



Fifth Gear

December 2008



www.torontoautosportclub.ca

Toronto Autosport Club

2008 EXECUTIVE:

PRESIDENT:	Dietmar Seelenmayer (416) 250-7082	dietmar.s@sympatico.ca
VICE-PRESIDENT:	Andrew Kinal (416) 231-8637	vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford (416) 590-9495	pclifford@sympatico.ca
SECRETARY:	Nelson Raposo (416) 220-7266	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR:	Serge Guschin (416) 305-1414	serge_guschin@hotmail.com
SOCIAL DIRECTOR:	(open position)	

2008 COMPETITION CO-ORDINATORS:

RALLIETTES: (open position)
SOLOSPRINT /SOLO-I (open position)
AUTOSLALOM /SOLO-II (open position)
KARTING:

2008 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	Paul Moore (905)-898-7483	
SOLO I:		
MEMBERSHIP:	Andrew Kinal (416) 231-8637	registrar@torontoautosportclub.ca
WEBMASTER:	Brooke Jacobs (905) 764-1833	mbrooke@brooke.net

Club Mailing Address: 14 Princess Anne Crescent, Etobicoke, Ont M9A 2P1

The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (except August & December) at 8:00 p.m. at the Fox and Fiddle: 1285 Finch Avenue West, one block east of Keele...

GUESTS ARE ALWAYS WELCOME !

FIFTH GEAR is the monthly publication of the Toronto Autosport Club. Articles concerning Club members' activities are of special interest and members are encouraged to submit their writings to any member of the Executive or send them to the Editorial Offices.

FIFTH GEAR is normally published on the Tuesday preceding the second Wednesday of each month. Certain scheduling changes will be made to accommodate major motorsport events which are of interest to the members.

DISCLAIMER

Opinions and views expressed in this newsletter are for entertainment purposes, are those of the individual writers and do not necessarily reflect the opinions and views of the TAC MOTORSPORT CLUB OF TORONTO, its Executive members, or affiliated governing bodies such as CASC-OR, CARS, RSO, or the ASN (Canada) FIA.

FIFTH GEAR Editors: Nick & Ingrid Beck

280 Ridgefield Cres., Maple, Ontario L6A 1J6

Editorial: phone: (905) 832-8012

Email: fifthgear@torontoautosportclub.ca

Please contact the Executive member(s) directly or through the Club Address listed above, for matters not pertaining to FIFTH GEAR.

Advertising rates (per year) : \$150/full page; \$75/half page; \$25/business card size

Toronto Autosport Club is proud to be affiliated with the following sanctioning bodies:



FROM THE PRESIDENT'S DESK

The AGM and Christmas/Awards Banquet have passed. Information on the award winners is in another part of this issue of Fifth Gear. Everyone at the banquet had a good time, chatting with the other members present. Unfortunately the videos planned did not happen as my computer and the projector did not communicate properly. My thanks to Rob Jones for his efforts but unfortunately to no avail.

At the AGM along with the reports etc., we also had elections for President and Treasurer. I will be the President and Peter Clifford will be Treasurer for another two years. Both were by acclamation. Unfortunately the position for Social Director was not filled so we are still looking for someone to fill that spot. Step right up and volunteer, no previous experience necessary!

The first event on the rally calendar in 2009 is the TAC January Jaunt Rally. Check the notice in this issue. I am in need of checkpoint workers for the event. If you would like to do this but lack experience, I can arrange to have you work with someone.

The TAC Ice Race weekend is January 24/25, weather permitting. Again anyone who wishes to help out let me or the organizer, Andy Hughes, know. Come one day or both! Passengers are allowed in ice racing so if you wish, we can try and arrange for a ride. Andy's email is

andhughes@sympatico.ca. He lives in Minden so that is the best way to get hold of him.

This is the last issue for 2008, so I wish you and your families all the best for the holidays and success in the New Year.

Dietmar



**CSC® rally cages
BELL® helmets
PELTOR® communications
HANS® devices
CAM LOCK belts
Firesuits
Nomex garments
SFI boots
Driving gloves
Racing seats
Fuel cells
Wilwood® brakes**

**CSC Racing Products Inc.
125a Harry Walker Parkway N,
Newmarket, Ontario L3Y 7B3
1 . 8 6 6 . 9 5 4 . 0 5 2 1
email@cscracing.com**

**Serving the North American
Motorsport industry for over 30 years
Shipping coast to coast daily
Showroom open Monday - Friday**

