

August 2006

VRRA MOSPORT—WORTH THE EFFORT!

~ LORIE COOPER

With 5 rounds in the bank and only 2 more to go, we're quickly coming to the end of what has been a pretty awesome season of racing. I've come to expect no less from the RACE Superseries competitors, whether they belong to the Pro classes or are part of the ever-aspiring amateurs, but there are still some wonderful surprises out there.

This past weekend we were treated to some masterful demonstrations of skill, finesse, cunning and sportsmanship—no this wasn't a national event—it was the Vintage Road Racers Association (VRRA) event at Mosport. The club thrilled spectators with well over 200 entries and average field sizes of around 35. In a couple of races, the grid reached an astounding 52! There were only a couple of runaway winners the entire weekend, making for some of the most exciting racing we've seen in a long time, at any level.

For those of you that looked at the VRRA forum thread sent to us by Larry Tate, you'll have seen that our efforts to keep the competitors racing safely was very much appreciated by all (see page 4), but despite our hard work, each of the three days was marked with an incident serious enough to require transport of the injured riders to nearby hospitals.

The worst of the crashes was suffered by Race Director, Paul Bowyer on Sunday in his second race. Paul was in the lead and crashed on the front straight just prior to taking the checkered flag. He was taken to a local hospital and later airlifted to Kingston to undergo surgery for numerous injuries. Denis Curtis was able to visit him on Monday and very happily reported that Paul was smiling and joking and making promises to be back racing.

Since the split if the sidecar group, fields have been much smaller for their races, but

10 of them showed up to play at the Mosport event. One of the drivers was short a passenger, so Chris Chapelle stepped in to fill the void...picture this...the usual passenger is over 6' and 200 lbs...and then there's Chris. They weren't able to finish their heat race due to mechanical woes, but Chris came in all smiles after finishing the final and had the bruises to prove it.

We couldn't manage to get through the weekend without someone's engine exploding, and it happened not only once, but twice on Sunday. Corners 4 & 5 collected up 3 riders each in 2 separate incidents when the engines on the front bikes came apart and laid down a wide line of oil. All of the riders were up quickly and no ambulances were necessary on either scene.

Corner 2A was not without its share of excitement with rider #75 managing to keep the rubber down after plowing through 3 rows of straw bales and then deciding to call it quits. Two races later, 2A's safety, Rick Helman had to empty his extinguisher on a bike that pulled off on fire in his station.

We had good numbers for all 3 days of the event. We were delighted to have the support of many of the MMS marshals that were out with us last year, and saw a number of new faces in the group. Everyone who worked the event expressed their enjoyment and we hope to see them all back in 2007.

Saturday night Tyler Wilson's band entertained the crowd from 8:00 onward. They were really talented and played something for everyone.

It was a pretty great weekend and one that you should most definitely put on your calendar for next year!

LC

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Special points of interest:

- Michelin Designs New Tire
- CHAMP Rookie of the Year Battle

PRESIDENT'S MESSAGE

As incredible as it may seem, this season's racing is almost at an end with only the PMP Nationals / RACE Round 6 and Round 7 and VRRR—Runway Romp in North Bay remaining. Not to jinx it, but so far we've had more sunny days than not, and only a couple of wickedly weird "black hole" weather days at SMP. We all know that the weather forecast is only as good as the forecaster (see page 4) and these days, it doesn't seem that technology can keep up. That's ok though—a good marshal's motto is "arrive prepared" and generally speaking, we do. It's no wonder our track bags weigh more than some of the riders!

We had a really good turnout at VRRR—Mosport again this year. The MMS marshals were out to support us and everyone worked tremendously well as a team. There was a couple of occasions where considerable elbow grease was required to clean up giant paths of oil laid down by failed gearboxes, but everyone lent a hand and got things cleaned up in minimum time. The VRRR folks truly appreciated our efforts as stated on their website forum and in person to the marshals at the end of the weekend.

