



Fifth Gear

June



1958 DKW F93 3=6 2 Door Coupe

www.torontoautosportclub.ca

Toronto Autosport Club

2005 EXECUTIVE:

| | | | |
|-----------------------|---------------------|----------------|---------------------------------------|
| PRESIDENT: | Rob McAuley | (905) 335-3141 | president@torontoautosportclub.ca |
| VICE-PRESIDENT: | Russ Harding | | vicepresident@torontoautosportclub.ca |
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2005 COMPETITION CO-ORDINATORS:

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| SOLO-II | (open position) | | |
| KARTING: | | | |

2005 COMMITTEE REPRESENTATIVES:

| | | | |
|---------------------|-----------------|----------------|-----------------------------------|
| RALLYSPORT ONTARIO: | (open position) | | |
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Club Address: 2267 Lakeshore Blvd. W., Suite 1214 , Toronto, ON M8V 3X2

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 Miami Restaurant & Bar: 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

Summer is here, and the weekends are once again full of autosports activities.

TAC's Mobile 1 Solo 1 weekend at Shannonville was a huge success, with competitor numbers way up from last year. We had 75 people on Saturday's Pro Track event, and 65 on Sunday at Fabi. That is at least 10 people per day more than last year.

TAC's former VP, Chris Atkins is currently first in the Solo 1 standings, and TAC owns 5 of the top 10 spots overall! TAC's Serge Guschin won the CG-Lock "Sit Tight, Go Faster" Top Novice award on Sunday.

Thanks to all from TAC that came out to assist, and congrats to the participants for putting TAC at the top!

Last year's overall Solo 2 champ, TAC's Brian Sibbett, will be organizing our Solo 2

event on July 30. Please watch for his request for assistance, and come out to the Brampton Centre for a premier Ontario Championship event.

Dietmar is ready for our CFI contract rally. This is a high profile event that will run on June 16. He is looking for checkpoint staff and other organizers for that day. Lunch and dinner will be provided - and that alone will cost the competitors hundreds of dollars, but we get it for free! Let him know if you can come out. I'm hoping to be there looking for sponsors!

I received a call recently from Alan Ryall, the RSO Treasurer. He has taken much of our concerns to heart, and is actively working to improve the RSO financial reporting processes. He is preparing a budget, and will provide variance reports, starting with the first half results, later in July. He has also committed to breaking down accounts based on Performance vs Road related revenue and expense items. I've invited him to a future TAC meeting, so he can hear any concerns first hand. I think this is a great step forward, and as Alan comes up with the processes, I'm expecting that RSO will be able to keep on top of their financials.

Finally, plans are underway for a big 50th Anniversary event at Mosport on Labour Day Weekend. Look in this issue for more information, but we have confirmed that Mosport will give us our own area between turns 2 and 3, complete with facilities (that's a polite way of saying port-a-potty)! Michelin 3 Star chef John Hannaford will be preparing another gourmet meal, and you can expect TAC to subsidize this event, so plan to be at the track for the long weekend!

We're off to a great start, and we have amazing plans for the next few months. Let's hope everyone can run all the events they hope to, and we'll see you at the track!

Rob McAuley

TAC President

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TAC's BIGGEST TRACK EVENT OF THE YEAR!**

- RESERVED AND PRIVATE TORONTO AUTOSPORT CLUB VIEWING AREA, WITH THE BEST VIEW OF NOTORIOUS CORNER 2, AND THE RUN INTO TURN 3 !
 - SATURDAY, SEPTEMBER 3rd & SUNDAY, SEPTEMBER 4th, 2005
 - TWO DAYS OF THE WORLDS FASTEST SPORTSCARS !
 - DETAILS IN THE JULY ISSUE OF FIFTH GEAR

LeMans at Mosport

Mosport's biggest weekend of the year features the American Le Mans Series. The Labour Day Grand Prix, scheduled for September 2-4, features the only Canadian stop in the prestigious American Le Mans Series (ALMS) for exotic prototype and GT sports cars. This world-class field of drivers and cars, highlight pure racing skill and leading edge technology. Coupled with the SPEED World Challenge GT and Touring championships, this is major league racing at it's best. See the next generation of stars as Marco Andretti and Graham Rahal race in the open-wheel Star Mazda Series. Also on the schedule is the Honda/Michelin Challenge, Ontario Touring Cars, Cup LitesF1200. "For The Fans" is the theme of the weekend, consisting of autograph sessions, infield activities, an outdoor expo & marketplace and more.



TAC EVENTS CALENDAR 2005

| <u>DATES</u> | <u>CATEGORY</u> | <u>EVENT/LOCATION</u> | <u>ORGANIZING CLUB</u> |
|--------------------|-----------------|---|------------------------|
| JUNE 2005 | | | |
| 11 | IRL | Texas Motor Speedway, Fort Worth | |
| 11 | Solo-II Series | CASC-OR Mobil 1 Autoslalom Series; Mosport DDT | OMSC |
| 12 | Formula-1 | Canadian Grand Prix, Montreal | |
| 13 | Mini-Rally | Mini Rally | MLRC |
| 15 | Meeting | TAC Monthly Club Meeting, Miami Restaurant | ☞ TAC |
| 16 | Contract | Contract Rally for CFI | ☞ TAC |
| 17-19 | WRC | Acropolis Rally, Greece | |
| 18 | Rally-OPRC | Black Bear Rally | MLRC |
| 18 | Solo-I | Solo-I Event #3; Mosport Driver Development Track | OMSC |
| 18-19 | Race | Mosport Fathers' Day 500 | Mosport |
| 19 | CART | Grand Prix of Portland, Portland OR | |
| 19 | Solo-I | Solo-I Event #4 Mosport Driver Development Track | OMSC |
| 19 | Formula-1 | US Grand Prix, Indianapolis | |
| 22 | Ralliette | Ralliette Series Event #3, #400 Service Centre North | ☞ TAC |
| 23-25 | RA ProRally | Pikes Peak Int'l Hillclimb, Colorado Springs (CO) | |
| 25 | IRL | Richmond Intl. Raceway, Richmond VA | |
| 26 | Solo-II Series | CASC-OR Mobil 1 Autoslalom Series; Woodstock | WOSCA |
| 26 | CART | Cleveland Grand Prix | |
| | Race | LeMans 24 Hours | |
| JULY 2005 | | | |
| 1-2 | Rally-CRC | Rallye Baie des Chaleurs, New Richmond QC | CRAB |
| 3 | IRL | Kansas Speedway, Kansas City | |
| 3 | Formula-1 | French Grand Prix, Magny-Cours, Tentative | |
| 8-10 | WRC | Rally Argentina, Argentina | |
| 10 | CART | Toronto Molson Indy | |
| 10 | Formula-1 | British Grand Prix, Silverstone | |
| 10 | Solo-II Series | CASC-OR Mobil 1 Autoslalom Series; TBA | PMSC |
| 11 | Mini-Rally | Mini Rally | MLRC |
| 16 | IRL | Nashville Superspeedway, TN | |
| 16-17 | Regional Race | Trillium Trophy, CASC RACE #4-Shannonville | DAC |
| 16 | Rally-ORRC | Automapic Rally | KWRC |
| 17 | CART | Molson Indy Edmonton, City Centre Airport | |
| 17 | Solo-II Series | CASC-OR Mobil 1 Autoslalom Series; Oakville | COMP |
| 20 | Meeting | TAC Monthly Club Meeting, Miami Restaurant | ☞ TAC |
| 23 | Solo-I | Solo-I Event #5; Toronto Motorsports Park | COMP |
| 24 | IRL | The Milwaukee Mile, West Allis WI | |
| 24 | Solo-I | Solo-I Event #6 ; Toronto Motorsports Park | COMP |
| 24 | Formula-1 | German Grand Prix, Hockenheim | |
| 27 | Ralliette | Ralliette Series Event #4, #401 West Service Centre | ☞ TAC |
| 29-30 | RA ProRally | Maine Forest, Rumford (ME) | |
| 30 | Solo-II Series | CASC-OR Mobil 1 Autoslalom Series; TBA | ☞ TAC |
| 31 | Formula-1 | Hungarian Grand Prix, Hungaroring | |
| 31 | IRL | Michigan Indy 400, Michigan Intl Speedway, Brooklyn MI | |
| 31 | CART | San Jose Street Course, California | |
| AUGUST 2005 | | | |
| 5-7 | WRC | Neste Rally, Finland | |

