

THE MARSHALS' CLUB



RACE

July 2007

CHAMP CARS AT MONT-TREMBLANT & SUPERBIKES AT MOSPORT

~ EDITOR

In the past few weeks we've been to Mont-Tremblant for CHAMP cars and Mosport for PMP Superbikes. I don't meant to mislead you—I didn't work at M-T, but got the "low-down" from Marty and observed the racing as a spectator. Although the featured event (CHAMP) left a lot to be desired as far as excitement goes, the support races had good-sized fields and lots of action. I particularly enjoyed the Atlantic series.

The best part of the entire weekend came while I was monitoring the radio communications of a number of the CHAMP car crews on my scanner. On Saturday I happened upon the channel on which Oriol Servia's Crew Chief was communicating with him as Oriol lost control and spun out. He immediately told his Crew Chief, "I'm ok, I'm ok—I've spun out." The Crew Chief came back and asked, "Is there a problem with the car or did you just spin out?" Oriol's reply was priceless. He said (and you could hear the smile in his voice), "No, basically I just ran out of talent." He's my new favorite driver.



We were able to park our RV on the track property, nestling it into a "private" area reserved for the track regulars. The evenings were spent around the campfire renewing friendships and getting to know more of our ORFA counterparts. There were long days with early starts but no unreasonable delays for any of the races.

The same can't be said for Parts Canada...

Our excursion to Mosport for their Rounds 4 & 5 was the best display of poor management that I've ever seen. Saturday's Superbike race was delayed for rain—more accu-

ately stated, delayed because no one could make a decision to put them on rain tires despite the fact that the track was wet and was obviously going to stay that way for a while. This dragged on for 2 hours—the 1:00 start occurred some time after 3:00. I stopped looking at my watch. The remainder of the races with the exception of the Thunder race were rescheduled to the next day with a promise of better weather. Uh-huh.

The weather held until it was time for the Superbikes to take to the track again. The start was delayed while they looked at the weather channel. And while the Clerk of the Course came out for a peek at the track. And for another look at the weather channel. And while the Clerk and Colin Fraser came out for a look-see. And while they again checked the weather channel. And while the Clerk, Colin and the Pirelli tires guy came out for a boo. Another hour+ crept by and they finally decided on rain tires. Ya think? The rain continued, varying between mist and torrents, pretty much to the end of the race if you can call it that. It was sort of like playing a DVD at half speed, and just about as exciting.



Do these come with rain tires?

As soon as the Superbikes were off the track the skies cleared and the good racing continued. The SV650 riders entertained us with the 2 best races each day, fighting tooth and nail

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~Robert Leclair	

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# PRESIDENT'S MESSAGE

This month's message is dedicated to one topic only: my most sincere gratitude to everyone who participated or even considered participating in the organizers, Motorsport Club of Ottawa (MCO) Ted Powell Memorial Race Weekend at Calabogie Motorsports Park.

As Chief Corner Marshal (CCM), I was tasked with determining what number of marshals were needed to sufficiently cover all of the stations for the safety of the workers and competitors. Until the week prior to the event, it was extremely doubtful that we would have enough marshals to hold the event. Requests had gone out to our sister clubs very early on but the response had been slow and not what we'd hoped for. I knew from the beginning that it was going to be a huge undertaking to convince people to travel the distance to Calabogie regardless of the historical magnitude—this was the inaugural race on the first track to open in Ontario since Shannonville Motorsport Park over 30 years ago.

*"Do not follow where the path may lead. Go instead where there is no path and leave a trail."*

*~Unknown*

A final appeal was made during the Superbike event at Mosport and with the support of several people in the MMS leadership we acquired about a dozen more names and were able to give the "thumbs up" to MCO. Mike Hodge provided us with much-needed coordination and ensured information was disseminated to the MMS members, Peter Manganelli did his best to encourage MMS marshals to make the trip and he lead by example, Peter Corley promoted the event and helped to get the idea across that without more volunteers, the event would just not happen. I'm certain there were others whose efforts were invaluable so if I've missed anyone, I apologize. When all was said and done, we had a total of 42 marshals from MMS, ORFA and CRCA with the Calabogie QEs rounding the number up to just over 60.

