2 feet with the Yokohama tire car being the next best taking 119 feet to come to a complete stop. In the wet and at the same 60 mph speed, I was able to stop the G37 with the Pilot Sport A/S 3s in a distance of 121.9 feet with the closest competitor

factor by brand and yet again the Pilot Sport A/S came out on top with a factor of 1.058 vs., in this case, the Goodyear Eagle GT, which had the next closest differential performance between wet and dry braking distances of 1.079.

There is still no doubt in my mind that utilizing a combination of "summer" tires and "winter" tires is the best performing scenario for anyone that has to deal with the type of driving I do mainly out in the country and on the highways all year round where more exposed, extreme cold and fully snow-covered roads can be par for the course. However I'm probably the minority and for city dwellers and short commuters that drive a few kilometers to and from work, mostly in and around the city where the roads get plowed in the winter and they aren't taking their car to track-days on the weekend in the Summer its quite different. Other than the odd extreme weather day, these folks have very little need for the, albeit superior performance of "winter" tires. These scenarios provide car owners a legitimate opportunity to leverage the performance benefits that the Michelin Pilot Sport A/S 3 all-season tire offers all year round and eliminating the need for a second set of wheels and tires.

The Pilot Sport A/S 3 is an ideal all

year round driving choice of tire for drivers of high-performance sedans, AWD cross-overs, or driven-all-year convertibles or sports cars typically equipped with over-sized wheels and lower-profile tires.

Evidently from the exercises we performed at NOLA Motorsports Park, coupled with Mother Nature's contribution of abnormally cold weather conditions for a mid-December day in southern Louisiana and, I might add, nicely beyond the control of the Michelin event organizers, I couldn't help be left with the impression that this had been a legitimate and meaningful demonstration of the impressive performance of the Pilot Sport A/S 3 both generally and against every other competitor brand of tire used in the comparison exercises.

As we headed back to the airport, I was asked by a Michelin marketing exec what was the most impressive exercise I had done that day, I had to say that it was actually the Pilot Sport A/S 3's ability to outperform consistently, in every exercise, even against competitors' "summer" tires and the incredible versatility of the tire that was most impressive to me.

The MICHELIN Pilot Sport A/S 3 tire is designed, engineered and manufactured in North America including certain sizes made in a plant in the Halifax, NS area. It will be available in 65 sizes ranging from 175/65/R15 to 285/35/ZR20 in late Spring 2013. Go to <http://www.michelinman.com> for more information.

Robert Lauder

2012 Award Winners!

CONGRATULATIONS TO THE TROPHY WINNERS OF 2012.

We at BARC wish to congratulate all the 2012 Trophy Winners from the CASC Banquet. This year's honourees were:

ANGELA WARD - Volunteer Award for the Grids, Pits, Start.

BILL ROBB - Volunteer Award for Stewards, Clerk

MARLENE RASHLEIGH for Volunteer of the Year for Auxiliary Race Support

JESSE LAZARE - Rookie of the Year

TEAM CANADA - Brian Graham received the Wayne Kelly memorial Trophy for the Ontario regional Club Member who has brought special recognition to Ontario Motorsports.

Also, our club handed out some hardware this year:

The Ray Lloyd Memorial - Spirit of BARC - for his total decation and always being there goes to **JIM BROUGH**
Gord Wakeling Award - Driver Demonstrating Competitive Spirit - for her never give up, always smiling attitude (also she is new to racing) - **AMY CASTEL**

The Dan Clark Memorial Trophy - The BARC Board member Deserving Recognition - for all the hard work and his dedication as our club Treasurer - **KEITH WHORLEY**

The Rodgers - Barker Award - For the most cosistent club worker - that I think goes with out saying - again **KEITH WHORLEY**

Stirling Moss Award - BARC`s most successfull Driver - for her continuous efforts and great finishes to all her races this year - **CATILIN JOHNSTON**

Bob Attrell Trophy - BARC`s Best New Driver - a rookie to us and the 2012 Rookie of the year with CASC as well - **JESSE LAZARE**

Kendal Award - Most successful Competitor outside the region - Winning the coveted Grand Am Continental Tire Sports Care Challenge Championship with co driver John Farano for Multicmatic Motorsports - **DAVID EMPRINGHAM**

High Performance Turing Trophy - for the Highest Scoring Ice Race Driver - honestly we're going to change the name of the trophy to the Rashleigh Award - **JONATHAN RASHLEIGH**

