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Established 1952

TORRC Talk



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

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Gravenhurst: The Gateway to Muskoka by Brian Sherriff

Tim Hortons Muskoka Powerboat Races, June 25/26

A great volunteer crew on Friday had the race site fencing installed, Tim Hortons banners & signage installed and many rigs were in the pits. Rain was light, and that was the last it was to be seen all weekend. Some of the group went to a nearby restaurant to enjoy supper and people from T-boats, Stock outboards & Drag boats were there. It was a bit of welcomed integration. We need to see more of this integration as the club embraces the good qualities of each of the classes.

The event was bolstered by the Vintage group with classic outboard racing motor and boat displays by Bill Shorney and others.

Race day began with Powerboat Television on site and A-Channel news was also there on Sunday. Jordan Elliott was interviewed and will apprise us of when the program will be aired.

Racing action was good with many close starts. Watch Danny Potts to see how to hit the line perfectly! He did this in Waterford and twice in Gravenhurst. Numerous reviews of the old videotape were required. Well done! Be careful Danny, you're less than 150mm from jumping.

In what looked to be a great start in C Stock Hydro with 5 or 6 boats crossing the start line together, it was short-lived as Mike Werner Sr and Eric Armstrong got together after Werner's boat got a bit out of control and came down on Armstrong right in front of the crowd that had assembled on the nicely sloped hill.

Armstrong was able to get his own ride to be further examined in Bracebridge hospital and that allowed the ambulance to remain on site and racing to continue. We thank you for that Eric, and hope your injured shoulder is healthy and ready to race in Dunnville.

Bill Jennings from nearby Port Carling made a

return to refereeing. His presence was greatly appreciated, and his professionalism was highly evident. He ensured all volunteers were in position at the judges' stand and on the water, and was always alert for rogue pleasure boats and on-water conditions. He can make a welcome addition to any TORC event. Here's hoping he can attend many more races!



Shortly after 6pm Saturday, Miss Canada IV made its return to Gravenhurst after having spent many years in Ingersoll Ontario's Agricultural and Cheese Museum. It went to a secluded location overnight, and returned to the race site Sunday. Overnight, a banner was found that hadn't been seen in years, and it was also on display. The boat is to be restored, and Harry Wilson, son of the boat's original drivers, is creating a movie that he is aiming to have completed by May 2012.

In a wild 'hook' on the front straight Saturday, T-850 racer Ryley Dutton nearly left his white Critchfield. Spending a few moments completely out of control, he managed to stay in the boat, and continue. Sunday, he was not as fortunate. Riding high on the wake of Rick Cole's boat, the boat rolled sideways and overturned. From the inside of the corner, Dutton emerged and was seen grasping for the bow of the boat as it began to sink. At one point he even dove under a few feet to try to save it. Gravity won, and the boat sank to the bottom, but was pointing straight up.

Dutton was uninjured, and with some concern that the boat may rise to the surface during the upcoming races, referee Heather Knox afforded Dutton the opportunity to free dive 10' to rescue the boat. He did, and the rescue crew towed it to shore as the crowd cheered for Ryley's efforts.

Saturday race winner Jim Whittington experi-



Gravenhurst

(Continued from page 2)

enced ignition problems and did not race on Sunday. Other notables included Scott Whittington (no relation to the other Whittington's) who was fast and strong. Scott jumped one start, otherwise his weekend result would have been much better.

For the first time, Outboard Drag boats were a part of a CBF event. Previously holding 'outlaw' races, they are a welcome and very significant addition to CBF & TORC. As CBF rules require a demonstration event before becoming an official racing class, the number of boats was limited. This enabled them to complete their requirements, and enabled TORC to learn how to integrate them into a typical TORC event. The T-class boats were added in 2010, and are now integrated and a part of the schedule. We must



work harder to ensure that the Drag Boats are integrated into the events. They are not to be an 'add-on' to the event, but truly be a part of suitable TORC events.

This race came together due to the tireless effort of Jordan Elliott. Months were spent handling and waiting for the application process to be executed through the town of Gravenhurst. The stickhandling was aided by the support of the deputy Mayor who supported Elliott's efforts from the outset. Will & Jim Hunter, Gravenhurst residents and TORC members were also instrumental through their efforts. Efforts included attending all of the Council Meetings dealing with the event. Will is also to be commended for organising some of his high school friends to volunteer for the critical job of operating the barricade at residences adjacent to the park. Without this, the race cannot happen.

