

TORC Talk

The Newsletter of the
Toronto Outboard
Racing Club Inc.
Est. 1952



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

VOLUME ISSUE

58.4

JULY-AUG

New Members

You can get a listing and full contact details on the TORC website.

Bergeron/Turcotte Family—

Christian Bergeron and Joan Turcotte and their kids Maelly and Gaelle are from Rouyn-Noranda, QC (look that up on a map, these people travel! I don't want distance complains out of anyone else. haha.). They are deeply involved in promotion of racing in CBF inboard and outboard, running the HydroplaneQuebec.com group. Both daughters racing JH and AXSH and Christian running ASH while Joan takes professional photos of all the racers.

Danny Potts— Danny is from Harrowsmith, Ont and he and his father are taking on the 20SSH class. Dan in more or less his rookie year has shown he has some speed & once he has some more seat time and gathers some experience he will be a contender.

The Overbury Family—Doug, Tina, Emily and Patrick are from Sydenham, Ontario. They've been involved in racing for eons at all levels of racing, clubs, races organization and the CBF. Doug is a Referee and races DSH and Emily races AXSH and ASH.

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Power on the Pond— Recap!

by A Fralick and J Misener

A change up in the schedule this year made Waterford the first event of the year on May 30-31! This caught some teams off guard but attendance was the best in recent years even with several teams having to cancel at the last moment due to non-racing reasons. Boat count on Saturday was at 65 entries I believe only 4 trailers from the USA. Had weather and home life for some co-operated it's expected we would have seen about 80 entries. This means our Canadian ranks are growing well and a couple less regular US faces were seen there too.

The "Long Distance" winner was Blair Kants and family from Amherst, Nova Scotia followed by the Bergerons from Rouyn-Noranda, Quebec.

Unfortunately this early race date also caught the club off guard... just about everything was behind schedule except maybe the Officials and the Band! Haha. Many hours of raceable water went by un-used on Saturday morning and early afternoon since most essential items were not setup, and then the wind came... It's almost impossible to believe that good size white caps can form on Pickerel Lake, but they did! The wind storm later turned into thunder and lighting and lots of heavy rain before it petered out. The weather cancelled the day of racing and also cancelled the kids Push Boat races.

Several complaints could be heard from participants about the delays and the club has heard them and acknowledges they need to plan better for all future races, especially if they are the first on the race schedule (and maybe we shouldn't be cancelling those spring meetings but instead dotting I's, crossing T's.)

Some of the storm victims were the Belanger's dinner table was turned upside down along with their ez-up, they lost all their bbq fixings and food. The Latter's and Bergeron's had their tents flooded and had to run to town to find a laundramat to dry out. Many awnings nearly got destroyed but lots of hands from people near by saved them all included the big one on Jim and Jayne's new RV. A spectator who ran for cover to the pavilion was disappointed to find an inch of water on the floor of her new car from leaving the sunroof open.

On to more good news... two brand new racers took to the water on this weekend. Ed Tokarski in 25SSH

and Joey VanValkenburg in JSH. Neither had even been in their boats before! Both did excellent and had a great time! Sure to be future stars!!

On display was the newly promoted UIM T750 and T850 class. They had 10 boats on display in the parking lot and held a little swap meet to generate interest



and get more drivers with complete equipment. Not all were legal for the class but there was genuine interest from all.

As far as racing action... I didn't get to watch much but did hear Heather Knox showed Ross Webster the way around the course in 20SSH to take a heat win!

The Tom Heighington Memorial Award was on hand to be presented to the highest scoring rookie during Saturdays racing, but a glitch in the award made it unpresentable. The Saturday being cancelled delayed

(Continued on page 8)



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Learning Curve, Race School Recap

by Tina Moore—APBA

The first-ever APBA Driving School took place on Eastwood Lake in Dayton, Ohio's Five Rivers MetroPark on May 30-31, 2009. Twenty-nine students from New York, Ohio, Minnesota, North Carolina, South Carolina and Michigan showed up to learn how to drive a race boat. They ranged in age from nine to 74 years old. It was a congenial, enthusiastic group; and even with the inevitable waiting, there was a lot of banter and fun. The weather cooperated, with sunny skies and moderate wind both days.

Friday night was capsule training for ST 120 and 5 Litre students, conducted by the Box 21 Rescue Team. Student James Benson of Katonah, NY had expected that to be the hardest part of the weekend, but was pleasantly surprised. "It was easy," he said. "They did a great job."

APBA Vice President Mark Wheeler had prepared a slide show (with help from Michigan Hydroplane Racing Association's Dean Sutherland) for the classroom time on Saturday morning. Students learned about flags, course layout, and race course safety rules. Then everyone migrated to the on-water part of the course, where instructors Chris Fairchild, Dan Kanfoush and Brandon Thirlby took over. Some students came with driving experience. Roger Hinsdale of Spring City, TN, owns Vintage boats and wanted to improve his skills. Among the class were former racers Frank Deem of Leicester, NY and Donald Trotter of Canfield, Ohio. Frank had driven race boats for Phil Kunz years ago. After several flips, he opted to take a break. When he and Phil attended a race together recently, however, it was clear that safety equipment had come a long way from the open-cockpit, motorcycle helmet days. So Frank bought an Inboard, and he and his wife Melia Koerner both signed up for the Driving School.