Willie Cleland Trophy - Driver demonstrating the enjoyment of racing - such a wonderful, always smiling do anything for you attitude - **KIERAN MURPHY**

Spinning Top - Most entertaining Award - This year Spencer had a spectacular crash just past 2 a, that we were all so glad to see Spencer recover from - **SPENCER TODD**

Bruce Bell Award - Chosen by the Grid Crew for the best prepared car - always in pristine condition despite what happened in previous weeks and great overall drivers to work with -

Open Wheel - **PAUL SUBJECT** Closed Wheel - **IAN LOK**

Outer Limits Award - Sportsmen's Trophy - for his dedication to the sport of racing, not only keeping his own `cars` (he runs in three different series) but helping out his fellow competitors when ever he can

- **STEVE BAMFORD**

And Last but Never Least

The Presidents Award - This member has been with BARC for 50 years this year, has taken over our Facebook Page and run with it - his dedication to the club goes beyond - **KEN GRAHAM**

LOOKING FOR THE BEST RACING VIEW TRACKSIDE? THEN YOU WANT TO BE A VOLUNTEER...

The British Racing Automobile Club - Ontario Region (BARC) is looking for Volunteer Workers to assist in the Administration and operation of amateur racing events in Ontario. It takes many volunteer workers to organize and administer a racing event, and clubs are having difficulty finding volunteers for such event. It takes up to 130 people to work an event at Canadian Tire Motorsports Park. Your assistance is appreciated and besides that "Its Fun"

We require volunteers for any/all of the following positions:

Race Director

The Race Director organizes the event. It is his/her job to ensure that trained and equipped staff are available in all departments and contracts all outside service providers needed to operate the race. They develop race schedules and acquire event insurance and permits. The Race Director verifies with the Registrar that the monies collected reconciles with the entry list.

Registration

Registration staff ensure that competitors complete entry forms, place them in the correct class and collect the necessary fees. Have other volunteers sign the waivers. Ensure that timing receives a list of competitors in expected time frame. On the job training is provided.

Scrutineering

Scrutineers examine race cars to make sure that they meet the construction and safety specifications set out by CASC rules and provide stickers to show that the cars are safe to enter the race track.

Grids

Grid staff line the cars up for practices and races. They follow a "grid sheet" for races showing the order of qualification for each race. they also check for Teck stickers and that all drivers have safety equipment in place. In the case of a red flag the Grid team also re grids the cars on the track for a restart of the race. On the job training is provided.

Pitlane

Pitlane staff ensure the rules of the pits are observed, pass messages from Control to the drivers, extinguish fires and allow only those authorized into the pits. On the job training and first aid training is provided.

Start

The Starter starts races as long as the cars are in the right order. They time the sessions and provide other signals to drivers such as danger flags, last lap warnings and checkered flags.

Results

The results person obtains faxes of the finishing order of the cars from timing for all practices, qualifiers and races, makes copies of the grid sheets for the grids. Makes copies and posts results from each session for all drivers.

Judge of Fact

Judges of Fact are officials that monitor cars crossing the blend line exiting the pits, they observe false starts and report speeding and other offences in the pits.

Hospitality

Hospitality is the group that takes care of all the volunteers. Hot or cold drink runs are arranged depending on weather and Lunch is made and delivered to all areas that volunteers work.

10 On-Track: The Official Publication of the British Automobile Racing Club Ontario Centre

Track Rescue Services

Trucks attend the scene of incidents on the race track under yellow flag conditions. They deal with the drivers, fires, fluid spills and towing of damaged cars or repair tire wall damage if necessary. On the job training as well as first aid and fire training is provided.

Paddock

The Paddock Officer maps out where competitors are located in the paddock and communicates with competitors as directed by Control.

Podium

The last race of each class on Sunday is brought to the podium area and trophies and other prizes are given out to competitors as well as the top three finishers are announced to the crowd. Ice water and towels are given to competitors. The Podium Officer is the MC of this process.

Communications

Communications staff distribute and collect the radios that are used during the event and deal with any radio issues during the day.

Programs

This person collects information before the race weekend from various members and writes articles that are used to produce a program that is available for competitors, volunteers and spectators.

Stewards

Stewards of the event deal with driving behaviour incidents and also ensure that the rules governing competitions are upheld. They have the ability to level penalties for non compliance of these rules.

