

April 2006

READY OR NOT...

~ FROM THE EDITOR

It never seems to fail. This time every year sneaks up and catches me totally unprepared for all of the pre-season tasks that need to be done. I count the weeks until racing season, then all-of-a-sudden it's here and I feel like I've gotten nothing accomplished! Then panic sets in and away I go... always said I worked better under pressure.

You should have already received your first callout of the year for the upcoming RACE Open Track Days on 22-23 April. We're running a New Marshals' School on that Saturday and will need as many marshals out as we can get to help cover for the people involved in the classroom activities, and we'll need the people who have agreed to participate in the Buddy System to come out so that our "newbies" get the best possible start to their marshalling experiences. For those of us that need to scrape off the winter rust before the racing action begins at RACE Round 1, this is the perfect opportunity—let the excitement begin!

If you're one of those people that has resisted electronic communication but like the rest of us is finding it impossible to do without the convenience, send us your email address and we'll send you your callouts via email. You'll get the details of the next race on the schedule approximately 2 weeks in advance. If you plan to attend, hit "Reply" and let us know which days you expect to be out. *Please remember: If your availability changes, let us know so that we can make the necessary changes to the corner assignments. Like we've said many times before, it's much easier to accommodate unexpected arrivals than to adjust to no-shows.*

For those of you with short memories, don't forget that spring weather in Shannonville is unpredictable, to say the least. Be pre-

pared for anything and everything because that's what you're likely to get...



Our ever-innovative Membership Director has come up with yet another way to reward loyal and active marshals for their work through-out the season. Mike Batty has set the wheels in motion (pun intended, of course) to give our hard-working marshals some fun time ON the track with a Marshals' Track Evening or a RACE School Day. All of this is being coordinated by Mike Batty, with the assistance of Rod Grundy and Chris Fry, and the generous support of the Ontario Race Organizers (ORO) group, RACE, CRDA participants and Shannonville Motorsport Park. For all of the details, read Mike's Membership Report on page 5.

At "press time", we only had about 4 responses to the callout for the RACE Open Track Days on 22-23 Apr. The season is underway...let's get into it!

You may have noticed that this issue of the newsletter is getting to you a little earlier than usual. Sorry to mess with the schedule, but we're going to be away for a few weeks in April and May and I thought that it would be better to get it out before our departure. We'll be back in mid-May, so the next issue will probably get to you a little late, and again, I apologize for messing with the schedule...

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Special points of interest:

- Membership Survey Report
- Marshals' Track Day
- Canadian Motorcycle Hall of Fame Inaugural Inductee List

# PRESIDENT'S MESSAGE

Finally, April has arrived and so, too, has the marshalling season. It was indeed a strange winter weather-wise, and I'm glad it's finally over.

Not one to rest on his laurels, Mike Batty was hard at work recruiting new members. His efforts resulted in terrific numbers of people who have signed up for further info with regards to the New Marshals' Schools. Thanks Mike, for an outstanding recruitment drive.

By the time you read this some of you will have already been trackside to marshal for an MCO open test day. I would like to thank all who responded to the email and were able to find the time to work this event.

Things are well under way for our first contracted week-end which will be the RACE Test Days on 22-23 April. Scheduled on the Saturday of that week-end is the first marshals' school of the season. At this point we have more than we can handle in one school, so we've set the date for a second school on June 10<sup>th</sup>.

*"Obstacles are those frightening things you see when you take your eyes off the goal."*  
~Henry Ford

As indicated in an article on page 6, John Nelson will be one of the inaugural inductees to the Canadian Motorcycle Hall of Fame. The induction banquet will be held on May 6, 2006 and I have asked our Vice President, Rick Helman, to represent the club at this momentous event.

You may or may not be aware of the Honda/Michelin series that ceased to exist after last season due to Honda's withdrawal from the series. It has been resurrected after a lot of hard work by Gunter Schmidt, CASC-OR Race Director, and Marcel Demers, FSAQ President. As of February 17 they are scheduled to race at four events in Quebec and four in Ontario with one of the Ontario events being on the DAC week-end at Shannonville.

