

June 2006

SLIPPERY SLOPE

~ FROM THE EDITOR

Well, like the title indicates, this article isn't going to be very positive. My entry in the May issue was entitled, "Off to a Great Start," after having just completed the CRDA event and seeing a 2-day weekend total of 53 marshals out. The elation was short-lived. For RACE Round 3 we had barely enough marshals to cover the essential corners. I thought okay, some people don't like the Fabi circuit, but the numbers will come up for the next event—not so. The next event, VRRRA, was on the Pro track and again we found ourselves having to leave some corners unattended because we didn't have enough people to cover them.

As all of you know, it's been an uphill battle to build the list of active members, but we're getting there. The recruiting drive was extremely successful this spring and we've already had almost 40 people take the school with 75% joining the club, but still we find ourselves in the discouraging position outlined above. We sent out the Membership Survey to all active and Life members of the club and a respectable number of them were returned with constructive and valid comments and criticisms. Some of them even praised the club for making changes that were long overdue; moving in the right direction, to paraphrase. The Board has responded to the suggestions/criticisms by implementing several initiatives—the Buddy System to make new members feel more welcome and at ease, variety in the BBQs on Saturday evenings, rewarding worker loyalty with activities like the Track Evening during CRDA weekend and communicating to Parts Canada that the lack of consideration given to marshals and their disregard for their own schedules at their Nationals events is unacceptable. We communicate openly and as much as possible with our membership to let them know what is going on within the club. We do callouts for every

contracted event, hi-light these events in the Blue Flag and on the website calendar and give you 3 different ways to register to work at an event. So I guess what I'm saying is, we're doing absolutely everything in our power to encourage your participation *but you're letting us down.*

Is it that you really aren't interested in marshalling any longer? If that's the case, we're heading down the right road because if our numbers don't pick up we won't be able to provide sufficient service to the clubs that contract us. At that point, these clubs will look for other venues and other marshalling services to do their events and don't kid yourself, they'll find them.

Right now the club is being carried by a few die-hard members who come out every weekend, regardless of personal commitments, full-time jobs and the weariness factor. They're doing it because they love racing and are committed to the club. I'm doing it because I recognized back in 1996 that marshalling was just about the most exciting [legal] activity a person could participate in. In the ten years since then I've taken on several roles within the club, not because I have a lot of spare time on my hands—I work full-time too—but because there is something worthwhile here. I haven't found a better way to meet people who share the same interests, to experience in one day everything from the thrill of a heart-stopping pass to the sheer terror of waiting for the dust to clear following an incident. Some of my closest friends are people I met through the club. These are all reasons for me to continue supporting CRCA.

Now I have to ask you to think about why *you* joined the club and perhaps in doing so you'll realize what you'll be giving up if you don't start supporting it now. The "regulars"

(Continued on page 4)

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Special points of interest:

- Team Toyota-Yamaha Ready for Calgary
- Winners of the Canadian GP

PRESIDENT'S MESSAGE

For anyone that's been out for the first few RACE rounds and CRDA, you may have noticed that we're enjoying the presence of more visiting marshals than we've seen in quite a few years.

Our bike events are being supported by guests from the Quebec Race Flaggers Association (QRFA) and MMS, and several MMS members supported us for the CRDA event at the beginning of June. There is a feeling of camaraderie between clubs that I believe has been missing for a very long time, and I for one am extremely pleased to see that things are changing and we are able to welcome visitors to share in the Shannonville experience, and in turn feel certain that our club members will be welcomed at MMS and QRFA-contracted events with equal enthusiasm.

We've enjoyed the return of several former/inactive members to "active" status and two New Marshals' Schools have brought in roughly 30 new members. Another school will take place in the near future (date to be determined), so if you know of someone that wants to get involved, pass his/her contact info to Lorie so that they don't miss out as this is likely to be the last opportunity this season.

Be like a postage stamp. Stick to one thing until you get there.