Deputy Clerks

Deputy Clerks operate the radio networks used to communicate and control on track activities. Several channels are in use.

Clerk of the Course

The clerk of the Course control the activities of the event and is the Chief Official. This position provides direction to the Deputy Clerks on the radio and makes decisions concerning on and off track activities.

If you are willing to join us, even if for only one or two weekends a year, please contact us at: barcinfo@yahoo.ca.

BARC Member Exclusive!

Member Howard Cohen works at City Buick, 1900 Victoria Park, Toronto as the wholesale parts representative. His parts manager will give any BARC-OC member any General Motors part at trade price, which is a discount of 10-20% off retail price. That includes Buick, Cadillac, Chevrolet, Hummer, Oldsmobile, Pontiac, Saturn and GMC trucks.

To get the discount, show your BARC membership card when you order the part and mention my name. The direct parts telephone number is 416-751-4733. As well, anyone that would like a General Motors Performance catalogue, please contact me. If you would like me to send you any other information, please let me know. ***Howard.Cohen@sympatico.ca***

Ice Race 2013!

What a fantastic weekend!! After a nervous week of really mild temperatures and rain we were able to go ahead with our race weekend although without the stud cars. The banks were just high enough to be legal. It turned out to be a beautiful weekend with the weather. Cold temps and lots of sunshine. Unfortunately the car count was down. We had a approximately 65 entries on Sat and about 75 on Sunday. Nevertheless it was a great weekend. With the hard work of all the BARC members, everything ran smoothly and we had a lot of happy racers.

We had our worker dinner on the Saturday nite at That Place in Carnarvon. An excellent dinner was enjoyed by everyone in attendance. As usual we handed out awards to some of the outstanding workers. Winners were as follows:

Best imitation of a Penguin Male: Vic Henderson
Best imitation of a Penguin Female: Sarah Brough
Best imitation of a Mountain Goat: Angel Ward
Best slip and slide Male: Wayne Wanamaker
Best slip and slide Female: Betty Masson.
Winner of a case of Mobil 1 oil: Scott Ellsworth.
Best Head Gear: Pat McDiarmid

As usual at any BARC event it was the hard work and cooperation of all the members that make our events a success. Thank you to all that helped on the weekend!

Wayne Wanamaker

Ice Race Director

Images Courtesy PicsByVicSr.com





Ken Graham: As I Know Him!

The first time I met Ken was in 1975. I had just started working at Guild Toyota in Brampton as the parts manager in September of that year. Bob Attrell was just in the process of taking over the franchise from Norm Guild. It was Bob Sr who actually hired me. At Christmas time Bob invited me over to his house for a get-together he was having. It was at that time I first met Ken. I found out that he was the service manager at Oakville Toyota and that we had a lot in common: RACING!!!



Ken gave me a bit of a background of his racing in sprint cars back in the '60's as well as in the Can Am Midget club. At the time I was running a "Hobby Car", a '34 Chev Coach at Flamboro Speedway. He and Bob talked about their racing backgrounds and brought up the subject of Ice Racing which they had raced since the '60's. They also told me about the British Automobile Racing Club. I got invited to the meetings and in 1977 joined up.

Ken and I used to see each other at Toyota parts and service meetings and I always tried to stick around him during and after the meetings.

One time, either 1978 or 79 Ken asked myself and the then service manager Ron Gray to come out to a car rally and be his service crew for his 72 or 73 Toyota Celica. I had never been involved in a rally so this was all new to me. Ken gave Ron and I his old '70 series Toyota pick up. Ron and I drove to check points and service stops, gassing up Ken's car, changing tires and minor repairs. It was a blast!

I use to visit Barrie Speedway to watch Kenny run his #7 black T/Q midget race car. Bob Attrell crewed for him at times.

Just an example of the type of person he was: around 1981 I was driving on a dealer trade with a trailer with a Toyota Previa on it. Travelling along the QEW, the transmission in the 4-Runner I was driving started slipping and then lost all drive. I pulled over to the side of the road. I found out that the drain plug in the transmission had fallen out. As I was in the Oakville area, I called Ken to see if he could tow it in. He took the vehicle info from me and much to my surprise, 20 minutes later, an apprentice showed up with a drain plug, fluid and a funnel plus tools. I got the vehicle going again and was on my way!

