



Fifth Gear

July 2010



www.torontoautosportclub.ca

Toronto Autosport Club

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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.

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

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



FROM THE PRESIDENT'S DESK

The TAC Fun Rally was held on July 11. Five crews entered and had a great time. The rally was quite simple from an instructional basis. There were distance to turns, tulips and column type of instructions. All distances and road names were given. The finish was at the Banty's Roost Golf and Country Club where we all had dinner. Scoring was done on first counting the correct answers to the questions that were asked and secondly, the accuracy of the timing. The entire group was held up by a train right after the start but were spaced out again at the first checkpoint. There was a half hour break in Belfountain to sight see, answer questions and have an ice cream. Winners were the Becks - Nick, Ingrid, Heidi and Timothy with one wrong answer. Second were Rob and Sue McAuley, third Christine and Gary Vernon, fourth Phil Darlington and Adrian Francis and fifth were Graham and Andrew Tulett. For Christine, Phil, Adrian and Andrew this was the first time running a rally. Everyone had a good time and are looking for a future event.

While on the subject of rallies, remember that the Infinite Monkeys Rally is running on Saturday August 14. It is the next regional event but also caters to beginners, a good follow-up to the fun rally with serious instructions. Organizers are Paul and Rita Moore. Contact Rita at orrc@ca.inter.net. A flyer is in this issue.

For the solospint crowd, Albert Ribeiro is planning to be at the July meeting to give an update on the HADA/TAC solospint event that was held in June.

I have mentioned before that TAC was planning a get together at the ALMS weekend at Mosport, Sunday August 29. This year there will be a pot luck type of lunch. Plan is to have a BBQ and have people bring the rest of the food. Ingrid Beck is coordinating your donations to the food items. Contact her at ibeck@ca.inter.net. Rob McAuley is working with Mosport on arrangements. I will send an email to all members with final arrangement information. Please let me know that you are planning to come.

The next general meeting is again at the Fox and Fiddle, Finch and Keele on Wednesday July 16 at 8:00 pm. Come early and have dinner and chat with other members beforehand.

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TAC EVENTS CALENDAR 2010

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<u>July 2010</u>			
15	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #7	HADA
16-17	RA ProRally	New England Forest Rally, Bethel ME, USA	SCCA
17-18	Grand-Am	New Jersey Motorsports Park, Millville NJ	
18	Club	KWRC SNATR #3 and BBQ	KWRC
18	INDY	Streets of TORONTO	
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
24-25	Regional Race	MCO Ted Powell Memorial Trophy , Calabogie	MCO
25	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #6	TLMC
25	F1	Grand Prix of GERMANY Hockenheim	
25	INDY	Edmonton City Centre Airport	
<u>August 2010</u>			
1	F1	HUNGARIAN Grand Prix, Hungaroring	
6-7	Grand-Am	Crown Roayl 200 at the Glen (Short Course)	
7	OPRC	Galway-Cavendish Forest Rally (OPRC)	PMSC
7-8	Regional Race	BARC Canadian Touring Trophy Races, Mosport	BARC-OC
8	INDY	Mid-Oho Sports Car Course	
9	Club	MLRC Mini Rally	MLRC
14	ORRC	Infinite Monkeys Rally (ORRC) Newmarket	 TAC
18	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
21	Club	KWRC SNATR #4	KWRC
21	SoloSprint	Solosprint Lapping ; Mosport	SPDA
22	INDY	Infineon Raceway	
22	SoloSprint	SoloSprint Event #6; Mosport	SPDA
27-28	Grand-Am	Circuit Gilles Villeneuve	
28	INDY	Chicagoland Speedway	
28-29	ALMS	TAC Get-Together & Lunch for MOSPORT ALMS	 TAC
29	F1	BELGIAN Grand Prix, Spa-Francorchamps	
<u>September 2010</u>			
4	INDY	Kentucky Speedway	
4-5	Regional Race	BARC Labout Day Weekend, Mosport	BARC-OC
10-11	CRC	Rallye Defi, Ste Agathe	CASDI
11-12	Grand-Am	Miller Motorsports Park, Tooele UT	
11	SoloSprint	SoloSprint Event #7 ; Shannonville Fabi Track	HADA
12	F1	ITALIAN Grand Prix, Monza	
12	SoloSprint	SoloSprint Event #8 ; Shannonville Long Track	HADA
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
18-19	Regional Race	BEMC Indian Summer Trophy , Mosport	BEMC
19	INDY	Twin Ring Motegi	
26	Club	MLRC RallyCross	MLRC
26	F1	Singapore Grand Prix	

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
RA : Rally America



Infinite Monkeys Rally



Saturday, August 14, 2010

The Monkeys are ready for another car rally, and you're invited!!