The Formula Ford series, formerly the F1600 series, promises to be an even more exciting event this year with an anticipated field of approximately 35 cars. The Formula Fords are also scheduled to race at Shannonville on the DAC week-end.

So as you can see, we're in for yet another exciting season of racing. Come on out for the fun of it!



**Introducing...**

**The 50th Anniversary Committee**

Chair—Paul Meyer (905) 274-6318 [pimeyer@sympatico.ca](mailto:pimeyer@sympatico.ca)  
 Co-Chair—Paul Seaman (905) 839-7028 [paul.seaman@tel.tdsb.on.ca](mailto:paul.seaman@tel.tdsb.on.ca)  
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 Member—Donna Budgen (416) 298-7206  
 Member—Paul Clarke (416) 244-1326

*If you have some experience and a few contacts and would like to help create a "celebration to remember", please contact any of the above committee members.*

# THE MARSHALS' CORNER

## REMINDER—MINOR PARTICIPANTS

For all of our under-age marshals, this is a reminder that you must have your insurance waivers completed and signed by your parents/guardians at the beginning of every year, before you will be allowed trackside. If you have not received waivers with your applications, the CASC documents can be downloaded from the CASC-OR website. RACE waivers can be picked up at the RACE office at SMP, or by requesting them from the club secretary.



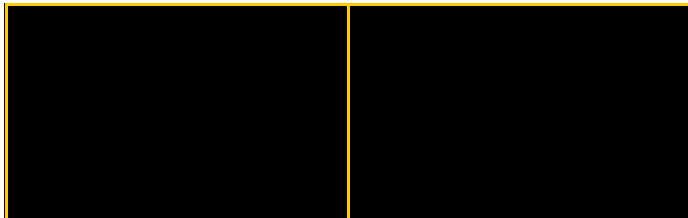
## EARLY BIRD INCENTIVE UPDATE

For those of you that haven't applied for your 2006 memberships yet, 31 March was the cut-off date to be eligible for the early-bird incentive. If you did get your applications in to us in time, remember that you have to present your coupon to collect your gift by no later than 31 July 06.



## MEMBERSHIP DIRECTORY—UPDATES

Look to this space for changes to contact info for our members. Make sure you take the time to update your copy of the directory. The next version (published annually) will include all amendments. (Note that for confidentiality, this info will not appear in the website version.)



## COMMUNITY ADVERTISING

We're looking for new ways to advertise our club and would like to know if you have a community paper in your area that would publish our ad for free. Local papers (printed and online) often have "community activity" sections for this purpose, so we'd just need to know the name and contact info for the paper in your community. If you can offer any other ideas for advertising, please give Mike Batty (Recruiting) a call at 613-392-7359 or email him at [batty\\_m\\_s@sympatico.ca](mailto:batty_m_s@sympatico.ca).



No one escapes the law...



## WANT A GREAT-LOOKING CRCA-LOGO'D SHIRT?

We're going to put an order in for the same long-sleeved white shirts that we ordered last year, with "CRCA Marshal" silk-screened on the back. The quality is excellent and they stand up really well. If you'd like to order one, get your money (approx \$25) and size (in men's sizes only) to Bob Leclair by no later than 10 May (613-354-5387). (You must pick your order up at the track—shipping will not be considered.)

## SMILES 'N CHUCKLES

A burglar broke into a house one night. He shined his flashlight around, looking for valuables, and when he picked up a CD player to place in his sack, a strange, disembodied voice echoed from the dark saying, "Jesus is watching you."

He nearly jumped out of his skin, clicked his flashlight out, and froze.

When he heard nothing more after a bit, he shook his head, promised himself a vacation after the next big score, then clicked the light on and began searching for more valuables.

Just as he pulled the stereo out so he could disconnect the wires, clear as a bell he heard, "Jesus is watching you."

Freaked out, he shone his light around frantically, looking for the source of the voice. Finally, in the

corner of the room, his flashlight beam came to rest on a parrot.

"Did you say that?" He hissed at the parrot.

"Yep," the parrot confessed, then squawked, "I'm just trying to warn you."

The burglar relaxed. "Warn me, huh? Who in the world are you?"