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

Life Member Alex Ling

Alex Ling is greeted by president Rob McAuley at the May club meeting. Alex gave us all a wonderful account of his many years as a champion of Business Improvement Areas (BIA), particularly that of the Bloor West Village for which he was a founder and president.



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V.P.'s Report

June, 2005

Membership

As of June 6, we have 194 current members, including 122 Primary members. This is a new record, and some memberships are still coming in! Some Life Members may not be in the database.

Web Site

The 2005 Ralliette schedule and results have been added. The Ralliette registration has been added. Other schedules will also be updated soon. We're going to look at some canned website development software that will allow event organizer's to post their report directly to the web.

Message Forum

It's still pretty quiet. There's now a link on our homepage to the forum.

Sponsorship/Advertising

Most of the advertisers have signed on. Just a couple more to chase down.

Rally

My new career in Rally is progressing. Last week, I did another TAC Ralliette, and then on Saturday I entered the Discover Ontario Rally presented by TAC, which is part of the Ontario Road Rally Championship.

The Ralliette went OK. I had picked up a fluorescent work light from Princess Auto for \$8.44, and a 2' x 4' fibreboard from Home Depot for something like \$2.46. Then I cut the fibre board to about 24" x 15", and made a bracket for the light out of pipe strapping for a few pennies, in about 15 minutes. So it's a true "ghetto" rally map board, despite the current lack of duct tape. We found that it was still too bright, and would reflect off the inside windows. This made right hand turns difficult to see, so I would have to remind Sheryl, "Right Turn....RIGHT TURN!" to get her to turn off the light. I've since picked up another style light that should clip to the board, and provide a single point of light, and uses two AA batteries. Cost: \$4.99. We tried to time

our sections, but that didn't last long. And then we even made a three minute error for the last section, which I still haven't figured out yet.

The Discover Ontario Rally went really well. It was a relief to run a daytime rally. This time, we were able to calculate times for the whole rally. But a math error introduced a 2+ minute early penalty on the 2nd Section. And we had another 1 minute error on the last section. We still finished at around 6.4 minutes in penalties, which I think is all right, considering that was after around 3.5 hours of driving. And it was good enough for second place in the Novice division! The winners came in at 1.1 minutes, so we had no chance at 1st, no matter how good the math was. With 21 teams entered, there was a respectable turnout. It was good to see a bunch of Taccies there.

I think we're starting to get the hang of this. We're tied for 1st in the TAC Ralliette standings, so Sarah and Sue better watch out, we're going to get serious soon! ☺

The next Ralliette is on Wednesday, June 22. If you haven't tried a rally, they are fun, and a good way to get your family involved in autosports.

Sheryl and I also green-crewed the CFI contract rally for Dietmar. This involves running through the rally in search of errors. Well, we didn't even make 250 metres before we made a mistake! I'm not saying it was my navigator's fault, but it wasn't mine! Hehehe! It was kind of funny. It was another nice day to be driving around out in the country.

SoloSprint

The 2005 SoloSprint (Solo 1) Season got off to an awesome start! TAC was the organizing club for the first weekend. Chris Atkins and I volunteered to be organizers. I had Saturday, and Chris had Sunday. We had 77 competitors on Saturday, not counting five no-shows, and an impressive,

V.P.'s Report

June, 2005

original Shelby Cobra that broke in the paddock. Right while I was talking to the driver! D'oh! That number of competitors is a recent record for SoloSprint, and it took its toll on the people working on the pre-grid for the first session. The upside was that there was plenty of time for practice. I made announcements several times over the P.A. to urge people to take advantage of over two hours of open track time.

Once things got underway, it went pretty well. There were the usual number of yellow flags in the first session, but things settled down later. One person learned the hard way to stay away from his car's cooling system when its hot! And there was minor damage to just one car due to a hard off in the last session of the day. I have to confess, since this particular competitor is in my class, my concern for him and his car was somewhat overshadowed by a warm fuzzy feeling knowing that I wouldn't have to compete against him the nest day!

At the suggestion of John Pacynski, I put the P.A. system to use throughout the competition. I think this was in part to test reaction in preparation for the SoloSprint Nationals in September. This was a last minute thought, and I wasn't prepared, but it seemed to go over pretty well. I hope other clubs do the same thing over the rest of the season.

The competition was followed by our BBQ. A lot of thanks go out to Sheryl Graham for making a special trip to Shannonville just to bring the food and help out. Thanks, honey! And after my air mattress sprung a leak Friday night, I certainly appreciated having her bring her mattress. Although, pumping it up by hand was the best workout I've had in weeks (mine has a built in electric pump). The highlight of the BBQ may have been the enormous Bronto-burgers that we picked up from Costco. When I got home, I weighed one of them at 300g, well over a half pound! Needless to say, not too many people went for seconds at this BBQ! Especially since

we also had Italian sausage and seasoned pork skewers.

