

Toronto Indy

From fat guy . . . to fast guy

Tim Hauraney remembers coming to the Toronto Auto Show five years ago with his brother, Andrew, and gawking at Jacques Villeneuve's old Toyota Atlantic car which was on display.

"I thought it was great," said Hauraney. "I was like, wow!"

His brother, however, brought him down to earth as only a brother can.

"He's fully supportive of me now; he's my biggest fan," said Hauraney. "But at the time he was being a brother and said to me: 'You'll never have a chance. You'd never ever get into that. You're so big now do you think you'd fit into that?'"

Hauraney, then 18 and driving in the Formula Ford series, weighed 265 pounds. There was no way he could slide into the narrow cockpit of a Toyota Atlantic car.

This morning, Hauraney will slip easily behind the wheel of his Condor Motorsports Toyota-powered Swift for the first practice session for Sunday's Toyota Atlantic race, the main undercard for the 20th Toronto Indy.

Hauraney said he began to pack on the weight when he entered high school in Peterborough. But at the time he wasn't concerned.

"I was really into football," he said. "I worked really, really hard to be the starting quarterback for my high school team. I got the backup position."

But when the starting quarterback was injured, the coach bypassed Hauraney and moved the running back into the position. Devastated, he quit.

He turned to motor sports. In 1999, while still in high school, he got a job as a mechanic at the Bridgestone Racing School at Shannonville. He got a chance to drive in two races — in a wider than usual Formula 2000 car — and did well.

Tim Hauraney had a hard time fitting into race cars
Then he got serious about his weight, *by Rick Matsumoto*



HAURANEY FAMILY PHOTO

Tim Hauraney in his beefier days. He tipped the scales at 265 pounds when he was 18.

"I asked my dad if I could take this sport further, but he said, 'Well, we don't have a lot of money,'" Hauraney explained.

After some searching, he found the Britain West Motorsports team in Brantford, which gave him a test. They offered him a ride in the Formula Ford series.

But it came with a stipulation. "I had to lose weight," he said. "I could barely fit in the car. I had to find a big, big driving suit. I could even fit into the owner's."

Even though he weighed about 100 pounds more than most of his competitors, Hauraney finished third in the series championship. He decided to pursue the sport further.

He also decided he needed to lose more weight. A lot of it.

Hauraney lost 65 pounds his first year (2001) and 10 more in each of the next three years. This year he's shed another five.

Pound for pound on the track

Weight matters.

That's why Champ Car has devised a formula that takes into account the fact a lighter driver would have an advantage over a heavier one.

All cars must weigh 1,565 pounds without a driver or fuel. All the drivers are weighed prior to the season and again at mid-season and an average weight is determined. This year it's 160 pounds.

Under this rule, instituted in 2002, a driver weighing 190 pounds would be allowed to reduce the weight of his car by 30 pounds to 1,535 pounds.

This would be done struc-

turally by using certain lighter materials.

On the other hand, a 135-pound driver would have to insert 25 pounds of ballast.

"That means that with a driver in the car all the cars weigh the same," explained Steve Sewell, senior manager of technology for the series.

Champ Car tested the theory that weight matters earlier this year. A car at full weight went around the Long Beach course in 71.09 seconds.

The same car when reduced by 100 pounds went around the circuit in 70.07 seconds.

Rick Matsumoto

He's done it with a strict regimen of running (now cycling) and watching his food intake.

"I've changed my whole lifestyle," he said, explaining he's changed from a junk-food addict into someone who monitors everything he puts into his body.

Hauraney said he didn't undergo any kind of surgery such as liposuction.

"But I've got a lot of loose skin," he said, pointing to his mid-section. "Stretch marks, scars. It's never going to tone up."

He said losing the weight at an age when burgers and fries are the staple of a young person's diet was difficult.

"It was one of the toughest things I've had to do," he said. "I'm a totally different person from 16 to now in every way — mentally and physically."

It was Hauraney's determination to lose the weight that

caught the attention of Condor owner Carlos Bobeda.

"That's what impressed me about him," said Bobeda, who gave Hauraney a test in a Formula Renault car. "I know how hard it is to lose 10 pounds."

"He's a very motivated kid and an excellent person."

After two years of driving in the Renault series, Hauraney got a chance to drive in an Atlantic race in Portland earlier this summer and finished second in the C-2 class and 12th overall.

The Atlantic series allows drivers racing older-model Toyota-powered Swifts to compete in the same race with the new and faster C-1s.

Bobeda said he'd have no trouble putting Hauraney in a C-1 car, but the cost would likely prevent Hauraney from making the jump this season. But with his determination that may not be too far in the future.



RICK MADONIK/TORONTO STAR

Tim Hauraney is in town getting ready for the Toyota Atlantic race on the undercard of Sunday's 20th Toronto Indy.