



ON-TRACK

Victoria Day Speedfest

BY HOWARD COHEN

(AKA when the racing took second place)

--Canadian Tire Motorsport Park (Mosport)

The first major race weekend showed lots of promise for so many teams, drivers, crew, fans, volunteers, officials and media. Friday was perfect, 21C (72F), clear sky, bright sun, clean track.

Practice day went smooth with just a few minor car breakdowns. Everyone was happy, smiling, laughing.

Saturday was different. The morning was clear for a short time, then clouds set in. The morning qualifying kept everyone busy, lots of cars being set up, adjustments and repairs to a few cars but nothing serious. Lunch break was quiet, not much noise in the paddock.

Then after lunch, all hell broke loose! We had a warning of rain and winds and thunderstorms but no one was prepared for what happened. Torrential rains arrived quickly accompanied by winds of over 140KPH, wreaking havoc on everyone in the area. Tents were ripped off their moorings, motorhomes, trucks and trailers were blown over, including a truck/motorhome combo that blew over at the main gate blocking it for several hours; cars were damaged by blowing and falling debris, technical equipment for some race series was damaged, in one series damaged beyond repair, signs and trees were felled, all within a period of only 15 minutes. Then the rain let up. Then the heads poked out and damage assessment started. The power was off all over the track, well, all over the region. There were some minor injuries and one person was taken to hospital but returned shortly with only a minor injury.

On-Track Newsletter Highlights

THE RETURN OF
SPEEDFEST

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HISTORY

TRS TRAINING

The staff of CTMP did the most amazing job of cleaning the track and grounds. All of the racers, crews, volunteers and spectators pitched in to help with the massive cleanup. The afternoon on-track events were cancelled as the clean up continued. As the afternoon went on, the track started to look almost normal again.

The FEL Emzone Radical Cup Canada entrants offered to run a 30 minute, no-points race to help everyone feel better...and they did. The marshals returned to their corners, the timers readied their lap counters and the race was on and the crowd loved it!

All across southern Ontario, the storm left a path of destruction with hundreds of trees uprooted and blown over, telephone and electrical poles downed, houses damaged, power out in many communities. Yet, the racers pulled up their wet socks and wet racing gear and did what they enjoy doing the most, they raced.

Sunday morning started out dry but the weather was not going to be clear. There was a fine mist that changed to a light rain and stayed that way most of the morning. The Radicals race was beyond exciting as the lead changed numerous times with rookie driver Jonathan Woolridge winning his first FEL Emzone Radical Cup Canada race.

The Nissan Sentra Cup Series and the Super Production Challenge Series ran in wet conditions, bringing out the usual yellow flags and some good racing.

The afternoon brought out the NASCAR Pinty's Series and a wet track with light rainfall. The first few laps were run on rain tires but by the 15 laps mark, the track was drying and the cars were switching to dry tires. The lead changed several times with five drivers vying for the lead. As so often happens in this type of racing, it all came down to the last lap and the last three corners when the drivers go all out and do whatever it takes to win. In this case Kevin Lacroix was close enough to Gary Klutt to touch him and cause him to go off track, leaving Lacroix to take the checkered flag.

What started as a mild weekend ended with a wild finish and screaming fans, some applauding the pass and some angry with the pass, but, that's racing.

The damage to southern Ontario was massive and repairs will take many weeks and in some areas, months. But the racing community pulled together to get the track and cars cleaned up and race ready. That's what racers do best.



BARC-OC Out and About



President Bryan Rashleigh's car on display in the club booth.
Photo Courtesy Howard Cohen

BARC-OC History

It's important to know where as a club our traditions come from, and in this ongoing section we will explore various topics as we share what makes our club who we are.

Today we explore the meaning behind some of the awards given out. Special thank you to Bill and Mary Lobban for helping out with this.

The Award for the Club Championship should immediately bring to mind its namesake Stirling Moss as a major figure in racing, not just a fun corner at CTMP. Did you know this award came from Stirling himself? From '100 Years of the British Automobile Racing Club' BARC-OC First President John Bowles said the following about the award, " I also thought that the club should have a patron, a figurehead, a person of prominence. At that time Stirling Moss was the most renowned racing driver in the world. So it was to him I addressed a letter of invitation to not only be the club's patron but for good measure to donate a perpetual trophy as well. Again, why not? If you don't ask, you don't get. Well, he accepted and donated a trophy." (Pg. 94)

Recent Recipients Include:

Bryan Rashleigh, Phil Wang Austin Riley, Robert Wickens, Ben Hurst and Graham Lobban. If you want to know more come out to a meeting, we're always happy to share our ongoing history with race fans and friends alike.

BARC-OC Training 2022

COURTESY HOWARD COHEN

Every year, BARC-OC works on a training program for TRS and other related emergency track workers. This training includes fire fighting, rescue, extrication and first aid. BARC-OC is very fortunate to have two very good trainers in the club, Kyle Bast and Tom Cressman. The rescue crew includes some very experienced, very capable people including Andrea & Bob Pegg, Andrew Jordan and several others.

In the past, training was done at Abrams Towing in Toronto. This year, it was decided that training could be better done at a race track with some race conditions, so an agreement was made with Flamboro Raceway, Flamborough, Ontario. Also this year, training was done over two days to ensure enough time to get all the training completed.

I attended Saturday morning to take some photographs for the club. I was watching the crew remove a door from a car as they learned how to use power tools. As I stepped back, wham, down I went. I had caught my boot on some thing and tripped, landing quite hard. Like most photographers, I made sure my camera did not get damaged 😊 However, I did manage to injure myself. Hey, my camera isn't covered by OHIP. I no sooner hit the ground than the rescue crew came to my aid. They helped me to my feet, asked me some questions to determine if I had hit my head and called for the Paramedic. Andrew showed up in a few moments to attend my injuries. I was helped in to the ambulance where Andrew checked me carefully, checking my pulse, eyes, and other vitals. I had landed mostly on my right shoulder, so Andrew checked that with a series of strength tests. Another paramedic took down my information in case a follow-up was needed. I was questioned about my food intake to ensure I had not had a diabetic incident, which I did not. I was asked about any medication that I take and I told them about my prescriptions. In the end, it was determined that I had sprained my shoulder as there were no signs of swelling, lumps or bruising. I was then escorted my car for 45 minutes as part of the concussion protocol. I rested and had a lite snack and water. About 20 minutes later, Andrea came over with water and to check on me. A short while later, I walked back to the rescue to let them know I was okay.

Wow, you train, you learn and you hope you never have to use your training but then a simple fall puts all training to work. I felt completely at ease knowing that I was in the hands of well trained people. I was able to drive home where I took care of my shoulder with some ice packs. The next morning, I was able to get back to my photography at a car show and then back to the rescue crew training.

BARC-OC is very fortunate to have well trained and experienced people to help when needed. The next time you are at a race and you see TRS, remember, they are there to take care of you in case something happens whether it is a crash, a fire or a fall. **THANKS TRS!**