Donald Trotter had built and raced boats in the 1960s, and had even driven in the Hudson River Marathon. He and some other students had driven pleasure boats; some had no driving experience at all. Everybody learned from the weekend, including the APBA Driving School staff. There was great interest in driving both SST 120 and 5 Litre; in fact, 12 students had signed up for that option; 10 selected 5 Litre and the rest opted for SST 120, C Stock Hydro or Junior Hydro. When the 5 Litre engine failed, the Driving School team shifted gears quickly. Some students, like Frank Deem, opted to wait for another school so they could have the 5 Litre experience. Others took the tunnel boat ride instead. That meant SST 120 instructor Chris Fairchild had a lot of coaching to do. He was on the radio much of the day, telling students, "Punch it!" "Bump up! Bump down!" "Don't let up!" "Turn! Now!"

Although several students had their hearts set on an Inboard ride, they found SST 120 driving just as big a thrill. Learning to take a one-pin turn at high speed is quite a rush. Nobody flipped, spun out, or hit the dock. Everybody emerged from the boat with a big grin. The kneel down rides went just as well. Laura Wheeler helped her "Dad Mark and Brandon Thirlby with the outboard teaching du-

ties. Junior Hydro drivers Nick Godfroid, 11, of Cincinnati, and Nathan Hoeft, nine, of Powell, got on plane just fine and hit respectable speeds on the course. Nick's father and uncle, Bob and Mike Godfroid, tried C Stock Hydro, as did John Deck of Chardon, Ohio. Steve and Kyle Roskowski provided the JH equipment and a lot of help.

It was a testing weekend at Eastwood Lake as well. Students got to see some very fast, very loud Inboard, Vintage and outboard race boats zipping around the course between school sessions. Wandering down to the pits, they could meet other drivers—including Ken Warby, the fastest man on water.

Sunday morning, people lined up to take their first or second ride in the SST 120. Everyone who wanted a ride got one. Mark and Lori Weber were busy all weekend helping drivers in and out of safety equipment and boats, explaining and encouraging, scheduling and organizing. A Saturday night party at a local American Legion allowed the class of 2009 to enjoy each other's company and meet the other race teams there for the testing weekend. Laurie Allen and Wendy Fairchild kept things organized and handed out certificates and T-shirts. The entire Fairchild Racing team including dock crew Bill Chatfield and "Big Pat" worked hard all weekend to give students a great experience. Photographer F. Peirce Williams took photos and even tried the SST 120 himself. Afterward, Chris Fairchild joked, "Do you have more respect for us drivers now?"

Ten laps around a course are not enough to turn a novice into a racer, of course; but the APBA Driving School offered 29 people a taste of what racing is like. Every Driving School student is now a member of APBA and will receive Propeller magazine every month. Many will go on to become full-fledged racers. The Driving School itself will evolve, based on this first experience. The goal, according to APBA President Mark Weber, is to lower the barriers to power boat racing. This past weekend was a good start.

The complete class list: John Bachik (Royal Oak MI), Bernard Becker (New Baltimore MI), William Benning (West Chester OH), James Benson (Katonah NY), John Bridge II (Harrison Twp. MI), Greg Brown (Xenia OH), John Deck (Chardon OH), Frank Deem and Melia Koerner (Leicester NY), Bob and Nick Godfroid (Cincinnati OH), Mike Godfroid (Warren MI), Roger Hinsdale (Spring City, TN), Eric and Nathan Hoeft (Powell OH), John Ishler (Seneca SC), Bob Knowles (Holly MI), Bernard Lindeman (Eastpointe MI), Scott Minette (Oakdale MN), Lewis Nash (Greensboro NC), Dale Patton (South Solon OH), Brian Reed (Warren MI), Janet Reed (St. Clair Shores MI), Bob Roa (Cincinnati OH), Greg Roa (Cleveland OH), Alan Trotter, Donald Trotter (Canfield OH), Brian Williams (South Solon OH) and Steven Wood II (Chesterfield MI).

Float your boat

From Saturday's June 27th's Globe and Mail. This features one of TORC's Members :)

As a widower with a fleet of yachts and a name that connects him to a Canadian retail empire, Bill Shorney should be fending off women. Such is not the case, though. The deal-breaker, ironically, is his boat collection.

His 32 vessels are not docked at a marina. Instead, they are jammed into his apartment, which resembles the Hyanis Port Yacht Club after an attack by a shrinking ray.

"It compromises dating," Mr. Shorney admits.

"When a woman sticks her head in this door, that's it - she runs away, and you never see her again."

His largest boat, a carbon-fibre sloop, is about two meters long. The smallest, known as a "footie," looks like a basketball sneaker that has been rigged with sails. They are part of a miniature armada that fills every millimetre of the apartment - there are only two narrow chairs available for human occupancy, and the bedrooms have been turned into urban dry-docks, filled with tools, parts, and model ships in various stages of construction and repair.

Lost love is only part of the price he has paid for microyachting, an obscure, oddly beautiful hobby that attracts a competitors from around the world. "It's like drugs," says Mr. Shorney. "Once you try it, you're done."

Microyachting is a twist on the ancient activity of toy-boating. Instead of abandoning their yachts to the whims of the wind, racers control them with radio transmitters that give pinpoint control. Mr. Shorney is a keen competitor, travelling a regatta circuit that takes him across North America and occasionally overseas, his boats and radios packed in foam-padded crates.

