

TORC Talk



A Member Club of the Canadian Boating Federation & American Power Boat Association
Stock - Modified - Pro - OPC - Vintage - Stock Classic

VOLUME ISSUE

59.3
MAY-JUNE

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Maiden Voyages, First Races and the Ancient Mariner





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Power on the Pond—June 25-27

by Jim Misener

The first race this season for TORC is the annual Power on the Pond event held on Pickerel Lake near Waterford Ontario. Known to locals as "the Pond" this race is stop 1 in a series of 4 events this year we're calling the Ontario Powerboat Racing Series powered by the Bath Fitter of Oshawa Ontario.

It is a series in name only for now but it could develop into a sanctioned series in the future if sponsorship and volunteers are available. More on the pro's and con's of hosting a racing series will be discussed later in the year and reported on here in your newsletter.

All 4 races will be dual sanctioned by CBF & APBA and the popular tri-oval course at Waterford will once again challenge the drivers skills with a tight turn one followed by a slight dog leg on the back

stretch setting you up for a long turn 2 that leads into the chute to compete a lap. I loved this course when I raced and got my first win there.

There is uninsured testing on Friday early before the course is set up. Check personally with either the Referee or the Risk Manager before you go out. The risk manager will ask the referee for you via radio. This is different than in the past when we tested before & after the course was set-up. The reason for this is Torc has to have liability insurance for the Friday as well as Sat. & Sun. in order for the park management to allow us to set up on Friday. If we have insurance and the course is set up we can't run that course without an ambulance and a testing day fee.

That's about \$1000. If we allow

anyone to run the course without the ambulance and something happens the officers of TORC would be liable and the insurance company would not cover us or you. As Risk Manager and an officer of the club I will not let this happen. To give drivers time to test we are going to set the course up late in the afternoon. Ross will like that! Once the rescue boat goes out to set the course up there will be no more testing allowed.

For you new drivers be aware that you are not allowed to test at any racing event unless you have permission from the referee. That's you asking the referee or the risk manager yourself and not "Hey the other guy went out" That is an infraction of the rules whether insured or not and you can be disqualified by the referee from the entire event if he/she decides to. And my vote is yes you would be. It is your responsibility as a CBF driver to read and

understand the CBF rule book. Safety is first and foremost in everything the officials do at a race. Take it as seriously as we do and you'll be safe, as well as everyone else.

There is no live entertainment this year. This was voted on by the members at a winter meeting as the extra costs couldn't be covered any longer by the drivers fees. Everything is going up in price and we're trying to keep racing affordable. Something had to give. Entry fees are lower than last year. See approved sanction at www.cbfn.ca under sanctions for details.



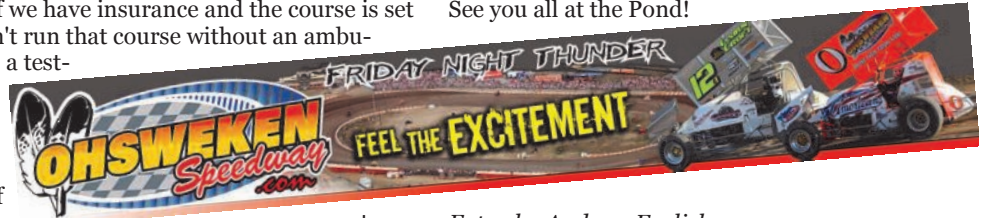
Camping is \$28. per night per vehicle and in the pits. No limit to how many people are in the vehicle. If your staying off the grounds at a motel in Simcoe then a day pass is \$8. per vehicle, per day

with no limit on passengers. This is a park fee and out of TORC's control.

The canteen will be open with a pancake breakfast in the morning and burgers, dogs, fries and pop all day long. BBQ's allowed in camping areas. Please keep your pit/camping area clean.

A list of volunteers needed to make this event happen can be found on the CBF website under Forum/Outboard General Discussion. When you sign up indicate whether it's for Saturday, Sunday or both days.

See you all at the Pond!