As some members may or may not know, we had a club treasurer way back run off with the clubs funds. Ken was one of the members who put some cash up front to pay deposits and pre-payments in order that BARC could run a race at Mosport. He also was on the board of directors at the start- up of The Canadian Motorsport Hall of Fame.

Ken has operated as one of our pace car drivers for the Indy and our BARC races for over 30 years, and helps out at the BARC ice races when he can. Ken is a life member of our club and as of this year is a 50 year member. He is the voice of our facebook site and we appreciate all of his hard work and dedication to our club. Ken is an excellent source of information and wisdom and I am proud to call him my friend.

Bryan Rashleigh
BARC Vice President

Picture: Kenny & sister Sylvia not so long ago. Courtesy Bryan Rashleigh



First time on the track in the #7 at the Indy Speedrome in '83. Finished 7th from 18th



1967 Ice Racing



Hall of Fame Opening 2006



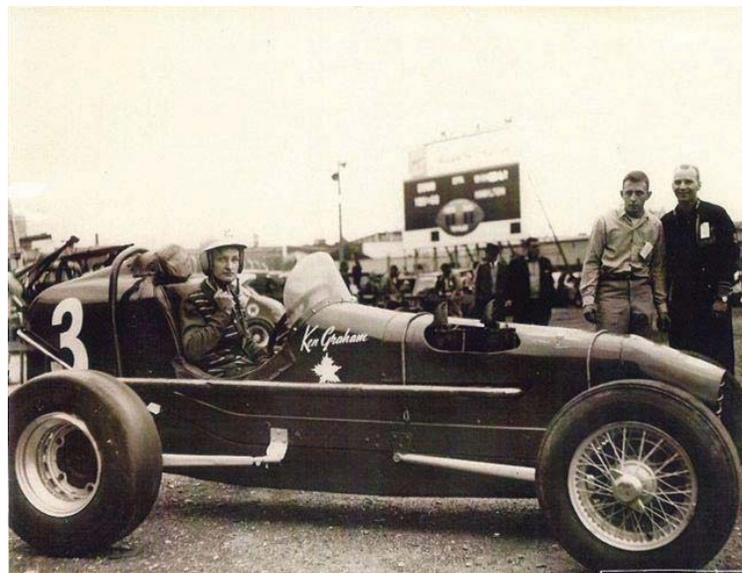
Craig Hill, John Shirliff, Ken Dean Dawn Wright & Kenny 1983 Barrie



Molson Indy Pace Car 2000



From L-R: Kenny & the lovely Gail
Kenny out for a test drive in Phoenix
and Kenny at the CNE in 1962



All images courtesy Bryan Rashleigh

Bucket List Reduced By One!

One evening in early January as Bill and I were finishing our wine after dinner, Bill said, "I'd really like to go to Daytona for the Rolex 24 hour race." Before I realized what I was letting myself in for, I found myself agreeing that it would be a great thing to do.

Next day Bill had booked our accommodation in Daytona Beach Shores, just 15 minutes from the Speedway and ordered our four-day tickets. Now we were well and truly committed!

We took three days to get to Daytona which gave us time to settle in to our motel on the beach. We were joined by Paul and Ruby Clarke who have made this trip before. It was very helpful to us to have Paul give us tips on where to park and show us around the infield on the Thursday before the race. We made good use of the transportation from the parking area to the infield. Comfortable walking shoes are a must at this venue as even with the transport there is still an awful lot of walking to be done. We wandered through the pit and garage area and found where our local team, AIM Autosport, was located. Unfortunately, we did not see any of the team we knew to wish them luck. By the time we had familiarized ourselves with the layout we decided to save our energies for Friday.

On Friday we were at the track just before lunch. Again we made it to the infield where various vendors were located as we had agreed to buy a hat for a friend. When that commission was completed we had lunch and listened to the track announcer report on the first Ferrari Challenge race. It seemed that every time we heard anything clearly it was about a driver from Toronto, Canada. That driver was John Ferrano who

won the race. We watched the start of the Continental Tire Challenge race from bleachers in the infield and when the first full course caution occurred, we decided to relocate to the grandstand and watch the pit exit and first turn. Needless to say, we were most interested in the progress of the Canadian drivers we knew, David Empringham and Scott Maxwell. David did well but unfortunately was not the winner. The area of the grandstand we chose gave us a wonderful view of the cars trying – in some cases desperately- to make the first turn. The large run-off, drivers' right, was a godsend to many.