We don't have club standing after the first two events, but I'm sure TAC was well represented, and I think we'll be on top! And at least for now, Chris Atkins is representing TAC well by holding the top overall position at the end of the weekend! Organizing has its perks, doesn't it Chris?

Road Racing

It was great to see TAC doing very well in road racing. I think Taccies were in the four top teams in the Sundowner race at Mosport. That was a great show, way to go guys!

And Andrew Wojteczko looked real fast in his Porsche in the Touring GT series. I look forward to seeing a string of victories from Andrew, Andy, and the rest of the team. Congratulations on being so fast in your first race with the car!

Marshalling

I've marshalled at a couple of events now. I've attached a separate report on the marshalling school. If you're interested, just talk to the folks at Motorsport Marshalling Services, and you too can be dodging cars and debris trackside! Just kidding. Mostly.

Club Meeting

The next club meeting is May 18. For those new members who still have questions about their sport of choice, please feel free to come out and we'll have some Q&A for you.

See you at the track!

Toronto Autosport Club presents the 2005

Ralliette Series

A six event navigational series specifically designed to introduce the sport of Time/Speed/Distance rallying. Any street legal car, sport-ute or light truck can be used - no special equipment or preparation is required. All you need are pens, pencils, paper, clipboard, digital watch - and a light for the navigator to read the route book by.

The series runs in the evening on the fourth Wednesday of the month.
There are two start locations:

North – the Petrocan centre on Hwy 400 northbound north of Major Mackenzie Dr.
West – the Shell / Mississauga travel centre on Hwy 401 eastbound between Winston Churchill Dr and Mississauga Rd.

April, June and August will start from the North location.
May, July and September will start from the West location.

| <u>Dates and Start</u> | | |
|------------------------|---|---|
| April 27 | N | <ul style="list-style-type: none">• Registration Wednesdays at 7:00 pm, first car away at 8:01 pm. First car will finish at about 10:00 – 10:20 pm• Ralliette distance is typically 100 – 125 km• Three classes – Beginner, Intermediate and Expert• Trophies for Driver and Navigator for 1st and 2nd place Beginner, 1st place Intermediate and 1st Expert• Six events in the series – your best four finishes count towards the year end championship awards |
| May 25 | W | |
| June 22 | N | |
| July 27 | W | |
| Aug. 24 | N | |
| Sept. 28 | W | |

| | | |
|---|--|---|
| Dietmar Seelenmayer 416-250-7082 dietmar.s@sympatico.ca | CONTACTS: www.torontoautosportclub.ca | Russ Harding 416-259-1809 vicepresident@torontoautosportclub.ca |
|---|--|---|



| <u>Registration Fee</u> |
|--|
| Per event entry fee is \$25.00 per team, TAC members \$20.00 per team |

The Toronto Autosport Club Ralliette Series Results for May 2005

Thanks to everyone for attending the May Ralliette.

Codes: Class E = expert I = Intermediate B = beginner e = early m = missed or maximum lateness.

| Car# | Driver | Club | Navigator | Club | Class | CP1 | CP2 | CP3 | CP4 | CP5 | CP6 | CP7 | CP8 | Fin | Tot | Pos |
|------|-----------------|------|--------------------|------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| 1 | Susan McAuley | TAC | Sarah McAuley | TAC | B | 0 | 0 | 0 | .3 | 3.4 | .7 | .2 | 0 | 1 | 5.6 | 1B |
| 2 | Russ Harding | TAC | Sheryl Graham | TAC | B | 0 | 0 | 3 | .3 | .8 | .2 | .1e | 2e | 3e | 9.5 | 2B |
| 9 | Sean Smith | | Lisa Mc Combie | | B | 2e | 0 | 3 | .2 | 2.9 | .1 | 0 | 0 | 5e | 13.2 | 3B |
| 5 | Andrei Glotov | | Natalia Glotova | | B | 1e | 0 | 2e | .6 | .5 | .4 | .3 | 8 | 5m | 17.8 | 4B |
| 8 | Paul Emmerson | TAC | Cheryl Emmerson | TAC | I | 1E | 0 | 1 | .1 | 1.1 | .1 | .1 | 0 | 1e | 4.4 | 1I |
| 2 | Garth Thompson | MLRC | Mathew Thompson | MLRC | I | 1e | 0 | 8 | 8 | 5m | 5m | .5 | 1 | 2e | 30.5 | 2I |
| 3 | Niels Jensen Sr | TAC | Niels Jensen | TAC | E | 1 | 0 | 5m | .2 | 1 | .2 | .3e | 3e | 2 | 12.7 | 1E |
| 8 | AA Roberson | MLRC | Alasdair Robertson | MLRC | E | 0 | 0 | 8 | 8 | 5m | 8 | 8 | 8 | 5m | 50 | 2E |
| 7 | Peter Fenwick | TAC | John Charles | TAC | E | 0 | 0 | 8 | 8 | 8 | 8 | 8 | 8 | 5m | 53 | 3E |

We are using the ralliette scoring system, where the maximum lateness at a control is 5 minutes and the penalty for a missed control is 8 points.

Checkpoint 2 was not placed so everyone scored 0.

Thanks go to Kurt Seelenmayer for organizing this month's event last year, this was the September 2004 event. Interestingly some expert did better last year. Practice makes what?

I wish to thank the checkpoint workers: Nick, Ingrid, Heidi and Timothy Beck, Ian McRae, and Scott Merrithew. Thanks also to Bick and Ingrid for helping with the scoring.