We are greatly appreciative of the effort of Will Hunter's girlfriend Marissa and Valerie Fralick and Will's Mom for selling t-shirts and hats. Andrew Fralick advised these sales amounted to \$650.

This event also spurred the Hunter's to become series sponsors with James Hunter Equipment, a Gravenhurst business dealing with heavy equipment. It is exciting to see members becoming involved on many levels, including sponsorships which are on the way to making 2011, financially, a break-even year. Or better!

Outboard drag racer John Archer also sponsored the event with Archer's Bargaining Service Ltd.

TORC president Jordan Elliott also pitched in with his support of Jordan Elliott Contracting.

Northern Lakes Marine of Gravenhurst sponsored, including providing the Sea Doo and two aluminum boats that could be used as turn boats.

Former Can-Am boat racer Norm Woods, of Gravenhurst, also sponsored with

MUGS (Man's Ultimate Garage).

From all accounts from the Town, spectators and most local residents, there is support to ensure the race happens in 2012.

The event has the potential to be much larger and better for spectators, and the decision was made to take-on only what could be handled this year. The relatively late go-ahead from the Town also limited some aspects, but we are working with the Town and they are excited for the possibilities.

Next year the 'barge', as it is called, which is used as a stage for music events Sunday night's throughout the summer, will be available to be used as a judges' stand, freeing up more dock space for more T-boats and Drag boats to be launched and ready.

T-class driver Mike Hooper was spotted Saturday, but said he was taking a weekend off, or he'd have 4 consecutive weekends of racing, which includes long drives to American race sites. Hooper is in the running to be the 1st Canadian to win an APR Superleague championship. Best wishes Mike.



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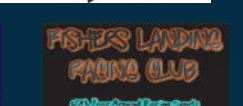
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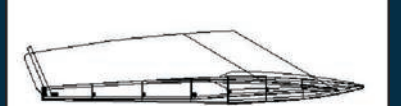
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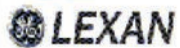
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Erinsville, Ontario recap

July 16/17

Beaver Lake was again host to the racers, and is the home lake of T-class racer Paul Coulter.

Although this race appeared in jeopardy even a month before the race weekend, Spencer Utman, Doug Overbury and Jordan Elliott pulled it off. Andrew Fralick made some calls to CBF and was able to get the late-sanction application fee waived.

That saved more money than is earned at the Luncheon or t-shirt sales! Well done Andrew.

We need to be more on top of things to ensure we have sanctions in early, as we can improve our reputation with CBF and make operating the club easier for everyone.

The race site was filled with sunshine and intense heat. Is that why so many racers crashed? They wanted to cool off?

Crashes were the order of both race days; too many for everyone's liking. Were the crashes due to water and wind conditions? Can't the racer slow down to accommodate? Was it an unusual or freak collection of waves that came together right as your boat reached that spot? Were they caused by driver error that can happen at any site? Driver's will learn from their crashes, you just hope they remember the lesson. Were racers racing too hard for positions? Did youthful exuberance account for inexperienced decisions? This can be tempered from the wise counsel of a more experienced racer. Listen to them. Did you have that Dale Earnhardt Sr. moment when you decided you didn't care whether or not you took someone else out you would just punt your way ahead? As APR Superleague F3 driver Sam LaBanco once told me, "there are a million people in China who will never hear of you". Of course, this means, race hard, race smartly, you're not racing for thousands of dollars, but thousands of dollars can be lost with one crash, and this is a small-time event. Drive within your limit. Push your limit to get faster, for sure, but do all you can to not jeopardize yourself or a

fellow racer. You don't score a lot of points with a DNF.

There were positives too! There were 71 entries including all classes. Someone got his first win, (Sorry forget your name), T-boats put on a good race with different winners both days, including Bryan Geiger in his first race in his new Critchfield, leaving the Don Whittington Voo Doo boat available to others. T-boats; always exciting being on the edge of control, and that held true in Erinsville. Hopefully all racers enjoyed their time there, even as the boats are repaired.