www.cscracing.com

TAC EVENTS CALENDAR 2009

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
January 2009			
30-31	RA	Sno Drift Rally	RA
3	ORRC	January Jaunt Rally, Waterdown	 TAC
9-11	Meeting	CARS AGM	CARS
17	School	RSO First Aid	RSO
19	Club	Mini Rally	MLRC
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
24-25	Ice Race-Magnum	Ice Race, Magnum Series, Minden	 TAC
25	Club	RallyCross	MLRC
31-1	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
February 2009			
13-22	Show	CAR SHOW	RSO
21-22	ORRC	MLWR	MLRC
6-7	CRC/OPRC	Perce Neige Rally	CASLL
7-8	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
14-15	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
15	Club	RallyCross	MLRC
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
21-22	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
23	Club	Mini Rally	MLRC
28-1	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
March 2009			
7-8	Ice Race-Magnum	Ice Race, RAIN DATE, Minden Fairgrounds	
7	School	HAM School	RSO
8	School	HAM School	RSO
9	Club	Mini Rally	MLRC
14-15	Ice Race-Magnum	Ice Race, RAIN DATE, Minden Fairgrounds	
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
21	Meeting	RSO AGM	RSO
23	School	RSO School	RSO
30	School	RSO School	RSO
April 2009			
25-26	RA	Olympus Rally	
4	OPRC	Shannonville Stages Rally	PMSC/KWRC
6	School	RSO School	RSO
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
18	ORRC	Spring Runoff Rally	PMSC
May 2009			
15-17	RA	Oregon Trail Rally	
29-30	CRC	Rocky Mtn Rally	CSCC
2	ORRC	Blossom Rally	KWRC

ORRC : Ontario Road Rally Cup
 RSO : Rally Sport Ontario
 IRL: Indy Racing League

CLUB : Non-Status Club Event
 CARS : Canadian Association of Rally Sport
 CRQ : Championnat de Rallye Du Quebec
 CRC : Canadian Rally Championship

OPRC : Ontario Performance Rally Championship
 CASC : Canadian Automobile Sport Clubs
 ALMS : American LeMans Series
 WRC : World Rally Championship

INSURANCE



**Antique, Classic
and
Special Interest
Automobile Insurance™**



**Modified, Street Rod
and
Custom Automobile
Insurance™**

SOLD EXCLUSIVELY BY ...

LANT & CO. INSURANCE BROKERS LTD.

37 Sandiford Dr., Ste. 100, Stouffville, ON L4A 7X5

Tel: 905-640-4111 • Fax: 905-640-4450 • Web Site: www.lant-ins.ca

1-800-461-4099

TAC DINNER – THE ANNUAL AWARDS WINNERS



Most Active Member Paul and Rita Moore



Solosprint & Autoslalom Matthew Clough



Navigational Rally Navigator Steven Laye



Navigational Rally Driver Tim Laye



Dietmar Seelenmayer,
TAC President, unveils
the Awards before the
Presentations.

hans®

The
& head
neck
restraint
Experts

Devices are in stock.
Installations are done by our
factory trained professionals
while you wait. Call toll free
1-866-410-HANS



The best
head
&
neck
restraint.
Period.

www.cscracing.com

125A Harry Walker Parkway N.
Newmarket, Ontario. L3Y 7B3



Ice Race Driver Andrew Vernon



Ralliette Expert team Paul and Rita Moore



Ralliette Intermediate team Alan and Carolyn Ryall

**OTHER AWARD WINNERS
(Not Present)**

Race Driver Nick Majors
Rally Driver Chris Martin
Rally Co-Driver Brian Maxwell
Rollover Award Dan Douglas

A View from the Rear: Being a Course Car that the Rally of the Tall Pines

Rita and I had a unique opportunity this last November to participate in the Rally of the Tall Pines held in Bancroft, Ontario. After volunteering last year and working the main time control at Headquarters, we were asked to be Car 99 this year.

For anyone who doesn't know, the Rally of the Tall Pines is the last event on the Canadian Rally Championship circuit and draws a large crowd of professional and regional entrants from all over North America. Although the Canadian Championship had already been decided, the North American Championship was still up for grabs, so

this year saw several of the factory-backed US team arrive to duel on the back roads surrounding the town.



The weather, always a big factor at the event, was perfect: bright sunshine with early morning temperatures in the mid-minus teens and highs around -7. Snow during the week before the event was staying around which lead to a phenomenon known in the rally community as "winter roads and summer ditches".

The opening 10 stages of the event (the regional section) were run in the daylight starting at 9 am. Two runs at the new Golton Spectator Stage were done by national and regional teams in the early darkness in front of thousands (?) of fans, with the national teams then taken back to the longest and most technical stages in the dark to finish after 9 pm.

Our job was to closely follow the competitors as they made their way through the 177 km of stage roads and over 100 km of transit sections. We were not only to verify the equipment and placement of control points along the way, but our primary job was to track the progress of the entire field of 43 entrants and to notify officials of the status of the crews. We were the one to find "missing" cars that frequently "vanish" in the long stages in the bush.

In order to accomplish our tasks, not only did we have to drive the stage roads briskly keeping up with the rally (transits are open public roads, so the speed limits apply there!) but all the time monitor and communicate on two HAM radios (headquarters and district frequencies), keep a running total of competitors still in the event, check marshalling stations, provide assistance as required to crews stopped on the route, check the safety of spectators, coordinate recoveries with the sweep teams, but at the same time keep the car on the road ourselves!

The Pines is notorious for catching crews not paying respect to the physics of the roads and flinging them off into the woods. This year saw a typical mixed bag of road conditions. Concrete-hard smooth packed gravel on the fast sweeping Iron Bridge stages, similarly hard but bumpy gravel on MOST of the twisty and jump-filled Hastings stages, and a wintery mix of snow, ice, deep ruts, and open water crossings on the Peanut and Egan Creek stages which are incredibly technical and narrow (in some areas, both my side mirrors were striking foliage at the same time!). There is no tire that works well on hard dirt or loose gravel and still provides traction on ice and snow. Many teams (16 to my recollection) were rudely introduced to the Bancroft flora after finding themselves on the wrong end of a tire choice compromise coupled with high velocity. A testament to the strength of modern performance rally cars and safety equipment, was there were no

serious injuries, only twisted metal and shattered plastic.