As with full-sized yachting, boats are divided into classes. Competitors can buy a boat and radio for \$500 or less, but some have turned the pursuit into an water-going arms race, where the keen spend thousands on carbon-fibre hulls, Mylar sails and computerized radio-control systems. One of the most ruinous is America's Cup, microyachting's answer to Formula One, where you can spend \$10,000 or more on the latest technology. (Mr. Shorney owns two of these mega-microyachts.)

To keep their edge, racers compete in local regattas at least twice a week. A few days ago, Mr. Shorney was at a race hosted by Metro Marine Modellers, a Toronto-based club. He and his fellow racers arrived at Humber Bay Park early on a weekday morning and unloaded their boats. (Unlike a real racing sailboat, these smaller sloops can be carried

by Peter Cheney

in a family car.) By 10 a.m., the wind was picking up, and more than a dozen racers lined a football-field-sized pond.

A loudspeaker counted down the seconds, and then they were off, racing around a course marked by floating pylons. The racers shuffled along the

shore, watching their boats and tweaking the joysticks that moved the rudders and sails. The wind sighed over the pond, and the boats tacked to gain speed, gliding past a pair of swans. As racing

goes, this was pure Zen, silent and beautiful - it made fly-casting seem like a frenzy.

"You come out here, and you calm down," said Mr. Shorney. "Your stress level goes away."

Still, microyachting has its stresses - when the wind is strong, the larger boats can punch holes in each other if they collide. (The loser usually sinks, dragged down into Davy Jones's locker by its weighted keel.) Mr. Shorney jockeyed for position, tweaking his boat's sail. But a blue and white boat slipped past him. He mumbled a curse and worked the joysticks.

He was up against Ashley Marshall, a 74-year-old who began sailing toy boats more than six-and-a-half decades ago as a small boy in the West Indies. Now he's a master microyachter, with a veteran's feel for the breeze - he made a quick series of tacks that positioned his boat above Mr. Shorney's, stealing his wind as he zipped past.

Mr. Marshall allowed himself a thin, satisfied smile. "A tricky, tricky business," Mr. Marshall said as he passed another competitor. "Got you"

A minute later, the race was over. Mr. Marshall had beat everyone else by at least five boat lengths. "He's good," said Mr. Shorney. "That guy can really feel the wind."

Like Mr. Shorney, Mr. Marshall has an extensive fleet of miniature yachts (about 20, he estimates). As he has learned, the maximum speed of a microyacht is dictated by size: the wave generated by its passage through the water holds it back, and a longer boat makes a longer, faster wave. The same irrevocable hydrodynamic law also governs full-size yachting.

In Mr. Marshall's case, the size of his boats is limited by what will fit in his Buick Park Avenue. "Some guys get trailers," he says. "But that's too much for me."

Mr. Marshall's favourite boat is a two-meter America's Cup yacht, which he sees as a miniature, wa-

(Continued on page 4)



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Standish ME, North East Div'ls

by Carleton Tweed

There were 105 boats entered at the Northeast Divisionals held in Standish, Maine. This was an exceptional turnout considering that Standish was a last minute choice after the cancellation of Millville, NJ.

Four Classes met or exceeded the requirement of 8 entries to earn a qualifying spot in the finals of the Stock Outboard Nationals. CSH had 14 entries followed by 25SSH with 10 and ASR and CSR with 8 each.

After a three hour wind delay, racing started at 3:30 PM in hopes of completing the classes with qualifying positions.

The CSR's were the first class out. As is typical in a Championship race, several favorites were guilty of gun jumping and when the spray settled, TORC's Michel Rorke finished 2nd in the first heat behind Paul Luippold (6B). The second heat found Michael battling for third with Daryl Curry (6J) while Luippold was stuck back in sixth. Holding third for the entire race, Michael was nosed at the finish line by the 6J and finished with the overall second, 469 points to Luippold's 495. Great job by Michael.

Greg Lyons in the 2US won back to back heats to take the ASR crown and a spot in the finals at Grass lake. Allan Mackenzie in the 31CE just didn't have enough to crack the top three.

The CSH race had elimination heats and TORC Members Spencer Utman (1CE) and Steve Noury (31A) eliminated themselves by being early on the start in Elimination #2. The defending APBA Hi Point Champion Billy Allen beat Vermont's Terry Morse (3A) on time for the CSH win and a seat in the Nationals.

Ten boats made the start of the 25SSH race and the red flag flew on the back stretch of the first lap as Dave Jones (32D) and Doug Piersall (4N) collided and crashed. On the restart, Vermont's Joe Kent (13A) and Steve Noury (1A) ran first and second to the finish until the video declared them to be gun jumpers moving Shawn Cavanaugh (7A) and Dick Duncan (39P) into the top two spots. In the second heat Noury lead from start to finish to get the overall third behind Cavanaugh and Duncan.

From memory, other Divisional winners were: 25SSR - Lyons (2US); 20SSH - Billy Allen (16A); ASH - Manny Dias (7D); AXSR - Dylan Runne (3J);

There were no BSH, BSR or DSH classes run. Interestingly, DSH had eight potential entries until: One Driver from Long Island, NY had family plans and did not make it. The 66 from



Top: The start of 20SSH
Above: Al MacKenzie #31CE from Halifax, NS with Tom Utman of Brockville, ON helping. Pictures by Paul Luippold

Ontario had mechanical issues while traveling and returned home. Akerstrom blew an engine testing Friday, Bob Harry in the 51-D blew his Bezoat over testing Friday and was transported to the Hospital. (returned to the pits early Friday evening) When the class was continued to Sunday there was a Driver scratch which prompted the others to withdraw when there were less than four entries.