"The reward of a thing well done is to have done it."

~ Ralph Waldo Emerson

I'm not certain this newsletter will make it to you before the Nationals weekend, but I just wanted to say that this year's final round is going to be the most exciting yet. None of the championships has been decided, so it will be every rider for him/herself. If you can make it to only one event this year, make it to this one.

Hope to see all of you trackside one more time...



Introducing...

The 50th Anniversary Committee

- Chair—Paul Meyer (905) 274-6318 pimeyer@sympatico.ca*
- Co-Chair—Paul Seaman (905) 839-7028 paul.seaman@tel.tdsb.on.ca*
- Secretary—Barb Wong (905) 471-2109 petershall@rogers.com*
- Member—Peter Angelidis (905) 763-6007 marving@pathcom.com*
- Member—Dianne Bos (905) 986-9660 mbosplus@aol.com*
- 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

ANNUAL AWARDS BANQUET TICKETS ON SALE NOW!

Dinner, music, dancing, guest speaker, conversation, anecdotes, and loads of fun! Make sure you set aside the 28th of October for the CRCA Annual Awards Banquet. It will be held at the Briar Fox Golf & Country Club, and tickets are on sale now from any Board member!



Remember, you can use your CRCA dollars towards the \$20 per person cost, and anyone that purchases their ticket with cash before the 14th of October will receive a \$10 refund at the door!

Don't forget to drop your CRCA dollars in the bin, either in the Knap Shack or at the banquet to win one of the great prizes being drawn for at this year's party. Simply print your name on the back of your CRCA dollars and place them in the bin, then just show up to be eligible to win!



NEW CRCA LOGO'D BALL CAPS FOR SALE



Bob Leclair has purchased some really nice logo'd ball caps for anyone that would like to show off their marshalling club. They have a similar checkered pattern to the last style, but the pattern is on both sides and it and the "CRCA" letters are embroidered instead of silk screened. They are a little more expensive at \$17.50, but they should last for a lot longer without fading. And don't forget, you can use your CRCA dollars to purchase any item in stock! You can see either Bob or Lorie for purchases, but please wait until the end of the day when things are a little less hectic.



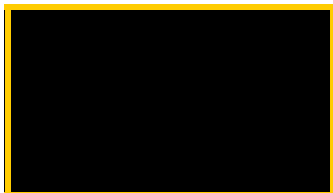
CAST YOUR VOTE! ~BY MAIL OR ELECTRONICALLY~

The Annual Awards Ballot was mailed out with the July newsletter. Your votes can also be cast electronically from the website at <http://www.crca1.com/id27.html>.

Complete it in whichever format you prefer but *remember to submit it* to the club or a Board member as soon as possible, and no later than 5 September 2006.



MEMBERSHIP DIRECTORY—UPDATES



Note that for confidentiality, this info will not appear in the website version.

REMINDER—PLEASE RETURN YOUR TROPHIES



If you were a recipient of a club award last year, please make sure you return your trophy by no later than the end of August so that they can be prepared for the 2006 "owners". They can be dropped off to one of the Board members any event weekend at the Knap Shack, or you can make arrangements for return by calling Bob Leclair at 613-354-5387.

SMILES 'N CHUCKLES

Little Davie Ohmanski

Little Davie Ohmanski's kindergarten class was on a field trip to their local police station where they saw pictures tacked to a bulletin board of the 10 most wanted criminals.

One of the youngsters pointed to a picture and asked if it really was the photo of a wanted person.

"Yes," said the policeman. "The detectives want very badly to capture him."

Little Davie asked, "Why didn't you keep him when you took his picture?"



TRACK CUISINE

~Shirley Jones

Over the last 3 years with CRCA and traveling to various race-tracks, I've had the opportunity to sample the cuisine provided by the tracks or the organizers. Most cover the basic food groups: chocolate, salt, sugar and starch.