Hey, Jon! I found half of one of your wheel studs!

We had naively thought that we could handle the work load easily (after all, we are really quite good at in-car team work), but our day got very busy and

complicated only 2.9 km into the first stage with the first competitor not paying attention to the instruction, “deceptive left over crest – tightens” and rolling into a deep ravine. By the end of the event with only 16 of the 43 cars still on the road (the 8 regional competitors were back at headquarters already) we were finally getting into the rhythm of the job as it came to a close.

Staging an event of this magnitude requires a lot of volunteers. In all, well in excess of 200 people, those not part of the dozens on the organizing team, gave their time to ensure a successful event. There is work to suit everyone’s abilities and schedule. There is always a critical need for licensed radio operators (calling all HAMs!) with radio people getting the best jobs! There is no better way to see the event (spectators have very limited access to the stages) than as a worker, rubbing shoulders with some of the best crews on the continent, and have a blast doing it! Mark November 20th and 21st 2009 on your calendars and keep an eye on the Tall Pines website (www.tallpinesrally.com) for updates on the event.

The highlight of the event for me was flying (at least for me) through the twists of a pitch-black stage road, roof lights on, siren screaming, engine at full song, brakes glowing red, with millions of candlepower of lighting burning away the darkness but not the breath-robbing night time temperatures and suddenly emerging like ghosts from the dust and darkness are hundreds of rally fans clustered around brilliant bonfires in the woods, wildly cheering on the competitors and course cars alike.



ICE RACE 2009

Presented by the Toronto Autosport Club
at the Minden Fairgrounds
January 24-25 2009



SPONSORED BY
magnum
FINE COMMERCIAL PRINTING LIMITED

AN EVENT IN THE 2009 MAGNUM Ice Race Series

SATURDAY SCHEDULE

Registration and Scrutineering Opens 8:00 am

Drivers' Meeting 8:30 am

Practice Starts 9:00 am

SUNDAY SCHEDULE

Registration and Scrutineering Opens 11:00 am

Drivers' Meeting 11:30 am

HELP WANTED !!

No experience necessary.

Call Dietmar Seelenmayer at 647-221-7082
(or Organiser Andy Hughes via email
andhughes@sympatico.ca)

Work one day or both.

Registration, marshalls, gridding, etc.
Call for more information and directions.

CALL CASC-OR at (416) 667-9500 or 877-667-9505
for Ice Race hotline Friday before each race weekend

CASC 2009 Magnum Ice Race Schedule and Daily Race Rotation

Schedules and # of laps may be altered for time and/or weather conditions: check the registration window!

<i>Ice Race Advisory 416-667-9500 877-667-9505</i>	Jan 24/25	Jan 31/Feb 1	Feb 7/8	Feb 14/15	Feb 21/22	Feb 28/Mar 1	Mar 7/8	
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Mar 14/15	
	TAC	PMSC	DAC	BEMC	BARC	TLMC	Rain	
Saturday	Registration & Scrutineering open at 8:00 Drivers' Meeting 8:30am SHARP– BE THERE!							
Practice	5 laps Toronto Tirecraft SSC 9:00am							
Practice	10 minutes for all rubber classes							
Practice	5 laps	STUD	STUD	STUD	STUD	STUD	STUD	Classes
Race # 1	10	3	11,14	12,13	1,4	2	3	1 Rear WD
2	10	11,14	12,13	1,4	2	3	11,14	2 Front WD
3	10	SSC	SSC	SSC	SSC	SSC	SSC	<2415 mm wheelbase
3A	10	SSC	SSC	SSC	SSC	SSC	SSC	3 Front WD
4	10	12,13	1,4	2	3	11,14	12,13	>2416 mm wheelbase
5	10	1,4	2	3	11,14	12,13	1,4	4 4 WD
6	10	2	3	11,14	12,13	1,4	2	2 nd Driver Classes
7	10	STUD	STUD	STUD	STUD	STUD	STUD	11 Rear WD
Lunch: time for race 8 start to be posted on the registration window.								12 Front WD
8	12	3	11,14	12,13	1,4	2	3	<2415 mm wheelbase
9	12	11,14	12,13	1,4	2	3	11,14	13 Front WD
10	12	SSC	SSC	SSC	SSC	SSC	SSC	>2416 mm wheelbase
10A	12	SSC	SSC	SSC	SSC	SSC	SSC	14 4 WD
11	12	12,13	1,4	2	3	11,14	12,13	STUD
12	12	1,4	2	3	11,14	12,13	1,4	S1 Rear WD
13	12	STUD	STUD	STUD	STUD	STUD	STUD	S3 Front WD
14	12	2	3	11,14	12,13	1,4	2	S4 4 WD
15	12	3	11,14	12,13	1,4	2	3	
16	12	SSC	SSC	SSC	SSC	SSC	SSC	
16A	12	SSC	SSC	SSC	SSC	SSC	SSC	
17	12	11,14	12,13	1,4	2	3	11,14	
18	12	12,13	1,4	2	3	11,14	12,13	
19	12	STUD	STUD	STUD	STUD	STUD	STUD	
20	12	1,4	2	3	11,14	12,13	1,4	
21	12	2	3	11,14	12,13	1,4	2	
Sunday Registration & Scrutineering open 11:00, Drivers' Meeting 11:30am SHARP!!!								
Practice	5 laps Toronto Tirecraft SSC							
Practice	***5 MINUTES*** for all rubber classes							
Practice	5 laps	STUD	STUD	STUD	STUD	STUD	STUD	Street Stud Class
Race # 1	12	3	11,14	12,13	1,4	2	3	SS1 Rear WD
2	12	11,14	12,13	1,4	2	3	11,14	SS3 Front WD
3	12	STUD	STUD	STUD	STUD	STUD	STUD	SS4 4 WD
4	12	12,13	1,4	2	3	11,14	12,13	
5	12	1,4	2	3	11,14	12,13	1,4	
6	12	SSC	SSC	SSC	SSC	SSC	SSC	
6A	12	SSC	SSC	SSC	SSC	SSC	SSC	
7	12	2	3	11,14	12,13	1,4	2	
8	12	3	11,14	12,13	1,4	2	3	
9	12	STUD	STUD	STUD	STUD	STUD	STUD	
10	12	11,14	12,13	1,4	2	3	11,14	
11	12	12,13	1,4	2	3	11,14	12,13	
12	12	SSC	SSC	SSC	SSC	SSC	SSC	
12A	12	SSC	SSC	SSC	SSC	SSC	SSC	
13	12	1,4	2	3	11,14	12,13	1,4	
14	12	2	3	11,14	12,13	1,4	2	
DISABLE YOUR CAR AT END OF EACH RACE DAY								
****NEW!!! 5 MINUTE PRACTICE FOR RUBBER CLASS ONLY ON SUNDAYS****								