"Moses," replied the bird.

"Moses?" the burglar laughed. "What kind of people would name a bird Moses?"

"The kind of people that would name a Rottweiler Jesus."

## MEMBERSHIP SURVEY RESULTS

~ COMPILED BY MIKE BATTY



Late in 2005 we sent a survey to all members to identify issues needing attention. The response was certainly greater than many of us expected. Overall the comments and scores indicated that the club is doing most things right, and that personal circumstances are a major factor in the degree of participation. However, there were several issues identified that we think we can do something about. And although the survey was anonymous, several respondents did sign the survey and we will try to talk to those people directly about their comments, which could lead to our "action list" being modified in the future. Regardless of what your comments were, a big THANK YOU to the members who took the time to reply.

Major comments &/or issues (in no particular order) and the board's response is as follows:

1. **New Members:** Although the training of new marshals is good, we were criticized for not mentoring new marshals for the first few events. A fair criticism, and one that our new "corner buddy" system is intended to address.
2. **Facilities:**
  - a. Generally satisfactory, but several members mentioned that the BBQ's could be upgraded, with a more varied menu. Last year we operated on a fairly limited BBQ budget, but we will see if we can bring more spice to the menu!
  - b. A plea was made for pop-ups (easy-ups) to provide shade on those very hot days, but we just don't see how we can get around the logistical issues associated with doing this, such as daily up/down, storage, and the interference with flagging. Suggestions?
3. **Pre-Race Organization:** High marks!
4. **During the Race Day:**
  - a. Radios were singled out as a problem, no surprise to anyone. Of course, CRCA only uses the radios provided by the track and any upgrades are hugely expensive. However, we will continue to identify and prompt repairs on specific "problem radios".
  - b. Some members mentioned that the various track layouts are confusing. A point well made and one that we will focus on more, during the training sessions.
  - c. Another member made a passionate plea for better time management during the day, specifically regarding our members getting to their corners on time only to stand around and wait for the racing to begin, as well as other delays in action. Most of this is beyond CRCA control, but we've brought these concerns to RACE and have begun discussions in an attempt to address the issue, which certainly is a valid one.
5. **Post-Race Activities:** There was general support for a short post-race gathering to share our marshalling successes

of the day, and identify opportunities for improvement. We must be very careful here, as no one wants to be singled out if he/she has made an error. On the other hand, learning from our collective experiences is very important. We want to improve things but have to work on how we do it without upsetting people.

6. **Non-Race Activities and Away from the Track:** Generally, scores were lower for this section, with Dinner at Mike's and the Closing Banquet being two items criticized. We aren't sure how to do this much better than in 2005, but if you have specific suggestions, we'd be glad to listen.
7. **How the Club is Run:** Generally positive responses. Unfortunately, the few criticisms on this item were generalized. However, any member of the Board can be approached to discuss specifics and we encourage you to do so.
8. **My Participation:** Many members cited personal circumstances as being a major reason for their inability to participate more.

The board certainly appreciates the feedback from those who responded, and the high percentage of veteran members was great to see. We will work towards making tomorrow better than yesterday, enlisting the help of other members when we can. Thanks for your support!

### *The Board*



## RE-QUALIFICATION AND RETAINING CURRENT LICENSE LEVEL

With several of our former members returning to active status this year, it's been necessary to re-iterate CASC and RACE directives regarding re-qualification.

CASC and RACE Regulations state, "A marshal who is away from racing for a year may be required to attend a marshals' school before a license is issued. An absence of 2 or more years shall require attendance at a marshals' school."

If you've not been active for a couple of years, it will be necessary for you to attend a New Marshals' School before you will be allowed trackside. The next school is going to be held on 10 June—if you don't want to miss out, register now by contacting Larry McMillan or Lorie Cooper, or online through the website.

As many of you are aware, there are also regulations governing retention of a license grade. CASC and RACE regulations state, "To maintain a license grade requires marshalling at least 6 CASC-OR or RACE Region event days per calendar year or else a downgrade of 1 level may be applied by the marshalling education committees (CRCA/MMS)."