The group worked together like a well-oiled machine despite a number of issues that can be attributed to a lack of experience, not of our workers, but of the CMP staff. The radios given to us were not strong enough for the distances/density/elevation changes to maintain a good signal—on Saturday in the rain we all but lost contact with a few of the stations. Lorie was in Control with Larry McMillan and I know she was ready to toss the radio and start using smoke signals; if it hadn't been raining so hard she likely would have. There were only enough fire extinguishers to allow for one per station which meant the safety had a long way to run with an extinguisher. A couple of the stations did not have appropriate protection in place and work had to be done on Friday and Saturday to provide a temporary fix. Finally, there weren't enough flags to set up in an ideal manner but even with all of these stumbling blocks, because of the spirit of cooperation exhibited by all of you, the weekend went extremely well.

When things go bad, it's the boss that takes the heat—when things go well, it's the team that gets the credit and I would like to be first in line to say that the success of the MCO—Calabogie event was most certainly due in no small part to the spirit of cooperation I witnessed this weekend. Thank you everyone, for going the distance to support MCO and motor sport in Ontario!



### *The 50th Anniversary Committee*

- Chair—Paul Meyer (905) 274-6318 [pimeyer@sympatico.ca](mailto:pimeyer@sympatico.ca)*
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- Member—Dianne Bos (905) 986-9660 [mdboss@bbste.com](mailto:mdboss@bbste.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

## GENERAL MEMBERSHIP MEETING (GMM) – UPDATE

The GMM scheduled for 23 June was rescheduled to the Saturday of Round 4 and as previously indicated, another will take place on the Saturday of the National SuperMoto event (15 September) immediately following the end of racing. If you have any items you would like added to the agenda, please forward them to the club secretary prior to the meeting dates. The usual Saturday BBQs will take place immediately following the meetings so we will keep them as brief as possible. Please plan to attend.

### QE PARTICIPATION "ABROAD"

Recently we were asked whether QEs were permitted to work at tracks other than Shannonville while they held only QE status. The answer: a resounding YES! In fact, our club highly encourages travel to other venues in Ontario to broaden your experience level—anywhere that CASC-OR or RACE sanctioned events are held is acceptable. You are required only to ensure you register as a QE so that you are placed appropriately, and to let the CRCA Board know your plans so that we can respond to any inquiries from the organizers of the event. You will receive a logbook entry and a QE evaluation for each day worked.

Before you register for an event, check within our club to see if anyone else is going—for Superbikes at Mosport in July, CRCA had 18 marshals participating, half of which were QEs!

## SRA BBQ/POTLUCK & DONATIONS

During RACE Round 4 weekend, all of the marshals were invited to dine in style at the Sidecar Racers Association BBQ/Potluck dinner on Saturday evening. SRA organized it and Doc Walker (#78 in Thunder) and the Ottawa group as well as many other unnamed contributors provided food, drinks and great company. The SRA folks are also contributing half of the earnings from their raffles to CRCA—so far that has amounted to over \$200! Next time you see an SRA team, make sure you say thanks to them for helping us to continue to do what we do!

Entertainment was courtesy of a track rental group who went to great lengths to destroy their engines and make a mess of the back straight. A number of the marshals and racers powered through the cleanup on Saturday night so the track was almost ready for racing on Sunday morning. Thanks to everyone who went "above and beyond"!

### SAFETY REMINDER

Please remember that smoking while the track is "hot" is a bad idea and highly discouraged. Imagine the marshal that runs to an incident where gas is pouring out of the vehicle, or where there are sufficient fumes present to ignite, just with the heat from the cigarette in his/her mouth... Not to mention that the cigarettes are making a mess of our flags!

### MEMBERSHIP DIRECTORY—UPDATES



Note: For confidentiality, this info will not appear in the website version.