Street Stud Class
SS1
 Rear WD
SS3
 Front WD
SS4
 4 WD



Specializes in BMW Service, Modification + Motorsport

Sales, Installation and Tuning for Street, Driver's Ed and Competition

Full In-house Race Fabrication Services

RAVEN Performance Inc. is proud to represent the full line of OMP Safety and Driving Accessories from Italy- **SFI and FIA Approved**



We also carry products from the following manufacturers- call us to discuss your needs and find out how we can **make you faster today !!**

AP Racing Brakes

Wiseco Pistons

Hawk Brake Pads

Ferodo Brake Pads

SSR Wheels

Performance Friction Brake Pads

Rogue Engineering

Amsoil Lubricants

SPA Technique Gauges

Ground Control Suspension

DTA Engine Management

Bilstein Suspension

H&R Suspension

MA Shaw Composites

Contact John (john@ravenperformance.com) at 905 477 1800
7634 Woodbine Avenue, Unit 6, Markham

www.ravenperformance.com

the Soapbox Derby

...by Malcolm Elston

No Tires!

Ontario is now virtually sold out of winter tires – at least in all popular sizes. The new Quebec law making them mandatory by December 15th has really had an impact on our supplies, and in fact tire theft has become a new collateral problem in both Montreal and Quebec City. If you don't have yours by now, both the GoodYear Triple-Tread and Nokian WR have the required 'snowflake & mountain' rating (and icon), despite also being listed as 'all-season' tires. This is a technical achievement of considerable importance, but both brands are a pretty pricey alternative.

No Brains!

Late Saturday afternoon (Dec. 6), Gail and I set out to drive from Yonge & Eglinton to Whitby for dinner with friends. It was snowing lightly, gusting hard, and hovering right around the freezing mark on the thermometer. Still, a drive that would normally take forty minutes stretched into a one-and-a-half hour odyssey, requiring a couple of tactical detours – and rapt attention to the ever-changing traffic reports.

We still passed four single-car crashes, and one two-car collision involving a Mercedes and a Saab on the 401... expensive. My little smart soldiered along heroically, with only occasional flickers from the Traction Control light, and no intervention from the ESP software.

I'd like to make rude comments about the average driving awareness skills on display during the trip, but it would be an endless rant. I'll just single out the two (separate!) buffoons who were driving along the middle lanes of the 401 at 40–50km/h – with their 4-way flashers going! Traffic flow around them was in the 65–80km/h range, so these rolling roadblocks were an incredible hazard. Can't we at least adhere to the one basic rule of multi-lane driving? Stay right except to pass, kids!! *Especially* if you're going slowly!!

TAC AGM & Dinner...?

I am not the only TACcie who was disappointed in the turn-out for both the TAC Annual General Meeting, and the Awards Dinner. I realize that not having a Social Director on the executive is a hindrance, and I'm hopeful that one of the clubs' younger members will consider stepping forward into that role. I'd like to see a revival of guest speakers, recent event reviews, and other activities at the monthly meetings... with a focus on the activities of our newer members.

In my opinion, we need to get a clearer understanding of which members are actively campaigning in which events, and tailor our Club efforts and expertise more towards supporting these folks.

I, for one, am going to make a New Year's Resolution to attend at least half of the 2009 TAC Monthly meetings, and I challenge every TACcie to make the same commitment for next year!

New Policing Tool:

According to Wired magazine, police are fed up with ear-bud wearing, cell-phone yakking drivers who don't heed sirens. So now they are turning to a new attention-getting tool; low frequency sound waves so strong they can actually be felt up to 60 metres away.

