

CANADIAN RACE COMMUNICATIONS ASSOCIATION

THE MARSHALS' CLUB



CRCA BLUE FLAG



A Publication of the Canadian Race Communications Association



RACE

August 2012

THE DOG DAYS OF SUMMER

~EDITOR

This summer is turning out to be quite a scorcher. Maybe that's why everybody seems to stay away from the tracks. Our club is having trouble attracting marshals but we are not the only ones. Even the F1 event could have used quite a few more bodies. They do have other issues but even last year they could have used more marshals.

The Toronto Indy was also short. The weekend was quite hot and the racing was good. The only negative is the reduced schedule. They only had 4 series at this year's event.

I think the only event that I attended this year that was nicely covered was the ALMS weekend.

Round 3 is this weekend. If you would like to join us, even if it is just for a day, we can always use more marshals.

My next event will likely be the VRRRA at the Canadian Tire Motorsport Park. Hopefully a few CRCA marshals can support that event. They put on quite a show in Shannonville and always show their appreciation. They might be a bit slower but they make it up in numbers.

For those that have not been out yet, you are running out of weekends to get your 6 required events.

The banquet is also coming up. Hopefully we get a good turnout. I missed last year but I hear it was quite nice. I plan on attending this year.

I apologize if some of the news items are a bit dated. I started on this issue a while back but got busy. They are still interesting to read.

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Special Interest

Nationals update

Michel

PRESIDENT'S MESSAGE

Greetings my fellow Marshals

Well folks, June and July are now behind us and before you know it the racing season will be over. The club has been pretty busy with the MOPAR Canadian Super Bikes, VRRRA Summer Classic, RACE Round 2 and 3 events all happening in the past six weeks. For those marshals that have been out to these events, I would like to say thank you once again for supporting the club and especially the racers. VRRRA showed their gratitude by holding a pot luck BBO for CRCA on the Saturday evening of the Summer Classic and I think I can speak for all that attended, that it was greatly appreciated. If you have not been out we could really use your support because our numbers have been sparse for most of these events. If there is something we can do to convince you to come out let me know. If you know someone that is interested in becoming a marshal let us know, we'll make arrangements to get them trained and trackside as quickly as possible without having them wait for one of our NMS schools next spring.

Speaking of marshalling, the VRRRA Summer Classic was a great opportunity for all of us to hone our marshalling skills. I believe at last count there were over 125 race entries that weekend. In one particular race there were over 35 bikes on the start line and if that doesn't get your heart pumping then I don't know what will. I find that with the older bikes which have a tendency for parts to fall off (sometimes the riders), or fluids that leak, as a marshal for these events you have to keep eyes, ears and nose tuned to the action for any signs of trouble. So if you haven't marshalled a VRRRA event come out and see why our fore fathers got into marshalling in the first place (sorry Marty).

Preparations are well underway for our Annual Awards Banquet scheduled to take place on the 27th of October at the Travelodge Hotel (formerly Ramada Inn) located at 11 Bay Bridge Road, Hwy 2 and Hwy 62 South, 613-968-3411 or 1-800-525-4055. It will be a buffet style meal and those of you that attended last year know how delicious the meal was. Arrangements will also be made to have a number of rooms set aside for those members who would like to stay the night. As this is our "Awards" banquet it is very important for members to vote for the different awards, in particular the "Rider of the Year". It is extremely helpful to the BOD when there are lots of ballots to tally. Banquet tickets are available from any member of the BOD at a cost of \$25.00 per person.

Well folks there are still a few events left at Shannonville, including 2 rounds of RACE and the "MAX Day" on the 10 August we could really use your support for all of these events, so I hope to see you trackside, if you can't be there then as we like to say "play safe"...