### THANKS TO ALL THE PARTICIPANTS AT CMP!

I have never written a letter to the Blue Flag but my girlfriend and I had so much fun at MCO at Calabogie this weekend that I figured it was time. Neither of us have ever been to a race weekend outside of SMP and for Michelle it was her first event ever. She is now hooked on the vintage cars (groan). I would like to mention these incidents as they unfolded but there are just too many. This letter is mainly intended to thank some people specifically. Without their help or support in one way or another, I probably would not have even attended the event. So here, in no particular order, those people are:

Marty and Lorie Cooper, Larry McMillan, Shirley Jones, Dianne Bos, Mike and Janet Hodge, Barb and Dick Coburn (Happy belated Anniversary), Bruce Mills, Guy Blanchard, Colene Allen (corner 12, Sunday for translating), MCO and the entire Calabogie marshalling group especially Clayton - you rock buddy. I apologize if I missed anyone.

Michelle and I once again thank you all for the terrific weekend we were able to spend together with all of you. We have many wonderful memories and look forward to doing it all over again someday.

See you at the track,

Calvin McDonell

## SMILES 'N CHUCKLES

### Getting Older...

"I've sure gotten old! I've had two bypass surgeries, a hip replacement, new knees Fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts Have bouts with dementia. Have poor circulation; hardly feel my hands and feet anymore. Can't remember if I'm 85 or 92. Have lost all my friends But, thank God, I still have my driver's license."

### THE SENILITY PRAYER

Grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones I do, and the eyesight to tell the difference.

SZOKE AND CREVIER TRADE WINS



Series Press Release—15 July 2007

The two most successful riders in Canadian Superbike history, Jordan Szoke and Steve Crevier traded wins in the fourth and fifth rounds of the Parts Canada Superbike Championship at Mosport International Raceway on Sunday, 15 July.

After Brantford, Ont.'s Szoke took his Canadian Kawasaki Motors Kawasaki ZX-10R to victory in the morning race, held under sunny skies, Maple Ridge, B.C. native Crevier replied with the win in the wet afternoon race on the Team Toyota Yamaha / Fast Company Yamaha YZF-R1.

The pair leaves Mosport tied for the lead in all-time national Superbike wins with 24 apiece.

Sunday morning's race was rescheduled from Saturday afternoon after weather conditions and time constraints forced series officials to postpone it. Szoke actually finished second on the road to the Suzuki Acceleration Racing Suzuki GSX-R1000 of Clint McBain but inherited the victory when the Cochrane, Alta. racer was penalized four positions for a jump start.

Crevier finished second, just .085 seconds behind the Kawasaki rider, with 15-year-old rookie Pro Brett McCormick placing third aboard another Canadian Kawasaki Motors Kawasaki ZX-10R.

"I wasn't really going for the win," Szoke said after his fourth Superbike victory in a row. "I had no idea Clint had jumped the start. But we've put ourselves in the right position all year and this run has been pretty cool."

The back end of the doubleheader started in heavy rain and featured a spectacular lead battle between Crevier and the Team Suzuki / Blackfoot / Picotte Performance Suzuki GSX-R1000 of Francis Martin. Martin crashed just a few corners from the finish and Crevier picked up the win.

Granby, Que.'s Pascal Picotte placed second on his Team Suzuki / Blackfoot / Picotte Performance Suzuki GSX-R1000, edging the Team Toyota Yamaha / Brooklin Cycle Yamaha YZF-R1 of Kevin Lacombe at the line.

"I don't consider myself a rain rider but I was pretty comfortable out there and the tires were working well in the rain," said the 42-year-old Crevier. "We got off to a slow start this year with the R1 but we're getting it figured out now."

Szoke was in the midst of the lead fight in the second race but crashed exiting the final turn on the wet track on lap 11 of 14. The 28-year-old defending Parts Canada Superbike champion recovered to finish seventh.

Despite seeing his win streak come to an end Szoke maintains a healthy lead in the Parts Canada Superbike standings after five of seven rounds with 236 points to the 188 of Crevier. A race win is worth 50 points. The series continues at Atlantic Motorsport Park in Shubenacadie, N.S. August 10-12.

