

Photo Credit: Jay Sentinker

Who Said Winter Had To Suck?



Spring 2011

St. Lawrence Automobile Club



Kingston, Ontario

...where CASC began in 1951.



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Club Information

The St. Lawrence Auto Club (St. LAC) is affiliated with the Canadian Automobile Sport Clubs, Ontario Region (CASC-OR), 416-667-9500.

Club meetings are held at 7:30 PM on the 3rd Thursday of every month at the RCAFA Club, Kingston Norman Rogers Airport.

The Tach is the newsletter of the St. Lawrence Auto Club. Back copies are posted on our website (www.stlac.ca). Submissions of articles related to automobiles or motorsport are encouraged. Advertising is also available. Contact the Editor.

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Membership Report

By John Kinnear

Well, here we go again! It is the start of a new year and that brings us to the fact that it is time to renew our St.Lac memberships. There have been no changes since last year in fees. Please fill out the form enclosed with the Tach or print it off the 'membership' page on the website and send it in with your cheque or present it in person with cash in hand.

I'm pleased to report that as of the middle of Feb. 2011, we have 23 members in good standing. I would like to take this opportunity, on behalf of the

club to welcome the following new members to St.Lac., Barb Berry, Laurenio Sousa, Cesco Garofalo, P.J. Marshall, Mike Marshall and Kirk Evans. We all will be looking forward to seeing them at our various events in the coming year.

I should also point out that if you change any of your co-ordinates, you should get in touch with us so we can update our records. If your copy of the Tach is returned due to you no longer being at that address, we will hold it until you give us your update.

2011 Membership Dues

\$35 Full. \$25 Associate. \$5 Additional Family.

\$15 Student. \$100 Corporate.

See our website www.stlac.ca for full details.

Editor's Pit Notes

By Mathieu Leblond

Welcome to the new Tach Newsletter. I have taken the mandate to renew the Tach Newsletter and with that comes drastic changes, some more cosmetic than others. With this new initiative I am looking at cutting cost in the long run by limiting the amount of copies printed until we do a final merge to electronic versions only. There's benefits to electronic copies, number one is that were not limited to a number of pages and can be accessed world wide.

I want to take the time to thank Paul Jeffrey for his numerous years of service and the awards he has won for the club as the Tach Editor.

I created a new email address for the Tach Newsletter, if you would like to send in pictures, articles I will make an effort to get it published. Please email them to tachnewsletter@gmail.com. It accepts large attachments.

I would like to remind members that ST. LAC is affiliated with Limestone Street Scene, a local discussion board, for daily discussions about automotive news and local events. We also have our own section. For more info visit: www.limestonestreetscene.com

IMPORTANT INFORMATION!

Please send me an email at tachnewsletter@gmail.com if you would like to be taken off the mailing list and only use electronic copies of the Tach. We are limiting the amount of printed copies for each issue this year to eventually only having a Adobe PDF version. This will save trees and lots of money for the club.

Thank you, Mathieu.

President's Message

By Eric Brunner

Welcome to the first issue of the TACH for 2011. There should be quite a fresh start to the club this year what with a 50% change to the Executive and a new look to the TACH.

I like the logo that Mathieu has designed for the TACH and it should start us on continuing to keep the high quality that Paul Jeffrey achieved over the 9 years he was editor.

Ironically, one of the early TACH editors from the 60's, Gerhard Ecke, found the old Gestetner stencil duplicating machine that used to be used to print off the newsletter, as it was called then. We would all gather one night at his place each month, and insert the typewriter-printed master sheets and then print off the blue coloured printed sheets

with all the club stuff at that time, collate by hand and then staple them together with an orange cover which just showed the club logo. Quite rudimentary when you compare those bulletins to the high quality coloured issues we can now produce!

-as to the ad page in the March '66 issue, we've come full circle on the FIAT small sedan! The DATSUN 1600 Sport is still a desirable although very rare vintage sports car. Peugeotts didn't last (winter rusting) although they were neat cars.



March'66 and Sep'74 -when it was called the TACH



How many of those sponsors are still around?