Wayne



THE MARSHALS' CORNER

2012 MCO TED POWELL MEMORIAL - CALABOGIE SEPT 1-2



Hi Guys and Gals

As CCM for the Motorsport Club of Ottawa, I would like to invite everyone to the CASC-OR Region Race Event at Calabogie. We need lots of marshals of all levels of experience to run a successful event at Calabogie. We have lots of cars coming from Quebec as well as all the regular Ontario Region competitors. Camping will be available. BBQ Saturday Night. Campfire Sunday night for those wishing to stay over. Great Track. www.calabogiemotorsports.com Friday is a test day if you can make it. I realize there is a conflict with your RACE event that weekend but if you could offer it to your marshals licensed with CASC, it would be greatly appreciated. Contact me at peter.manganelli@sympatico.ca with any questions or to register to attend. More info to follow

Thanks Hope to see you soon

Yours in Safe motor racing.

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Editor's note: Reminder to everyone that we also have an event at SMP that weekend with RACE round 4.



SMILES 'N CHUCKLES

Strange Facts About Mosquitoes

- Mosquitoes kill about 2 million people a year.
- The mosquito's visual picture is an infrared view produced by its prey's body temperature.
- The average life span of the female mosquito is 3 to 100 days; the male's is 10 to 20 days.
- Mosquito adults feed on flower nectar and juices of fruits for flight energy.
- The female requires a blood meal for egg development .
- You will never get bit by a male mosquito. Only the females bite!
- Mosquitoes must dilute the blood of their victim with their saliva before they can drink it. It is the saliva that causes the bite to itch.
- The mosquito matures from egg to adult in 4 to 7 days.
- Most mosquitoes remain within 1 mile of their breeding site.
- There are 140 different kinds of mosquitoes in the world.
- Mosquitoes are attracted to the carbon dioxide we breath out from our mouths.
- Citronella does not repel mosquitoes through its smell. Mosquitoes dislike citronella because it irritates its feet.

On The Links

A Catholic priest and a nun were taking a rare afternoon off and enjoying a round of golf. The priest stepped up to the first tee and took a mighty swing. He missed the ball entirely and said, "Shit, I missed."
 The good Sister told him to watch his language.
 On his next swing, he missed again: "Shit, I missed."
 "Father, I'm not going to play with you if you keep swearing," the nun said tartly.
 The priest promised to do better and the round continued. On the 4th tee, he misses again. The usual comment followed.
 Sister is really mad now and says, "Father John, God is going to strike you dead if you keep swearing like that."
 On the next tee, Father John swings and misses again. "Shit, I missed."
 A terrible rumble is heard and a gigantic bolt of lightning comes out of the sky and strikes Sister Marie dead in her tracks.
 And from the sky comes a booming voice, "Shit, I missed!"



BRETT MCCORMICK EYES AUGUST RETURN TO WSB

Liberty Ducati's Brett McCormick has set his sights on a return to action in August after suffering a broken neck in the World Superbike meeting at Assen last month.

The Canadian is undergoing his rehabilitation programme in his home country and is already looking forward to getting back on the Liberty Racing Ducati in the summer. Assessing his progress, McCormick said: "With a broken neck it's tough to judge the healing time because every case is so different.

"I've been getting check-ups every week and I'm healing up really good. I hope to get the brace off in a couple of weeks from now, and after that hopefully I'll be able to race within a month.

"I could be back by the end of July if everything goes perfectly, but I think August is more realistic. When I come back as long as physically I am back to normal, I'd like to pick up where I left off and keep working our way towards the front.

"In Assen I was getting closer to the top 10, so hopefully I can pick up from there once I'm back."

McCormick was involved in an incident with Althea Ducati's Carlos Checa, who made an overtaking move on his inside in race two, which forced him to run wide.

"I remember pretty much everything until I fell off of the bike in my crash. I remember turning in and seeing a red and white bike come up the inside just before the apex," he said. "I didn't hear Carlos coming because that's a pretty fast section and our bikes sound the same, so I didn't expect to see anyone pass me there.