It's the 4th Annual "IMR"!!

New roads!

New fun and games!

Same popular start location!

**Another bunch of Monkeys!
(and doesn't everybody want to win a Monkey?)**

More prizes than ever!

(awards to 4th place in Novice
and 3rd place Touring
plus the ever-popular
Top Banana and Unstoppable awards)



--If an infinite number of monkeys drove an infinite number of cars, they may actually follow this route -- anon.

This is an Ontario Road Rally Cup navigational car rally, presented by the Toronto Autosport Club and sanctioned by RallySport Ontario. All levels of competitors from total beginner to expert are welcome, and will receive separate instructions of appropriate ease/difficulty. The route is approximately 250 km long, and you will spend about 4.5 hours on the road. Navigational car rallies take place on open public roads and respect all the laws of the Ontario Highway Traffic Act. You will be driving on gravel roads for a lot of this event. Speeds on the route will never exceed 95% of the posted speed limits--to win, you'll need to drive to *precise* speeds, not *high* speeds, and this event is suitable for any street legal vehicle.

Start location:

**Tim Horton's
855 Mulock Dr, Newmarket
(College Manor Plaza)**

(for you GPS people, that should be:
N 44°02.736', W 079°26.264')

Registration Opens:	9:30am
Beginner's Tutorial:	10:00am
Crew Meeting:	10:30am
Car Zero Out:	11:00am

Entry Fee: \$50 per car,
or \$40 if TAC member.

Other things you'll need:
vehicle ownership, valid
insurance and plates, driver
and navigator, notepaper,
pencils, calculator, an accurate
digital watch.

Organizers: Paul and Rita Moore

vpnavigation@rallysport.on.ca

905-898-7483

up-to-date Monkeys website: <http://pages.ca.inter.net/~guildsman/imr10.html>



Toronto Autosport Club

Mosport ALMS Weekend and Lunch

August 28~29

-Preliminary information-

An opportunity to see the ALMS racers and have a lunch party with other TAC members.

The plan is to have a reserved area in the infield between turns two and three as we have done previously. Camping is available.

BBQ along with a pot luck for lunch on Sunday August 29.

**TAC members pay \$40 for a discount ticket for the weekend.
This includes the BBQ.**

**Contact Dietmar Seelenmayer for general information at
dietmar.s@gmail.com or 647-221-7082**

Contact Ingrid Beck regarding the pot luck at ibeck@ca.inter.net



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TAC Fun Rally

On July 11 the Toronto Auto sport Club held a fun rally just north of Brampton. As a complete novice (N00B) I must say that I loved every second of it. We Started off at Wildwood Park in Brampton. For those of you who don't know where that is, the park is located at Derry and Goreway. From there we headed up Goreway and out of Brampton. First setback of the day was a train crossing, which needless to say was our "second starting point".

All the teams were held up there for a long while. Once the train had passed however it was smooth sailing. We drove deeper and deeper into the countryside taking note of certain landmarks along the way for the questions that we were assigned. We eventually came upon the Forks of the Credit, and that's where the real fun began. Although the Rally was on open roads (no foot to the floor, or Scandinavian flicks) it was a rush to drive along the gravel and mud roads. Even my co-driver thought this was exciting. (Keep in mind that I am new to this, so this is as close as I have come so far to the kind of stuff Solberg and Loeb do) Anyway the rally continued until we came to a small town by the name of Belfountain.

In the village teams had a chance to sample the local variety of ice cream, and answer few more questions on our lists. 29 minutes later it was back in the car and heading down some beautifully winding roads. One particularly nice bit was a part that went down hill with a few hairpins in it. It was an endless mix of gravel and tarmac, snakes and ladders. The checkpoints along the way were well placed, and it all seemed to be going very well for my co-driver and I. A little over two and a half hours later we pulled into Banty's Roost Golf and Country Club. This marked the end of the rally. Following the rally all the teams and Checkpoint staff sat down for some well deserved food and discussed the rally.