"It feels like a tremor inside the vehicles", said Tom Morgan, police market vice-president at Federal Signal, which makes the seismic sirens. Dubbed the Rumbler, the system emits a 10 second, 109 decibel burst through two sub-woofers mounted on the police car's bumper. The idea is that when a cruiser pulls up behind a distracted driver, the hit of bone-rattling whomp will get the space-case to glance up from text-messaging long enough to realize there's an official vehicle bearing down on them.

I'd imagine that this should be an especially frightening experience for drivers in California, and other earthquake zones – "ohmigawd, is the freeway collapsing again?".

On the other hand, there is a certain irony in seeing the police packing big subs and heavy-duty amps to cut through to distracted drivers... many of whom don't hear sirens because they already have their own subs and amps cranked to the max. Battle of the Bands, anyone?

New Car Sales UP!

Here's an interesting take on the current financial crisis, and how it is affecting the critical Canadian auto sector – as of mid-November, Canada is on track for the best new-car sales year ever. Really. The best example of this success is perhaps Mercedes-Benz Canada, who sold more cars here in the first three-quarters of 2008 than they did in all of 2007; they are now tracking towards a 28% year-over-year sales increase.

And Canada's first all-new auto plant in 22 years (with 1,200 new jobs) opened last week in Woodstock, Ontario. Toyota will be building Rav-4's there, but the flex-plant capacity means it can quickly change-over to another product to reflect changes in consumer demands in months, not years. Impressive.

So, having wrapped our heads around those facts, let's consider Canada's position regarding the federal government offering bridge financing loans to the Canadian divisions of the Detroit Three (Chrysler, GM, and Ford). Should they do it, and if so, why?

Well, one school of thought suggests our federal government should make a pre-emptive strike to support the Canadian sector immediately, because if it delays, American government financial aid might well include

continued...

'Made in the USA' terms, which could force the companies to reduce the number of cars they produce in Canada... which would be bad for Ontario's Big Three plants, to say the least.

Another perspective notes that Canada's production is of consistently higher quality, and at a lower per-unit cost, than the USA production of the same vehicles – so would the Big Three companies really want to close out of Canada in tough times? Probably not. So perhaps the federal government should delay, and see what the Americans do first...

Here are some other interesting facts worth considering...

In Canada, if you compare the number of people old enough to drive to the number of vehicles owned by Canadians, you get an ownership rate of 74%.

In America that percentage is just over 100%.

Yep, apparently down there everyone who can drive, does own.

So what will happen to total US auto sales if they take a page from our culture, and cut back their vehicle ownership by 5 to 7% as a result of the financial and credit crisis? And maybe keep their cars a year or two longer on average, as we Canadians do? Well, from the recent 17.5 million annual unit sales (US) to the currently projected 10 million unit sales for '08, the new projected annual sales only returns to a level of about 14 million units.

And could the Detroit Three survive on their share of that total? No one knows, but I can only hope that Ottawa is digging into the question quickly. They need to make the right decisions for the Canadian divisions, and they need to do it soon.

If they fluff this one, I see Oshawa, St. Thomas, and Windsor at the head of the next wave of 'retirement communities', following the lead of Elliot Lake – after the uranium mines were closed. And, having visited all three of the car towns, I've got to say that they aren't nearly as attractive as Elliot Lake...

Honda Quits F1:

Honda is either selling out of F1, or quitting. The most successful engine manufacturer in the history of Formula One is tucking its tail, and running away.

The Japanese company's on-off involvement in F1 stretches back to 1963, but it was not until the 1980s that they enjoyed sustained success, as the engine supplier to Williams, and then McLaren.

Team principals remains hopeful a buyer will be found in time. "In the last 12 hours we've had three serious people come to us and suggest they would like to buy the team, so we're still hoping to be there in Melbourne (for the first GP, March 29)."

Honda – for whom the US has been an important market, and one now without an F1 event – have suggested that their former Formula One operation could be sold for as little as £1 (\$2.25 Cdn.) if that would help to ensure a racing future for the team, and at least some of its staff.

"The one thing I would say is that this is a completely different situation from prior Formula One teams stopping. This team is one of the best funded, has the best assets, the best resources in the pit lane, a fantastic group of people, and a new 2009 car designed by Ross Brawn, who has won many world championships, and is ready to go next year.

"I think we are going to be a desirable asset for somebody. We are very hopeful, as are most of the commentators in Formula One, that this team is going to take a big step upwards, so this is a superb opportunity for somebody."

Following Honda's shock withdrawal from the sport, five of Formula One's biggest teams have vowed to stay in the sport. Ferrari, McLaren, Renault, BMW and Toyota had all released statements by Dec. 6th saying they will not abandon the sport, in spite of the uncertain financial climate. On Dec. 8th, Williams' chief executive, Adam Parr said "Williams would never choose to leave Formula One. So long as we can rub together a few pennies and put together a half-decent budget, we are going to go racing".

Other 'Outs':

Audi has announced that it is withdrawing from the American Le Mans Series after nine years of dominance. Audi will compete only at Le Mans and in Germany's DTM touring car championship in 2009. However, IMHO this departure actually makes good business sense – Audi has proven conclusively that their diesel technology can thrash ordinary gas engines in ALMS road-racing, and – because America continues to avoid ultra-low-sulphur diesel fuel – Audi can't bring their best diesel engines into the sales arena of the USA. So why spend good money promoting great technology to the ignorant when there's no probable opportunity for reward?