"I thought we might touch if I stayed turned in so I re adjusted my line, but it's such a fast corner I ran out of track. At this point I knew I was in trouble and thought maybe if I made it across the astroturf I could save it, but I wasn't so lucky."

McCormick recalled the moment when he learned he had suffered a broken neck in the accident.

"When I found out I had a broken neck I was fairly freaked out at the start, but it didn't take long to accept it and realise I was extremely lucky," he said.

"As soon as the doctors saw the X-ray of my neck they knew the break was stable, and I wasn't in risk of having any complications or paralysis, so that made everything a lot less stressful for me. "All I could do was accept the circumstances and start healing."

McCormick's ride in the team has been left open for his return by team owner Mario Bertuccio and the 20-year-old said he was moved by the decision.

"When I read Mario's statement and talked to him it really hit home with me how amazing the people involved with our team are," he said. "I've said from day one that it feels more like a big family than a race team, and this is a perfect example of that."

I'VE LOST THE PASSION: CASEY STONER QUILTS AT 26

The 26-year-old, who has won 35 MotoGP races in his career and leads the current standings after winning two of the season's three events, made his announcement at a news conference ahead of Sunday's French Grand Prix.

"After a long period of thought and numerous discussions with my wife and family, I have decided to stop competing at the end of the season," said Honda's defending champion.

"After so many years taking part in this sport that I love, and with all the sacrifices that I have had to make, I no longer have the passion to continue and I think that it is best to stop."

Stoner, who also won the world title in 2007 with Ducati, became a father for the first time in February when his wife Adrianna gave birth to a baby daughter. At the time he shrugged off suggestions that fatherhood would dampen his love of motorcycling.

"They say you slow down when you get married, but in my first year of marriage I won the title," said Stoner on the eve of the season. "When I found out we were having a baby, I won it a second time. I don't think that's the case (that you slow down)."

Despite his blistering start to the season, Stoner has been critical of a series of technical changes to the sport that he claimed were undermining the championship. This year's MotoGP bikes are 1000cc as opposed to the 800cc of old, while manufacturers such as Kawasaki and Suzuki no longer field factory teams, leaving just Honda, Ducati and Yamaha with official squads.

He has also been battling cramps in his arms that prove particularly painful under braking. Those problems came to the fore in the season-opener in Qatar, where he finished third before going on to secure wins in Spain and Portugal.

Stoner joined the elite MotoGP class in 2006 with a satellite Honda team after working his way through the 125cc and 250cc ranks following his debut as a 125cc wildcard at Donington, England, in 2001. His switch to Ducati in 2007 proved an inspired decision as he won the MotoGP season-opener in Qatar, followed by nine more victories that propelled him to the world title.

He moved to the factory Honda team last year and clinched his second title on home ground at Phillip Island, having already won nine races. Stoner closed the season with a 10th victory in Valencia.

Nine-time world champion Valentino Rossi, one of Stoner's great rivals, said he was shocked by the Australian's decision.

"It's a huge surprise to me as it is for everyone else," said the Italian. "It's bad news for the world of MotoGP."

"At the end of the season, we are going to lose a great rider and a great rival, but it's his decision."



SZOKE CHASES HIS EIGHTH TITLE BY LARRY TATE

In the third race of the six-race Mopar Canadian Superbike series, BMW rider Jordan Szoke passed Honda's Jodi Christie on the final lap and hung on to win a thrilling race in Shubenacadie, N.S. at Atlantic Motorsport Park July 22.



Christie, leading the superbikes on his 600 on the tight, bumpy, hilly, and twisty Shubie track made a slight miscue while leading on the last lap – "I just had a little slide heading onto the back straight," Christie said. "I had another opportunity to try him back in turn nine but I wasn't quite able to do it" – and that was that.

Szoke said, "I knew Jodi was going to be tough today. I thought he'd be the one to beat. I was lining him up to try something on the last lap and got a break."