A little bit about the teams; as I stated before I was a novice, with a gentleman whom I had never met as my co-driver, we were in a 98 stock Toyota Corolla. There was a family, a father and son in an Audi, and two couples. Team "Coalhole" (car #2) placed 4th overall, and the family of four came first in their Jetta.

All told I had a great time for my first Rally, and after speaking with the other teams, you can be assured that my thirst for immersing myself more in this glorious sport.

Phil Darlington (Driver: car #2)

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So Many Passes - So Little Time

Rob McAuley

Eldest daughter Katie was able to get over to Italy to do a university term at Brunenburg Castle near Dorf Tirol, and the McAuley family took advantage of this to spend a couple of weeks in June touring around Northern Italy and Tuscany. Sue was looking forward to the wine tasting, Sarah wanted to bring back cases of Extra Virgin Olive Oil and Balsamic Vinegar, Katie wanted to show off her language skills, and I wanted to drive Stelvio and any other mountain passes that we could get to.

Regular viewers of Top Gear know that the guys loved the roads in this area, and regularly talk about the Stelvio Pass. It is the highest pass in Italy, and up to the second world war, separated Italy, Austria, and Switzerland. Nowadays, the Austrian section is part of Italy, but the pass is still popular with motorcyclists and skiers (the ski resort is only open in the summer, as the pass is closed from October to June). The family had granted me one day of driving to take in the passes, and have an alpine picnic. I of course tried to get in as many mountain roads as I could every time we got in the car.

We landed in Munich, and picked up our rental car - a nice Audi A6 with a 2L Diesel. Under-powered, but roomy. The best cure for jet lag is the Autobahn. As we left Munich, I was driving with the flow of traffic, and glanced down at the speedo - 160km/hr! And everyone was going that fast! It was great to be back in Germany.

We plugged our destination into the nav system, and I was impressed. It offered a few options - fastest, shortest, and most scenic. We headed off towards Innsbruck via a low pass between Germany and Austria. We were amazed to find snow on the ground, and we weren't even above the tree line! Once into Austria, we jumped back on the motorway, and headed for the Brenner Pass. The Brenner is all motorway - very scenic, but not the tight, twisty road that I'd come for.

We crossed into Italy, and I suggested a "short-cut" through the Jaufenpass to Merlano, the nearest city to Katie's castle. The road climbs to 2100m, well above the tree line. We drove through a ski area, then over the pass where we saw a hang-glider riding the up-drafts just above us. The wind was blowing up the valley between the two mountains on either side of the pass, and the hang-glider was turning lazy figure 8's. We took a few photos, and headed down the other side.



The Jaufenpass - complete with hang glider.

So Many Passes - So Little Time

The roads were a blast, with spectacular views, and lots of hair-pin turns. Traffic was light, and most cars would pull over for you to pass as you approached them.

We spent the next couple of days exploring the area, and visiting Katie, who was finishing up her exams and assignments. I planned a route that would take us over a few passes between Italy and Switzerland using Google Maps and www.alpineroads.com. Checking the pass status on-line wasn't much help. Most said something like: "Open late May to October". Is May 26th "late"? It is to me!

I'd planned to hit the following passes:

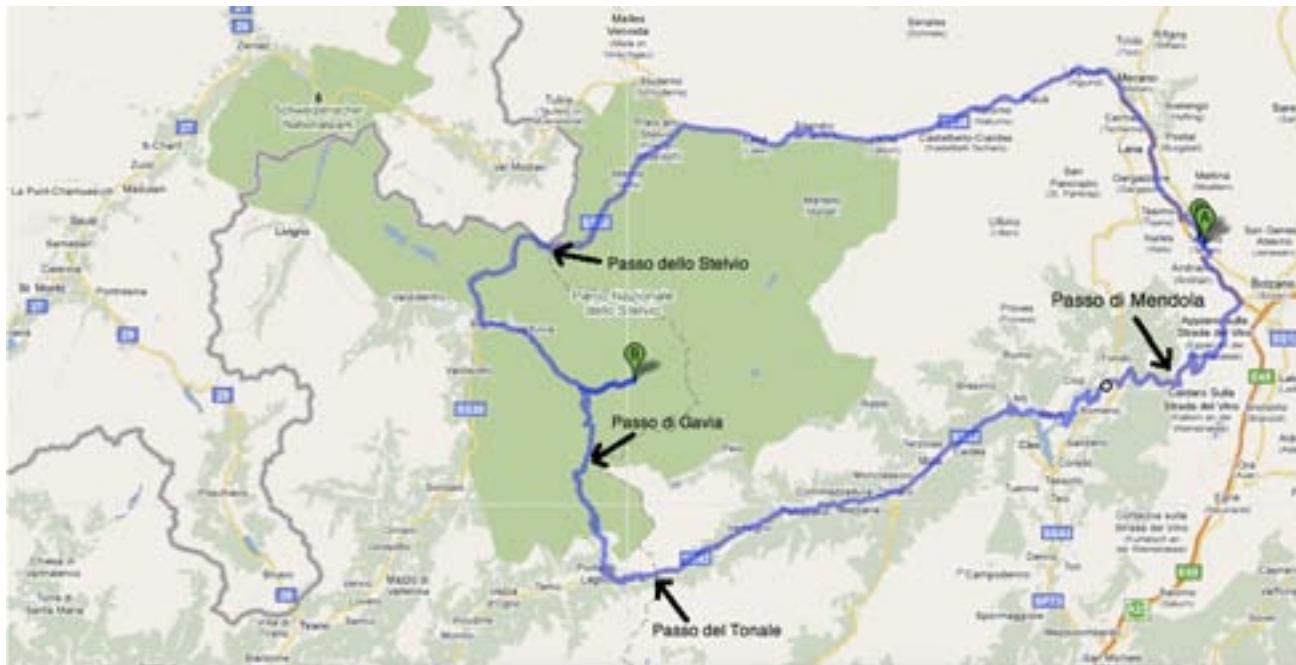
Passo di Mendola - 1363m

Passo del Tonale - 1883m

Passo di Gavia - 2621m

Passo dello Stelvio - 2757m

We would follow the route below:



We have our usual breakfast, sitting outside in the 25 degree sunshine, and the proprietor comes by to inform us that the road from our apartment will be closing in a few hours for the Gero di Italita bicycle race! Not a problem for us, as we are ready to head out.

We take a back road towards Bolzano, and head west following some "scenic" roads (per the map book). We are soon climbing a steep hill in our Audi, trying to keep up with a BMW. I am frustrated as I really hoped we'd get a bimmer. We hit Passo di Mendola at 1,363m and continue west. At Passo del Tonale (1,883m), we see lots of ski lifts - and skiers! They have some runs open, and a gondola operating. We also drive through the 45km marker for the Gearo. I am impressed at the distance the riders will cover!

We plan on taking the Passo di Gavia (2,621m), and heading for some alpine hiking trails for lunch. We drive past a "Pass Closed" sign with a barricade across only half the road. I say "They'll have to do better than that to keep me off this road!" Sue is somewhat concerned.

So Many Passes - So Little Time

We climb and climb in very light (ie no other) traffic. Suddenly, we come across a locked gate across the road. I am bummed. Sue does her best not to say "I told you so." We head back down with sights set on another way to Bormio.

Once on the main road, we pass under the 40km Gero marker. I initially think that this is quite a coincidence, then realize that there aren't a lot of roads that the cyclists can be following. We hit the 35km marker, and I wonder if we're heading towards the start, or the finish. If we're heading towards the start, we may run head-long into the race! In case that's the situation, I start my own little race - against the cyclists - running backwards - hoping to get to the start before they do!

We see some teams out for warm-up rides with full support vans, riding in formation, and figure that we can cover the distance faster than they can. Finally at the 10km marker, we split from the Gero course, and notice that the police have closed the road to the start. We are making good time when Sue notices a short-cut to Bormio via Passo di Mortirolo (1,858m). I'm having a blast running up the road until we run into a double tractor trailer at a very narrow bend in the road. He's coming downhill with another very large truck behind him. I dive for the edge of the road. Sarah yells "If we don't make it, I love you Mummy and Daddy." We roll back a bit, and the truck driver inches forward. It seems these roads are built just wide enough to let cars pass trucks, as he passes without knocking us over the edge. We finally get to the top of the pass, and stop for a drink at a convenient restaurant.