Some have closed already, and many more NASCAR teams are cutting back their commitment to the Series, planning only to run a reduced number of carefully selected events. Worse, a few of the better-known NASCAR teams are merging for the '09 season. Frankly, this doesn't surprise me much... how dumb is it to have a 36-event race schedule? I think NASCAR will be down by an overall average of 20% per grid next year, with some events presenting a field that will be as much as 33% down in entries. Too bad, but the management have been tinkering with the rules, the cars, the 'Chase', and the original concept for so long they have actually lost touch with the original point and purpose of stock-car racing completely.

Bernie? Max?

Neither Bernie nor Max pay any heed to NASCAR, of course. So both are missing the lessons revealed as NASCAR struggles.

If (as I contend) NASCAR is withering because of 'over-management', F1 seems determined to go down exactly the same path; instead of having the series / organizers management monkey about with the rules and regulations, it would be so much easier to simply revert to the lessons from the old days...

My .02¢ won't get me an audience with anyone higher than the Senior Cockroach inside the FIA Fortress, but here are my thoughts about

continued

making F1 cost effective, competitive, and still spectacular.

- announce a fixed engine displacement, but let the teams decide on the number of cylinders, and engine architecture. Open fuel (up to 85% ethanol, no diesel, and a specified maximum octane rating). One recent proposal has been for more economical 1.8-litre turbo-charged engines with only four or six cylinders. Don't forget that at one time F1 was a 1.5L series... and small displacement engines have more eco-resonance and applications than V8s do, nowadays.

- announce a set annual budget for each team (\$75M ought to do), and each team would present monthly spending records to an independent audit firm, with no information made public except their annual totals.

- dictate a minimum weight, and maximum dimensions (incl. track, wheelbase, and height). Let the engineers figure out how small they can actually make these cars; that's a practical exercise with transferable benefits.

Sense?

To my surprise, on Dec. 5th the FIA indicated that commonsense may actually be returning to F1, with a compromise on their threat to mandate one standard engine for all teams. That would have killed a sport in which variety is essential to diehard fans, and is the *raison d'être* for the manufacturers.

The FIA are now in exclusive negotiations with Cosworth together with Xtrac and Ricardo (XR), to supply a complete Formula One power train starting in 2010. This will comprise a current Formula One engine and state-of-the-art transmission with an energy saving device.

If four teams take up this option they will pay \$2.45 million up front, then an annual payment of \$8.12 million for each of the three years of the supply contract (2010 to 2012). They have until December 11th to sign up. No pressure there, eh?

However, from 2010, teams will be given other options. They can still build their own engines, albeit identical to the Cosworth base design, or they can continue to use their existing engines with the current ban

on development, and a requirement for engine parity still in effect. All teams will still have to use the new XR transmission.

"In combination with the programme of cost reductions for the chassis, race weekend and team home base, these arrangements have a number of advantages," Mosley said in a letter to the teams.

But Formula One as a sport has proved its resilience in the past. Men like Ron Dennis and Frank Williams remember the times when the number of teams taking part has been reduced.

They will also recall the early 1970s, when the availability of a cheap engine and gearbox – the Cosworth/Hewland combination – encouraged the formation of many new teams.

I'll try to have a list of teams who are in on the new Cosworth engine for next month's Soapbox... I doubt that whoever buys the Honda team will be one, because Ross Brawn has such good ties with Ferrari that I'm pretty certain that he'll do an engine deal there...

Nonsense!

In late November, Formula One boss Bernie Ecclestone said he was confident his proposal for the world drivers' championship to be decided by gold medals awarded to race winners will be implemented next season. Apparently he was moved to act by Lewis Hamilton's triumph, when he clinched this year's title by finishing fifth at the season-ending Brazilian Grand Prix.

Under the proposed system, which Ecclestone said should be approved by December, Felipe Massa would have won the title because he beat Hamilton 6-5 on race wins.

"It's going to happen," Ecclestone said. "All the teams are happy. The reason for this is that I get fed up with people always talking about no overtaking. "It's just not acceptable that someone can win the world championship without trying to win the race."

Under the current system, the winner of each grand prix race earns 10 points in the championship standings, with second place worth

eight points and third place worth six. Each of the top eight drivers in every race earn points.

Although the new system is designed to add to the drama of F1, Hamilton's title win already featured one of the most exciting ever finishes to a season. The Briton beat race-winner Massa by a single point in the overall standings.

Ecclestone was asked if it didn't seem unfair that under his new system, someone could finish second in every race over the season and lose the title to a rival who got lucky and won a single GP.

"You'll have to try harder next year," Ecclestone replied.

"I can't possibly believe he's thinking straight, especially on this one," Eddie Jordan commented. "His focus must be on cost-cutting and nothing else. The rest is just dressing it up."

"He is tinkering with something of which he has lost the understanding," Jordan continued. "He thinks only wins matter. The points are necessary. I was one of the team principals who advocated the points should go down to eighth place because one point is as important to those teams as a win is to McLaren and Ferrari".