Frank Trombino was just 0.385 secs. back in third riding the Acme Slate / Dua Bodywork / G Suspension Suzuki GSX-R600, despite pain from a nagging shoulder injury suffered several years ago. "We numbed my shoulder and I took an Advil, and from there I screwed my head down and tried to be extra smooth," said the Kleinburg, Ont. rider, who set the race's fastest lap at 1:08.280. "When I was behind Jordan I was trying to get him around the outside because he was protecting the inside. I was waiting for an opening but it was not there."

The win extended Szoke's lead in the Mopar Canadian Superbike Championship standings to 35 points over Andrew Nelson, who finished sixth on Sunday, fighting a damaged clutch.

Christie extended his lead in the K&N Performance Filters Pro Sport Bike class with his second straight victory. Riding his Honda CBR600RR the defending series champion took the lead from Trombino on lap five of the 18-lap race and pulled clear to an 8.339-sec. victory.

In Amateur action, Austin Shaw-O'Leary of Falmouth, N.S. scored a sweep of both Superbike and 600 races riding a Kawasaki ZX-6R borrowed from Ron Munroe after crashing his Honda CBR600RR in practice Sunday morning.

Steve Crevier of Maple Ridge, B.C. made it three straight wins in the Deeley Harley-Davidson Canada XR1200 Cup at AMP, finishing 5.016 seconds. ahead of pole sitter Michael Taylor of Toronto.

Tomas Casas of Peterborough Ontario took the win on Saturday's round of the Honda CBR250R National Race Series, crossing the line a mere 0.049 of a second ahead of St-Lazare, Que.'s Stacey Nesbitt, who lost valuable time when she failed to get pass the expanding Editor 'Arris (riding in the media challenge class) on the last lap. Ryan Roche of Pickering, Ontario took third.

However, 'Arris was a little faster for Sunday's race and so didn't need to be lapped, allowing Nesbitt to win her second Honda CBR250R National Race Series event after another dramatic battle with Ryan Roche and Tomas Casas. Roche actually crossed the line first on his Brooklin Cycle entry but the Pickering, Ont. racer was penalized a position for rough riding, giving Nesbitt the victory.

Casas crashed on the final lap – for the second time this year – so Dartmouth, N.S. rider Connor Warnell took the final podium spot for the Pro Cycle team.

Next event, Le Circuit Mont-Tremblant in Mont-Tremblant, Que. August 12.

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AUDI R18 TO GAIN DIGITAL REARVIEW MIRROR FOR LE MANS

Audi announced that its R18 race car will be equipped with a digital rearview mirror connected to a tiny, lightweight camera mounted on the roof, just behind the antennas.

"Even at 330 km/h we're achieving a totally fluid image flow in real-time transmission – a speed at which the vehicle is covering 92 metres every second," said Wolfgang Ullrich, head of Audi Motorsport.

This system considerably reduces vibrations associated with traditional outside mirrors.

In addition to displaying the image from the camera, the digital mirror can provide feedback on various in-car functions, such as a gear indicator, as well as race information like a yellow flag, for instance.



Mass production is not in the cards yet, but with a digital rearview mirror, Audi customers would once again profit from a system that has been successfully tested in motorsport.



ECCELESTONE WANTS MONTREAL IMPROVEMENTS F1: MEXICAN GRAND PRIX SET FOR 2013 RETURN

The future of the Canadian Grand Prix could be in doubt after reports that [Bernie Ecclestone](#) has demanded improvements to the circuit at Montreal before extending the race contract.

The paddock at the Circuit Gilles Villeneuve is one of the smallest on the calendar, with floating platforms currently used on the Olympic basin to enlarge the available area. A report in *La Presse* claims that Ecclestone has now demanded that around €11.6 million is spent on repair work and a bigger paddock before a new contract will be agreed beyond 2014.

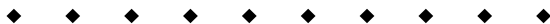
Race promoter Francois Dumontier has played down the demands, saying that work on the facilities was to be expected and that the time left on the current contract allows the circuit to react.