We strongly encourage those of you who find yourselves in this situation to do what you have to, to retain your license level. You've worked hard to get to where you are; it takes a considerable amount of time and effort to get to an Intermediate or Advanced level, so don't risk losing it!



THE MEMBERSHIP (WE DID GOOD THINGS!) & RECRUITING (WE'RE GOING TO DO EXCITING THINGS!) REPORT

~MIKE BATTY~  
MEMBERSHIP & RECRUITING DIRECTOR

It has been another busy time on the recruiting front, with booths at two bike shows in Toronto in December and January, and the Quinte Mall in Belleville in March. Overall, we're pleased with the responses with over 100 people signing up for info on marshalling in general, and over 30 for the new marshals' schools. Of course, historically we know that only about 10% decide to stay with it, but with higher numbers of participants at the schools, we have that many more chances of drawing enthusiastic & energetic new marshals to the club. April 22 should tell the tale! For you experienced marshals, it is you who create the first impression for the "newbies".... please make them feel welcome.

As for Membership activity, I think we have made genuine progress in understanding what we should focus on, and in broadening the scope of activities beyond simply standing on the corners. The membership survey was, of course, an attempt to better understand members' issues, and the responses have helped to steer us all.

But to the excitement: June 3 is a day that all of us will want to take part in. Courtesy of some very generous and helpful people, we have our very own CRCA Track Evening! Yes, you will be able to take your own car out on the Nelson track, free of charge, under the tutelage of some of Ontario's best racing drivers, the CRDA participants from earlier in the day. Now, before some of you get itchy right feet, it has to be noted that this IS a school, not a race, and so this isn't a contest. But it is an opportunity to learn the lines, and to better understand the challenges the drivers face on every corner.

Some of the participation requirements are:

- The vehicle must be in roadworthy condition, and (obviously) free of leaks;
- Loose items (like floor mats) must be removed or secured;
- Tires must be in good condition and properly inflated;
- Batteries must be secured;
- Participants must show proof of ownership (no Hertz rent-a-racers here)
- Participants must have a current driver's license.

Now, there are some members who either don't have a suitable vehicle, or don't drive, but for them the CRDA guys have generously offered to bolt a passenger seat into one of their own cars, and show you the quick way around the track.

Of course, there are lots of details and requirements to be worked out, and we will try to forward them in advance to avoid any potential disappointments. Rod Grundy has agreed to assist in pulling the event together, so with the CRDA guys' help I'm sure all will go well.

But wait! I hear the bike enthusiasts in the membership crying "What about me?" Not to worry, because we also have some-

thing up our sleeves for them. Chris Chapelle has generously offered to provide free spaces in a RACE school on June 8. This will provide more track time than the car guys get, but spaces will be limited. This is still very much in the development stage, but Chris Fry has volunteered to help pull together this part of the "Membership Experience".

As you can probably tell, my little brain is burning rubber at the prospect of seeing 50 marshals out on the track, enjoying a little bit of the sport they dedicate so much time to. We'll keep



TROMBINO AND WILLIAMS ON KAWASAKI SATELLITE TEAMS IN '06

*Parts Canada Superbike Championship Website, March 2006*

Frank Trombino and Jeff Williams will both be competing in the 2006 Parts Canada Superbike Championship on Kawasaki equipment according to Canadian Kawasaki roadracing manager Jeff Comello.

Trombino will race in both the Hindle 600 Sport Bike class and the feature Superbike class on new 2006 model ZX-6RR and ZX-10R motorcycles respectively with sponsorship coming from Kahuna Cycle in Trombino's hometown of Vaughn, ON.

Meanwhile Kingston, ON's Williams will concentrate on the Superbike class, riding the Canadian Kawasaki "Factory" bikes used by the team last season. Both riders will run their own teams with support from Canadian Kawasaki.

Adding these two riders to the already impressive team of two-time Canadian Superbike champ Jordan Szoke and Tom Kipp should give Kawasaki a good showing in the 2006 season.

Both the Factory team and the two satellite riders were expected to ride at Jennings GP in north Florida this month in the official testing that kicks off the Parts Canada Superbike season.