Next event is at **the Petrocan service Centre on Hwy 400 Northbound, north of Major Mackenzie**, on June 22, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2005 Ralliette Series Standings

x = ignore best 4 of 6 count

| Beginner Driver | | April | May | June | July | Aug | Sep | Total |
|-------------------------------|------|--------------|------------|-------------|-------------|------------|------------|--------------|
| | | | | | | | | |
| Susan McAuley | TAC | 9 | 10 | | | | | 19 |
| Russ Harding | TAC | 10 | 9 | | | | | 19 |
| Sean Smith | | | 8 | | | | | 8 |
| Mike deBruin | | 8 | | | | | | 8 |
| Andrei Glotov | | | 7 | | | | | 7 |
| | | | | | | | | |
| Beginner Navigator | | | | | | | | |
| | | | | | | | | |
| Sarah MsAuley | TAC | 9 | 10 | | | | | 19 |
| Sheryl Graham | TAC | 10 | 9 | | | | | 19 |
| Lisa McCombie | | | 8 | | | | | 8 |
| Paul Driesen | | 8 | | | | | | 8 |
| Natalia Glotova | | | 7 | | | | | 7 |
| | | | | | | | | |
| Intermediate Driver | | | | | | | | |
| | | | | | | | | |
| Garth Thompson | MLRC | 10 | 9 | | | | | 19 |
| Paul Emmerson | TAC | | 10 | | | | | 10 |
| | | | | | | | | |
| Intermediate Navigator | | | | | | | | |
| | | | | | | | | |
| Matthew Thompson | | 10 | 9 | | | | | 19 |
| Cheryl Emmerson | TAC | | 10 | | | | | 10 |
| | | | | | | | | |
| Expert Driver | | | | | | | | |
| | | | | | | | | |
| Sandy Robertson | MLRC | 10 | 9 | | | | | 19 |
| Peter Fenwick | TAC | 9 | 8 | | | | | 17 |
| Niels Jensen Sr | TAC | 7 | 10 | | | | | 17 |
| Ed Richardson | MLRC | 8 | | | | | | 8 |
| | | | | | | | | |
| Expert Navigator | | | | | | | | |
| | | | | | | | | |
| Alasdair Robertson | MLRC | 10 | 9 | | | | | 19 |
| John Charles | TAC | 9 | 8 | | | | | 17 |
| Niels Jensen Jr | TAC | 7 | 10 | | | | | 17 |
| Eric Richardson | MLRC | 8 | | | | | | 8 |

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From The Archives ...

What a long, strange trip it's been. Some history that caught my attention this month ...

.....

In last months' 'From the Archives' column I reviewed our clubs' participation in the founding of Mosport. The DKW Owners Club were initial shareholders, and so we TACcies have a legitimate claim to having been in on the ground floor.

A little something that HADA, MLRC, and most other clubs can't lay claim to.

I could recount the ups, downs, and sideways of those original shares, but that would turn this issue of Fifth Gear into a 100 page Shareholders Explanation, with the final number on the final page being a great big 'ZERO'. Believe me; many clubs – and many individuals – wandered deeply into the legal maze in an attempt to recoup their original investments; to my knowledge, none were ever successful.

And several were bankrupted by their efforts.

Nevertheless, we have all benefited from the presence of Mosport, Canada's finest race facility: less than an hour from Toronto; the first home for the Canadian Grand Prix; the pivotal point in the development of the Can-Am, Trans-Am, and Formula 5000 series.

The track where Bill Brack, Francis Bradley, Horst Kroll, Ludwig Heimrath, Richard Spenard, Gilles Villeneuve, Scott Goodyear, Ron Fellows, Paul Tracy and many, many others learned their craft and took the Canadian flag to podiums around the world.

The track where the first racing school in North America was established, by my friend Gary Magwood – who was also the first driver to represent Canada in an overseas series (British Formula Ford).

A truly special place, just coming up on 45 years as the heart of Canadian road-racing.

And the only Canadian venue for the Le Mans cars running in the ALMS, the ultimate sportscar racing series in the world today.

Which is the link from the past to the present for our **GREAT BIG TRACK EVENT !**

To celebrate our 50th Anniversary, TAC has arranged with Mosport to have a private, reserved area set aside just for us at the 2005 Mosport Grand Prix event this September.

Located high on the infield hill that lies between the bottom of Corner 2 and the entry to Corner 3, this is one of Mosports' best viewing spots. Not only can you see the cars completing Corner 1, you can gauge the passing attempts being set up at the blind brow that is at the top of Corner 2. Then you can watch the success – or failure – of the attempt, and see how the cars are positioned going into Corner 3; the entry of which is another very popular passing point.

TAC will have its very own compound here, and our Club tents will provide shade. Heck, we'll even have our very own TAC Porta-Potty! This is going to be a first-class track weekend, and you should be clearing your daytimer now...

Pricing will celebrate our anniversary by being deeply discounted, and there is a movement afoot to have some of the best track food in the world cooked in our compound, by our fellow TACcies.

The fastest sportscars in the world will be racing, and we'll be looking at the best part of the track. A fitting celebration indeed !!

Those of you who attended the May Monthly Meeting no doubt enjoyed the evergreen memories of Alex Ling, a key figure in the history of our Club.

If you weren't there, I suspect you'll have another chance to meet Alex at the ALMS weekend in September. And for sure he'll be at our Gala Christmas Banquet at the end of the year.

TAC has a rich history, and this is our year for Celebration – come on out and be part of our next 50 years!



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the Soapbox Derby

by Malcolm Elston

Our return to motorsport!

Having missed last years' Solo 1 season, and having to put up with nothing more than a dozen or so track days with students in '04, I was especially anxious to rejoin the fray in '05. And since TAC was presenting the season opening event...

Getting Gail's new Saab 92x Aero track-ready was one challenge, but I would also have the opportunity to co-drive an '87 BMW 535i as part of our team preparation for Targa Newfoundland this September. Sweet.

Gail took possession of her new car just before Christmas, and I found her a very rare beast indeed. One of only five brought into Canada without a sunroof, the car has a more aerodynamic set of front fenders and the nose is smoother, plus the hood scoop is a tad more refined when compared to its WRX stablemates. Add to that the value of the Kammback hatch design, and the car should be a little more slippery – especially because there are no roof racks !

At its core, the car is nothing more than a re-badged Subaru WRX (227hp, turbo'd and intercooled), but to meet the Saab standards the car has been fitted with the STi dashboard, steering rack, and Saab-modified WRX shocks. Hence, the birth of the Saabaru.

Delivered with 215/45 R17 B'stone summer tires, we retro-fitted 205/55

R16 Toyo Snow-Prox for winter driving, but needed a track tire for the Solo Sprint Series. Moving outside the usual box of Toyo, Hoosier, and Yokohama choices, the decision to run on Pirelli P-Zero Corsa R-Compound tires was an insiders tip from John Mahler, the tire guru of the Wheels section of the Toronto Star.

John says these are the stickiest R-compounds; who are we to argue?

Mounted on a set of 15.2lb Fast Nikken wheels, Gail has the rubber and the unsprung weight to be competitive with the other stock vehicles in her class.

The catchy Rabbit Graphics were designed by one of Gail's staff, and executed by Robert Snaglewski of 3M Trim Line in Newmarket (905) 853-8445.

Certainly Gail enjoyed the car on the Pro and Fabi circuits at Shannonville over the May 28 / 29 weekend; no 'moments', and nothing but good times.

Happy wife, happy life. As the Chinese reputedly say...