Extra by Andrew Fralick

Friday night a local race car track is hosting open wheel outlaw sprint races. We're encouraging all to go check them out. It's only \$10 for adults, \$8 for teens and seniors, and kids 12 under are FREE! www.ohswekenspeedway.com

Races start at 7:45 pm and go until about 10:30pm. This gives everyone ample time to help setup our race site and get your own gear ready. It's sure to be a great night out, so come check them out and lets get a good crowd there to cheer on your boat number counter part!

The track is also putting on display 2 race boats and interviewing OUR drivers and announcing OUR races several times at their event.

Setting all this up was a simple 1 paragraph email to the track...what track is near your race site?

Race Report—Standish ME

by Brian Hendrick

We are back from a super race in Standish, and a few days of camping in NH. Just great weather last week, and the hospitality of New England, the SSOA, and the Kiwanis club who host us at their private beach cannot be matched.

Three Canadian 'teams' were there, six entries in all, Mike Rorke, and I, and Alan MacKenzie and his son Mike, a rookie J driver, who was in his 1st race, and managed a 2nd overall, against some stiff competition.

Mike R was doing well in BSR and CSR, nailing the starts, and won a heat, but got DQ'd for being 2#s over. So he beats Spencer's DQ record in CT by 1#. Mike R got DQ'd in another heat for jumping.

Alan ran well in ASR, but spun and 'swamped' in AMH with his popper.

We did well in the North American Champs for DSH, scoring a surprising 3rd overall for our Canadian entry, in a field of 7 boats, 4 of which were Tohatus. Lots of carnage in that race, and my '66' bears the battle scars. When my driver Bill Giles said to me at the start of the race; "if I break it I will fix it for you", I knew it there was going to be some pushing and shoving. Whatever, we started and finished both heats, nailing the starts, and finished well with the oldest motor/driver/owner combination in the race. A combined total of 191 years.

So a job well done by the SSOA. The full day of testing on Friday was appreciated by at least 35 boats, and netted the Kiwanis another \$400.



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TORC VP Report

It's late in the month of May as I write this, the eve of the Canadian boat racing season, and this year we will have more outboard events north of the 49th than I have seen in my 10 years of involvement. This is good news for all. But will it continue into the future or be a one off? That remains to be seen. Torc is hosting 4 outboard events this year. Two in Waterford, one in Dunnville and one in Erinsville. These races are part of what we're calling the Ontario Powerboat Racing Series powered by the Bath Fitter of Oshawa Ontario. Not an official sanctioned series but it could be if we can get enough help on the ground at the races to put these events on. And it's on the ground at the races we need the help most.

Since early April I have spent countless hours on arrangements for these events. I don't mind, in fact I enjoy the organizational part of racing. This involves many long distance calls, emails, trips to the race sites to take the required course, pit and spectator area photos for our insurance carrier. Come race days I will be the Risk Manager for all 4 races, another responsibility I don't mind.

But when we have to drag members out of their pits to help with fencing, signage, course set-up, PA system, and end up doing most of it ourselves then we start to think about being spectators. I can't keep up the pace come race days, as I have in the past anymore. And some of the other volunteers are feeling the same. I want, like everyone, to enjoy my involvement in this sport, and I am willing to do my share and more, but we need more involvement from our members to make these events possible.

As the prop turns

The Don Jenkison Racing Team along with it's local driver Brian Venton and crew Scott Toole suffered a big loss on the way to its first race of the season in Port Naches, Texas. In Baton Rouge, LA the team trailer caught fire and everything burned up! No word yet if insurance will cover the racing gear inside. Good luck at re-establishing the team guys!

Since the Carleton Place, Ontario event was cancelled due to low water levels, one of our regular teams, the Bergeron's, made the trip to the Brockville, Ontario inboard race held the same weekend. At this event the J class was being run as a demon-

stration. It was a rough water day, in fact some inboard classes never ran... but the J's had a few laps around a few outside course buoys in the sheltered area on Saturday. Just enough time for Maelly and Gaelle to get the feeling of the boats back. Races were blown out on Sunday for all classes. They had a good time though and the down time from wind and rain gave Inboard racer and past Outboard APBA Hall of Champion racer Glen Stevenson a chance to pass some setups tips to the Bergeron's. Christian, the girls father says, "I was way off from what he use to do." So keep your eyes on these girls heading to the first turn.