(Continued from page 3)

terborne Porsche: "In the wind, that thing is a freight train on fire," he says. "You wouldn't believe it."

Many microyachters are former sailors who got tired of full-sized yachting. Among them is Dave Allsebrook, a 51-year-old Toronto lawyer. "This is cheap, and you don't need to recruit a crew," he said while rigging. "And it's relaxing. Well, at least it's relaxing until the race starts. Then you're trying to make a little plastic boat go as fast as your car."

Although even the most elaborate microyacht is cheap compared to its full-sized counterpart, some racers pride themselves on their skinflint expertise. One noted economizer is Alan Tam, a 49-year-old Toronto realtor who spends his evenings scouring eBay for bargains. He arrived at Humber Bay regatta with the fruits of his effort - a one-metre Soling that cost him less than \$150, complete with sails and electronic components. He launched his boat and watched as it glided toward the starting line.

"You have to watch the costs," he said. "But there's always some guy trying to beat you with his wallet."

Tunnel Talk

It's been a busy time for OPC boat racing in the last month or so, Waterford was a great time with 10 new "T" class boats (formerly EP/Formula V) coming with some demo's and testing and showing new racers what to do to get a boat going and have some fun. Other fun demo runs will be set up for the summer and fall to try and get more people together with a hopeful launch in 2010.

The next weekend Mod U boats came out to support the Brockville Hydrofest. Day one the water was a little choppy and race one finished with #17 Brian Venton finishing first, #93 Scott Toole second, #42 Greg Gryguc third and #69 Martin Broeders unfortunately blowing an engine to finish fourth. Race two had #42 Greg Gryguc finishing first with #17 Brian Venton a close second and #93 Scott Toole in third. The weather came back on Sunday with much better conditions with Brian Venton taking first again, with Scott Toole second and Greg Gryguc third with mechanical problems. It was a fun weekend and I would like to thank Bert Henderson, Tom, Judy and Spencer Utman as well as the ACHA, CBF, Redline Promotions and Showworks Productions for all of their help and support.

With the US F1 ChampBoat series the second race was June 21 in Evansville, Indiana with hot and humid weather at it's best. The water was filled with driftwood and at the end of the weekend #42 Shaun Torrente in his Speedmaster Marine/Talon Boats Gran Prix had a flawless weekend taking home first place. #10 Terry Rinker came in second and #38 Jeff Sheperd finished in third. Canadian Brian Venton has starting issues all weekend and managed to get as high as third but finished fifth overall. In SST45 Canadian Dan Orchard managed to somehow pull off a first place during a crazy weekend of ups and downs including completely destroying his steering system in a crash but managed to repair for Sunday.



by Scott Toole
photo's by Jeff Radich

The next race was June 26 for the Dow Bay City River Roar in Bay City Michigan which lived up to it's normal rough conditions. Canadian driver #17 Brian Venton and Don Jenkinson Racing had a whirl wind weekend with the Grand Prix hull not performing qualifying in tenth. After a post race inspection the team realized that the four foot section of the centre pod of the boat was delaminated exposing the foam core of the boat which would explain the problems. Speedmaster Marine/Talon 22 team owner Ted Gryguc and his team allowed the lease of their backup boat and both crews worked all night to get the boat ready for Sunday's final. Tim Seebold led the final from start to finish with second to fourth all fighting for position, Shaun Torrente spent most of the race in second until he lost control and spun out with only 5 laps left somehow recovered taking third with Chris Fairchild taking second place. Canadian Brian Venton managed to finish seventh only seconds behind of sixth with the borrowed boat.

In SST 45 Canadian Butch Ott managed to take the podium in Bay City followed by Bud Nollman and Jason Neilson. Canadian and 2008 series winner Dan Orchard managed fifth. Bud Nollman now leads the PTT series with 226 points over Butch Ott with 223. Robert Rinker is close behind with 189. Last seasons series champion, Dan Orchard, is tied for 3th with 189. Rounding out the top 5 in points is Mark Schmerbaugh with 177.

We now have a month of relaxation until Aug. 15th in Nashville with the F1 ChampBoat series, with the Pro Tunnel Tour's next race July 25 in Trenton, MI. for more information check out www.champboat.com and www.ptt-apba.com.

If the EP / Formula V / "T" class interests you join the forum at www.fastboatscanada.com and as always if I can help with anything let me know scottie@donjenkinsonracing.com.

Cheers



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TORC VP Report

Since Jayne retired in early May the two of us have been busier than ever. Planned home renovations are 80% complete with the end in sight. We had a huge block yard sale that allowed us to purge a lot of belongings not needed since co-habiting last year that took weeks of preparation. Who knew it would take that much work? I do.....now!

Mix into that, spring swap meet, two spring races, a new dog, countless visits to financial advisors, selling the old CBF rescue boat and CBF equipment trailer and it's been a busy 2 months. Andrew & Valerie Fralick bought and completely renovated a 3 bedroom home in Picton county over the last few months including furnishings! They did a beautiful job and worked very hard to complete it for summer.