Brian Crockatt and Gail are going to run the Targa Newfoundland this September, and our original team plan to use Brian's immaculately restored 1967 Alfa Romeo Spider (think Dustin Hoffman in 'The Graduate') was scuppered by the fact that we simply could not fit roll-over protection without seriously affecting the cars' original structure.

So Brian grabbed a unique opportunity to buy an '87 BMW 535i. Modified to the extent of having an engine chip (good for some 230hp), a cat-back exhaust, and carrying a set of E30 (ie M5) brakes.

This was the car that Brian and I shook out at the first Solo Sprint event at Shannonville a couple of weeks ago while Gail was exercising her new White Rabbit racer.

Given the luxury leather, upgraded stereo, and the 247,000 kms on the clock, I was not expecting much in the way of performance. We were there to wring the car out, and to get his driving chops back up to snuff before the Big Rock.

It took me a while to come to terms with the lean angles (totally stock suspension), but by Sunday I was getting really impressed with the boat. Brake fade was not an issue at all (amazingly!) and the Yokohama Avis H4 tires were performing 'way better than I had expected. So I kept on pushing her, and she was whimper-free; I'm almost ready to join Christian and Rob as worshippers at the holy shrine of the blue-and-white propeller !

To continue our team effort at being prepared for the Targa, Gail and Brian will continue to run in selected Ralliette, Mini-Rally, and ORRC events. Plus, you can count on seeing Brian and I out at least one other Solo Sprint event, plus we are eyeballing some of the Solo 2 Series events.

Big, Bronze, and BMW. Don't miss us!

I put my '66 Cooper S Mini back on the road last month – after leaving it in the garage since September of '03 – and I've been laughing ever since. Back in '03, there were a few 'New Minis' on the road; now there are scores of them (at least here in North Toronto) and the double-takes my little green car gets are priceless.

If you want to define a 'Mini', don't let a new one get close to an 'old' one. There is a serious size difference, and 'New Mini' owners are ill-prepared for the comparison.

Smart Car drivers, on the other hand, are pleased to see something the same width ! They wave, smile and are helping the environment just as much as I am...

Sundown Grand Prix

Congratulations to Chris Sorensen, Nick Majors and Tony McGrath (right) who took Chris's BMW 328is (below) to a win in Class C and third overall at the Sundown Grand Prix at Mosport on May 22. This was a 3-hour endurance race.



Debut

Gail Walker in her Saabaru. (Read the story in the Soapbox Derby)



“Weee’re Baaack!”

After 10 years of retirement, I decided I would like to start to rally again. How would you like to have a spouse that says that they want to drive fast down deserted roads, get lost in deserted counties and basically “tell you where to GO!”

Now I have always said that luck plays a big role in our finishes, but if you follow along you will realize how much! On a great Wednesday evening in May we ventured out to try a Ralliette. Now I have to share with you a few factors in our lucky run.

- We are driving our new to us (3 week old car), a 1995 Sentra. Have we found all the kinks in it? The clutch and brakes are a little different.
- Paul installs the terratrip, but does the navigator (myself) get a chance to try it out beforehand. “No!” At the beginning of the rally, I comment on “which button do I press to get it started?”
- You have to know the navigator has very few mathematical skills and not extremely logical when it comes to numbers.
- Two children are riding along with us for the first time. Taylor, our son is 11 and Blair, our daughter is 9. They brought enough toys, books, colouring, and food to last for a two-week road trip!

So anyways we arrive at the start which just happens to be around the corner from our house. Isn’t this convenient! After getting registered, there was a meeting so Dietmar could “tell us where to GO!” and off we went. Well, can you imagine being in a parking lot you have been a million times, but we went the wrong way and couldn’t find the exit from the parking lot. “OH, no!”



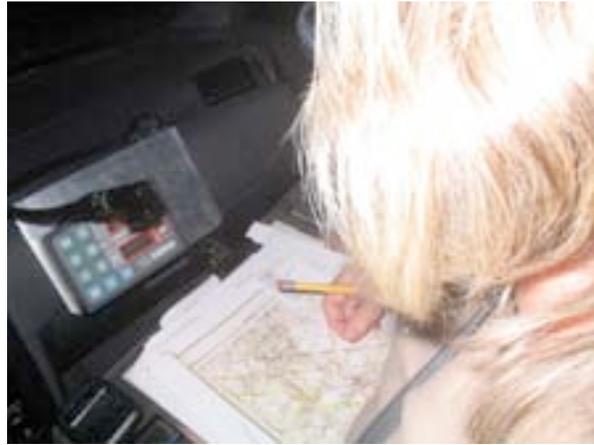
I looked at the instructions after finally finding the button to make the terratrip go on. It was all maps. Okay I like maps but “OOPS I forgot to tell you another factor”. I am 10 years older and my eyesight is not as clear as it used to be. Thank goodness I had Paul put in the magnifying glass before I left. The ODO check needed to be reviewed as to “what button do I press on the calculator”. I have all these wonderful formulas on my lapboard. I kept looking at section two and three and said “Ohoh” to myself

quietly. With my trusted magnifying glass, the scissors to cut out the timing on the back sheet and the tape to attach to the appropriate page and a highlighter, we got through section two.

Kurt and Dietmar’s “maplips” were confounding for a while, especially with bumpy roads, lovely scenery and “we haven’t seen a checkpoint lately “(we knew there was going to be a missing checkpoint). I have a wonderful driver who has great eyes and is a great mathematician; maybe that is why we are a great team. We actually had to stop and work it out together. I had trouble even with the magnifying glass seeing some intersections. I guess I need a real magnifying glass not the plastic one from the kid’s science kit! Great roads! The kids are squealing in the back seat! Each corner, bump or down hill they yelled their approval. We finally reached the third checkpoint down a hill, bending to the left. As we waited for Paul to arrive back from checking in, the rest of us exclaimed, “what’s that smell!” Something was burning or awful hot! It was the brakes! Then I went to change the odometer to the correct distance, it stopped working. The odometer probe mounted in the rear wheel had gotten so hot, now the odo didn’t work. Oh well, it is only maps. I hoped there would not be any “run-ons”. Would Dietmar and Kurt do that? No? Yes! Okay, continue on.

We did have a little excitement. Do you remember that checkpoint at the bottom of the curvy hill; there is a 90-degree left? The driver did remember this and was scurrying down the hill. A little too fast brought lots and lots and lots of brakes and the navigator screaming “LEFT” that finally the car heard and left the navigator in her chair, not in the ditch.