In other action at Mosport, Nepean, Ont.'s Andrew Nelson won the Yoshimura Pro 600 Sport Bike event on his Z1 Cycletech Yamaha YZF-R6. Nelson finished second on the track to Crevier but the B.C. rider was penalized four positions for a jump start.

Sherbrooke, Que.'s Martin placed second on his Suzuki GSX-R600 and Yamaha rider Lacombe of Granby, Que. completed the podium.

Saturday's race winner Jordan Szoke of Brantford, Ont. retired with engine trouble on his Canadian Kawasaki Motors Kawasaki ZX-6R.

Yanik Goudreault of Plessisville, Que. won his first career International Motorcycle SUPERSHOW Amateur 600 Sport Bike Championship race on his Suzuki GSX-R600.

Points leader Paul Glenn of Keene, Ont. was second on another Suzuki and Israel Johnas of Oak Lake, Man. placed third aboard a Kawasaki ZX-6R.

Michael Leon of Beaconsfield, Que. regained the lead of the Thunder twins championship with a victory on his Buell XB9R.



Orangeville, Ont.'s Derek Vammus and Montreal rider Martin Grande traded victories in the Suzuki SV650 National Cup races.

In the Pro Honda Oils Women's Cup Challenge event Shawna Aron of Halton Hills, On. won in the Expert class aboard her Yamaha YZF-R6 and Ottawa rider Bonnie Wilczynski placed first in Novice riding a Kawasaki ZX-6R.

TOP 20 IN SUPERBIKE STANDINGS AFTER ROUND 5

Pos	Name	Make	Points
1.	Jordan Szoke	Kawasaki	236
2.	Steve Crevier	Yamaha	188
3.	Kevin Lacombe	Yamaha	167
4.	Clint McBain	Suzuki	163
5.	Brett McCormick	Kawasaki	155
6.	Francis Martin	Suzuki	125
7.	Andrew Nelson	Yamaha	113
8.	Pascal Picotte	Suzuki	110
9.	Jean-Paul Tache	Suzuki	93
10.	Frank Trombino	Suzuki	76
11.	Ross Millson	Suzuki	68
12.	Erick Beausejour	Honda	63
13.	Matthew McBride	Suzuki	52
14.	Sean Heydorn	Honda	52
15.	Dany Jourdain	Suzuki	37
16.	Csaba Werner	Suzuki	31
17.	Dave Stokowski	Kawasaki	30
18.	Terry Steeves	Kawasaki	29
19.	Dave Young	Suzuki	27
20.	Franklyn Dominguez	Kawasaki	20

for the first half-dozen positions. Constant juggling in the top 3 in the 2nd race made for some of the most exciting racing action I've ever seen, on 2 wheels or 4! My heart almost stopped when #898 Martin Grande and #66 Rob Busby crested the hill at corner 4 side-by-side and immediately reached a back marker. They split around him and returned to side-by-side racing in the blink of an eye—I'm sure the fellow they passed had no idea they were there or he would have moved off the line to let them by. It was absolutely the most memorable move I've had the pleasure of watching. The battle continued until the end with Grande taking the victory. Unbelievably, the only action we had all day at corner 5 was on Grande's victory lap. He stopped at our station to share his excitement with us; with the checkered flag in one hand and the Fleur-de-Lis in the other, he started a burn out, lost control of the bike and fell backward with the bike toppling onto him but in one very smooth (no doubt adrenalin-induced) motion, managed to push the bike upright, stand up and grab the handlebar before the bike toppled over the other way. I'm certain the smile never left his face as he hopped back on, shook his head and proceeded to smoke the tire. He's my new favorite rider.

AC



A recent study found the average Canadian walks about 900 miles a year. Another study found Canadians drink, on average, 22 gallons of beer a year. That means, on average, Canadians get about 41 miles to the gallon.

Yet another reason to be proud to be Canadian ...



NEWS FROM THE PROPERTIES GUY

~ROBERT LECLAIR

I hope everyone is enjoying their summer as much as I am.