The change over in the Executive brings a new group of ideas and enthusiasm to the running of the club. As I mentioned, Mathieu Leblond is the new TACH editor with Sergio Bidinost as Treasurer and Alan Pawling as Competition Director. Burl Vibert has graciously decided to take over from John Kinnear as Membership Chairman. John remains as Past President along with Rob Switzer as V/P and yours truly as President.

I am extremely pleased that we have had such a change and at the end of 2012 (which is this Executive's mandate) I would hope to see more changes as I will not be seeking a further term as by then I will have served 8 years and that would be time for a new person at the helm

The club has progressed extremely well over the past few years with 2010 membership up to a personal high of 96. With that success, however comes the need to look at ways to tighten up some of our procedures, one of which is at our slaloms where we have to make registration and car num-

ber tracking more efficient. Al, Sergio and Mathieu have a system they are working on to allocate car numbers and bar codes and you will hear more about that from them.

The club competition calendar is shown elsewhere in the TACH. Again we are using the Picton Air Field in the Spring and Fall and Tuesday evening events at Shannonville during the summer. Three skid pad Sundays at SMP are also scheduled. We have enough events that bad weather days can be thrown out for the points chase. Last year you may recall the skid pad day was rained out. This year, if it looks like rain, then we could still have a fun-run day with the Scoobys and Burl's Audi probably having the most fun! With all our club dates, we will not count our Regional for points. Very few members were running it anyways. The dates are pretty well set except for an August weekend conformation from the Picton Air Field for our meet with the MR2 clubs. This year Al and Sergio want to run what historically we used to call a "Kinky Drag" on the Saturday. Combined slalom with the MR2's on Sunday and then their track day at SMP on Monday where we help by supplying instructors.

Car Stuff

I receive a daily web program called "Autoline Daily" which gives a quick (under 10 minutes) of what is happening in the auto industry. The program was recently quite critical of the final report by the NASA engineers who were assigned by the Transport Secretary to investigate the Toyota Acceleration problem. Their finding, if you recall was that there was no evidence of any electronic reasons for the claimed sudden acceleration. Autoline made the following claims which I had never heard before:

- 1). Did not happen to any manual transmission cars
- 2). Occurred only in North America
- 3). Involved only older drivers
- 4). Most of those older drivers were women
- 5). Sudden acceleration episodes happen to other cars too.

Therefore, the Secretary should have said it could have been driver error but did not. Shades of the Audi acceleration. Autoline thinks it is the quite common error of hitting the accelerator when the driver thinks he/she is applying the brake.

So Toyota paid the price for this problem although I, like a lot of others have been hearing how their quality has slipped badly. One of the local Toyota mechanics told me that "... (Toyota) should never has gone into the US (to make cars)...". So, the next question to ask is whether the poor quality is related to the US made cars?

Another interesting item was that in the US one can claim a tax credit for buying an electrical vehicle. Last year, according to the Associated Press, 13,000 people put claims at \$7500 each. Funny thing since only 650 GM Volts and 106 Nissan Leafs were sold! One made a claim after buying a Hummer! Apparently 29 people are already in jail.

Competition Report

By Alan Pawling

New to this post, I am a returning member of the club from way back. I held the post of Solo Director back when Competition had 2 sub categories, Solo events and Rally events. So please bear with me as I stumble along in this post.

I will try to minimize changes this year. We will keep the same 4 class structure with a few tweaks to try to keep a fair and level playing field.