On Saturday our plan was to go to the track in time to find a place to park! The parking area where we were is really large and it is necessary to have a good idea where you left your car. Otherwise you will be wandering around for ages trying to find it. We had no difficulty in choosing a grandstand seat. We had quite a while to wait before anything of interest happened. The driver introductions were lengthy and made almost unintelligible by the extremely loud background music. I use the word "music" advisedly. To me it was just raucous noise. Anyway, there were a goodly number of Canadian drivers and we cheered for them, but nobody heard us over the noise! When the first full course caution occurred, we decided it was time to leave before our hearing was totally destroyed. Obviously serious ear protection is a necessity here.

During dinner with Paul and Ruby we watched the race on TV until sleep overcame us all.

Sunday's plan was for Bill and I to go the track quite early, come back for lunch and then watch the finish on TV. The parking lot was comparatively empty when we got there

and again there was no problem with seats. By now we were able to tell who the leading GT cars were as several Daytona Prototypes had dropped out. A drawback to following the race was the fact that the columnar scoreboard could list only the first fifteen places with a group of constantly changing numbers below so that to begin with only the DP cars were listed. We watched the AIM Ferraris fight with Audis and Porsches. When we met up with Paul later he told us that he had been listening on his scanner to the AIM spotter and he was so impressed with the cool, calm information he was passing to the drivers. Bill deeply regretted not bringing his scanner with him. Eventually we felt that we needed lunch and left to return to our motel and have lunch and watch the end of the race.

In summary, we enjoyed our experience. Would we do it again? Doubtful, but then next year will see the ALMS as part of this race. Who knows what we'll decide?

Personally, I was impressed by the size of the facility. Having seen it on TV did not give me the sense of just how much area it covered. I was also seriously impressed by the banking. Again TV tends to diminish it somewhat

As I am finishing this write-up, we have just received from Daytona International Speedway an e-mail thanking us for coming to the Rolex 24 hour race. Good marketing, eh?

-- Bill & Mary Lobban

Calling All Members!

Two items I would like to bring up.

1) We have over 200 members in this club. Why do only have an average of 30 show up to our monthly meetings? I know some do not live close to the GTA but for those who do, Why not come out to our meetings? It gives you a chance to meet members you know only by name, some you know the face but not the name. Come out and bench race. Find out some things about the club you may not know. We are attempting to get some video's of old races that have come from the Castrol archives. We would invite you to bring DVD's of your racing to show members. Come out and we can have you talk to the membership about your racing endeavours: how you got started where you hope to end up!

The food is good! If you don't come to meetings for a specific reason and want us to know why, contact anyone on the board. We would love to speak to you!!

2) You racers out there would like to continue racing into the distant future I'm sure! To do that, we need your help. We all have race enthusiast friends that would like to get involved with the sport, but may not be able for whatever reason to work with you on your race team but want to get involved!
WE CAN HELP!!

Have them get involved as a volunteer worker at the track with us! We have a variety of positions that will put them trackside. Many of our officials have been around for years and have a wealth of experience to pass on. Some of us will have to retire from the jobs we do for BARC at the track at some point in the future, so we need new people to come out and get involved: become marshalls, clerks, stewards, scrutineers, judge of fact: any number of jobs. Do not be afraid to contact myself or anyone from the board.
WE NEED YOU!

--Bryan Rashleigh
Vice President

Membership Report

First, let me introduce myself. I'm the world traveller. Grew up in Czech Republic and after travelling to almost every country in Europe and living in England for couple years I decided to move to Canada. I always watched car racing on TV when I was very little, F1 and Rally DAKAR being my favorites, but it was after joining BARC



in 2011 I've expanded my interest and hands on from 4 legged horses to the horses under the hood of race cars. I'm a junkie for action, that's why you'll find me in one of our TRS trucks, or wondering through "THE TRACK" with my camera in my hands. In January I took over the membership so Pat can move up to the president chair and I'm loving the challenges this position brings!

Now, we currently have 108 renewing and new members and there's still quite few that will be bringing this number up when they renew their membership.

I'd like to welcome to the club our newest members: Peyton Rashleigh, Vienna Rashleigh, Doug Walker, Sam Tabone, Al Ribeiro, Sarah Brough and Jason Bedasse.