Help on the ground at the races needs to increase starting at Waterford. Don't wait for us to come to the pits to drag you out to help for an hour or less. We won't be coming. Once you have parked your race gear, and had some time to shake off the drive, come find me or any of the officials and we'll assign you a small task that will take less than an hour. Same deal on Sunday after racing. Last year at the fall Waterford event racing stopped just after 3:pm. By 4:pm everything was taken in and packed up! The spark in the members was lit by John Knox, race chairman, during Sundays driver's meeting. He spoke about "What is a Racing Club?"

Yes, a club is what we are. A group of members who come together to accomplish a common goal for all the members to enjoy. Your \$35. membership isn't a passport to race. In fact the membership fee would be more like \$300. a year if we had to pay officials and workers and the drivers fees would be much higher too. In case your not aware, the drivers fees are set as low as possible to pay for the race. The membership fees are as low as possible to operate the club. Our club is a registered not for profit corporation and it works strictly because we have dedicated volunteers.

Let's continue the effort shown at last falls race and make light work with many hands and not the other way around. If you've stepped on a regular basis, Thank you.

by Andrew Fralick



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Congrats to club member Mike MacKenzine of Dartmouth, NS. He was in his first race this year in class JSH. The 3rd generation driver made his debut in his 3CE hydro at Standish, Maine on May 22 and he and his father Alan had a blast! They hope to see the TORC gang at Haverhill MA or possibly Kingston NH.

Miss Supertest on a Stamp!

reprinted from Wheels.ca

Because of our newsletter issue dates, I missed pumping up this prior to voting, but many of you heard through emails and websites. All the efforts of everyone who submitted letters and the astounding efforts of John Lyons have paid off! Read on... by Norris McDonald, published April 30, 2010

Great news today.

The Stamp Selection Committee of Canada Post has seen fit to honour this country's most famous racing powerboat, Miss Supertest, with a commemorative stamp that will be issued in September, 2011.



According to a release, the 20 stamp issues and two commemorative envelopes approved by the committee for 2011 feature a wide variety of topics and people. In addition to Miss Supertest, baseball Hall of Fame member Ferguson Jenkins of Chatham and the Quebec folk-singers, Kate and Anna McCarrigle, are also being honoured.

The selection of Miss Supertest is due almost entirely to the efforts of John Lyons of Picton. John went to every newspaper, radio and television station he could to make the case that Supertest and her driver, the late Bob Hayward, were worthy of such a stamp.

And the timing was critical because 2011 would mark the 50th anniversary of Supertest and Hayward's third and final glorious triumph - beating the Americans for the Harmsworth Trophy.

We sat down for a chat in January and I wrote about him and the campaign in a Toronto Star Wheels column in February. Said John when we were having coffee:

"The Stamp Selection Committee of Canada Post and its chairperson, Robert Waite, must know that Canadians are supportive of such a stamp. They get about 600 applications a year and fewer than two dozen are approved. So it's really important for people to get behind this."

I was amazed at the response to that column. Many of the people who wrote or emailed Mr. Waite copied me and I received dozens of pledges of support.

I can just imagine the avalanche that descended on Ottawa because John convinced yacht clubs, members of Parliament and even Mayor David Miller of Toronto to climb aboard and send letters of support.

Jim Phillips, Director of Stamp Services for Canada Post, made the formal announcement this week and said that "Miss Supertest marks the glory of the Canadian hydroplane racer, three-time winner of the Harmsworth Cup."

For those of you who aren't familiar with Miss Supertest, the boat, the man and the story make up a wonderful slice of Canadiana.

First, a little background. In 1902, the fellow who owned Britain's Daily Mail newspaper, Alfred Harmsworth, dedicated a trophy to encourage development of the motorboat industry. Starting in 1920 and continuing through to 1958, the United States held the trophy.