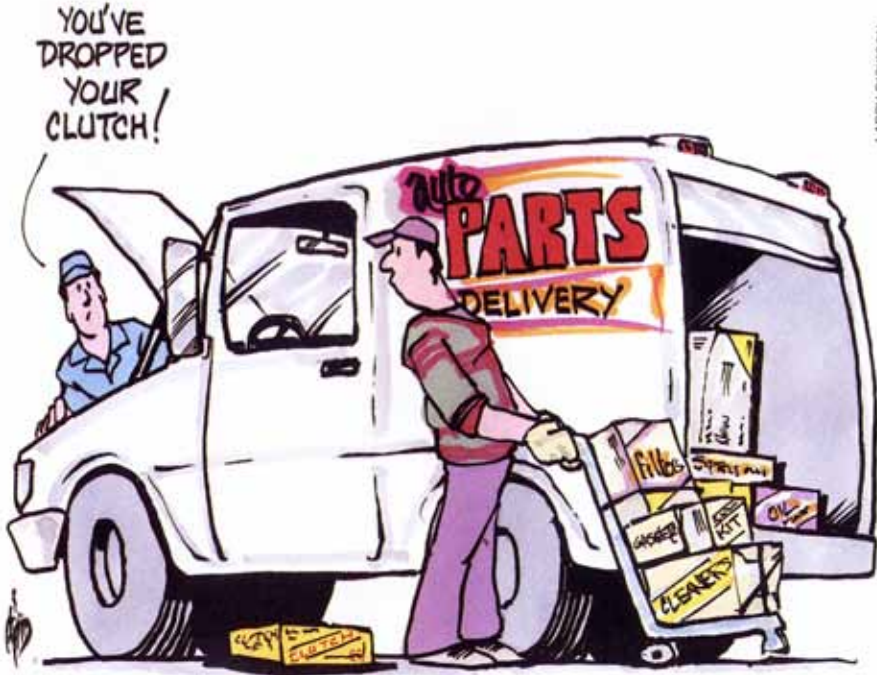
The 2010 pre-pay for events will continue this year.

The executive is currently working on a few ways to help streamline the registration process at events so newbies can have some more time to prepare and attend the driver's meeting.

Talon Tire contingency program is back this year as well.

Cartoon Relief

"Canadian Technician" magazine of March '06 courtesy of Brian Madeley



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If you have any questions, need decals, gift certificates, or tires, please contact Howard or John at:



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2011 Motorsport Schedule

*Subject to change without notice. For updated calendar version visit: <http://www.google.com/calendar/embed?src=tachnewsletter%40gmail.com&tz=America/Toronto>