-- Pav Krumpochova

CASC Committees

The Race Division of CASC functions with three Committees, each of which reports to the Regional Race Director. BARC as an active participant in CASC and is represented on all three. The first is the Race Committee. This Committee focuses on race safety and establishing rules which annually are published in the CASC Race Regulations and General Competition Rules as well as periodic Bulletins from the Regional Race Director. This Committee is staffed among others by BARC members Mary and Bill Lobban, Peter Carpenko, Brian Graham, Harry O'Neal and Nick Majors.

The second Committee is the Worker Rewards and Recognition Committee (WRRC). The BARC representative is Keith Whorley. This group exists to develop strategies to attract and increase participation by volunteers and manages a program of prizes in recognition of volunteer contributions.

The third group is the Ontario Race Organizers. This group meets with the four race organizing clubs, Driver Reps from each of the series along with our partners in providing service, being Motorsport Marshaling Services, Canadian Timing Association and Canadian Race Communications Association. This group meets to establish an annual Schedule, entry fee levels and to establish consistency in delivery of service from event to event.

The Ice Race Division does not have formal Committees but does meet annually with the Race Organizers. In our case Wayne Wanamaker, at the start of the season. They also have a meeting of drivers on the Sunday morning of the final race to get input on rules from the competitors.

These groups are also supplemented by Workshops in conjunction with the Annual General Meeting of CASC to seek input from all participants involved.

BARC as always is an active participant in the operation of CASC on your behalf. I have the pleasure of chairing the Ontario Race Organizers Group and despite trying to resign annually to allow other organizing clubs an opportunity to take on the role I am not allowed to resign. There is ample opportunity for both competitors and volunteers to provide input to our sport.

The umbrella organization of motorsport in this Province, CASC.ON.CA works hard on your behalf to ensure that we have a safe and well managed sport and BARC is a major player in this objective.

**--Paul Einarson
Race Director**

WRRC Updates

Well the race season has started as we are in the middle of the Ice Race schedule for 2013. Before you know it regional racing and the Indy will be upon us and drivers are either thinking about or have started to prep their cars for the upcoming season. T

he volunteers who support these races initiated their season with the start of ice racing and are preparing for the upcoming road racing season as well whether it is training, first aid courses, scheduling, reviewing or updating procedures or taking an inventory of equipment needed to support their various areas of responsibilities.

Recruitment is a primary focus for the WRRC while at the same time recognizing our volunteers for the contributions they make in supporting racing. As we all know without the volunteers there would be no regional racing. Approximately half of the BARC members are drivers. The drivers also have support crews and contacts within the racing community as well. I would like to present an opportunity for our drivers in supporting the recruitment of volunteers. We have literature, pamphlets, job descriptions, regional race tickets and other information that can be made available to you when talking to prospective volunteers. Drivers can bring a new approach as well to recruitment sharing the excitement they experience on the track with the respect drivers have for volunteers and the support they provide. As an ice race driver I took the opportunity on the BARC Ice Race

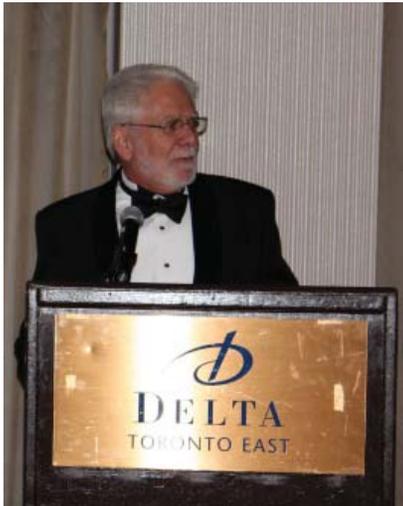
weekend to talk to a number of people at and off the track about volunteering. As a result we have potentially two new volunteers for ice or regional racing.

The WRRRC had their first 2013 meeting in January. The Committee meets the second Monday of each month. WRRRC will have Committee members at the CME in February and will be sending representatives to Formula North in Barrie again this year which will be held on May 25 and 26 2013. The WRRRC is trying to partner with one of the Colleges to create a marketing video as a recruitment tool for acquiring new volunteers. The WRRRC will be implementing a number of new ideas in the upcoming months relating to recruitment which I will update members on at the BARC Monthly General Meetings and in subsequent issues of On Track. The BARC volunteers who have earned credits for work performed in 2012 and are eligible for awards have been summarized on lists which will be presented to the WRRRC. The Committee will be selecting gifts which will be presented to the Club's volunteers at our first regional race in June.