Jim Thompson of London, Ont., president of the all-Canadian Supertest Petroleum Co., became interested in powerboat racing and purchased an unlimited hydroplane (the most powerful racing boats in the world) in the early 1950s, renaming it Miss Supertest. When Thompson didn't win in that boat, he had Miss Supertest II built in 1954 and subsequently enjoyed some success.

In 1959, Miss Supertest III was constructed and this boat was a winner right out of the box.

In August of that year, Supertest III, with Hayward driving (Thompson did virtually all of the testing and development work on the third boat but left the actual race-driving to Hayward) went up against the American champion Maverick, which was defending the Harmsworth Trophy on the Detroit River, and beat him.

The victory caught Canadians by surprise but very quickly there was joy in the land. They might be our friends, but there's nothing Canadians like to do better - be it in hockey or the War of 1812 - than beating the Americans.

As dictated by Alfred Harmsworth back in 1902, any challenge for the trophy had to take place in the country of the Harmsworth holder and so, in August of 1960, the Americans brought three boats - the maximum number of challengers under the rules - to Lake Ontario at Picton to try to win it back.

By now, Miss Supertest was a Canadian icon: a household name from one end of the country to the other. The excitement over the showdown was unimaginable.

Prime minister John Diefenbaker, Ontario premier Leslie Frost and Toronto mayor Nathan Phillips went to Picton for the races. Thousands of spectators from both sides of the border turned out to watch Hayward turn back the American challengers.

The boat and the man were national heroes and were given a ticker-tape parade up Bay St. in Toronto.

Miss Supertest III and Hayward successfully defended the title again in 1961 but several months later, disaster struck. On Sunday, Sept. 10, 1961, while competing for the U.S. Silver Cup on the Detroit River, Miss Supertest II flipped over and Hayward was killed.

Thompson would only allow Miss Supertest III to compete in the Harmsworth Trophy races; Hayward raced Supertest II at other times and he was in that boat when he died. No matter. Thompson retired from the sport on the spot and Miss Supertest III was never again sent into battle.

Miss Supertest III and Bob Hayward are members of the Canadian Sports Hall of Fame; they, and Thompson, are inductees of the Canadian Motorsport Hall of Fame.

And the piece of Lake Ontario at Picton that was the scene of Miss Supertest's greatest glory was later renamed Hayward Long Reach in honour of her driver.

Congratulations to John Lyons and to the Stamp Selection Committee of Canada Post for this wonderful day in the history of Canadian motorsport.



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Ron Collins Memorial - July 24-25

by Jim Misener

IT'S BACK!

The "Ron Collins Memorial Regatta" has risen again, and will be held the 24 & 25 July in Erinsville Ontario on Beaver Lake. Last run here in 2007 and originally planned by the Ottawa club we were offered the opportunity to add this site to the Ontario Powerboat Racing Series, powered by the Bath Fitter of Oshawa Ontario. With a sponsor in place like the Bath Fitter plus Auto Electric Rebuilders and add to that previous experience in dealing with the local township it wasn't that far a leap to climb onboard, and so we did. Doug Overbury of the Ottawa Club began in January to organize this race and had most of the legwork done by the time we came onboard. Special Thanks to Doug for all his efforts.

This is a unique site compared to the others. It is a 1 mile fast course with open water on 2 sides of the course. The DMH and FEH classes really thrilled us all last time as the drivers were able to open them up and let em hang on the long straightaways. Another tri-oval course with the start clock on a barge this time on the south end of the course. This will give much better visability for both the drivers and the officials of the start/finish line. Pits are located beside the boat launch and free camping is available across the street on the land behind the Beaver Lake Variety Store. The camping area is courtesy of Lorne and Shelly Martin owners of the variety store. **DO NOT CAMP IN THE PITS.** Two Motorhomes will be parked overnight providing security for the race equipment.