Date	Type	Location	Info	Jul 9	School	Mosport	CASC-OR Time Attack School # 2
Mar 17	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting	Jul 9-10	Drift	Victoriaville, QC	DMCC East
Apr 9	Road Race	Mosport	CASC-OR Instructor School	Jul 10	Time Attack	Mosport	CASC-OR Time Attack # 5
Apr 10	Meeting	Newmarket, ON	CASC-OR Open House	Jul 10	Autocross	Shannonville	ST. LAC # 6 Skid Pad
Apr 17	Rally	Ste. Pie, Québec	RSO RALLYE DE SAMAIR	Jul 14	Lapping	Calabogie	MCO Lapping Day
Apr 21	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting	Jul 15-16	Rally	Newry, ME	Rally America New England Forest Rally
Apr 22-23	Road Race	Shannonville	CASC-OR Spring Fling	Jul 16-17	Road Race	Shannonville	CASC-OR RR Trillium Trophy Races
Apr 23-24	School	Shannonville	CASC-OR Road Race School	Jul 17	Autocross	Peterborough, ON	CASC-OR Solo 2 Regional # 5
Apr 24	Autocross	Picton Air Field	ST. LAC Test & Tune 1	Jul 17	Time Attack	Mosport DDT	CSCS + Drift, Lapping, Drag
Apr 28	Lapping	Mosport	Apexdriving.ca Lapping Day	Jul 19	Lapping	Mosport	Apexdriving.ca Lapping Day
Apr 30-May 1	Rally	Ocean Shores, WA	Rally America Olympus Rally	Jul 19	Autocross	Shannonville	ST.LAC # 7 Nelson
May 1	Autocross	Picton Air Field	ST. LAC Test & Tune 2	Jul 21	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting
May 7	Rally	Lanark, ON	OPRC Lanark Highlands Forest Rally	Jul 22-24	Lemans	Mosport	American Le Mans
May 7	Autocross	Mosport DDT	CASC-OR Solo 2 Regional # 1	Jul 23-24	Drift	Autodrome Montmagny	DMCC East
May 7	Lapping	Shannonville	Shannonville Lapping Day	Jul 24	Time Attack	Mosport DDT	Sigma Racing Time Attack Series # 3
May 7-8	Road Race	Mosport	CASC-OR RR Spring Trophy	Aug 6	Autocross	Picton Air Field	Sigma Racing Time Attack Series # 3
May 11	Lapping	Mosport	Apexdriving.ca Lapping Day	Aug 6-7	Road Race	Mosport	CASC-OR RR Canadian Touring Trophy
May 13	Lapping	Calabogie	MCO Lapping Day	Aug 7	Autocross	Picton Air Field	ST. LAC # 8
May 13-15	Rally	Portland, OR	Rally America Oregon Trail Rally	Aug 8	Lapping	Shannonville	ST. LAC MR2 Lapping Day
May 14	School	Mosport DDT	CASC-OR Time Attack School	Aug 8	Lapping	Mosport	Apexdriving.ca Lapping Day
May 15	Autocross	Picton Air Field	ST. LAC # 1	Aug 13	Rally	Catchacoma, ON	OPRC Galway-Cavendish Forest Rally
May 18	Lapping	Mosport	Apexdriving.ca Lapping Day	Aug 14	Drift	Mosport	DMCC East
May 19	Lapping	RCAF Club	19:30-21:30 ST. LAC Club Meeting	Aug 14	Rally	Lac aux Sables, QC	RSO RALLYE LAC AUX SABLES
May 22	Time Attack	Mosport DDT	Sigma Racing Time Attack Series # 1	Aug 16	Autocross	Shannonville	ST. LAC # 9 Nelson
May 25	Lapping	Mosport	Apexdriving.ca Lapping Day	Aug 18	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting
May 26-27	Rally	Calgary, AB	CRC ROCKY MOUNTAIN RALLY	Aug 21	Time Attack	Mosport DDT	Sigma Racing Time Attack Series # 3
May 28	Autocross	Picton Air Field	CASC-OR Solo 2 Regional # 2	Aug 21	Time Attack	Mosport DDT	CSCS Tuner Challenge + Drift, Lapping, Drag
May 28	Road Race	Shannonville	CASC-OR RR DAC/BARC	Aug 21	Autocross	Shannonville	ST. LAC # 10 Skid Pad