Drag boat and T-boat driver Paul Kryskow raced his Critchfield with a Mercury 650xs for the first time since Dunnville last year.

T-boat driver Scott Whittington had to leave early Sunday morning for an important issue, and



hopefully he'll be racing in Dunnville.

Saturday's late start resulted in no time being afforded to the Drag Boats to race. Fortunately, Sunday saw them have a good outing, with the exception of one boat that did not take to the water because it ingested a garbage bag on the launch ramp. The garbage bag is often placed over the engines, under the cowling, to keep them dry and free of dust. It was an unfortunate and disappointing incident that hopefully will be cleared up in time for Dunnville.





The Sherriff's Blotter

by Brian Sherriff

We must be vigilant to ensure no official, racer or volunteer is impaired by alcohol or drug. This is for the safety of everyone involved, including spectators, and to ensure that insurance coverage remains possible and at a manageable rate. The number of crashes at this year's races must be curtailed to prevent TORC from becoming a higher risk.

Can someone construct a stand to hold the flags at the judges' stand? In Gravenhurst, and I'm sure other places, there was limited space on the dock. The flags lie on the dock, getting dirty and wet, are hard to keep separated, and most importantly, become difficult to get a handle on to pull up the correct flag at the moment they are needed.

Injured Aussie rules footballer Dave Whittington has recovered and is expected to join his brother Jim racing in Dunnville.

You may know the Cinderella song with the lyrics "don't know what you got till its gone". (Grammar in context.) Well, now that Jim Misener and Jayne Howard have left us to prepare for their move, we now have big roles to fill. Their official roles were Risk Manager and Official Scorer and Treasurer. They did much more than that and we now need volunteers to fill these positions.

My camera failed in Gravenhurst, and Matt Latter assures me he'll buy me a new one. Isn't that right Matt? If it hadn't failed, we'd have the complete rollover of Ryley Dutton on camera. Fortunately, he was uninjured, and

let's hope we see him racing again soon.

TORC executive hopes you are enjoying a great season of racing, and wishes you lots of speed for the final event in Dunnville.

Also, we hope you are seeing some positive changes with how things are operating, and thank you for your patience as we move to improve more and aspects of TORC.

Newsletter editor and creator Andrew Fralick needs help to keep the newsletter issued regularly. Contributions of interesting information, or a regular column are welcomed. Now's your opportunity to be a writer!



On the Cover

Top: C Stock Hydro start at Erinsville, Ontario.
From left to right: Unknown, Erik Luksep #61, Spencer Utman "X", Steve Huff 22CE
Photo by: Joan Turcotte, Hydroplane Quebec

Mid Right: T classes at Erinsville, Ontario. Scott Whittington in a T850 battles with Paul Coulter #81 in a T750.
Joan Turcotte, Hydroplane Quebec

Bottom: 20 Super Stock Hydro, Spencer Utman "X" of Brockville battles with James Armstrong #41 of Stittsville.
Joan Turcotte, Hydroplane Quebec

Something for the kids to colour! :)



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Tunnel Talk

Bay City, Michigan

A Optimax Mercury Racing Engine Does Not Like a SALT DIET !!

The bottom of the boat was totally repaired as of Wed. night June 22nd. Thursday we rolled the boat over and craned it back onto the trailer (a great culmination of six weeks of repair work, including carbon fiber, Kevlar, epoxy & end grain balsa wood,) to complete the final rigging.

The rigging items included:

- 1) mounting the mid-section
- 2) craning on the power head
- 3) installing the power steering, steering wheel & steering cables
- 4) installing the oil tank & gas tank
- 5) installing the batteries and wiring
- 6) connecting the hydraulic trim lines
- 7) mounting the repaired cock pit canopy
- 8) mounting the repaired rear boat cowling
- 9) installing the communications wiring

Following the rigging we applied a single coat of epoxy to the top decks at 11:00 pm Thurs.

Friday we tried to fire the engine but nothing? We had power at all switches, steering wheel, dash, starter, etc. Lots of problem solving and a few phone calls directed us to start packing and head to the race course ASAP!