The children were great and finally near the end started falling asleep in this bumpy, loud, dusty car. Can you imagine? Once we left another



checkpoint, I thought to myself if that last checkpoint is not placed I am going to have to calculate from this checkpoint. “Now, how do you do that again?” So we are flying through the last section until we tried to get onto the 401 and I can’t figure out, using the maps, how to get to the entrance. That area has changed so drastically over the past few years. “Hey great, now I don’t have to figure out the time in, cause we are now late!” By this time I have used up all the pens, pencils, highlighters in my case (that my driver checked to see if they worked). Yes, they did make one line and then promptly dried up! Remember they are ten years old! The children have given me some they have brought. The children did awesome! Not one complaint and thank goodness they didn’t have to go to the bathroom. They keep asking every Wednesday is this Railliette night?

So do you think we were lucky? You didn’t hear the end of the story. The kids and I made our way home and Paul stayed to see how our first (ad)venture went. We ran Intermediate because that was where we were classified years ago and we don’t run with a computer or (at the moment) programmable calculator. Sometimes I think we can do better with just calling the speed changes, because my driver DOES listen when I tell him where to GO!



Paul came home with not only first Intermediate, but since some of the Experts had difficulties, we had a better score than all of them using expert instructions. Now do you think there were little horseshoes up our tailpipe?

Thanks to Dietmar and Kurt for designing a rally I could actually navigate through. Thanks to the checkpoints who traversed those dusty roads and wonderful scenery to sit and wait for us! And thanks for our fellow competitors who were following us or in front of us waiting to see which way we were going to turn (blinker right, blinker left, maybe try four way flashers!). If you really realized whom you were actually waiting for, you may think twice next time because we more than likely will be in the same predicament as you!

Ps. Timothy Beck was at the checkpoint reading his book when he saw a Blue Honda Civic (like our old car). He sat up, all excited because now he will see “the Emmersons”. Ingrid turned to him and said “Paul and Cheryl just left! They have a new car.

I guess we will have to honk the next time through!

Cheryl, Paul, Taylor and Blair Emmerson

Marshalling School Report

So, Sheryl and myself took the Marshalling School this past weekend (May 14 & 15). Cost: \$10 payable on site, and this includes your CASC-OR Marshal license. Registering for the class was easily done online at <http://www.motorsportmarshalling.on.ca/>.

The main preparation for the school was simply getting the appropriate clothing. They prefer marshals to be dressed in white. Like most, I didn't want to spend much money until I had experienced more about the job. So I thought to myself, where can I find Don Johnson's old Miami Vice wardrobe? Or, failing that, a pair of white coveralls would be good, though I did not hold out much hope for that. I checked at Goodwill. Nope, nothing much there. Then I checked the Salvation Army Thrift store. Much larger selection than the Goodwill store. And I was amazed to find a pair of men's large white coveralls! And they looked like they had been worn maybe once. And to top it off, they had an embroidered emblem for the "Cutler-Hammer 200" on the back! So they were probably meant to be worn by a Marshal! But what's the Cutler-Hammer 200? Is that an oval track race?

The other item of clothing to get was a rain suit. Mosport has its own weather cell, so you always have to come prepared for anything. And the forecast was for a fair bit of rain. They don't want yellow, which is my premier breathable rain jacket, and preferred us not to wear green (my old motorcycle rain jacket), and also preferred no black (my current cheap-so-I-don't-care-if-it-gets-dirty rain jacket). I found a two piece clear rain suit at Canadian Tire. It's textured, so it's not really clear, more like translucent, and looks like it could pass for white from a distance. Oh yeah, the cost of these items was \$10 for the coveralls and \$10 for the rain suit. So \$30 for a weekend of unique experiences. Plenty of bang for the buck!

The class was being held at Mosport. It's 107km from my residence near Park Lawn and Lakeshore. Driving responsibly, it takes about 1hour & 15 minutes. I could tell Sheryl was amped up about this. I've been racing for a while, and worked a long time ago at a Formula race in the streets of Hamilton. But she had never even been to a race track prior to last week. And that was just the Solo 1 school at the Driver Development Track.

The first thing to do was go to the Registration Building. This is located out on the street between Entrances 2 & 3. There were a couple marshals there to direct us where to go. We signed our lives away, and got our Trackside wristbands. We also got to enter into a Worker's draw. They had five or six prizes, and you got to choose which prize you wanted to have a chance at. I thought this was a great idea (I have five phones already, I surely don't need another one!). We were then directed to enter via Entrance 3, and park on the right about 100 feet past the tunnel.

The school starts at the Marshal's "Chalet". As an avid skier, I have seen many styles and configurations of chalets. Most of them were high-ceiling timber construction. Some have granite counters and stall walls in the washrooms. And I've seen others that were not so fancy. But calling this portable classroom a "chalet" was an application of the term that was new to me! They had coffee ready for us, but with only the powdered artificial whitener that may as well have been concrete mix...I steeled myself for roughing it.

There were a good number of women in the class. Some had their significant other in the class as well, and others had SOs as competitors. I'm told that over half of the licensed marshals are women! The students and marshals are of all ages, also. The youngest are 16 and need to have a parental consent form signed. And as long as you are fit enough to jump the wall and do the job, the upper age is unlimited.

They proceeded through describing the function of marshals, and the priorities they have to consider. There are positions for flaggers, blue flaggers, safety, communications, and crew captains. There is a separate clinic on phone operation before we can act as communicators. They discussed the minimum gear we needed to have (whistle, leather-palm gloves, and safety scissors). We looked at several videos of crashes, spins, and fires, noting various good and bad actions by both the marshals and competitors.

Marshalling School Report

All the while, we can hear the roar of the cars racing on the track. We went out of the classroom and went to turn 9, where our instructor assured us there would always be a spin when she had students present. After a short time with no action, she expressed concern that her action streak would be broken, and then a formula car spun as if on cue! Her streak lives on!

During a break in the racing at lunch time, we all piled into a few minivans, and took an authorized slow speed on-track tour of the course. Many of the students had never seen Mosport from that angle, so that was a bit of a thrill for some.

When we got back to the “chalet”, a firefighter went through a presentation of basic fire analysis and extinguishing techniques. They would have had a demonstration later in the afternoon, where each of us would have put out a fire, but they were low on extinguishers. Maybe next time. We were served a complementary basic lunch and given a short break time. Then there was some discussion of flags. After that we proceeded to tour through the Race Control facility, timing areas, and control tower. I was surprised at how busy these people are, and yet still have time to joke around. We toured through the paddock area, and looked at some of the cars. We discussed the location and usage of the kill switch and the on-board extinguishing systems. We had some more classroom instruction, and then we were finished around 4:30. By this time it had started raining lightly. There was a BBQ for competitors and workers around 5:30, followed by the prize draws. Many people were camping at the track, but since we had plans for Saturday night, we decided to pass on the BBQ and head back to Toronto.