May 29	Autocross	Picton Air Field	CASC-OR Solo 2 Regional # 3 (ST. LAC)	Aug 25	Lapping	Mosport	Apexdriving.ca Lapping Day
May 30	Lapping	Shannonville	ST. LAC Lapping Day	Aug 26	Lapping	Shannonville	Shannonville Lapping Day
Jun 3-4	Rally	Wellsboro, PA	Rally America Susquehannock Trail Rally	Aug 26	Lapping	Mosport	CASC-OR Lapping Day
Jun 4	Time Attack	Mosport DDT	CASC-OR Time Attack # 1	Aug 27	Time Attack	Mosport	CASC-OR Time Attack # 6
Jun 4-5	Drift	Autodrome Montmagny	DMCC East	Aug 28	Time Attack	Mosport	CASC-OR Time Attack # 7
Jun 5	Time Attack	Mosport DDT	CASC-OR Time Attack # 2	Sep 3-4	Road Race	Mosport	CASC-OR RR Labour Day Grand Prix
Jun 5	Time Attack	Toronto Motorsport Park	CSCS Season Opener + Drift, Lapping, Drag	Sep 3-5	Drift	ICAR	DMCC East
Jun 7	Autocross	Shannonville	ST. LAC # 2 Nelson	Sep 4	Autocross	Picton Air Field	ST. LAC # 11
Jun 10	Lapping	Shannonville	Shannonville Lapping Day	Sep 5	Lapping	Calabogie	MCO Lapping Day
Jun 10-12	F1	Montreal, QC	Formula 1 Circuit Gilles-Villeneuve	Sep 8	Lapping	Mosport	Apexdriving.ca Lapping Day
Jun 11	Rally	MacArthur Mills, ON	OPRC Black Bear Rally	Sep 8-10	Rally	Ste-Agathe, QC	CRC RALLYE DEFI
Jun 12	Autocross	Shannonville	ST. LAC # 3 Skid Pad	Sep 10	Time Attack	Shannonville	CASC-OR Time Attack # 8
Jun 12	Autocross	Barrie, ON	CASC-OR Solo 2 Regional # 4	Sep 11	Time Attack	Shannonville	CASC-OR Time Attack # 9
Jun 15	Lapping	Mosport	Apexdriving.ca Lapping Day	Sep 14	Lapping	Mosport	Apexdriving.ca Lapping Day
Jun 16	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting	Sep 15	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting
Jun 17-19	Road Race	Mosport	CASC-OR RR Vintage Festival	Sep 16	Lapping	Shannonville	Shannonville Lapping Day
Jun 18	Time Attack	Shannonville	CASC-OR Time Attack # 3	Sep 17-18	Road Race	Mosport	CASC-OR RR Indian Summer
Jun 19	Rally	Saguenay, QC	RSO RALLYE DE SAGUENAY	Sep 18	Time Attack	Mosport DDT	Sigma Racing Time Attack Series # 3
Jun 20	Time Attack	Shannonville	CASC-OR Time Attack # 4	Sep 18	Autocross	Barrie, ON	CASC-OR Solo 2 Regional # 7
Jun 21	Autocross	Shannonville	ST. LAC # 4 Nelson	Sep 25	Time Attack	Mosport DDT	CSCS Finale + Drift, Lapping, Drag
Jun 25-26	Drift	ICAR	DMCC East	Sep 25	Autocross	Picton Air Field	ST. LAC # 12
Jun 25-26	School	Shannonville	CASC-OR Road Race School	Sep 29	Lapping	Mosport	Apexdriving.ca Lapping Day
Jun 26	Time Attack	Mosport DDT	Sigma Racing Time Attack Series # 2	Sep 30-Oct 1	Rally	Merritt, BC	CRC PACIFIC FOREST RALLY
Jun 27	Lapping	Mosport	Apexdriving.ca Lapping Day	Oct 1-2	Road Race	Mosport	CASC-OR RR Celebration of Motorsport
Jul 2	Road Race	Mosport	CASC-OR RR Grand Prix of Ontario	Oct 1	Lapping	Shannonville	Shannonville Lapping Day
Jul 5	Autocross	Shannonville	ST. LAC # 5 Nelson	Oct 12	Lapping	Mosport	Apexdriving.ca Lapping Day
Jul 7	Lapping	Mosport	Apexdriving.ca Lapping Day	Oct 16	Autocross	Picton Air Field	ST. LAC # 13
Jul 8	Lapping	Shannonville	Shannonville Lapping Day	Thu Oct 20	Lapping	Mosport	Apexdriving.ca Lapping Day
Jul 8-9-10	Indy	Toronto, ON	Honda Toronto Indy	Thu Oct 20	Meeting	RCAF Club	19:30-21:30 ST. LAC Club Meeting