We arrived at Bay City, Michigan at 9:30 pm and worked through to 12:00 pm with the assistance of some of the best racers and mechanics in North America if not Europe? Chris Fairchild, Sean Torrente, John Broge, Carlton Callaghan, Jim Fox, etc. We replaced a starter motor, two battery switches and established that the fuel pumps needed to be replaced. "An Optimax Mercury Racing engine does not like a salt diet"!! (thanks to Texas!) Saturday morning we luckily located the fuel pumps at a marine close by.

We missed the Saturday test time, the qualifying runs and both heat races since we were running on four cylinders even after the fuel pump changes (but the engine now started!). The D.D.T. unit told us we had fuel injector problems on cylinder 4 and 6. We cleaned and worked on all the fuel and air injectors and finally had it running on all 6 cylinders!!! Ya-hooo

We tested in the water for the first time Sunday morning at 9:00 am. Dan started slow to check the boat, steering and engine, while ramping things up slowly. All seemed good after 10 laps. He stopped to complete a punch-run and reported water at his feet! Dan raced to the trailer only to find that there was a large amount of water in the boat!!! After examining the hull we found all the repairs to be solid but we had hit something in the water creating two golf ball, sized holes in the front area of the right sponson. We had three hours to make repairs before the final 30 lap race. At this point no problem.

We started last off the dock which allowed Dan to go wide and not worry about anybody on his outside. Just before the start flag was dropped, Jim McGrath false started sending him to the end of the

Race Reports by DEO Motorsports

dock and to Dan's right. "Man, can we ever catch a break"? Dan had an awesome start and passed three boats before the completion of the first lap! About seven laps in Rubin Stafford rolled in turn one bringing out a red flag and causing a restart. Dan restarted in the third position.

Additional drama was presented when both the 1st and 2nd boats had to go to their trailers to have repairs completed...plywood patches and duct tape. We also went to the trailer to check for water intake but we were dry! Again, Ya-hooo

After the restart one boat miss fired and limped onto the course with the full field bearing down on him. A red flare was shot and the race stopped for another restart. The one thing we didn't want was a restart and now we had the 2nd. Dan again launched superbly and remained a strong third. For a period of time he challenged for second but we decided to secure the podium finish and bring the equipment (and driver) home in one piece ready for the Trenton, Michigan Worlds.

Last to 3rd with only 10 laps under your belt, following a severe blow over event, is a fine accomplishment....also in a boat that was just rebuilt. A good feeling of team accomplishment! These are valuable points that put us back in the running.

Thanks for your continued support and interest in Formula Two, Tunnel Hull Boat Racing!

Eric, Dan, & Wendy Orchard, Scott and Tim Toole

Portsmouth, Ohio

For the F1PROP Series, Formula 2 race, August 6th & 7th, DEO Motorsports & driver Dan Orchard, Qualified 1st, Finished 1st both Heat Races on Saturday and Won the Final Race on Sunday!

Sundays race took place on real rough water but Dan had an excellent start, getting ahead quickly off the dock, pushing hard to create a half straight away lead early (because he pushed it hard and beyond reason for the water conditions) and then paced himself well, holding it together without getting into much trouble. About 3 to 4 times exiting turn two you could see the identification numbers on the bottom of the 97 boat! There were no incidents other than one boat spinning in turn three but staying up right, partially full of water but ending his race.

It was a lot of fun to complete the Victory Lap with the checked flag! I climbed onto the boat and waved the checkered flag as Dan drove a lap on the front straight away while he waved to the crowd of spectators. Matt Orchard, Dan's brother also crewed in the pits and start dock which made the win even a better family celebration! Matt's lap timing stats, strategy theories, and crew work were very important to the win.

Also all the equipment is intact for the USA Nationals at Kankakee IL ! Bonus but of course we did have to tear down the engine at Inspection. We still made it home for 3:30 am Monday.

Thanks again for your support and interest in Formula Two Boat Racing!

Dan, Eric, Matt Orchard, DEO Motor Sports



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As the prop turns

by Andrew Fralick

Jordan Elliott is pumped about some new lumber in his garage. He's bought a record setting ASR hull to try and step up his game up to the front of pack. Will be fun to see how it goes.

Eric Abel has also made a deal to buy a carbon fiber ASR hull and is excited to get into it and ASH for next year it sounds like.