~Josh Billings

The final matter that I wanted to touch on is the Rider and Driver of the Year Awards. I know that it's very difficult to determine deserving candidates this early in the season, but you don't need to make a decision at this point. I would ask that you take the time to make mental notes so that when you receive your ballot in next month's newsletter, you've at least got some ideas. The ballots will have to be returned by end August so that we can have the trophies & plaques prepared, so please make the effort to participate in the vote. With only 1 exception in the past 3 years, our winners have come to our banquets to accept their awards in person, so have your say in who takes home the trophies and make the win mean something.

Play safe everyone,

Shaper

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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



RUNWAY ROMP VRRRA NORTH BAY

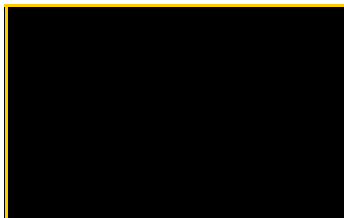
The Runway Romp in North Bay is set for 16-17 September and promises to be a fun-filled and exciting weekend. They've traditionally invited us to their dinner cruise for \$25 per person (subject to change for 2006 rates) on Saturday evening, and for those without sea legs, a large group of us have gone out to a local water-front restaurant and enjoyed wonderful cuisine and great company. If you're interested in working this event, please register online or by calling Marty at 613-372-1892.

START TAKING NOTES—RIDER & DRIVER O.T.Y.

Yes, it's still very early in the season, but it's never too early to start thinking about who will best fit the "sportsmanship, dash and flair" criteria for the club's Rider and Driver of the Year nominees. Ballots will be sent out with the July newsletter so we have time to tabulate results and get the trophies prepared. Make sure you take the time to complete & return the ballot!

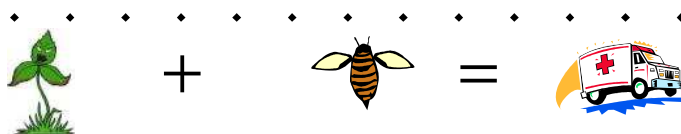
MEMBERSHIP DIRECTORY—UPDATES

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.)



CRDA GRATEFUL & GENEROUS

CRDA president Paul Anderson expressed his appreciation for our excellent work during their event at SMP 2-4 June but noted that they weren't able to do the usual prize giveaways at their event this year due to the lapping session that we put on. In lieu of worker prizes CRDA made a donation to the Heart & Stroke Foundation in the amount that would have been spent on prizes in memory of Pepe Singh, a former CRCA marshal who passed away last month.



Christine Miokovic wanted to ensure that everyone coming out to SMP this summer is aware of the poison ivy growing around the property. Make sure you wear socks in your shoes and don't pick anything up out of the grass with your bare hands without first checking for the plants.

Bees have also been spotted in the usual locations around the port-a-potty at corner 8 and the wall at Pro 2. If you have allergies, make sure you bring your epi-pens or appropriate medications with you to the track *and tell us you're allergic*. Melanie blasted the bees with Raid last weekend, but we doubt she managed to get them all...

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

According to a news report, a certain private school was recently faced with a unique problem. A number of 12-year-old girls were beginning to use lipstick and would put it on in the bathroom.

That was fine, but after they put on their lipstick, they would press their lips to the mirror leaving dozens of little lip prints. Every night the maintenance man would remove them and the next day the girls would put them back. Several memos were posted about this without effect. Finally the Principal decided that something had to be done.

She called all the girls to the bathroom and met them there with the maintenance man. She explained that all these lip prints were causing a problem for the custodian who had to clean the mirrors every night.

To demonstrate how difficult it was to clean the mirrors, she asked the maintenance man to show the girls just how hard it was.

Following the instructions, the man took out a long-handled squeegee, solemnly dipped it in the nearest toilet bowl, and scrubbed at the mirror. There was complete silence in the room. Since then, there have been no lip prints on the mirror.

There are Teachers... and then there are Educators!



TEAM TOYOTA-YAMAHA RACING READY FOR WESTERN SWING...AND WINS IN CALGARY

Calgary Preview: Team Toyota-Yamaha Racing

The 2006 Parts Canada Superbike Championship is in Calgary for the third of seven rounds.