Alonso to Ferrari in 2010:

You read it here first; Alonso will join Ferrari for the 2010 F1 season. Why do I make such a bold prediction? Because I've heard that Santander (a major Spanish bank) is due to switch their sponsorship to Ferrari at that time... and that news makes the pieces fit.

Merry
Christmas
and a
Happy New
Year
to all !

Thanks to Alasdair Robertson for forwarding us this info slide on recent statistics on Bill 203 anti-street racing legislation

Street Racing: Statistics

- As of the one-year anniversary of the street racing law, there had been 8,566 roadside vehicle impoundments and driver's licence suspensions issued.
- The vast majority (7,658 or 89.4%) of the suspensions were for speeding at 50 km/h or more in excess of the posted limit.
 - The average age of all drivers sanctioned was 31. A total of 4,403 (51.4%) of these drivers were 27 years of age or younger.
 - The most frequently occurring age of sanctioned drivers was 21.
 - The three oldest drivers were 85, two men and one woman. Ninety-three of the sanctioned drivers were 65 years of age or older (79 men and 14 women).
 - Looking at the opposite end of the age spectrum, the nine youngest drivers were 16 years of age (two women and seven men).
 - There were 201 drivers aged 17 charged. Of these, 179 were men and 22 were women.
 - With regards to gender, there have been 7,304 (85.3%) males sanctioned and 1,262 (14.7%) females.
 - It is also important to note that, when first implemented, almost 40 drivers were caught daily – it is now approximately 23.
- As of September 28, the OPP reported that speed-related fatalities were down 43.5% over the same time last year.





Toronto Autosport Club
Monthly Member Meeting Minutes
Wednesday, October 15, 2008

Present:	
Regrets:	
Guests:	
Recorder:	Paul Moore
Location:	Fox and Fiddle 1285 Finch Ave West. (Keele St.)
Items/Discussion	Tasks/Deadline
1. Discussion ➤ No minutes from September to review ➤ Membership: 83 primary members	
2. Treasury Report ➤ fees collected for the contract rallies ➤ still waiting for submission of the fees for the Discover Ontario Rally ➤ 100 "TAC" tee shirts purchased with 23 already sold ➤ current balance: \$17,802.83	
3. Upcoming events: ➤ Annual General Meeting will be held on November 19, 2008 in conjunction with the November monthly meeting. ➤ Christmas party will be held on November 29 th at the Fox and Firkin, cost will be \$25 for members and guests, trophy winners will be free as usual ➤ Ice Race Organizer fall meeting is scheduled October 19, 2008 ➤ January Jaunt Rally running on January 3, 2009	
3. ForSale/Wanted ➤ Dietmar looking for winter wheels for a Mazda 3	
4. Other Business ➤ Loonies in the bus: Nick Beck	
5. Adjournment ➤ 8:45pm	



Toronto Autosport Club
Monthly Members Meeting Minutes
Wednesday, November 19, 2008
8 PM

Present:	
Guests:	
Recorder: Rob McAuley	
Location: Fox & Fiddle	
Items/Discussion	Tasks/Deadline
1. Previous minutes were accepted	
2. Treasurers Report \$17,423.34 in the bank with all current expenses in. It was noted that TAC currently has a larger bank balance than General Motors. TAC shirts are available, as are Christmas Party Tickets. The Executive will send an email reminding members to purchase.	
3. Membership Currently at 123 members (Full & Family)	
4. Competition AutoSlalom TAC had 2 competitors in the series, one of which, Chris Clough, won his class SoloSprint Numbers are down. Only 2 did the complete series. Chuck Atkins continues as director, Bob Presswood continues to volunteer. Rally Looking for Checkpoint workers for the January Jaunt (Saturday, January 3rd). RSO calendar almost finalized. Only 7 ORRC events for 2009. MLRC is planning a winter series to compliment their summer events. There will be RallyCross events again this summer. 2 new Performance Rally events are planned for Ontario. The first is in April at Shannonville (on the track), and the second in May in the Lanark Highlands. It was noted that the 2008 season will be covered on TSN starting this month. TAC and MLRC are looking at combining events to get numbers up. Tall Pines is looking for workers. RSO will be at the Autoshow in February - This time in the Rogers Centre with the Show and Shine clubs.	
5. For Sale Rita has her truck for sale (see Fifth Gear) Peter Clifford is selling the interior from a '92 Integra	
6. Old Business Please publish the minutes in Fifth Gear (carried over from previous months)	

Adjourned at 8:35pm



Toronto Autosport Club
Annual General Meeting Minutes
Wednesday, November 19, 2008
8:45 PM

Present: Rob McAuley is appointed Secretary. He reports that there are 14 members and 5 proxies present. We have a quorum. Meeting commenced at 8:45 PM