Another supporter is the Lakeview Tavern & Restuarant located right beside the pits. A Saturday night special dinner is being planned but details are not available at this time. Last time it was a Chicken BBQ dinner at a perferred price for all the racers, crews and participants. Something similar will be arranged for this event. Remember if you slip over there for lunch and you race in the afternoon it is very likely you will be asked to supply a breath sample into our portable breathalizer unit. In fact at any time the Referee may ask you to supply a breath sample and if you refuse or fail a test you will be disqualified from competing.

This is a new rule that went into effect just over a year ago in case you have been hibernating or new to our sport.

A volunteer sign up list will be posted on the CBF website under forum/Outboard General topics for our members to fill in in early July.

Here is the tentative schedule.

Round 3 & 4

**Ontario Powerboat
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20SSH - ASH - DSH/CMH combined -
back & repeat

Patrol boat change
ASR - CSH - DMH/
FEH combined -
25MH/BCH com-
bined - AXSH -
back & repeat

Patrol boat change

CSR/25R com-
bined - T750/T850
combined - 25SSH
- JH - back & re-
peat

The schedule will probably be reversed for Sunday and final tweaking may occur before race time.

With free camping and entry fees the same as in 2007 for 1st (\$40.), 2nd class (\$30) and cheaper for the 3rd (@\$15.) this is a low cost event you won't want to miss. (J-class is a little higher at \$30.)

We look forward to seeing you all there.

Jim Misener

Web Pick

This issues internet pick is

www.deomotorsports.com

This is the new team website of Dan and Eric Orchard (DEO) new SST200 Formula 2 racing team.

They made the jump from SST45 to this class this year. They are already off to a good start as you'll see elsewhere in the newsletter.

The site has news, team info, Formula 2 info, a photo gallery, their race schedule, and points standings.

Check it out!



Tunnel Talk

Here is a little update sent out by the Orchards to their sponsors... I figured you all would like read the updates on their team.

Hello Preval Sprayer, Crabby Joe's and Holloway Automotive,

I am just sending a quick update on the race in Port Neches, Texas, which ran this past weekend. We are arranging a large mounted photo for each of you.

We tested on Friday and continued to break in the new engine. Saturday was real windy but they went ahead anyway. We drew numbered sticks for start position (which was very different?) and we got no. 8 of ten. Dan ran a great ten lap heat race finishing 2nd! The order for start off the dock was reversed from the finish, so this time we started 9th of 10. Dan finished 3rd for a combined heat race total of 2nd. Glen Matthews of Texas came 1st.

The water was perfect for Sundays final race. We started 2nd off the dock but after about 5 laps, Dan raised the engine a bit and this created a water sensor reading that dropped the engine to 5,000 rpm (not 8,000 as we want to run) ! Dan shut everything down and restarted the engine. It worked fine but he had now been lapped by the leader. Dan stayed on the outside making his own course, keeping the rpms up and started to try his come back. On the 3rd remaining lap he got by the third place boat to be in P3! A real exciting come back that shows lots of hope for the remaining season. We are very happy with a podium position in our first race of the season and only our second race ever in Formula Two. Way to go TEAM!

Oh, I forgot to mention that the boat was hit on the inside edge during the 5th or 6th lap of the first heat. The fist sized hole was on the deck above the water line. Lots of red and black duct tape and we were ready for heat two.

Please go to deomotorsports.com We will try to update photos and information as the season proceeds. NOTICE the links to

all your businesses listed at the bottom of our teams web page. DEO stands for DAN, ERIC, OR-CHARD

We would be glad to have you visit us at either the Trenton or Bay City Michigan races. Two heat races are usually on Sat. and the final 30 lap race on Sunday around 3:30 pm. Trenton will be F3 & F2s....Bay City F3, F2 & F1s. A band plays at both on Saturday night and usually Trenton holds an event called "A Taste of the Races". A dinner sampling buffet under a huge tent.

Thanks again for your partnership!

Eric & Dan



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Above- Some random shots by HydroplaneQuebec.com

On the Cover

Top, The Ancient Mariner Bill Giles running Brian Hendrick's Classic DSH at the North American Championships at Standish Maine on May 22. They came home with a 3rd place! Photo by Brian Hendrick

Middle, Jamie Arthur testing running his new Classic BSH outfit. Photo unknown, Michael Rorke maybe?