Some tracks, notably Shannonville, try to throw you totally off by offering the "other" food groups such as vegetables, fruit and meat and dairy. Depending on the weather, Lou would provide us with her homemade chicken noodle soup or baked macaroni on cold days and potato or broccoli salad on those hot days, to compliment the egg salad, tuna, salmon or meat, lettuce and cheese sandwiches. And the basic food groups such as chocolate and sugar weren't forgotten either; brownies and butter tarts are provided as dessert.

The lunches provided at the Toronto Indy (oops ... I mean Grand Prix) consisted of roast beef sandwiches, chocolate chip cookies and an apple or orange. If you requested the vegetarian lunch you got a tomato and cheese sandwich, chocolate chip cookies and an apple or orange. It came in its own little box, marked "chicken" or "vegetarian". If you chose chicken, you got tomato and cheese or roast beef. If you chose vegetarian, you got roast beef. If you chose roast beef, it would be tomato and cheese. I wasn't able to stay for the dinners provided, but I was told they were excellent.

For Formula 1 in Montreal, the lunches were quite similar to Toronto. The major difference was you got what was marked on the box. Another food group, (noted in a previous article) and I'm not sure which category it would fall under, was the COLD BEER at the end of the day. Dinner was great, but the beer most remembered.

During this past weekend, VRRRA raced at Mosport. While the lunches provided by VRRRA are good and cover the basic food groups, the most memorable food consumed is found away from the track. Deep fried dill pickles have become the new tradition for the 3rd weekend in August. I'm not sure which category this would fall under ... but you can find them at Hanc's in Bowmanville.



Dianne Bos just "monkeying" around at VRRRA-Mosport...
The smile is bigger than the sidcar!



FROM THE VRRRA WEBSITE FORUM

21 Aug 06

~ "Just wanted to say what a great weekend I had, thanks to everyone who made it possible. There should be a special award for the marshals, it must be a long day out there, I feel a lot safer knowing they're looking out for us." [captainkcorb]

~ "A big thanks to all the marshals. Marty Cooper has put together a great team of people that are dedicated to the max. The next time I see Brian [Dawe], I'll buy him a beverage of his choice. Guys like him make me feel a lot safer out there." I want to extend my thanks to the alert marshals at turn 4 during the incident during the P1 350 race (#7?) on Sunday. They kept me on the pavement and right side up with their immediate display of the 'slippery conditions' flag when an unfortunate racer had a connecting rod make a debut appearance just south of the carburetor.

They ran it out just as I was about to dive into the turn and I'd have been down for sure (as the two riders ahead of me were) if I hadn't had the warning. It got me off the gas and off the racing line in time to miss the worst of the oil and feel nothing more than a quick wiggle from the rear tire.

Thanks much to all of you looking over us during the race and especially the crew on that turn." [Ralf Scholtes]



PMP SUPERBIKE FINALS AT SMP
~ All Championships Yet to be Decided ~

Don't miss this season's finale at SMP—none of the titles are secure!

There is a battle for first place in the Superbikes and Pro 600 Sport Bike between Jordan Szoke, currently in the lead in both, and Kevin Lacombe. Tom Kipp and Pascal Picotte are not far off and are working hard to steal 3rd in the Superbikes. Kipp is also in a tight race with McBain, tied for 3rd at 211 points in the Pro 600 Sport Bikes. The Amateur 600 will undoubtedly be worth watching with only 43 points separating the top 4 riders. The Canadian Thunder championship is far from decided with a mere 37 points between 1st place Darren James and 3rd place Brett McCormick, with Oliver Jervis in the middle to make things interesting. Even the Pro Rookie of the Year Award winner has yet to be determined! Can you stand it?