After a solid start by Kevin Lacombe and strong results despite injuries for Pascal Picotte, the Team arrives in Calgary in better health and with three weeks of solid development work in the Yamaha Superbikes and Pro 600 Sport Bike machines. The Calgary track presents a mix of challenges for the racers, with a long straight that puts a premium on power, and slower corners where traction and torque are essential to a quick time. Factor in bumps in the entry and exit to key corners and you have the type of challenge that experienced racers like Picotte and Lacombe savour.

Kevin Lacombe has had podium finishes in Superbike in both previous rounds. He is now third in the 2006 Superbike Championship with 79 points, 26 behind the leader Jordan Szoke (105 points), and 4th in Pro 600 Sport Bike with 64 points, 43 behind leader Jordan Szoke (107 points). Pascal Picotte's early races have been hampered by injuries suffered in testing in early April, and he is 5th in Superbike with 61 points, and also 5th in Pro 600 Sport Bike with 59 points.

Pascal Picotte is ready for a key weekend in terms of Championship hopes. "We have had three weeks to improve the machines and my level of fitness. It is essential that I start taking back points from the leaders if I want to stay in the hunt for the championships. My goal is to get on the podium in both classes, with a win being possible if the weather plays into my hands with mixed conditions."

Kevin Lacombe wants to get further up on the podium and steal points from the championship leaders. "My bikes will be even better than at the first two rounds, and I now have all the tools that I need to win. It is up to me to continue to raise my game and beat those guys regularly; after all, that's what Pascal pays me to do!"



Photo submitted by Chris Fry

THE WRRC

~MIKE BATTY

Of course you know what that is, right? It's the World Road Racing Championship, Right? WRONG!!! It's the Worker Recruitment & Retention Committee, which is a small group within the CASC. Now, just in case there is someone I haven't completely lost yet, here is the longer explanation. CRCA is one of over 30 clubs that belong to the CASC-OR (Canadian Automobile Sport Clubs - Ontario Region), which is the sanctioning body for most car road racing, ice racing, auto-cross, and the like in Ontario. And as members of CRCA we are each members of CASC.

The WRRC is a committee of about 8 people (membership varies) who come from many of the major member clubs. And you guessed it; I am the point man for CRCA. The role of the committee is to devise ways to spend a bit of CASC money to recognize extraordinary participation and contributions to the sport, restricting ourselves to car events. (CASC is not involved in the bike events that form the majority of our Shannonville activities). While most of us are only marshals, there are other groups that work equally hard to make the races work... people at registration, track stewards, grid workers, timing and scoring, and scrutineering. And each year, there are people nominated within each of these groups to be recognized at the annual CASC fall banquet. Last year, for example, Larry McMillan was recognized as the CASC Marshal of the Year.

There is a system for us to become eligible for small prizes (e.g. thermos bottles or flashlights) when we get 12 "points". Normally, workers get one point for working one day. However, because we have so few car events at Shannonville, each day worked at SMP counts for 2 points. Hence, if you work all days of both car events you are eligible for a prize, and if you happen to work a few days at Mosport you become increasingly eligible.

Finally, last year there was a draw for one grand prize... a free day at the Bridgestone Racing Academy at Mosport! Can you imagine a better reward than learning to drive a Formula Ford on the track... for FREE?

I think I have not done all that I could have in publicizing the WRRC, and I will work harder at it to ensure all you hard workers get your shot at the rewards as they come up. Look for future info on the bulletin board in the Knap shack.

Slippery Slope (Continued from page 1)

are going to burn out, the club will lose its contracted events, and when you do finally find the time to come out, there won't be anywhere to go.

To coin a phrase, "You've got to give something to get something". How about trading a little of your time for the music of screeching tires, the perfume of hot brakes, the rumble of "Thunder", (plus the heat, the rain, the sweeping, etc) and all of the excitement your heart can handle.