In the restaurant, we find a cycling brochure that lists all the famous cycling climbs in the area. It seems that the hill we just did is the second toughest, and the route we are about to take down is the hardest. Just over the summit, we see them setting up for the Gero run for the following day. The organizers are setting up the banners and podium, and there are a few campers along the route already. The run down from the pass is the longest, steepest road I've ever been on - about 15kms with an average 1:8 grade. I'm thankful that I'm into cars and not bicycles!



The road we drove up to Passo di Mortirolo. Notice the damaged guardrail.

So Many Passes - So Little Time

We get to Bormio, and see that the road to the Stelvio pass is closed. After 2 attempts to drive closed passes, Sue vetoes this one. We look for a place to picnic, and I spot a sign for Stelvio National Park. We head in, and again find ourselves on a narrow, twisty road with no other traffic.

We are driving along the side of a mountain, above the tree-line, with the occasional alpine meadow and farm. It is very pretty, so we pull over and park for a nice picnic lunch. Across the valley, we spot lots of chair lifts running up to glaciers. It looks like a great place to come in the winter (though the passes would still be closed). We've been through many villages, but have seen very few single detached houses. Most buildings are apartments, probably for skiers to rent.

After lunch, we continue on the road through the park. Sue says she wants to go to St. Moritz to see the Swiss elite, and has found an easy route



Picnic lunch in Stelvio park with Sue and Sarah. The Audi rental car is in the background on the left. Notice the switchbacks running up the mountain behind it. The family would not let me attempt it.

We head towards Livigno via Passo di Foscagno (2,291m) and Passo d'Eira (2,208m). There are lots of ski lifts, but none operating. The hills are very stark, mainly snow-covered, and above the tree line. We've watched the temperature drop from 25' to 6' during our climbs.

In Livigno, I see a new type of traffic speed control. Automatic stop lights. they seem to have radar guns on them, and if you approach at the speed limit, they stay green. If you are over the limit, they turn red, and force you to stop. Within seconds, they turn green, but they've slowed you down. The fastest way through town is to drive at the speed limit! I'm still surprised I figured this out, but I was wondering why all these traffic lights were turning red on me at the last second, yet if I was behind some slow car, we'd always get the green signal!

As we approached Forcola di Livigno (2,315m) that would put us into Switzerland very close to St. Moritz, I saw the Pass Closed sign. We were bummed, but the alternatives would add 80kms to our route, so we continued on. We drove around the barricade, and past a maintenance crew sweeping the road of rock-slide debris. Way up nearer the top, we saw another crew working, repairing potholes. As we approached, they waved us on! We were psyched! We were going to get through our first closed pass! We drove past a few parked cars at the bar at the top of the hill, and turned the corner to the Swiss border crossing, only to find a locked barricade.

So Many Passes - So Little Time

As Swiss maintenance were cleaning up the other side, and the sign pointing towards the drivers coming up from that side said the pass was open. I guess if you can make it that far, you've made it over. I took some pictures, got buzzed by a helicopter, and we headed back down.



Looking into Italy from Switzerland. Notice that the sign says that the pass is open!



Looking into Switzerland from Italy. The gate would not open.

So Many Passes - So Little Time

Sue found another route that ran along a dammed up river/lake and took us through a 5km one-way tunnel. No passes, and we'd still get to St. Moritz in time for dinner. We paid the \$13 toll, and drove through the mountain instead of over it. As we emerged, the temperature dropped 10', and the rain started. We found St. Moritz, and got the car parked. Walking around in the rain, I suggested that an attempt over Stelvio pass would be more fun. Sue wanted to find a restaurant overlooking the lake. I'm sure it would be pretty in the sun.

We finally settled on a very nice place - pricey as one would expect, but not outrageous. Given that the bar down the street was selling \$8 hot dogs, I was very happy with my \$20 pasta.

We head home after dinner, this time doing only 1 pass - Passo del Fuom (2,149m and guaranteed to be open). We made good time in light traffic, so had time for a gelato in Merano and were home by 23:00.

Here's the route we ended up taking:



Next month...Stelvio!

Mini Meet East 2010, Fairborn, Ohio

by Ingrid Beck

This was the XXXVI Annual Mini Meet. I can't believe that I have been to 20 of these events! Heidi has been to 14 and Tim to 13. Nick's first meet was #6 in 1980 in Troy, Ohio - he's been to 28!

