

Thrills? No problem

Putting a little drama in the weekend is no problem for Tedd McHenry and Larry Barnett.

McHenry and Barnett, both 24, race cars. McHenry races in the Formula Ford class, and Barnett races in the Honda-Michelin class.

McHenry, a mechanical engineer in Nuclear Systems Department, has been racing for four years but last year was his first full season. And in 1983 he's placed fourth in his class in all Ontario. The season, which lasts from late April to late September, was made up of eight races, each with a field of about 37 drivers. McHenry's fourth place record is the average of all his placings throughout the season.

Hard on car

These weekend races, run at Mosport and Shannonville, usually comprise two "heats" and a feature race. (Heats are used to determine a driver's starting position).

These "road type" circuits are hard on a car, so the pastime is not inexpensive by any means. Says McHenry: "It's about as expensive as flying or serious sailing. The biggest single expense is tires. A new set — and you should get them each year — will cost you \$600. Driving a car at 200 kilometres per hour, as you do at Mosport, takes a heavy toll. Then there's the entry fee for the race — \$75 — and the cost of gasoline for the race and the gas to get your car towed to the race."

Paid \$300

McHenry drives a British-made Hawke (Model DL11). He bought it as junk for \$300 and restored the vehicle so painstakingly that he estimates its present value about \$5,000. To buy such a vehicle new would cost around \$20,000.

Barnett races a stock Honda Civic (with safety features specially added for racing) and, although he's spent plenty on cars in his time, does not have the same racing expenses as his friend McHenry. Reason: he's now sponsored

Plenty at 200 km an hour

amazing — in two weeks I was driving the company's Honda in the support race at the Grand Prix in Montreal. Since then I've driven in three Grand Prix weekends.

Barnett, who works as an electrical assistant with Building Operation and Maintenance in Head Office, has been five and a half years with Hydro. He's had two second place finishes at Ontario Region competitions and came third in his class in all Ontario. He has also raced at Watkins Glen, site of the old Formula One U.S. Grand Prix, and raced in Michigan last year where he won a club event.

In Barnett's class they reach speeds of around 150 kilometres per hour. "Interestingly enough, Formula One racing is not twice as fast as our class even though the Formula One machines have 10 times our horse power and are half our weight," he says.

Is this kind of racing dangerous?

"No, I have all the best safety equipment you can get," Barnett says with a grin. "The most dangerous part of this sport is driving along Highway 401 to get to the track."

Although being sponsored cuts down on Barnett's expenses quite a bit, he still has to put in a lot of time working on his car — as does McHenry.

In co-operation with a friend who shares his interest in cars, Barnett has a shop where he puts in quite a bit of time repairing race-ravaged vehicles... valve jobs, battered steering gear and cracked exhaust pipes.

A valid car licence is not sufficient for racing. Those who want to take up the sport must acquire a special competition licence which is obtainable after a two-day training course from the Canadian Automobile Sport Clubs — the organization that sanctions all road racing in Canada.

What are the chief qualities of a good driver? McHenry



Larry Barnett

says: "Concentration, good physical condition and an ability to perform precisely under pressure."

Barnett jokes: "I've been helped a lot by the women in my department. They formed a fan club and that's been a great boost for my morale." Then he adds seriously: "A good driver is sensible, he doesn't kid himself. He knows his personal limits and really knows just how much he can get away with when making moves on other drivers. Above all, he does not get into driving situations that are above his head."



Tedd McHenry ... bought his car as junk.