Since the CBF convention last November a lot of your TORC Exec's were busy with the new rescue boat project leaving little time and energy for club issues like trade shows, sporting event displays and building up the Canadian outboard schedule. But that's about to change. A sponsor has come on board to assist Torc in adding a new annual event to the race schedule. We still have a lot of details to work out but tentative plans are in Waterford the 3-4 October. The date is open in the northeast and if we host an organized well run event this fall we can build on that next year and make it a favourite site & date for CBF & APBA racers in future. Over the years we lost dates in the schedule to clubs down south when veteran sites like Sydenham & Dunnville fell off and when more recent attempts like Beaver Lake, Almonte, Deseronto & Long Sault failed to remain for many reasons, some beyond our control.

But a lot is in our control especially where related to hosting a well run organized event, one that racers want to attend. A lot can be discussed on many aspects of an outboard racing event but there is several key points that keep coming up in my conversations with other clubs.

- A schedule that includes registration, drivers meetings and the racing schedule that is clear and adhered to by the race organizers.
- The course must be set up before 9:am on first day of racing. As with insured testing, if not-insured testing is advertised in the sanction, then the course should be set up before anyone tests and if on a separate day, like our Waterford race, by 3-4pm at the latest.
- Drivers meetings at 9:00am
- Racing by 10:00am
- Heats need to run one after the other without delay with pit management that ensures the "on deck class" is in the water and ready as soon as the pits are clear of the on course class.
- To include all classes that the course is suitable for but combine classes with 5 or fewer entries. This should be done with the final approval of the referee with regards to safety only. Competition issues over combined classes should remain the hosting clubs responsibility. That way every driver has a voice at the drivers meeting over a competition issue at the time the schedule is finalized. Dur-

by Jim Misener

ing the racing schedule if a driver feels there is an unfair advantage or 'competition issue' they can see their drivers rep. who'll go to the judges stand for a decision. The referee should not be bothered with competition issues, just safety and rule infractions when it comes to combining classes.

These are the key areas of hosting an event that we need to improve on if we want to continue to attract drivers from the APBA, keep the participants we have returning and attract new drivers.

We've made improvements in some of these areas already and will continue to do so as we plan for a fall race that we hope will continue for years to come. Over the next few years, along with our friends at Ottawa Valley Power Boat Club we hope to have one Canadian race each month May through October. We'll have to hold exceptional events to secure dates on the outboard schedule and keep the numbers up so we can afford the high costs of sanctions, insurance and ambulance fees. Currently it costs \$4000. plus to host a race with a dual CBF/APBA sanction. That is just to race. Yearly membership fees to clubs, CBF & APBA for both clubs, drivers and crews add to that. Although these costs have only risen slightly over the last 10 years the reduced entries has forced the clubs to increase entry fees slightly. That my friends is the dead canary in the coal mine. We will have to increase entries to turn that around. And one way is to improve our events as mentioned above. It's what the drivers from near and afar are telling us.

Jayne & I wish you all a great summer and look forward to seeing our extended family sooner than later.



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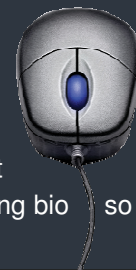
Web Pick

This months internet pick is



www.HydroplaneQuebec.com

The Bergeron family and others spend much of their time taking pictures and video of race teams from all disciplines. Not only that they also put boats in the water in 3 classes and drive an average of at least 8-10 hours to a race. All their efforts end up on this website. Driver profiles, race clips, race results, hot topics and news. You can even buy pictures of yourself from the races or have the picture put on a calendar or poster!! Just an outstanding effort by all involved. Check it out! And send them your racing bio so they can add you!

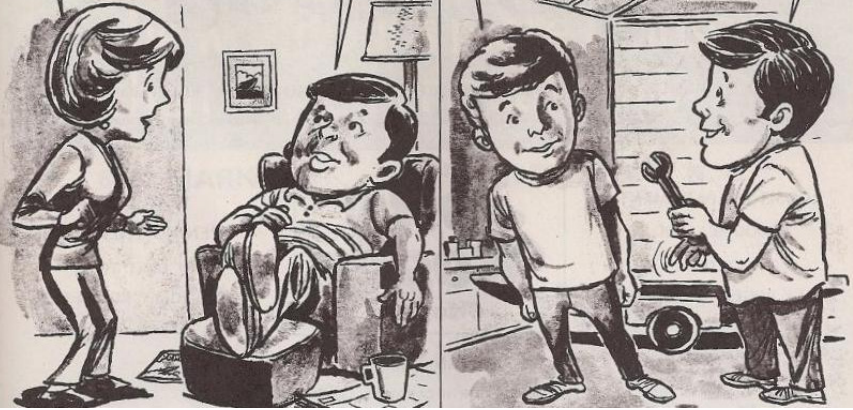


Sweetheart, do you think you could hang up the new drapes in the bedroom today?

What are we going to do today?

Ah, come on honey... It's Saturday, I just put in five full days of work... I just want to lounge around and rest... I don't want to lift a finger.

Let's take the engine out of the boat, blueprint, balance and turbocharge it!



Driver Profile
By Heather Knox

Name: Scott Knox
Hometown: Etobicoke, ON
Classes: CSH and OSY400

Team Name: Knox Racing
Boat Number: 8-CE
Years Actively Racing: 14

Q: How did you get into boat racing?
A: Our neighbour in Mississauga was storing a boat for a friend and my Dad became interested in the sport and approached me one day and asked if I wanted to start racing boats. Hard to say No to that.

Q: What's your most memorable moment racing?
A: Doing a barrel-roll at the Pro Nationals in Depue while in second place in the first turn. Hearing those propellers coming towards me was not pleasant.