New racer Barry Markell (Bill Markell's brother) has also bought a carbon fiber ASR hull! Barry got his out at Rideau Ferry with a vintage motor to try it out and from what I hear had a great time. He needs a motor though, so if you know of one, let him know.

Another runabout class growing well recently is CSR with Gary Moore of Windsor and Darcy Sault of Welland entering their first races at Dunnville. It's been a real struggle for Darcy and was great to see him finally

the process and making a website and have the name www.ThunderCatRacing.ca There are many cool things about these boats, but one of them... walking into a store, picking out a boat, paying with your credit card and getting a 3 year warranty that covers racing! Imagine that!!

It is short notice, but we received word from CBF that the Lock Haven PA race on Labour Day weekend is now joint sanctioned with the CBF! So if you are in a points race, it is a great chance to score some valuable points at a terrific venue. Last year many teams from TORC made the trip down and had a blast.

Also it looks like through the efforts of Erik Luksep, the T750/850 class is now sanctioned to race at Redwood, New York on Sept 17-18!! This will be the last chance for the T class to get points! For that matter any CBF class. This place is slightly smaller but similar course layout to Gravenhurst and only minutes from the border at the 1000 Islands. Again, many TORC teams head there and High Point battles are almost always settled there. Don't miss this opportunity T drivers!

In case you haven't noticed... the newsletter hasn't missed an issue, but is getting later and later for the issue deadlines... haha. Being a new dad, I just don't have as much time anymore... I do CBF work, TORC work, ThunderCat work, Hydroplane Junkie work, Fralick Boats work, helped get Drag Racing going, my own racing work, and some how fit in a day job too! Haha. I can only do so much. Brian Sherriff has stepped up a lot to help out with the newsletter and more... but more is needed. If someone would be willing to write a section like this "As the Prop Turns" section, just gossips and little updates on what is happening it would help keep the newsletter going. If not, who knows what the result will be for 2012... it would be a shame to lose such a great membership and publicity booster and financial contributor to the club books as this newsletter in our 60th year.

Also we need someone to pump up the Drag info... we have people doing T stuff, Hydro stuff, Tunnel stuff... we need Drag contributions!



get on the water!

The ThunderCat group held it's first ever race in Canada. 3 boats made it to the Dunnville race (was the same weekend as the USA Nationals or there would have been more). One didn't get past the first lap pulling out with mechanical problems but the others put on a fun display and on Sunday did some amazing manoeuvres/stunts in them. They are in

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50	Knox	John	Campbellford	ON	705.632.1101	jharlman_knox@yahoo.ca
51	Knox	Scott	Markham	ON	416.523.9507	scott.knox@gmail.com
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53	LaRue	Ken	Sudbury	ON	705.523.3326	kklarue@sympatico.ca
54	Latter	Brant	St Lazare	QC	450.424.3013	blatter@live.ca
55	Latter	Colin	Montreal	QC	514.767.8032	
56	Latter	Jared	St Lazare	QC	450.424.3013	
57	Latter	Karalyn	St Lazare	QC	450.424.3013	
58	Latter	Line	Montreal	QC	514.767.8032	
59	Latter	Matthew	Montreal	QC	514.767.8032	
60	Latter	Trudy Lynn	St Lazare	QC	450.424.3013	