Recorder: Rob McAuley

Location: Fox & Fiddle

Items/Discussion	Tasks/Deadline
1. Minutes of Previous AGM Rob McAuley moves to accept, seconded by Rich. Carried.	
2. Executive Reports Reports of the President, Vice President, and Treasurer were published in Fifth Gear. Rich moves to accept these reports, seconded by Rob Jones. Carried.	
3. Executive Actions for 2008 Rich moves to ratify, sanction, and otherwise accept the actions of the outgoing Executive. Rob seconds. Carried.	
4. Returning Officer Rita Moore was appointed Returning Officer	
5. Elections President - Nominating Committee has identified Dietmar. He accepts the nomination. There are no nominations from the floor. Dietmar is acclaimed. Treasurer - Nominating Committee has identified Peter Clifford. He accepts the nomination. There are no nominations from the floor. Peter is acclaimed. Social Director - Nominating Committee has not been able to identify a candidate. There are no nominations from the floor. The position remains vacant.	
6. Old Business None	
7. New Business Malcolm wonders why TAC numbers at organized competition events are down, while track events (driving schools & other track days) are up. He suggests that the Competition Director review numbers in both AutoSlalom and SoloSprint to compare overall numbers with the number of TAC members attending. Doing this over the past few years may show a trend. Malcolm and Rob McAuley offered to help organize a TAC school at a local track. Malcolm will check on available weekend dates at the Mosport DDT.	
8. AGM adjourned at 9:10 PM by Dietmar, seconded by Rob McAuley. Carried.	



Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Wednesday, December 4, 2008
8:05 PM

Present:	Dietmar Seelenmayer,, Peter Clifford, , Nelson Raposo, Serge Gushin
Regrets:,	Andrew Kinal
Guests:	
Recorder:	Nelson Raposo
Location:	Montana's Restaurant
Items/Discussion	Tasks/Deadline
1. Club Membership Standings - 80 good standing members - 20 dollar voucher or T shirt for early renewals (members choice) TAC presents very low in Auto Cross TAC presents low in SoloSprint - Discussed methods on soliciting more members	
2. Website - Discussed sourcing web designer to complete web site. -	
3. Financial Status - Updating club inventory . Club balance \$17651.04	

STEEL WHEELS FOR SALE

Do you need wheels for your winter tires?
I have the following steel rims that I no longer need:-

Qty.4 of 14X5.5 JJ
Qty.2 of 14X6.0 JJ

One of the 14X5.5 has a very little used Yokohama all-season (M & S) P185/65R14, which I used as a full size winter and summer spare, and has only a few clicks on it.

All rims will take 175/70R, 185/65R, or 195/60R and none are bent, and are in quite good condition.

No reasonable offer refused.

Peter Fenwick.

416-438-2287 or pmjfenz@pathcom.com.

CASC-OR Annual General Meeting

This year's CASC-OR AGM took place on Sunday, November 23 at the Toronto Congress Centre and was attended by TAC President, Dietmar Seelenmayer and Treasurer, Peter Clifford. After a welcome from President Scott Ellsworth and adoption of the minutes from the 2007 AGM, attention turned to Directors' Reports for the 2008 year.

This part of the meeting was highlighted by a presentation of the current state of the finances of CASC-OR. The Treasurer, Candace Calder, and Art Moseley of the Financial Review Committee described the situation of the books as they found them after the hiring of the new office administrator in February of last year. A great deal of work has been done over the past year to reconcile financial statements going back as far as 2005. Both Candace and Art stated clearly that, in their opinion, the financial situation of CASC is sound.

A draft copy of the CASC-OR business plan for 2009 was presented. Among the objectives for year are the completion of the financial review for 2005-2008, and the formation of an Information Technology Committee which will address website improvements. As well, a marketing a promotion committee is to be established to execute sponsorship programs. Finally, a decision must be made on whether the CASC-OR office will remain in its current location or find new premises.

The report from ASN was delivered by Roger Peart. He reported that the Montreal Formula 1 race is not on the 2009 calendar and the chances of it taking place next year are very slim. In discussing insurance, he also reported that, as of this year, insurance for the Targa Newfoundland is no longer supplied by ASN Canada.

Of the board positions which were up for election this, only the position of President had more than one nomination. As it turned out, one of the two candidates withdrew just before the vote. The result was that all positions were filled by acclamation and the composition of the Board of Directors will remain as it was in 2008.

Peter Clifford



2009 Membership Application

Mail: 14 Princess Anne Crescent,
Etobicoke, Ontario, M9A 2P1
Email: registrar@torontoautosportclub.ca

- New Members – Single or Family \$50.00
 Renewal Members – Single or Family \$50.00

JOIN or RENEW ON-LINE : JOIN-> www.casc.on.ca/joinAClub.php
RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2009 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2008 membership numbers will be reserved until February 1st, 2009.
- All memberships expire December 31 2009. Date: _____

1st Member _____ [#] Home Phone (_____) _____

Address _____ Bus. Phone (_____) _____

Postal Code _____

First Member _____ [#] email: _____

2nd (Family) Member _____ [#] email: _____

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

The Newsletter FIFTH GEAR, is available on the website. Check here if you do NOT want a mailed copy

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____ / ____ Cardholder Signature _____

Amount: \$50 Other \$ _____ TOTAL \$: _____

TAC works only because volunteers make autosport happen!

So that we know *your* interests (and where you can help out) and can therefore plan the right mix of events –
please complete the information checklists below ...

Please indicate your 2009 Please indicate three areas that you can
autosport interests help with in 2009

- Solosprint (Solo 1)
 Autoslalom (Solo 2)
 Navigational rallying
 Performance rallying
 Road racing
 Vintage Racing
 Ice racing
 Karting

- Solo (1/2) organizer / worker
 Road Rally/Ralliette organizer
 Contract Rally organizer
 Rally Checkpoint/Green-crew
 Social Event Organizer
 Ice race organizer / worker
 Event timing / scoring
 Performance Rally organizer