This year about 120 Mini's and MINI's of all sorts met in Fairborn, Ohio from July 1 to July 3. Fairborn is a suburb, just northeast of Dayton.

About 2 weeks before we were due to leave Nick started working on the car. (This seems to be a trend!) He replaced the brakes, oil and checked it over. 5 days before our scheduled date of departure, the kids begged me to drive them to school in the mini. When we opened the garage door, we were met by very strong gas fumes. Nick rolled the INNO out only to discover that the mat that was under the Mini was now saturated with gasoline. Darn, a broken fuel line. Nick's Saturday was now planned for him. He even had time to wash and wax the INNO this year with Tim's help.

We left Wednesday morning, a little later than planned, only to be stopped in a traffic jam on the 401 just west of Guelph Line. With no radio in the car we didn't know what was going on at first. Fortunately my new phone has internet access and Heidi was able to find out that the highway was closed from Hwy 6 north to Townline 33 due to an accident. The traffic would start moving slowly every once in a while only to come to a complete stop again.

Nick moved over to the left lane as it was advancing "quicker" than the others. At one point when the traffic started to move, the INNO didn't - the engine had quit! Fortunately Nick was able to crank it over to the left shoulder. I was ready to call CAA but Nick was determined to try to start it. He turned to me and asked if I could bump start it. I said that I would rather push it, just in case I couldn't keep it running. I got out and started to push (a slight uphill grade). A man in a white van pulled over and offered us his cell phone. Nick declined saying he only needed to get it started. Thankfully the kind man helped me push and within several feet Nick got it running. We were only stranded for a few minutes but it seemed an eternity. We finally got off at the Hwy 6 South exit and drove around the detour. In total we lost an hour in that traffic jam. Thankfully, the rest of the trip was uneventful and we pulled into the hotel around 9pm.

July 1st, Happy Birthday Canada and Jeff Fenwick! After breakfast and registration, Heidi and Tim were off to the "Kid's Event". This year they went of a tour of the Airforce Musuem and watched an IMAX film about the First Flight. Meanwhile Nick and I went off to the Concours. We were each given a booklet of 37 ballots to pick our favourite mini, 1 in each of 31 categories,

plus best engine compartment, best paint, best vanity plate, most in need of detailing, diamond in the rough and best in show. This took us a couple of hours!



After lunch we met up with the kids at the Airforce Museum for the panoramic photo. The minis were all lined up with the Museum and several aircraft in the background. When the photo was done, the four of us went into the museum for a quick tour before it closed.

Early evening all the Minis lined up and cruised to a nearby town to Young's Dairy. This was a working farm that also served food and very good ice cream. They also had mini putt, a batting cage, slides, and small farm animals. We had dinner and dessert here.

Friday morning we lined up for the Rallye. Heidi volunteered to go with Jeff Fenwick, this would be her first attempt at navigating! The instructions consisted of 52 instructions over the 50 mile route. We were given a separate sheet with 20 questions to answer and 1 bonus question that was to be the tie breaker. This would turn out to be the "busiest" Rallye I've ever been on! The questions were all in random order and could appear anywhere along the route! We had to get out of the car several times to get the answers to the questions. For example: one question read "Gene's ____ ____ ____". Driving along you only got a split second glance of the word "Gene's" through the trees. You actually had to get out of the car and walk down the driveway to read the rest of the sign. In all Nick and I managed to answer 17 of the 20 questions plus the bonus question.

The Rallye was followed by a picnic lunch and the Funkhana. Tim co-drove for Nick and Heidi co-drove for me and then I also co-drove for Nick. The following paragraph was written by Tim.