Bottom, The Swap Meet! Poor weather didn't keep many away. Deal were had, food was eaten, good times enjoyed by all. About 45 people passed through during the day. Photo by Michael Rorke.



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The Swamp

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 Contact Bill Keegan at 905-571-5597 or email wkeegan@rogers.com



1956 Mercury 30h - Motor has been restored to original condition outside has been painted red/tan with new decals. Inside it's std bore and been completely rebuilt with A-1 race parts as well as new bearings/needles/seals/points/condenser/cap/rotor/plug wires. 74 mph GPS'd. Comes with steering bar and bronze two blade wheel. Has original serial plate in great shape. More info call (905)-623 - 2270 after 11 am, Rob Dixon, Asking \$2200

Webstercraft "A" Stock, "B" Stock and 20 Super Stock hydros for sale. Mercury 20H motor. Throttles, light weight cast side mount and other hardware avail. John 416-438-9852

D Mod Hydroplane with boat cart and cover. All new 44 c.i. offset combustion chamber Mod motor, new 44XS mid section & lower unit with 3 props. 613-376-6194 dougoverbury@aol.com

Dawecraft runabout. Class J, AX or A. Straight bottom. Race ready w/ hardware. Put your motor on an go! \$600 Mike Werner 905-701-0762 marjorie.werner@sympatico.ca



Tentative 2010 Events Calendar

- Jan 9 TORC Meeting, THSC Club House, Toronto
- Jan 16-17 CPT Racing Experience show, London, Ontario
- Jan 22-24 Canadian Motorsports Expo, International Centre, Toronto
- Feb 20 TORC Awards Luncheon, THSC Club House, Toronto
- Mar 13 TORC Meeting, THSC Club House, Toronto
- Mar 12-14 **Ocoee, FL (Winter Nationals, J/AX NAC's)**
- April 10 Proctor Marine Open House
- April 11 TORC Meeting, THSC Club House, 6:30pm-9:30pm
- May 8 Boat Racing Swap Meet & Season Kickoff Party, Picton, Ontario
- May 15-16 **Delaware, OH**
- May 29-30 **Franklin, PA**
- June 5-6 Carleton Place, Ontario (3 days in 2) - *Cancelled due to water levels*
- June 12-13 **Loch Haven, PA**
- June 19-20 **Hubbardton, VT & Constantine, MI**
- June 26-27 Waterford, Ontario
- July 10-11 ACBS Gravenhurst Boat Show, Gravenhurst, Ontario
- July 3-4 **Grass Lake, MI**
- July 17-18 **Lakemore, OH**
- July 24-25 Erinsville, Ontario
- July 29-1 **Depue, IL (PRO Nationals) & Top O, MI (Marathon Nationals)**
- Aug 7 Port Carling Race Boat & Outboard Show, Port Carling Ontario
- Aug 9-14 **Oroville, CA - (SO/MOD/J APBA Nationals)**
- Aug 14-15 Dunnville, Ontario (CBF 60th Party race)
- Aug 28-29 **Haverhill, MA (+Marathon)**
- Sept 4-6 **Loch Haven, PA**
- Sept 11-12 **Taunton, MA & Grass Lake, MI**
- Sept 18-19 Redwood, NY & Big Rapids, MI
- Sept 25-26 Kingston, NH (3 days in 2, Can-Am Challenge)
- Oct 2-3 Waterford, Ontario
- Oct 9-10 **Millville, NJ**
- Oct. 21-24 **Lake Alfred, FL (PRO World Championships)**
- Nov 13 TORC AGM Meeting @ THSC Club House - Guests Welcome
- Nov 19-20-21 60th CBF Convention, Valleyfield, Quebec
- Jan 15-16, 2011 CPT Race Experience show, London, Ontario
- Jan 21-23, 2011 Canadian Motorsports Expo, Toronto, Ontario



Toronto Outboard Racing Club Inc.

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