The WRRRC is always looking for ideas so please share them with me and if you require any further information about recruitment or retention please contact me.

-- **Keith Whorley**
Treasurer & WRRRC

Social & Charitable Donations



Another year has come and gone. Our 2012 BARC Banquet had a pretty good turn out. We did things a bit different this time around. We had Mr. Bill Robb MC our banquet. Bill has a wealth of knowledge when it comes to the racing world, with his help the presentation of all of our trophies and awards was brought to a new level. Bill was able to give everyone some of the history behind the trophies and awards. I feel that hearing the true meaning behind our trophies and awards gives everyone a better understanding of how the person that is receiving them truly

deserves them. On behalf of The Board of Directors, Club Members, and myself, we would like to express our heartfelt gratitude to Bill Robb for his vast contribution and insightful presentation with our awards and trophies.

We once again had the 1200's join us at the banquet, we are proud to say that the majority of the 1200's drivers are BARC members. Not only do they enjoy being BARC members and our annual banquets, they also share their awards and trophy presentation with the rest of the BARC family. I would like to congratulate the raffle winners. This year our prizes varied from a Mini Kobo reader, a Keurig, a 35 bottle wine cooler, and sided with a mixture of door prizes. This year we are bringing back the 50/50 draws to our general meetings and to our BARC regional races.

Every year we donate money to registered Charitable Foundations, BARC will be donating \$500 to the Minden Food Bank, and there will be a continuous donation every year of

\$500 to Team Canada Racing, any further suggestions from club members are welcome.

This past year many of our members and their families have suffered from weak health and/or loss. As a family, BARC continually extends their support and condolences to our members and their loved ones during the hard times. My family suffered a heartbreaking loss this past October and was grateful for the support that BARC had extended to us. I would personally like to thank BARC and its members for all the support given to us during our hard time. I would also like to take this opportunity to inform my fellow members that you are not alone, and that BARC cares as one cares for its family.

PSSSST!!!..... The 2013 BARC Banquet plans are already underway! Great company, good food, music and many new exciting and fun prizes to be won! Keep a look out for further details.

-- **Sherry Jones**
Director Social

Ron Fellows Race Cars...in Miniature

Have you ever wanted to build a race car but didn't have enough money, or maybe no place to build it? Or maybe it's a vintage race car that you couldn't buy if you had the money. Well, there is a way to build that race car on a small budget, a very small budget. Build it in small scale. I have been building model cars for over 50 years and in that time I have built dozens of race cars of all types from Bugatti and Chaparral to Bonneville and Corvette.

Recently the Corvette race cars that ran at Le Mans and other tracks have been very popular. There are numerous scale kits available to replicate several different versions of the Corvette. The Corvette can be purchased pre-painted (meaning you don't have to paint it, just assemble it) or as a full kit that needs to be painted and then decaled. Both of these kits are in 1/25th scale and made in plastic by Revell USA. The silver Corvette is the ProFinish version that is painted and pre-decorated by the model manufacturer to replicate the car driven by Ron Fellow, John Paul Jr. and Chris Kneifel. The assembly is easy for an experienced model builder and a little difficult for a novice but the finished product is very good, taking about 12-15 hours to complete.

The yellow Corvette is the C5R Le Mans version as raced by Scott Pruett, Johnny O'Connell and Ron Fellows. This kit needs to be painted and have all the decals applied, a process that takes numerous hours. The total time to build this car is 25-30 hours, usually over a period of several weeks as the glues and decals need time to dry.

The end result for both these model cars is visually striking and both are accurate replicas of the full size cars. Details include accurate markings, windscreen wiper, headlights, wheels and tires. Under the skin there is a full engine, interior and chassis, unfortunately all hidden by the body. These models were built by my friend JP Perron a few years ago and now reside in my collection as my cars are not yet complete.

I have been building the Sunoco Camaro that Ron raced in the TransAm series in 1996. This kit is also in 1/25th scale and needed full paint and assembly. The decals are not yet done but will be one of these days ☐ To date, I have assembled and painted the engine, chassis and interior and painted the body in a bright metallic blue, very similar to the Sunoco colour.

This is my just a small part of my scale hobby. Over the years I have built over 2 dozen Chaparral race cars from the 2C to the 2J, plus several slot cars, many of which have been damaged over the years. Stay tuned for more about my Chaparral models in a future newsletter.

-- Howard Cohen