The Funkhana, as the name suggests, is meant to be Fun. This year it had an alien theme. We began by making a flying object. The most popular kind was the paper ball, because it worked. Then you would get in the car. They would start timing as soon as you start driving. First, you would drive to a table with a bowl of unidentifiable sludge (mashed potato), a bowl of water and a roll of paper towel. The navigator would have to get out and put their hands in the unidentifiable sludge and they had the option of washing their hands. Then they would get back into the car and the driver would swerve around pylons and get to the next station, where the driver and navigator would both have to get out and make themselves each a tin foil hat (used to deflect the ability of mind reading aliens) and get back in the car. Then they went to a hoola-hoop which was suspended in mid-air, and the person on the left-hand-side of the car--there was left-hand and right-hand steering--would throw the flying object mentioned earlier through the hoop. Then at the next station the navigator got out and grabbed two ends of a rope that was run through a pool noodle, and give one end to the driver and get back in and they would drive three circles around the marker (this was called "making a crop circle"). Then you would let go of the rope and if you--and the noodle--were lucky, it wouldn't get caught in the rear axle. Then you went into a tent --hangar (misspelled H-A-N-G-E-R) 18--and grabbed the baby inflatable alien inside. Then you go to the "teeter totter", where you would attempt to keep your vehicle balanced on a triangular-prism-shaped block of wood that broke the first time it was driven on, later to be dubbed "the new and improved" teeter totter, and then you needed to go to the flying saucer (a huge beachball on an innertube on a set of wheels) and bump it as far as you could (this would not get you any bonus points however) and then you drive to the alien and deliver the baby. The most popular and entertaining run was with a blue checkerboard Mini with the engine exposed and the headlight falling out whose doors kept flying open.

The autocross (Solo-II) was Saturday morning but Nick had decided not to torture INNO so we just went to spectate for a while. Then we drove to the Wright Bros. Museum and their Bicycle Shop in downtown Dayton, where we learned about their lives and saw many interesting artifacts.



Saturday evening we had the banquet. The food was delicious. They sped up the awards ceremony by only calling up the first place winners and mentioning the names of the others who were to collect their trophies later. Nick won an award of excellence in the concours and we tied for second in the Rallye.

Last year Heidi made a beautiful "stained glass" piece of art (made from black bristol board and coloured tissue paper) depicting a classic Mini and a new MINI and titled 50 years of Mini. Nick mounted it in a box frame with lights. Unfortunately they didn't have an Arts & Crafts contest last year but she entered it this year. She won first place!

The banquet ended at a decent hour which allowed us time for more reminiscing with old friends.

Sunday morning we left around 10am, heading for Cleveland and the Rock and Roll Hall of Fame. There we saw lots of interesting memorabilia and they currently have a special display on Bruce Springsteen. Unfortunately we weren't allowed to take cameras inside.

We spent the night in Ashtabula. Monday we were homeward bound with a couple more stops along the way. First we had to do a little shopping to keep Heidi happy and stopped at a Walmart. We crossed the border in Buffalo and ended up having a chatty customs agent who was inquisitive about the car. It didn't take long to get back into Canada but we did feel sorry for those entering the States - the line was miles and miles long!

Our trip continued along the Niagara Parkway with a stop in Niagara on the Lake.

We finally got home around 9:30pm. Another enjoyable meet has come and gone. This trip we only put 1,948 km on the INNO. Next year the meet may be in Georgia!



Yes, Heidi and Tim still fit in the back seat!!



For those who really need that coffee in the morning!!

FOR SALE

- **35TH Anniversary Mustang GT**

- Triple Black w/Leather, 5-Speed, only 108,000Km
- 4.6L SOHC V8 Vortech SuperCharged 400 RWHP!
- Steeda springs, Castor/Camber Plates & Adjustable Sway Bar
- CenterForce Clutch, Aluminium Drive Shaft & 3.73 Gears
- Headers, Hi-Flow Cat's w/2.5" X-pipe & MAC Cat-back w/3" Chrome tips
- EBC Drilled Rotors
- '99 Cobra R Aluminium 18" Rims
- Alpine Head Unit w/XM and remote w/Alpine Amp and speakers and JL Sub
- Too many improvements to list them all. Have all the original parts to put back to stock.

**Asking \$14,800 Cert & E-tested
or \$9,900 with car put back to stock intake, stereo & rims.
Call Peter (519) 827-1928**



ON THE COVER:

Trabants used by U2 on their Zoo TV tour,
displayed at the Rock & Roll Hall of Fame, Cleveland Ohio.

TAC General Meeting Minutes June 16 2010

Meeting called to order at 8:06pm at the Fox & Fiddle - soon to be somewhere else. Rob McAuley is taking the minutes.

Previous Minutes

Were not published. To be accepted (or not) in July.

President's Report

VP Report

Andrew reports by email that current membership is up again 89 members - 52 primary.

Treasurer's Report

Treasurer was absent, and the bank balance is unknown(!).