THE WEATHER STATION THAT YOU CAN TRUST

RADICAL NEW TIRE BY MICHELIN



Radical new tire design by Michelin. "The next generation" of tires. They had a pair at the Philadelphia car show. These tires are airless and are scheduled to be out on the market very soon. The bad news for law enforcement is that spike strips will not work on these tires. This is what great Research & Development will do, and just think of the impact on existing technology:

- ... no more air valves
- ... no more air compressors at gas stations
- ... no more repair kits

These are actual pictures taken in the South Carolina Michelin plant. It will be a while before they are available to the automotive industry.



ROOKIE OF THE YEAR BATTLE HEATS UP IN MONTREAL

By David Phillips

It may not get quite the attention garnered by the competition for the Vanderbilt Cup, but there's no mistaking the importance - and intensity - of the battle for Champ Car's Roshfrans Rookie of the Year honors. After all, the ranks of Champ Car (and World) Champions resonate with the names of former Champ Car rookies of the year: Bobby Rahal. Jacques Villeneuve. Gil de Ferran. Alex Zanardi. Juan Pablo Montoya. Scott Dixon. Sebastien Bourdais. (Not to mention the unique case of Nigel Mansell). It's a list another former top Champ Car rookie, A.J. Allmendinger, is making a strong bid to join in 2006.

This year's Champ Car rookie class is as intriguing as any in recent memory, boasting three recent graduates from the Atlantic series, several drivers with varying levels of F1 experience, two Formula Ford Festival champions and, of course, the first woman to run a full season in the Champ Car World Series. The rookies hail from all 'round the globe, from Australia, Estonia and Brazil to Belgium, the Netherlands and the UK.

Ten races into the 2006 Champ Car World Series, Australia's Will Power leads the competition for the Roshfrans Rookie of the Year award, with 146 points - a total that also puts him seventh in the overall series standings. Heading the chase of Power is CTE/HVM Racing's "Speedy" Dan Clarke, who put some distance between himself and the other rookies with a third place at Denver to give him 124 championship points on the season, good for thirteenth overall.

Not only have Power and Clarke separated themselves from their peers, they've been coming on strong of late as they've gained experience with the Ford-Cosworth/Lolas and the ins and outs of the Champ Car World Series. Power, for example, has finished seventh, sixth (twice) and fourth in his last four outings for Team Australia. As for Clarke, in addition to his podium finish at Denver, he has four top ten finishes since Milwaukee, not to mention having run a legitimate second in Portland and San Jose before mechanical issues intervened. With the steepest portion of his learning curves in his rear view mirrors, Power thinks the best is yet to come.

"I think the first half of the season was about learning," says the young Aussie. "I made a couple of bad mistakes that probably cost me a podium on one instance and a couple of other very strong finishes. In the second half of the year I've really focused on just finishing races, not making any mistakes and looking at the overall picture. These next four races . . . I really want to show some good speed and assure myself of a position in Champ Car for next year.

"Obviously, Australia is a really important race for me and it would be ideal to finish on the podium, not only in that race but all of 'em," Power continues. "So my aim is to finish the season really strong."

Power has an advantage over his fellow rookies in the final rounds of the season, having made his Champ Car debut last year on his home ground in Australia and also competing in the season finale in Mexico City. While readily acknowledging any experience is better than none, Power doesn't think his seat time in the streets of Surfers Paradise and at the Autodromo Hermanos Rodriguez gives him an unassailable advantage.

"It doesn't hurt!," he laughs. "But it doesn't take long for me to learn a circuit any more, so it's not a massive advantage. It does allow you to manage your tires a bit better the first day and it's always a little more comfortable going to a track you've raced on before."

Clarke eyes the 22 point gap to Power with a mixture of pride in what he and CTE/HVM have already accomplished and disappointment, knowing what could have been . . .

"I think we've achieved a lot of our objectives because we've showed a lot of pace and there's a lot of races, particularly Edmonton, San Jose, Portland and Denver, where we showed a lot of good potential," he says. "And without some misfortune we would have had a second place in San Jose.