Q: What is one of the lows you've had in racing?
A: Hitting a deer on our way to the U.S Nationals in Wakefield Michigan. After all that driving looked like we were not going to make it. Quickly turned into a high thanks to our friends at dodge who gave us a truck for the week.

Q: Who do you look up to most in racing?
A: Well he is not a racer himself but definitely my dad. Would like to see him get in a boat someday but its not likely to happen. I hope when I have kids I can continue on what he started with our family and the sport.

Q: If you could pick one driver to dive into the first turn with, who would it be?
A: Joel Wiegel...I used to think I knew how to turn my boat hard & fast until I got up his inside on more than one occasion.

Q: What race is on your must attend list?
A: Grass Lake Michigan. I haven't been in a # of years but growing up it was the 1 race of the year you had to go to. With the # of entries it was like attending a scaled down U.S Nationals

Q: What're your hobbies outside of racing?
A: Golf, Biking and soon being a father (I think that counts)

Q: What's your day job?
A: Turf Specialist with Syngenta Canada

Q: What music do you listen to lately?



A: Puddle of Mudd, Neil Young and Girl Talk (Look it up, it's not what you might expect)

Q: You finish a long day of racing, what do you grab to drink?
A: Usually some Gatorade and then whatever dad brought with him in his cooler

Q: You're stuck on a deserted island, what's the one item you'd want to have with you?
A: A Sand Wedge, can I bring a ball with me as well?

Q: You just recently ran your new CSH Bezoat, how did it feel to finally get it on the water?
A: Nervous at first. A boat is a boat in my mind but when you have been so comfortable with one for so long you are not completely sure what its going to do to you or what surprises occur.

Q: If you could change one thing in racing, what would it be?
A: Far fewer classes to choose from. Instead of 12 classes with 3 boats in each have 3 classes with 12 boats in each heat.

Q: You've got a little racer on the way, will he/she be in a boat in 9 years?
A: I am working on it right now so I can warm the Mom up to the idea. I have heard that he/she can start when I started but we will see about that.

Q: When hungry, what's the first thing you reach for?
A: Any and all forms of bread.

Next Issue

DEADLINE: September 5

- Fall Waterford Preview
- APBA Nationals Review
- Rideau Ferry Review

TORONTO OUTBOARD RACING CLUB INC.
Membership Application



Member of the CANADIAN BOATING FEDERATION and the AMERICAN POWER BOAT ASSOCIATION

Canada's Largest and Oldest Outboard Racing Club, Est 1952

Single Member \$35 Family Membership \$50

Membership expires December 31 of Membership Year. Family must reside at same address. One Membership Card per member, one TORC decal per address. Extra decals, \$2 each. The TORC TALK Newsletter is sent in a digital PDF file via email unless requested otherwise.

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Address: _____

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Postal Code: _____

Where did you find out about TORC?: _____

Phone: (_____) _____

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Hydros -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Runabouts -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Interest: _____ Years racing: _____

No plan of racing Thinking of racing Current racer

Would you be interested in participating in one of the following areas?

- Show Displays Swag Sales Towing Announcing
- Referee Rescue Scoring Newsletter
- Corner Judge Inspection Pit Worker Website

Do you have a pleasure boat that could be utilized at a race? Yes

TORC Membership Director

Send to: Jim Misener, 108 Roser Cres., Bowmanville, Ontario, L1C 3N9

Make cheques to: Toronto Outboard Racing Club Inc.

Office use:

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As the prop turns

The word is in... a new racer is ready for next season, or possibly late this season. Mike Noonan of Perth I believe, bought the Knox Racing ASR package including a carbon fibre Racecraft hull. The goal is to get his family involved and Mike's son Brad on the water at some point in a J. Mike raced many years ago and test raced last year at Waterford to see if it was all the fun he remember. The race didn't go so well for Mike but I guess the weekend as a whole did because he still bought an outfit!

The grapevine is also reporting another new CSR driver ready to go, this time from Quebec... watch for them on the water at the next event! Runabouts seem to be gaining in popularity as the crop of new drivers from the last few years are established in the Hydro classes now and see Runabouts as an affordable class addition, just swapping the motor on boats and off you go again!

Paul Luippold, #6B, sent in a note in regards to the Standish ME race, here is part of it:

"We at the SSOA club are grateful to all for you who came from long distances. I believe the race was a success because so many Canadians showed up. Thank you."

In appreciation Paul has offered free use of any photo's he took at any race to Canadians. You can see some of them on the SSOA website. If you need/want bigger sizes or anything done with it, you can contact him at paul.luippold@comcast.net, just let him know your boat number and location of the race.

The first annual Frostbite Finale is in the final planning stages and awaiting final approval... this is a second event this season in Waterford, Ontario and is going to be held on the October 3-4 weekend with the same classes and format as the spring/summer race. Watch for more news as it unfolds on the CBF Forum or your next newsletter.

With the Pushboat Races at Waterford being cancelled due to weather (along with the real boat races), we will reschedule them for the new Fall Waterford race!! So, now is the time to start building a little push boat with your youngster or for

yourself. If you want plans, let me know and I can email them. It takes an afternoon to build. Trophies for 1-2-3 for kids under 16 distance and 1st for Best in Show are sponsored by Craig VanValkenburg.



by Andrew Fralick

Sounds like Armstrong Racing finally has their new trailer setup. Took a while... the first one that got delivered was the wrong one! DOH! I assume this means their old compact open bunk trailer is no longer being used and for sale. It needs some work, but is a great foundation to build on... I'm sure the price would be right if you are on a tight budget. Carries one or two boats and needs a new motor box.