Competition Director's Report

DOCR results are in Fifth Gear. 16 entries: 2 Experts, 1 Intermediate, and 13 Beginners - including some virgin ralli-ests. The organizers were pleased with the numbers, as the turnout was better than previous events.

TAC is co-organizing the June 19/20 Solo event. Andrew & Albert report that they are well prepared.

TAC is organizing the Infinite Monkey's Rally for August 14. Please contact Rita Moore if you can assist

Social Report

A social rally is planned for July 11. Please contact Dietmar at 647-221-7082

or dietmar.s@gmail.com as soon as possible if you will be running!

TAC is planning a pot luck barbecue for Mosport on August 27-29 to celebrate the ALMS race. Please tell your friends, and get them to join the club to participate.

Old Business

TAC Futures Committee

Tasks have been allocated. Some people will call existing members, some will call former members, others will look into other clubs to see how their membership policies have evolved.

New Business

A new meeting location is essential. We have been kicked out of the F&F basement by their Amateur Comedy Group, and we now are being drowned out by the various baseball teams. Dietmar has asked the TAC Futures Committee to come up with some recommendations.

For Sale or Wanted

Peter Fenwick has some 14" wheels for a Corvair available.

Rob's cousin is selling an immaculate, well restored 1970 Mercury Cyclone Spoiler 429. Contact rob@rmcauley if interested.

Loonies in the Bus

\$10 was won by Rob Jones.

Meeting adjourned at 8:40. Next meeting is July 21 at 8pm, still at the Fox & Fiddle.

Toronto Autosport Club – Minutes of June 2010 Executive Conference Call

Call Date: June 25, 2010 Call time: 8:45 pm

Present: Dietmar Seelenmayer, Rita Moore, Andrew Kinal, Graham Tulett

- Bank balance \$21,131.75 including some new memberships.
- Agreement in principle to consider a portion of funds for designation to investment account like ING.
- Corporate document on officers & directors obtained confirm some updates are required. GT to prepare forms and give to Rita.
- Membership currently 86 of which 51 are primary members.
- There are some reports of difficulties with the automated renewal process.
- SoloSprint event co-hosted by TAC coming up on June 19th.
- No news on website updates. Brooke is working on DOCR coming up this month.
- Fun Rally planned for July 11, 2010 – likely to start from Guru Nanak location.
- Contract Rallies – Zontas & Guru Nanak – new rate agreed for Zontas and awaiting date confirmation for Guru.
- ALMS weekend around August 29 would be good for a pot luck lunch at Mosport while watching the races. Approximately 30 tickets required for the preferred rate/ spot.
- Infinite Monkeys rally coming August.

Adjournment: call ended at 9:25 pm.

Minutes recorded by G. Tulett



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

(You may also JOIN or RENEW ON-LINE; Please see below...)

- TAC Membership includes CASC-OR (Race, Solo) & RSO (Rally) affiliation for the year
- Family rate is limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number [#] (if known)
- Assigned membership numbers will be reserved until February 1st.
- All memberships and affiliations expire December 31.
- Please be aware that membership data is shared with CASC-OR

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 need a mailed copy

PAYMENT METHOD:

Cash Cheque #_____ Amount: \$50 Other \$_____ TOTAL \$: _____

To pay by Credit Card, please apply On-Line at: www.casc.on.ca/clubs.php and navigate to the Toronto Autosport Club entry. For renewals, log on first, using the "Members Only" menu tab.

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 Please indicate three areas that you can
autosport interests for the coming year. help with this year

- | | |
|--|---|
| <input type="checkbox"/> Solosprint (Solo 1) | <input type="checkbox"/> Solo (1/2) organizer / worker |
| <input type="checkbox"/> Autoslalom (Solo 2) | <input type="checkbox"/> Road Rally/Ralliette organizer |
| <input type="checkbox"/> Navigational rallying | <input type="checkbox"/> Contract Rally organizer |
| <input type="checkbox"/> Performance rallying | <input type="checkbox"/> Rally Checkpoint/Green-crew |
| <input type="checkbox"/> Road racing | <input type="checkbox"/> Social Event Organizer |
| <input type="checkbox"/> Vintage Racing | <input type="checkbox"/> Ice race organizer / worker |
| <input type="checkbox"/> Ice racing | <input type="checkbox"/> Event timing / scoring |
| <input type="checkbox"/> Karting | <input type="checkbox"/> Performance Rally organizer |