"But the rookie title is our main objective and it's kind of frustrating

because if you look at the points I would have gotten in Edmonton and San Jose, we'd have been fourth in the points. So it's good in one way, because we've achieved a lot but we've been so close to doing much better."

Clarke still has his eye on the Rookie of the Year award. But if that proves out of reach, he wants to finish the season on a strong note.



Rookie leader - Will Power

"The rookie title is going to be difficult now because Will now just has to finish races," he says. "It's by no means settled just yet, and from the positive side, if the rookie title DOES prove to be out of reach, then gaining some moral victories by finishing ahead of Will and all of the other rookies in the remaining races is the best I can do. And it's what I'm aiming to do."

This is not to concede rookie of the year honors to Power or Clarke. Katherine Legge (109), Charles Zwolsman (101) and Jan Heylen (98) are but one podium finish away from joining Clarke atop the chase of Power. Indeed, heading into the Denver race, Clarke, Legge, Zwolsman and Heylen were separated by just ten points. Speedy Dan's third place changed all that, but one need only look back to Cleveland where Heylen finished fifth despite a spin and a problematic pit stop, or San Jose where Zwolsman led and was but a fortuitous full course yellow away from a top five finish, to understand nothing will be settled until the final checkered flag of the year in Mexico City.

Ironically, for one who made no bones about her trepidation at making her oval track debut in a Champ Car at Milwaukee, Legge might wish there was another all left-turn weekend on the remainder of the '06 calendar. That's because she had her best outing of the season on the Milwaukee Mile, qualifying a handy eighth fastest and bringing PKV Racing's Bell Micro Lola home sixth . . . and leading a dozen laps in the bargain.

Elsewhere, like most rookies, it's been a bit of an up and down year for Legge, what with an eighth place finish in her debut at Long Beach and another top ten at Denver mixed with some disappointing weekends - not to mention earning her stripes by being put on probation for an overly, er, forceful drive in San Jose!

Zwolsman's season has been rather more consistent, and if he doesn't have a stand-out finish, he also has brought the Mi-Jack/Conquest entry home in or about tenth spot with remarkable regularity. There have been some real bright spots - tenth on the grid in Monterrey, seventh fastest in Saturday morning's practice at Denver and those five laps in the lead at San Jose - but driver and team have yet to put a complete weekend together.

"I'm satisfied with the way the season has gone so far," says Zwolsman. "It is just a shame that I am not closer in the Rookie of the Year battle. The problem is that we didn't finish as well as we could have in the races that were going good, so we lost points there... and we finished the races that were not going that good with not a lot of points! It's what made it difficult to remain in the battle.

"I also learned a lot this year, I had to adjust my driving style because I was used to driving 240 HP cars and with a lot more horsepower I had to change my way of driving. Overall though I am really happy with how everything has gone, for sure there are races that were disappointing but I think that's racing."

Standings after Denver:

1	Sebastien Bourdais	275
2	A.J. Allmendinger	243
3	Justin Wilson	240
4	Nelson Philippe	149

SMP SEPTEMBER 2006

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

REGISTER TO WORK ANY OF THESE EVENTS ONLINE AT <http://www.cra1.com/id23.html>
OR BY CALLING 613-372-1892 / 613-539-1803
LATE NOTICE CANCELLATIONS (FROM THURSDAY BEFORE WEEKEND)—PLEASE CALL 613-539-1803

UP NEXT	
<p>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</p>	<div style="border: 1px solid blue; padding: 5px;"> Register online at: www.cra1.com </div>
<p>VRRR: 16-18 June—SMP 18-20 August—Mosport 16-17 Sep—North Bay</p> <p>3-5 June—CRDA 15-16 July—DAC 26-30 July—SKC (Go-Karts)</p>	



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.

Events for October

CRCA Events

2006 Season is Done!

Mosport Events

- **30 Sep-1 Oct**—Mosport/CASC Celebration

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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.



BOARD OF DIRECTORS

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