Welcome Cameron Alan Fralick to the world! Virginia Hunt and Graham Fralick are the proud parents of Cameron. He jumped the gun by a couple weeks and arrived July 7th. All are health and happy! Look for Cameron at a fall race or possibly the APBA Nationals finals weekend.

I have great fun putting this newsletter together! I hope you all enjoy it! But I simply have no time to write the content for race previews and reviews. The layout and design is my real love. It takes many hours just to do the layout, formatting, pictures, ads, gossip, and all the little bits and pieces of info. I've been working overtime since November, also been renovating a house since November and starting up a new small business. Combine this with my TORC and CBF duties, Hydroplane Junkie stuff, and normal life... well you can see I'm busy. It would be a tremendous help if people could send in the race previews and reports. There are what 5-6 races to report in a year? Even in point form is a great help if I was at the race. Several people have put in info and it's been great reading. You'll see nothing for Carleton Place this issue. I asked a couple times for people to contribute something with no reply. I don't have the time, I'm a week late on the newsletter already and I'm behind at the job that actually pays me money, haha. So either step up, or watch the content fall off. Sorry.

Waterford...

(Continued from page 1)

figuring the winner out until after the races anyway. A new one is on the way as you read this and will be presented when it works out. Until then we'll leave the winner a secret.

Many people stepped up when needed over the weekend... a couple that jump into mind are Bruce Bain who brought the new CBF rescue boat from Ottawa and manned it all weekend and Phil and Andrew Lees came through at the last minute with a needed turn boat and also manned it all weekend. This kind of effort shouldn't be needed to put in by anyone, but they made the weekend possible. Thanks a ton guys!

Jim Misener camped over on Sunday night and talked to parks new officers. Chuck, Pete and Brian were a great help in setting up fencing prior

to the event and they remarked on how clean the racers left the park when we were done. (As of now we have a verbal ok to use the park again for a second race in the fall!)

That's about all the news I received... here are the top three unofficial results:

JH, 1 M Bergeron 2 G Bergeron 3 J VanValkenburg
CSR, 1. R Wagner, 2. E Armstrong, rest DNF/DQ
CSH, 1. W Latter, 2. T Johnston, 3. S Knox
BMH, 1. T Johnston, 2. R Webster, 3. D Greer
BCH, 1. G VanValkenburg, 2. M Rorke, 3. Rossman
AXSH, 1. E Overbury, 2. R Dutton, 3. G Bergeron
ASR, 1. T Kerr, 2. A Fralick, 3. G Fralick
ASH, 1. A Fralick, 2. R Dutton, 3. R France
DSH, 1. B Keegan, 2. R Keegan, 3. D Scott
20SSH, 1. R Webster, 2. B Latter, 3. H Knox
25SSH, 1. B Rossman, 2. E Tokarski, 3. J Loukes

Carleton Place—Photo Review

All pictures by Joan Bergeron, HydroplaneQuebec.com



Tiny Teammates



Top:
Mia Kants, 3 years old, from Amherst Nova Scotia, plays racer like Dad Blair with her older sister Isla just out of frame at Carleton Place.
Photo: Andrew Fralick

Bottom:
Also at Carleton Place, James Armstrong from Stittsville, Ontario readies for 20SSH with the help from 2-1/2 year old Robert "The Wrench" Bolduc (James' cousin)
Photo: Sent in by the Armstrong's

Waterford—Photo Review

Pictures by Joan Turcotte

Graham Fralick of Milton, Ontario and Terry Kerr of Michigan dive into turn one in heat two of ASR. Terry came out on top in the points and took first place.



Brant Latter of St Lazare, Quebec had a good weekend over all in 20SSH bringing home the Silver!



Blair Kants (right) of Amherst Nova Scotia, and Rick Wagner Sr of Ohio ready for the CSR heats as ASR finishes up on the water.



Wayne Latter of Montreal, Quebec has a wild ride to first place overall in CSH.



ASR lead pack at the start... Andrew Fralick row 1, Graham Fralick row 2 and Mike Werner Jr row 3,



On Page 1:
Eric Armstrong of Stittsville, Ontario in CSH has a wild ride and saves it right at the finish line!

Vintage Viewpoint

A notice posted on the CBF Forum

Rideau Ferry Yacht Club, 1909-2009 100th Anniversary Vintage Regatta

The Rideau Ferry Yacht Club invites you to come and join them in celebrating their 100th Anniversary this summer on August 15th & 16th 2009. Once again the RFYC will be hosting the traditional race boat regatta that has entertained

spectators for generations. Over the past 100 years the club has hosted some of the largest and most exciting international race boat regattas in Eastern Canada.

This year's regatta promises to be very special as many of the antique and vintage race boat

classes that raced in Rideau Ferry many years ago will be returning to recreate the history of boat racing back into the community. Rideau Ferry is located in the heart of cottage country along the beautiful and historic Rideau Lakes system, which stretches from Kingston to Ottawa.

If you want to see and hear some serious horsepower on the water, Rideau Ferry is the place to be this year. The club will be hosting many famous vintage race boats such as the "Canadiana Grand Prix 222", one of the largest limited hydroplanes of all time. Once owned and driven by the late Art Asbury who set the World Record of 153.7 mph in 1965 at Beloil Que. Asbury, at one time held the Unlimited Record of 184.5 mph set in 1957 at Picton Ontario with "Miss Supertest II". Art was regularly seen racing at the Rideau Ferry Regatta's back in the 50's and 60's.