Just a few words to remind you all about the selection of CRCA hats, t-shirts, long-sleeved tees, sweat shirts and embroidered crests we have available in the Knap Shack. I would also like to remind those of you that

may want a good-quality, 100% cotton, long sleeved white shirt with "CRCA Marshal" silk-screened on the back, that they are available through me for the cost of \$25.00 each (a crest for the front pocket is optional and is an additional \$5.00). The shirts have to be ordered and paid for in advance, so if you



would like one please let me know. NOTE: *they must be picked up at Shannonville by you or someone else arranged by you – they will not be shipped to you.*

I hope all of you by now have seen our new CRCA banner which hangs on the left side of the gate as you enter the track. It was purchased as a tool to advertise our Marshals' Club at race events and recruiting displays to attract attention to what we do and possibly bring in more new members.

If any of you have any new ideas as to what you would like to see for sale in the Knap Shack, please let me know.

I hope you all have a great summer. Play safe, and we'll see you trackside.



FROM MCO  
TED POWELL MEMORIAL RACE WEEKEND  
- SECRETARY OF THE MEET -

Team,

On behalf of myself and the organizing committee of the Ted Powell Memorial Race weekend, I want to thank everyone that was able to come out and help at the inaugural race weekend at the spectacular new Calabogie Motorsports Park.

We, as the workers that put on an event, should be very proud of the weekend. On a green track, we were able to host an event that has had nothing but raves from the attendees. I do not know the last time Ontario or Quebec had the honour of opening a new track. I hope that you also feel that you were part of something very special this past weekend.

I cannot state enough how much the efforts are appreciated. A quick estimate indicates that approximately 4300 volunteer hours were used on just Friday, Saturday and Sunday!

Thank you all. I hope that we can work together again on great motorsports events.

-r-

-  
Richard Muise  
Secretary of the Meet



ROUND 3—MARSHALS IN ACTION

~PHOTOS COURTESY OF DON CARR



Thanks Don!



# SMP August 2007

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

## 2007 AT A GLANCE

**RACE:**

4-6 May—RACE Rnd 1  
 18-20 May—RACE Rnd 2  
 22-24 June—RACE Round 3  
 20-22 July—RACE Round 4  
**3-5 Aug—RACE Round 5**  
**31 Aug-2 Sep—Nat'ls Rnd 7 & RACE Rnd 6**  
 28-30 Sep—RACE Round 7

**MCO**

27-29 Jul—Ted Powell Memorial Race Weekend (Calabogie)

**VRRA:**

15-17 June—SMP  
**8-9 Sep—North Bay**

CRDA  
 1-3 June—SMP

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 Manganelli 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.

## Preview for September

### CRCA Contracted Events

- 31 Aug-2 Sep—RACE Round 6 and Nationals FINAL
- 8-9 Sep—VRRA North Bay
- 15-16 Sep—National SuperMoto
- 28-30 Sep—RACE Final Round

### Mosport Events

- 1-2 Sep—CRDA/CASC Ontario Regional Races
- 15-16 Sep—BEMC /CASC Ontario Regional Races
- 29-30 Sep—Mosport/CASC Motorsport 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.

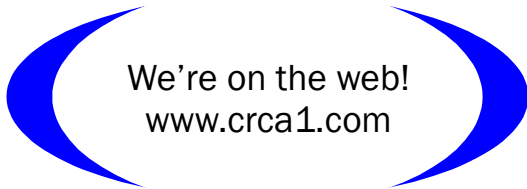
Based at Shannonville Motorsport Park, the Club supports the racing environment by providing Corner Marshals for all forms of racing events including regional open and closed-wheel cars, R.A.C.E. Series motorcycles, go-karts and numerous special interest groups.

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 and Membership Director at 613-392-7359 or [recruiting@crca1.com](mailto:recruiting@crca1.com).



We're on the web!  
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**NOTE THE NEW EMAIL ADDRESSES FOR SOME BOARD MEMBERS \***

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