MICHAEL TAYLOR RETURNS... WITH THUNDER

*January 19, 2006 . . . As announced on Canadianrider.com*

Famed Canadian road racer, Michael Taylor dropped a bombshell during his appearance at the 30th Annual International Motorcycle SUPERSHOW at the International Centre in Toronto. Taylor, two time Canadian National Superbike Champion, announced that he would return to the Parts Canada backed National road racing tour in the Thunder National Support series, riding for 401 Ducati of Kingston, ON, aboard a 2006 Ducati Paul Smart Replica.

“TIRE CHAMBER”  
CORNER MARSHAL “ENDED UP”  
EMBARRASSED

*This story is an excerpt from one of the threads in the MMS website chat room. The incident took place at the 12 Hours of Sebring just a few weeks ago. It's worth reading, and believe it or not, it actually happened!*

*The call:*

Station X: This is station X. Our outpost flagger is in the tire-wall.

Control: Repeat station X...I don't think I heard you correctly.

Station X: I have a flagger in the tire wall

Control: Please signal him to get over the rail!

Station X: He cannot see us.

Control: Can any station get a visual on this flagger?

Station XI: Yes, we can see him. He is inside a tire, upside down.

Control: Please repeat!

Station XI: Flagger is upside down, trackside, inside a tire.

Control: Full Course yellow, all stations!

Control: What do you need, Station X?

Station X: I am not sure...send a tow truck and an ambulance.

*What actually happened:*

According to the “official” report, the trapped marshal stated that he went “tire diving” because he had dropped his radio scanner into the stack.

As related in a follow-up briefing on the incident by the marshal-colleague who first responded on scene however, the following was reported:

1. The guy dropped his IMSA pen (a 29-cent item) into the stack.
2. When initially bending down to retrieve the pen, his credential (SCCA hard card) broke free from its tether and also fell in (raising the stakes significantly!).
3. Now truly motivated, the marshal more aggressively wiggled himself further in, in the forlorn attempt to reach the ground inside the stack where the pen AND credential now rested, ultimately tipping himself in, and upside down with one arm extended into the stack trying to grasp the lost items, and his other pinned tightly at his side and behind him (all this while the top competitors negotiated the turn at ~130 mph).
4. The first responder-marshal was about 100 yards away on the same side of the course when the incident first developed, and looking up track, away from his mate. He was finally signalled by the cross-track corner captain (“Observer” to those elsewhere), and his attention drawn to the plight of the “stuck marshal” - it was later estimated at about 2 minutes between the incident time and when the would-be rescuer reached the scene.
5. Upon his arrival, the rescuer reported that he heard “intense but muffled mumbling” from within the tire wall

(apparently loud enough to be heard OVER race engine noise!), and found the precise location due the violent “peddling” of the “trapee’s” legs in the air.

6. It was immediately realized that the victim’s stomach had effectively sealed him into the tire stack, and he was therefore deprived of oxygen. One can imagine it was rather dark in there too, not to mention thoughts of the sorts of creepy stuff which might dwell inside.

7. Picture this: According to the account, the rescuer climbed on top of the tire stack and placed the victims ankles on his shoulders, and pulled on the victims belt in an initial vain attempt to extract him, but he succeed only in slipping off the victims trousers (another point in favour of coveralls?).

8. At this point the rescuing marshal realized that he was not equal to the task of effecting a rescue single-handed, but was able to “break the seal” of the victims belly around the top tire, thereby admitting at lease some fresh air to the invertee’s “Tire Chamber”.

9. The victim and responding marshal remained in this position until Emergency Vehicles arrived on scene, a period of several more minutes.

...now to the initial report of a lost radio. Wouldn't YOU report that you risked your life over the loss of something of value vs. a worthless bauble - the pen? Can't say I blamed the guy.

There is talk of creating a worker trophy with a statuette of the two marshals atop the tire stack at its pinnacle.

Yes, this turns out to have been an amusing anecdote to add to the annals of Sebring Race history. The outcome could have been truly tragic - we are all grateful that our fellow worker ended up ok.