"Firstly, it is important to point out that two years remain on the current contract," Dumontier said. "Taking into consideration that the permanent facilities of the circuit, such as the control tower and the garages, are nearly 25 years old, it is quite likely that work to be carried out on these will be an important part of the negotiations aiming at extending the current contract. Furthermore, it appears premature to mention a precise amount regarding the costs of any potential work."



The winner of the first Indy 500, Ray Harroun (who was relieved for 35 laps mid-race by Cyrus Patschke) received \$10,000 cash, which was a fortune in 1911. Dario Franchitti won \$2.47 million last Sunday, which is good but not great in 2012.



F1 is returning to Mexico in 2013, according to a report in a Spanish sports newspaper.

Marca reports that the race will take place at the Hermanos Rodriguez circuit in Mexico City, which was the scene of the last Mexican grand prix in 1992.

The report said the race is backed by many of Sauber driver Sergio Perez's sponsors, including Telmex, Interproteccion, Tequila Cuervo and Mexico's tourism ministry.

"They are willing to support the grand prix, which will replace Valencia," wrote *Marca* journalist Jose Maria Rubio.

The report said the necessary bodies and the president have approved a contract with Bernie Ecclestone for an initial period of five years.



"Refurbishment work on the circuit should begin as soon as the elections happen (in July)," revealed Rubio. "Everything should be ready for the race mid next year".

Mexico 1992, won by Nigel Mansell, was Michael Schumacher's first of 154 career podiums.



IS THAT MANICOTTI IN YOUR MERCEDES?

For the environmentally conscious, recycling is a must. But how many people stop to think about what is chopped up and ground down, and turned into something else? Because to "recycle" you have to come full circle. That means taking something, using it, then having it recycled and made into something else.

Cars are a good example. Automobiles are the #1 recycled consumer product in America. The steel and iron content make them a bonanza, which is why in 1997, 13 million of them were chewed up, spit out and turned into other products. And it's quick work too! A shredder can reduce a car to fist-sized pieces in 45 seconds. The steel from six average size cars, would make enough framing to build a home with steel girders instead of lumber.

The steel from recycled autos could become part of anything from packaging for canned beans, to steel girders in the new high-rise downtown. Every piece of steel manufactured, contains some level of recycled steel products. Cans are one of the higher profile items.

Over 37,000 cans are recycled every second. Those cans once held more than 1500 varieties of food, as well as paint, and aerosol sprays. According to the Steel Recycling Institute, the 19 billion cans recycled in 1996, laid end to end, would stretch to the moon and back, three times, based on a length of 5".

So next time you get in your car, stop to think...is that really spaghetti you smell, or just your imagination.



August 2012

SUN	MON	TUE	WED	THU	FRI	SAT
/	/	/	1	2	3 RACE round 3	4 RACE round 3 (ribs)
5 RACE round 3	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 round 4	1 RACE round 4
2 RACE round 4	/					



CTMP (Mosport) Events for 2012

2012 AT A GLANCE

RACE:
 21-22 Apr—Test days
 4-6 May—Round 1
 20-22 July—Round 2
 3-5 Aug—Round 3
 31-2 Sep—Round 4
 21-23 Sep—Round 5

CASC:
 28-29 Apr—Spring Fling

VRRA:
 1-3 August Quinte TT
 14-15 July round 2

DAC:
 26-27 May

2012 Superbikes schedule

Round 1 June 23-24 SMP
 Round 2 July 7 – 8 St. Eustache, QC.
 Round 3 July 21-22 AMP, N.S.
 Round 4 August 11-12 Mont-Tremblant, QC.
 Rounds 5/6 August 25-26 CTMP

BARC—AUG 5-6
VRRA Aug 17-19
Superbikes—Aug 24-26
BEMC—Sept 15-16
CASC Celebration Sept 29-30

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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 Champ Car (formerly Molson Indy) race 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 Pat Milligan, Recruiting Director at 613- 447-5200 or vprecruiting@crca1.com.

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