Gadgets: G-TECH/Pro Road Racer

By Mathieu Leblond

Retail Price \$299.95 USD
<http://www.gtechprostore.com>

I have always been looking for some sort of device that can help me improve my driving skills. It's all fun and games to go lapping but how do you know if your improving on your racing line or not? The best way is to have live data available to you in real time in the car.



Alternatives? Sure there are quite a few but they share lots of disadvantages. For example, you can get software for the iphone that will give you lap times and such information for \$10-\$40 USD but the problem is the GPS in most phones is less than 1Hz (refresh rate). And then there's the stand alone versions that are worth over \$1000 USD that give you professional readings BUT in order to improve on how you did, you would require an engineer in the pits to analyse the data and tell you what you are doing wrong.

The G-TECH Pro RR seem to be the best alternative on the market. It has a true 10Hz GPS engine and measures Horsepower, Torque, 60 ft times, 1/8 and 1/4 mile times, 0-60 & 0-100-0 mph, RPMs, handling G's, braking distance and more. The system is easy to install, with the suction mount and 12v power cord, and can be used on multiple cars on the same day. It has micro SD card and saves all the data so it can be downloaded to your computer.

When you get to the track just push the RECORD button at the start line, G-TECH will do the rest. As you drive it will start giving you accurate lap times. You actually don't have to look at the G-TECH to see if you were faster in a given lap segment. A quick glance at the "thumbs-up" symbol will show you how much faster you were by how much it's filled up.



Now when you get in the pits you can replay it on the screen. The replay screen shows the map of the track and the cursor indicates where your car was on the track at that time. Current Acceleration, Braking G's, Speed and Lap# are displayed on the top of the screen.

I must say this gadget goes on the top of my wish list for 2011. It gives you dyno measurements proven to be precise to a mustang dyno, quarter mile times precise by 2-3 hundreds of a second and lap times. Everything you need to improve your driving skills every time you go out to the track, making the most of every seat time.

Of Possible Interest

By John Kinnear

It pains me greatly to report the passing of former St.Lac member Al Pindred. I first met Al and his wife Marg shortly after coming to Kingston to work in 1963. In 1965 he organized the 1000 Islands Rally, which in those days was a fairly serious task as it was a 700 mile National Championship Rally, with starts in Toronto, Ottawa and Montreal. Marg acted as secretary and entry clerk. I well recall manning a couple of checkpoints that weekend. The following year he decided to compete himself, with a rookie driver in a Volvo, who ran off the road somewhere near Wagerville in the middle of the night! I have to confess that this driver was yours truly. We did however get ourselves out of the ditch and continue on to finish 21st. Over the years we lost touch but late last year we reconnected and went out for lunch one day. We parted, agreeing that we would get together again in the new year. Sad to say this won't happen. Al died on Dec. 16th of what could be termed 'multiple medical emergencies'.



It has been announced that the Parts Canada Super bike series will return to Shannonville Motorsport Pk. for 2011. The date will be July 1 to 3 on the Long Track. Motorcycle racing fans take note.

It could be said that my first interest in motorsports was with boat-racing. Two of our neighbours in Prince Edward County built a couple of outboard racers one winter and went racing the next summer. My father and I often went along to spectate, my father seeing it as a nice Sunday afternoon out where he could visit with friends and neighbours. Then it was announced that there would be a series of races at the Long Reach section of the Bay of Quinte for the Harmsworth Trophy. These would not be for mere outboards but rather, for 'unlimited hydroplanes'. In Nov., 1957, Art Asbury had driven Miss Supertest II to a world speed record on the Long Reach of 184.54 mph! Imagine being at the wheel of that boat which was powered by a Rolls Royce Griffon, V-12 supercharged engine of about 2000 cu. in. The 2000 hp. Griffon was the engine that powered the later models of the Spitfire and Seafire. Turning that kind of power loose in a hydro-plane must have required a lot of nerve! Now, boats of that order were going to go at it in side by side racing. I was in a huge crowd that lined the banks on the Prince Edward shore in 1959 to watch the show. They would come up the reach, line abreast at about 100 mph. watching for the starters flag on the end of a long dock. When the flag fell the air fairly pulsed as the drivers accelerated. The rooster-tails trailing out behind at about 6 to 8 feet high

suddenly rose to 25 or 30 feet!. The Thompson family who owned the Supertest Petroleum Corp. in those days before selling it to BP in 1971, fielded the Miss Supertest race boats. Miss Supertest II had been followed by a boat built especially for these races, Miss Supertest III, driven by a guy named Bob Hayward. The combination proved uncatchable, winning the series in 1959, 1960 and 1961, this after winning the 1959 Detroit Memorial Regatta. The competition was all American and powered by the G.M. built Allison V-12 engines and included the famed driver 'Wild Bill' Cantrel. The Americans had held the Harmsworth challenge trophy for 39 years at that point in time, having first won it in 1920 with Miss America, driven by the legendary Gar Wood. Sad to say, Bob Hayward lost his life in the Gold Cup Regatta on the Detroit River on Sept.10th of 1961 when Miss Supertest II flipped. Miss Supertest III can now be seen on display in the Ontario Science Centre. A memorial plaque to Bob and those races has been erected on the bluff along the Green Point road overlooking the water that was re-named Hayward Long Reach in Bob's honor.