Day 2 of the school was going to be spent mostly trackside. We had to attend the morning Marshal’s meeting, so we were asked to be at the track around 7:15-7:30am. Getting up at 5:30am, after getting home at 1:30am, is something I always look forward to! We retained our wristbands from the previous day, so we went straight to the chalet. We had some extra time, so we took advantage of the coupons we had been given for a free coffee and free

McMosport breakfast sandwich (which actually tasted all right). The 15 minute meeting got underway about 7:50. After that, we were assigned to a few different corners, and proceeded out to our assignments. I was assigned to turn 3, or “Quebec Corner”. I rotated through four positions: flagging (both yellow and others), safety towards turn 2, safety towards turn 4, and the comm (communications) stand, where I listened in on all the marshal’s comm traffic. I can see why they want you to have 15 events completed before you are “qualified” and they hand you a position to fill on your own. And a minimum of 30 events (with the odd slight exception) before you can go to an Indy or F1. I won’t go into the details, other than to say it’s a great place to watch the races, the weather was nice, the people were nice, lunch was served trackside, and I was glad we were posted at a corner that had washroom facilities, although I heard that many of the other marshals use the woods when nature calls. And there are a lot of hand signals to learn. And the gopher who’d made her home beside the track decided against trying to cross the track and dodge traffic! Where’s Bill Murray when you need him?

So, now I can book myself for marshalling online at the MMS website. They have a comprehensive calendar of events there as well. I learned that the marshals get paid for fun events, but that you need to have at least five unpaid events before you can apply for the paid assignments. Also, these events, which are not sanctioned races, do not count as qualifying events.

If you can not race, but would like to get involved with the sport, marshalling is a great way to do it. Another way is Race Timing, but that will have to wait for a while, until I get this marshalling all figured out.

Russ Harding

TAC CLUB MEETING – APRIL 20TH, 2005

The meeting was called to order at 8:00 p.m.

VICE PRESIDENT'S REPORT

Club members at present – 182, compared to 164 at the end of 2004. 23 members were signed up at the Solo Open House. The website is being upgraded and includes a forum. Russ will email TAC members a clickable link pointing to the forum to publicise it. Chris Sorensen suggested getting professional help to upgrade the website. Russ will followup on this. Russ mentioned a cross promotion with the High Park Ski Club of which he is a member. An ad for their FITS night is in 5th Gear. Russ will be manning a table. All TAC members are invited. He has also contacted Adam Allen of “Sports Car Revolution” to provide some articles for 5th Gear.

COMPETITION DIRECTOR'S REPORT

- Ice Racing – The Kinsmen are going to charge more for 2006. Entry fees may have to go up.
- Rally – Kurt & Dietmaar won Expert class in the Spring Runoff Rally. The next ORRC event is the Blossom Rally, May 14th.
- 1st Ralliette of the season is April 27th. Checkpoint crews needed.
- Dietmaar is organizing a contract rally for the CFI group June 16th. Checkpoint crews needed.
- Mr. Gurdip Thethi, present of the the Guru Nanak Committee was at tonight's meeting. The 2005 Guru Nanak rally will be on July 31st. Dietmaar will coordinate organizing this.
- RSO AGM – There were 33 people present, with 174 total votes. Rich missed being elected President by 3 votes.. The RSO board members are all MLRC members. The RSO is committed to encouraging entry level events.
- Solo 2 – an organiser is needed for TAC's Regional event in July. Chris Sorensen mentioned that a new licence – Grade “D” - may be implemented for 2006 events.
- Solo 1 – The school May 7 & 8 is full. A director from Yokohama Tire will attend as a guest. TAC's event is May 28 & 29. an organizer is needed. Russ was asked to book the track for Friday night lapping. Chris reported that 50 competition licences were sold at the Open House. Total person days for 2005

already ahead of 2004. No work has started on the modifications at Toronto Motorsport Park. Paving has not started at Calabogie. The first National Solo Championships will be held Sept. 10 & 11. There are already 40 entrants. HADA has booked the track Sept. 9th for lapping. Toyo Tire has a tire deal again. Check the CASC site.

TREASURER'S REPORT

There is \$5088.85 in the current account, with about \$3000 in receivables to come in. The term deposit has about \$20000. The 50th Anniversary celebrations at the Royal York will cost about \$8000.

PRESIDENT'S REPORT

Rob has stepped down as chair of the CASC Technical Committee. TAC members can register for events, request car numbers, etc. on the CASC “Members Only” area on the CASC website. ASN is exploring getting an insurance rider to cover competitors at track events.

NEW BUSINESS

An article in 5th Gear by Malcolm is questioning exactly when the DKW Club started. It may have been 1957, in which case TAC's 50th Anniversary celebrations may be premature. Malcolm to be contacted for clarification. Nick Beck is requesting photographs to be used on the cover of 5th Gear. Anything historical would be appreciated.

ITEMS FOR SALE

Dietmaar has 8 VW 14X6 4X100 wheels for sale. 416 250 7082

Chris Sorensen has a Harman Kardon car stereo system for sale. Includes a 6 CD changer, all harnesses and wiring and speakers. 647 271 4043

ITEMS WANTED

Paul Emmerson is looking for daily driver, no more than \$5000. 905 826 0479

LOONIES IN THE BUS

Won by Michael Netkal

Next meeting – May 18th, 2005

TAC May 18, 2005 General Meeting Minutes

Meeting started at 8:10

Introductions

In addition to the usual members, Paul, Cheryl, Taylor & Blair Emerson were in attendance, as was life-time member Alex Ling, new members Michael Rushton & Albert Ribeiro, and guest Jeff Hagen, RSO VP Performance Rally.

Reports

President reported on the Solo 1 school that had been held on May 7/8. It was fully attended, and all students seemed keen to come out and run additional events in the series.

Vice President reported that we have a record number of members at 191, with 117 primary members and 74 family members. Invoices have been sent to all Fifth Gear advertisers. The web site has seen minor updates, but is in need of a complete refresh. The forum is up and running, but not too busy. He and navigator Cheryl beat the President's wife and daughter in the first ralliette of the season.

Director of Competition reported on the season opening ralliette. There were 16 participants (8 cars), which is a healthy number for this early in the season. Planning is progressing well for the FCI and Guru Nanak contract rallies. Brian Sibbit is organizing our TAC Solo 2 event, and Russ Harding and Chris Atkins are organizing our Solo 1 events on May 28/29. Christian Sorensen reported that Calabogie events for 2005 have been cancelled, with a slight chance that they will proceed when an OMB hearing takes place.

