



Race 9
September 19, 2009
Victoria, BC

Weather was the star of the season in 2009 as Team G-Force and the rest of the WilRoc sprinters gathered for the final race of the year at Western Speedway on Saturday night. Guy Barrett closed off the year with yet another “personal best” qualifying time and found himself third overall and in the lineup for the Fast Dash.



Trophy Dash races are not point-paying affairs and therefore alternate tires (read “used”) can be run to save the good rubber for the main event. Barrett went out and ran the race on some just such tires which ultimately did not have the bite or stagger to get the job done and the #42 rolled around to make the four-lap show but was not a factor. Once in the pit area, the team made a number of changes requested by Guy including adjusting spring rate, toe and stagger in addition to adding a full tank of fuel which serves to loosen the car up as well. The Evil Iron sprinter pushed out 5th in the first of two heat races and Barrett was able to make up one position to gain valuable points but the car was still not to driver-42’s liking.



Again minor adjustments were made to the car before the main event, but ultimately the car is getting old and tired. This particular machine was built to campaign on dirt tracks South of the border and has been modified for the pavement life it lives today. With five years of seat time in it for Barrett, the team is looking to secure a newer purpose-built chassis for the 2010 season if a buyer can be found for #42.

At the drop of the main event green flag, Barrett moved quickly from his 7th place start position up into 4th momentarily as the field bunched tightly at the front and positions were exchanged fast. Once the field settled down, Guy was back to 6th trailing a great battle ahead while Darren Yates challenged from behind. Barrett needed to stay in front of Yates to hold onto second place in points. The field circulated lap after lap at lightning speed and Barrett was able to take one final position to earn fifth while Yates followed him - still one spot behind. The event ran flag-to-flag in eleven minutes without incident! With the changes made earlier and a new set of shock “valving” the Evil Iron sprinter was unusual - feeling to Barrett. “Every time I dive into the corner the thing snaps loose as I get in deep under braking. Even with that, the guys in front were coming to me as they slowed and we just ran out of time...I should have made bolder moves early”.



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