61	Latter	Wayne	Montreal	QC	514.767.8032	mcs_security@gmail.com
62	Leigh	Sean	Pickering	ON	416.578.6997	sean.leigh@hotmail.com
63	Locke	Mike	Hamilton	ON	905.921.0433	mikelocke77@hotmail.com
64	Luksep	Erik	Toronto	ON	416.443.9868	erik.luksep@ge.com
65	Luksep	Kristian	Toronto	ON	416.443.9868	kake@rogers.com
66	MacKenzie	Allan	Dartmouth	NS	902.466.5623	amackenzie@toyota.ca
67	Markell	Bill	Ottawa	ON	613.263.1320	billm@captainoffice.com
68	Markell	Barry	Ottawa	ON	613.263.1321	billm@captainoffice.com
69	MacKenzie	Michael	Dartmouth	NS	902.466.5623	carmackenzie@eastlink.ca
70	McKnight	Barb	Grimsby	ON	905.309.3086	
71	McKnight	Bill	Grimsby	ON	905.309.3086	bmcnight5@copeco.ca
72	McKnight	Mackenzie	Grimsby	ON	905.309.3086	
73	Mesner	Jim	Bowmanville	ON	905.623.9446	hydroracer53@live.ca
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104	VanValkenburg	Craig	Forest	ON	519.786.5170	vans@xcelco.on.ca
105	VanValkenburg	Glen	Forest	ON	519.786.6733	vans@xcelco.on.ca
106	VanValkenburg	Joey	Forest	ON	519.786.6734	vans@xcelco.on.ca
107	Wace	Steve	Brockville	ON	905.301.9280	steve-wace@wace.ca
108	Wace	Karen	Brockville	ON	905.301.9280	
109	Ward	Kevin	Cherry Valley	ON	613.476.1352	pward@reach.net
110	Webster	John	Scarborough	ON	416.438.9852	webby12@sympatico.ca
111	Werner	Mike Jr.	Dunnville	ON	905.701.0762	mike_241_394@hotmail.com
112	Werner	Mike Sr.	Dunnville	ON	905.701.0762	marjorie.werner@sympatico.ca
113	Whittington	Scott	Penetanguishene	ON	705.533.0875	swhittington@sympatico.ca
114	Whittington	Sheila	Penetanguishene	ON	705.533.0875	swhittington@sympatico.ca
115	Whittington	Dave	Toronto	ON		david.whittington@rojan.utoronto.ca
116	Whittington	Don	Toronto	ON		dwhittington@datagroup.ca
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Interest:

Years racing: _____

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Tentative 2011 Events Calendar

- Jan 8 TORC Meeting, THSC 9am-12pm - Turn Judging School
- Jan 25-29 APBA A.G.M., Detroit MI
- Feb 5 TORC Meeting @ THSC 9am-12pm
- Feb 26 TORC Awards Party/Luncheon @ THSC 12pm-5pm
- Mar 25-27 London Speed Show, London (TORC Booth)
- Apr 2 TORC Meeting @ THSC 9am-12pm
- Apr 16-17 APBA Race - S.E. Divisionals, Jesup GA
- May 14 TORC Swap Meet & BBQ @ Fralick Boats, Picton, 10am-2pm
- May 14 TORC Test & Tune @ Fralick Boats, Picton, 10am-5pm
- May 14 TORC Pot Luck Party @ Fralick Boats, Picton, 5pm-??
- May 21-23 (Victoria Day) - APBA Race - Standish ME - SSOA
- May 28-29 APBA Race, Franklin PA - TRORA
- June 11-12 CBF/APBA Race - Waterford ON
- June 18-19 Muskoka Seaflea Meet, 6 Mile Lake Park
- APBA Race - Constantine MI
- June 25-26 CBF Race, Gravenhurst ON
- July 9 ACBS Vintage Show, Gravenhurst ON
- July 9-10 APBA Race, Grass Lake MI - MHRA (Inbs - Valleyfield)
- July 16-17 CBF Race, Erinsville ON + Outboard Drag Demo
- PWC Race / ThunderCat Demo, Belle River ON
- July 30-Aug 7 APBA Nationals, Wakefield MI
- Aug 6-7 Offshore Race / ThunderCat Race, Sarnia ON
- Aug 13-14 CBF/APBA Closed Course and Drag Race, Dunnville ON
- Aug 27-28 APBA Race - Haverhill, MA
- APBA Race - Dayton Record Runs, OH
- Sept 3-4-5 (Labour Day) - APBA/CBF Race - Lock Haven, PA
- Sept 10-11 APBA Race - Taunton, MA
- APBA Race - Grass Lake, MI
- Sept 17-18 APBA/CBF Race - Redwood NY - FLRC
- APBA Race - Berwick PA
- APBA Race - Big Rapids MI
- Sept 24-25 APBA Race - Kingston NH - 2nd Annual All Star Clash - SSOA
- Oct 8-9 APBA Race - Millville NJ
- Oct 29 TORC A.G.M



Toronto Outboard Racing Club Inc.

Andrew Fralick, Editor
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Brampton, Ontario
L6Y 5N6 Canada