I recall McLean's magazine doing a cover with a photo of Miss Supertest. It was shot by a photographer who was strapped to the front deck facing the rear! They then took a run up the Bay of Quinte at about 120 mph. The shot was riveting! Closest to the camera was the front of the Rolls Royce with a huge exhaust pipe exiting each side and turning back to exit on either side, behind the cockpit. Behind the engine was the windscreen with the helmeted driver peering over it. Behind him was the tail fin and behind the fin was a wall of water that seemed to just hang there in the sky. It was said that the photographer returned both shaken and stirred!

Recently noticed bumper sticker - " Happiness is being a retired paratrooper and being alive to brag about it."

I should point out that once again St. Lac will be organizing Spring Fling at Shannonville, on the Fabi Circuit, in conjunction with SMP and CASC. The dates are April 22 & 23, a Fri. and Sat. The three run groups will be for Open wheel and Closed wheel race cars and for Lapping Day/Solo cars. Scrutineering service will be available for those that require it, along with marshalls, a tow truck, and an ambulance. Entries should be made directly to SMP and the forms should be available on both the SMP and CASC websites. SMP's phone # is 1-800-959-8955

On that same weekend the CASC Race Driving School will be held on Sat. & Sun. They will use the Nelson circuit and the skid- pad on Sat. and full track on Sun. As in years past we will be looking for St.Lac volunteers to work in support of both these events. Please check your schedule and get in touch with either Eric, Rob or myself and let us know which days you can be available.

In my last column, I noted that the Edmonton Indycar race was cancelled. It seems that report was premature! Now, it has been re-instated to run as originally planned. Good news!

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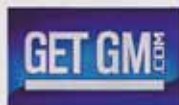
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SPRING FLING

APRIL 22 & 23 2011

Sponsored by:
Shannonville Motorsport Park and CASC-OR
Organized by the St. Lawrence Auto Club

Test & Tune on SMP's Fabi Circuit
9:00 to 5:00

Three run groups:
Open Wheel Race Cars - Closed Wheel Race Cars
And Lapping Day/Solo cars.

Fees:
One day, pre-entry \$195.00
Two days, pre-entry \$350.00
One day, post entry \$220.00
Two days, post entry \$395.00

Note: To receive the pre-paid rate, entry to be received by April 15 2011.

Entry forms to be available at www.shannonville.com and CASC-OR website.

Entries should be sent to:
Shannonville Motorsport Pk. 7047 Old Hwy#2, Box 259, Shannonville, ON, K0K 3A0

For further info, contact:
Ralph Frisken - 613-354-3463
John Kinnear - 613-389-3566

ST. LAC Pre-Registration Package Deal

Pre-pay today for 6 events for \$160 and we will include 2 magnetic club number or a club t-shirt. This also help you beat the lineup's at the event's and have you registered in no time!



St. LAC NEW and/or RENEWAL MEMBERSHIP FORM for 2011

I hereby submit this application for 2011 membership in the club. Pertinent personal information is as follows:

(signed): _____

NAME:	
MAILING ADDRESS:	
HOME PHONE:	
WORK PHONE:	
FAX:	
E-MAIL:	

Member Classification requested:

Member	\$ 35	<input type="checkbox"/>
Associate	25	<input type="checkbox"/>
Additional family	5	<input type="checkbox"/>
Student	15	<input type="checkbox"/>
Corporate	100	<input type="checkbox"/>

Do you wish to receive any CASC-OR Sponsor's Offers?

YES NO

Do you want your name listed in a Club Directory?

YES NO

Please fill out the above information, include the appropriate dues (cheques are preferred, made payable to "The St. Lawrence Automobile Club") and mail to:

StLAC Membership
c/o Burl Vibert
3536 Princess Street
Kingston, Ontario
K7P 3A8

E-Mail: blur@cogeco.ca

CLUB INFORMATION: (to be added by the Membership Chairman)

Date Application Recv'd:		Membership # Allocated:	
Amount Received:		Date CASC-OR Registered:	
Card/Decals issued/mailed:		Notes:	

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Honda S2000 Lining up at the 2010 Test 'N' Tune

Photo By Teri DiLauro