LB

UPDATE: OUR TIME ON TRACK

~ MIKE BATTY

Originally sent by email 15 Jun 06

Hi fellow marshals,
I thought you might like to know how our track evening went, so, in a word... terrific! Although the weather gods didn't co-operate, in a way it was good.... The wet track kept speeds down, where those of us with slower-than-average reflexes could explore the limits of adhesion without getting to speeds where a mistake would mean certain mayhem. And I won't try to speak for others, but the CRDA instructor in my car, Jay Feiger (Car 85, Chevy Monte Carlo) showed me both the dry and the wet lines around the track, and the difference was certainly evident. So, I learned some skills that I can apply to my street driving. All this on top of having a lot of fun while the wet weather kept tire wear to a minimum!

One aspect of the evening didn't work out as hoped, in that seats in race cars didn't happen, at least in part due to the weather. We will revisit that scenario next time and be better organized for it.

Notwithstanding all that, everyone who wanted to drive on the track did, and those who wanted rides got them, and the glow of the ivories was hard on the eyes at the end of the day. And despite the conditions, only one of us put his car off track... his identity will remain concealed for the moment, but if you hear the term "Weed Man" you will understand the reference. You never know, his identity may be revealed at some future (hopefully, embarrassing) moment.

Thanks to the several CRDA drivers who helped us out, to Mr. Gauthier for allowing the use of the track, and to the CRCA people whose smiles made the effort worthwhile. For those who chose to sit it out.... **Next time!**

ALONSO DELIGHTED BY MONTREAL SUCCESS

*By Alastair Moffitt, PA Sport
Motor Racing Correspondent,
Montreal*

Fernando Alonso tightened his suffocating grip on the World Championship with a consummate display at Montreal to end his North American jinx.

The Renault driver kept his cool when plenty around were losing theirs to defy difficult track conditions and win for the sixth time this season, extending his championship lead to 25 points.

He comfortably bettered his previous best of fourth in Montreal and confessed his delight at finally winning for the first time in North America.



He said: "It is fantastic for me again. All the victories are nice but this one particularly after the last two or three years having the opportunity to win and something happening. "This is one of the races that we should have won in the previous years and now we have it."

MONTREAL GP 2006 REVIEW

~MARTY COOPER

After missing the Canadian GP for a number of years due to scheduling conflicts with CRCA-contracted events, the opportunity to marshal at a Formula One Grand Prix finally presented itself this year thanks to a change in the F1 calendar.

On June 22, 2006 Shirley Jones, Rick Helman, Larry McMillan and yours truly set out for Montreal, looking forward to a new experience for us all.

Accommodations were generously provided by friend and fellow marshal (QRFA), Andre Lalancette. Upon arrival in Montreal we proceeded to pick up our credentials and jumped at the chance to drive around the track and to visit the pits. During the pit walk we got up-close looks at least one car from each of the teams. The McLaren was by far the most aerodynamically and visually impressive.

Friday morning we were up at 4:30 and after a stop at Tim Horton's for coffee and bagels we were on our way to the 6:00 AM marshals' meeting. Saturday had pretty much the same routine, but Sunday we were able to get an extra hour of sleep as the morning meeting was not scheduled until 7:00.

The week-end racing schedule consisted of 5 different classes: Formula One, Formula Mazda, Formula BMW, Ferrari Challenge, and the Honda Civics. Friday was pretty uneventful but Saturday's Formula Mazda race got off to a hair-raising start (the 5% shear terror of marshalling) with a pile-up of at least 15 of the 43 starters that began at corner 5 marshals' station (ask Rick about it) and finished just before corner 6. Miraculously no one was seriously injured, the scene was cleared up within 30 minutes and the race resumed without further incident.

Sunday we were treated to three spectacular races: Formula BMW, Ferrari Challenge and of course, the Formula one. Cars were on the track at 9:00 AM and racing was finished shortly after 2:30 PM.

In the past couple of years I have attended three CART events, but none of them can compare to my first Formula One event. I thoroughly enjoyed every aspect of the weekend and with a little luck and good planning, expect to do it again next year.