The Treasurer reported that we have a bank balance is \$6086.35. The investment fund balance is \$20466.60, a gain of 1.07% for the last quarter and 4.7% for the last year. There are no outstanding bills to be paid. The club's apparel inventory includes 19 short sleeve Tshirts, 15 long sleeve Tshirts and 20 toques (which we may use if it doesn't warm up soon).

The Social Director reported that we are booked at the Royal York hotel for our end of year party, and planning is underway for our 50th

Anniversary events.

New Business: Malcolm reported that doing a day at the Molson Indy was not feasible. We could not get a box for just Saturday. He has been talking to Mosport about a bulk discount on American LeMans tickets for Labour Day weekend. He was instructed to assume that 40 people would be attending. John Hannaford would be asked to cater the event. Someone attending on Friday should set up the TAC canopy in a prime location - at the top of the hill between turns 2 and 3.

Old Business: Rob Jones noted that the regular meeting minutes have not appeared in Fifth Gear for the previous 2 meetings. John Charles took the minutes at the last meeting. Rob McAuley has requested a copy from John.

Loonies in the Hat \$20 was won by Malcolm.

The meeting was adjourned at 9:30.

A brief discussion took place with Jeff Hagen on the state of Performance Rally.

Alex Ling gave an interesting presentation on Volunteerism, and the formation of the Bloor West Business Improvement Area. He has worked much of his life supporting the formation of BIAs in Toronto. He presented the club with a number of key rings that were created to commemorate the commutative fountain placed in the Bloor West Village.

Alex also talked about the early days of TAC (or Fiat or DKW Owners Club), including its acceptance into the CASC in 1956. He stayed on well after the meeting ended, and entertained the membership.

Rob presented Alex with a 50th Anniversary TAC hat, agreed that Volunteerism is very rewarding, and thanked him for coming out and talking to the group.

The last people left Miami's at 11:00pm.

RSO GROWTH MTG PHASE TWO REPORT

May 16, 2005 Girl Guide Building, Newmarket

Attendance - 17 RSO members attended

Purpose - to review the comments and recommendations of the Growth Meeting held in Peterborough on April 17, 2005 with specific focus on the feasibility and implementation of those recommendations

Procedure - the group considered the recommendations as summarized and ranked by group according to Peter Watt's interpretation. First in each area we considered what RSO is currently doing and determined for each point whether we felt RSO should (1) continue what it has been doing (2) stop what it has been doing or (3) start on a new path of action

Of all points considered there was no recommendation for RSO to stop what it has been doing. All recommendations were to continue or to start on a new path.

Summary

Insurance - It was recognized that vehicle insurance for rallyists is a major concern. RSO has an active committee under Jim Morrow currently working on this issue. RSO will continue to support the committee as much as possible.

Training - current RSO activities include -

Annual RSO Beginner Rally School - it was felt that this is a highly successful and valuable activity that should be continued.

Beginner Level Rallies (Mini Rallies, Ralliettes etc) - these events are felt to be very worthwhile activities run by clubs. The group determined that it is essential to maintain the focus at a level truly suitable for Beginners.

Websites - numerous websites (RSO & RSO clubs) offer good information. A concerted effort should be made to assure that more material is added to assist those who are new to the sport. It was suggested that websites include a section of FAQ's.

A considerable amount of time was spent discussing the topic of mentoring. It was decided that RSO should set up a structured mentoring program to link new rallyists with experienced rallyists. Robin Fleguel volunteered to set up and maintain a database. Ray Felice will oversee the mentoring of performance rallyists while Stephen

Rodger will oversee navigational rallyists.

The group concluded that a much more extensive and formalized training program should be set up for organizers. This would include mentoring, developing manuals and an organizers' school.

Grassroots level performance activities are of the highest importance. All efforts must be made to maintain a good program in RallyCross and to find a way to overcome the current hurdles to RallySprint. Testing days are seen as an excellent opportunity for competitors to test cars and develop driving skills in a low pressure setting.

Marketing

Current RSO marketing initiatives should be continued. These include the preparation and distribution of the annual calendar cards and maintaining a presence at the Toronto Auto Show. It was agreed that RSO should work to secure a higher traffic location. This might be done by sharing the cost of a better booth location with other groups.

Clubs should be encouraged to establish a much higher presence through activities such as mall displays, car shows etc.

A program should be established to educate organizers and competitors in sponsorship search and media access.

An effort should be made to recruit someone with marketing skills to act as a resource for RSO, its clubs and its members.

Event Issues

Entry level activities might be linked with performance events e.g. a brisk TSD event on the closed stage roads of a performance event before or after the performance cars run.

What Next?

The group was unable to consider numerous other issues in one evening,. It was agreed that a Phase Three Growth should be held in a few months.

Report submitted by Ross Wood, RSO Secretary

Committee to Review the CARS By-Laws Request for Submissions

The committee created at the CARS EGM in January requests input from clubs and individuals for possible amendments to the CARS By-laws. All submissions are welcome and will be considered by the committee prior to the creation of its final report to the CARS board. The committee asks that all submissions include some explanation of the purpose of proposed changes in order to speed the review process. Those wishing to make submissions may do so to their regional representative on the committee no later than June 15."

Those wishing to make submissions may contact me by phone at 416-223-3870 or via e-mail at rsobylawrep@rallysport.on.ca

Many thanks, Alasdair Robertson

Our Cover Photo this month is from the DKW Club of America website at <http://www.dkwclub.org/>

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2005 Membership Application

Mail: 2267 Lakeshore Blvd W, Suite 1214,
Toronto, Ontario, M8V 3X2

Email: registrar@torontoautosportclub.ca

Fax: (519)- 893-0423

New or 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 2005 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2004 membership numbers will be reserved until February 1st, 2005.
- All memberships expire December 31.

1st Member _____ Home Phone (____) _____
 Address _____ Bus. Phone (____) _____
 _____ Postal Code _____

First Member _____ email: _____
 2nd (Family) Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____

PAYMENT METHOD:

Cash Cheque VISA or MasterCard # _____

VISA/Mastercard Expiry Date: ____/____/____ Signature _____

Amount: \$50 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 all of your 2005 autosport interests;

- Solo I
- Solo II / Autoslalom
- Ice racing
- Navigational rallying
- Performance rallying
- Road racing
- Karting

Please indicate three areas that you can help with in 2005;

- Solo I / II 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