There will be many inboard and outboard race boats of all classes both in the water and on display. Many of the boat owners will be available to answer questions and discuss their experi-



ences and share stories of this exciting sport. There will also be many other boating related activities on site that weekend. The race site is located on the Lower Rideau Lake, which is a smaller body of water where the water conditions for boat racing are always favourable.

In 2007 the RFYC held its first Vintage Regatta which proved to be very successful. The regatta was an APBA/CBF joint sanction event, (as it is this year), and attracted many race boats from Clayton NY, Wolfeboro NH, Buffalo NY, Montreal Que. which included a variety of inboard classes such as, large & small hydros, Jersey Skiffs, flat bottom speedsters and many other outboard racers, both on the water and on land.

If you have a vintage race boat and would like to participate either on the water or on land, please contact the Rideau Ferry Yacht Club at rfyc@sympatico.ca soon as space is limited and many entries have been submitted to date. For further information you can visit their web-site at; www.vintageraceboatshop.com/RideauFerry-2009.htm

For outboard displays: Boats/motors: \$5/owner

For flybys: \$5+\$50/wknd or \$30/day
Must be CBF or APBA member, can join APBA for \$35cdn for weekend. Boats must pass inspection, drivers must wear long sleeves and long pants, good helmet and good lifejacket, cutsuits not mandatory, but recommended.

This is not a race! Also open to any outboard race outfits that want to come and get out and get some test time in. Same costs & rules as above.

Free camping, dinner Sat night, GOOD FOOD!!!

Dealer Details Fralick Boats

The race season is long from over. Just a reminder that Fralick Boats has a limited supply of BTM items in stock. Just what you need to take the guess work out of your racing set-up, do it right every time. Consistency counts in racing and can be had with proper set up tools. Call or email for prices. Items not in stock can be ordered in, let me know what you need. rick@fralickboats.com 613-471-1403.

- * Official Height Checker 1-3/8 and 3/4"
- * Angle Checker
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- * Engine Kick Out Bracket for Yamato
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Most Keller Racing Hardware items are in stock as well. Also, remember to use Amsoil Synthetic Water Resisting Grease for those hard to lubricate and precious mercury tail cones. We stock motor oils and 2 cycle oils for most applications,

not just for racing. Make it last longer, use Amsoil Synthetic Lubricants for everything. Great prices on Helmets, all styles for all uses, not just for racing. If you would like something delivered to a race, please let us know, we can usually bring it, just ask.

Rick Fralick

Fralick Boats
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Picton, Ontario
KoK 2To

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2000 Keylard DSH/DCH hull (or CMH). Dave Scott & Jim Sweeney's old hull. Very fast & turns great (ask Dave). 36" bot, 82" afterplane, balsa core bottom, balsa coamings with Kevlar, 17" cockpit, 3.5" lift with "S" bottom. Comes with all hardware (mostly new). New Carbon Fibre turn fin. New fuel tank. Could use some paint to make it look pretty again. Boat is clean & very solid. Comes with collapsible Charlie Miller boat cart. \$1,500 CDN FIRM. Would be nice to keep this in Canada. Randy, 289-396-3465 randy_rap@cogeco.ca

Class "A" Runabout. #18, 2nd in CBF High Point 2008. All hardware and fuel tank included. \$700. Graham gfralick1@cogeco.ca or 416-882-7712

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

G-Force Inboard/OPC driver suit. Size Medium, Colour Black. Fire rated. Used 4 races, like new! \$50. Andrew, riverrat04@hotmail.com 905-453-7290

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

Wanted - Safety Pants suitable for driver 6'-2", 190 lbs. Mike Locke, mikelocke77@hotmail.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

**Was this issue of
TORC Talk mailed to
you in black & white?
Say it isn't so!!**

**Contact the editor at
riverrat04@hotmail.com
to receive this newsletter
in full blown colour!**

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Tentative Events Calendar

May 23-24	Franklin PA
May 30-31	Waterford ON (+ Classic and T Class display)
June 6-7	Carleton Place ON (3 days in 2)
June 13-14	Augusta MI, Hubbardton VT
July 4-5	Pittsburgh PA (OPC)
July 11	ACBS Gravenhurst Summer Boat Show (Classics)
July 11-12	Akron OH, Valleyfield QC (INB), Marietta OH (OPC)
July 15-19	Zanesville OH, Mod Natls, Trenton MI (OB OPC)
July 25-Aug1	Grass Lake MI, Stock Nationals
Aug 8-9	Marathon Natls, Indian River MI, Algonac MI (OPC INB)
Aug 15-16	Rideau Ferry ON (Classic Inboard and Outboard)
Aug 22-23	Haverhill MA (+ Marathon)
Aug 29-30	Eastern Ontario TBD
Sept 5-6	Kankakee IL (OPC Nationals)
Sept 12-13	Taunton MA
Sept 19-20	Crystal Lake NY
Sept 26-27	Kingston NH (3 days in 2)
Oct 4-5	Waterford ON
Nov 14	TORC Meeting @ THSC Club House - Guests Welcome
Jan 22-24, 2010	Canadian Motorsports Expo, International Centre, Toronto



Toronto Outboard Racing Club Inc.

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