JOHN NELSON TO BE ONE OF  
CANADIAN MOTORCYCLE HALL OF  
FAME INAUGURAL INDUCTEES



The Canadian Motorcycle Hall of Fame Museum (CMHM), sponsored by the International Motorcycle SUPERSHOW (IMS), has announced twelve individuals and organizations to be inducted at the first annual Hall of Fame Induction Banquet, to be held at 6:00 pm on May 6<sup>th</sup> at Roma’s Banquet Hall & Convention Centre, 5980 Shawson Drive in Mississauga . The inductees include Canadian Motorcycle Association, Jim Bentley, Trevor Deeley, Don Munroe, Ray Gref, John Nelson, Welland County Motorcycle Club, Stan Bradbury, Gerry Marshall, Blair Sharpless, Walt Healey and Lang Hindle. The event will feature an audio-visual presentation on each Inductee, a display of special motorcycles, a silent auction to raise funds for the CMHM and, of course, a gourmet meal. Tickets are offered for a \$95 donation and are available on line at [www.supershowevents.com/museum](http://www.supershowevents.com/museum) or by calling 519-657-2029. Dress is smart casual.



# SMP MAY 2006

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19 Nat'ls Rnd 1 & RACE Rnd 2	20 Nat'ls Rnd 1 & RACE Rnd 2
21 Nat'ls Rnd 1 & RACE Rnd 2	22	23	24	25	26	27
28	29	30	31			

### 2006 AT A GLANCE

**RACE:**

22-23 Apr—Open Test Days  
 28-30 Apr— RACE Rnd 1  
**19-21 May—Nat'ls Rnd 1 / RACE Rnd 2**  
 9-11 June—Round 3  
 21-23 July—Round 4  
 25-27 Aug—Round 5  
 1-3 Sep—Nat'ls Rnd 7 / RACE Rnd 6  
 22-24 Sep—Round 7

**VRRRA:**

16-18 June—SMP  
 18-20 August—Mosport  
 16-17 Sep—North Bay  
  
 3-5 June—**CRDA**  
 16-17 July—**DAC**

Register  
 online at:  
[www.  
 crcal.com](http://www.crcal.com)



### CONTACT FOR MOSPORT EVENTS

If you're planning to participate at any Mosport events this year, we recommend that you call Dorothy Manganello at 905-434-8821. She'll ensure you are registered with MMS and that your credentials are waiting for you when you check in at registration.

## SMP Events for May

### SMP Events for June

- **2-4 June** - CRDA (cars) & Marshals Track Day (3 June)!
- **9-11 June** - RACE Round 3

### Mosport Events

(unchanged as of 25 Mar 06)

- **17-18 June** - Father's Day 200 (cars)
- **23-25 June** - 25th Vintage Racing Festival (cars)

**CANADIAN RACE COMMUNICATIONS ASSOCIATION**

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**A BRIEF HISTORY**

The Canadian Race Communications Association (CRCA) is Canada's first and most experienced race marshalling club. It has played a significant role in the Ontario racing community since 1959, joining the Canadian Automobile Sport Clubs (CASC) in 1960, and acquiring its Federal Charter in 1962.

Based at Shannonville Motorsport Park, the Club supports the racing environment by providing Corner Marshals for all forms of racing events including regional open and closed-wheel cars, R.A.C.E. Series motorcycles, go-karts and numerous special interest groups.

CRCA Marshals have participated at racing events at Mosport Park from opening day to the present. Our members worked at events at Green Acres (near Goderich, ON) and Harewood Acres (south of Hamilton, ON) until their closing.

Our club organized the Corner Marshals for the first ever Canadian Grand Prix at Mosport International Raceway (formerly Mosport Park) in 1967, and also in 1967, were responsible for providing Marshals for the Motorcycle Grand Prix of Canada, notably the only time this country has had an FIM-sanctioned Grand Prix!

CRCA has been involved in the Toronto Molson Indy from its inaugural event, and continues to participate each year.

If you would like to learn more about what we do or are interested in becoming a corner marshal, please contact Mike Batty, Recruiting/Membership Director at 613-392-7359 or [batty\\_m\\_s@sympatico.ca](mailto:batty_m_s@sympatico.ca).

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