MONTREAL 2006



Photos courtesy of Gilbert Guimond

WINNERS OF THE CANADIAN GP

Year	Driver	Constructor	Location
2006	Fernando Alonso	Renault	Circuit Gilles Villeneuve
2005	Kimi Räikkönen	McLaren-Mercedes	Circuit Gilles Villeneuve
2004	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
2003	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
2002	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
2001	Ralf Schumacher	Williams-BMW	Circuit Gilles Villeneuve
2000	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
1999	Mika Häkkinen	McLaren-Mercedes	Circuit Gilles Villeneuve
1998	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
1997	Michael Schumacher	Ferrari	Circuit Gilles Villeneuve
1996	Damon Hill	Williams-Renault	Circuit Gilles Villeneuve
1995	Jean Alesi	Ferrari	Circuit Gilles Villeneuve
1994	Michael Schumacher	Benetton-Ford	Circuit Gilles Villeneuve
1993	Alain Prost	Williams-Renault	Circuit Gilles Villeneuve
1992	Gerhard Berger	McLaren-Honda	Circuit Gilles Villeneuve
1991	Nelson Piquet	Benetton-Ford	Circuit Gilles Villeneuve
1990	Ayrton Senna	McLaren-Honda	Circuit Gilles Villeneuve
1989	Thierry Boutsen	Williams-Renault	Circuit Gilles Villeneuve
1988	Ayrton Senna	McLaren-Honda	Circuit Gilles Villeneuve
1986	Nigel Mansell	Williams-Honda	Circuit Gilles Villeneuve
1985	Michele Alboreto	Ferrari	Circuit Gilles Villeneuve
1984	Nelson Piquet	Brabham-BMW	Circuit Gilles Villeneuve
1983	René Arnoux	Ferrari	Circuit Gilles Villeneuve
1982	Nelson Piquet	Brabham-BMW	Circuit Gilles Villeneuve
1981	Jacques Laffite	Ligier-Matra	Circuit Île Notre-Dame
1980	Alan Jones	Williams-Ford	Circuit Île Notre-Dame
1979	Alan Jones	Williams-Ford	Circuit Île Notre-Dame
1978	Gilles Villeneuve	Ferrari	Circuit Île Notre-Dame
1977	Jody Scheckter	Wolf-Ford	Mosport Park
1976	James Hunt	McLaren-Ford	Mosport Park
1974	Emerson Fittipaldi	McLaren-Ford	Mosport Park
1973	Peter Revson	McLaren-Ford	Mosport Park
1972	Jackie Stewart	Tyrrell-Ford	Mosport Park
1971	Jackie Stewart	Tyrrell-Ford	Mosport Park
1970	Jacky Ickx	Ferrari	Mont-Tremblant
1969	Jacky Ickx	Brabham-Ford	Mosport Park
1968	Denny Hulme	McLaren-Ford	Mont-Tremblant
1967	Jack Brabham	Brabham-Repco	Mosport Park

SMP JULY 2006

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15 DAC (cars!)
16 DAC (cars!)	17	18	19	20	21 RACE Rnd 4	22 RACE Rnd 4 & GMM
23 RACE Rnd 4	24	25	26 Simco Kart Club	27 Simco Kart Club	28 Simco Kart Club	29 Simco Kart Club
30 Simco Kart Club						

UP NEXT

RACE:

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

VRRA:

16-18 June—SMP
 18-20 August—Mosport
 16-17 Sep—North Bay

3-5 June—CRDA

15-16 July—DAC

26-30 July—SKC (Go-Karts)

Register
 online at:
[www.
 crca1.com](http://www.crca1.com)



CONTACT FOR MOSPORT EVENTS

If you're planning to participate at any Mosport events this year, we recommend that you call Dorothy Manganeli 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 August

SMP Events

- 18-20 August—VRRA Mosport
- 25-27 August—RACE Round 5 & GMM

Mosport Events

- 12-13 August—BARC/CASC
- 26-27 August—CRDA/CASC

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.



BOARD OF DIRECTORS

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