



Fifth Gear

March



Toronto Autosport Club

2005 EXECUTIVE:

PRESIDENT:	Rob McAuley	(905) 335-3141	president@torontoautosportclub.ca
VICE-PRESIDENT:	Russ Harding		vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford	(416) 590-9495	pclifford@ca.inter.net
SECRETARY:	(position open)		
COMPETITION DIRECTOR:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
SOCIAL DIRECTOR:	Ian MacRae	(416) 466-3229	i.macrae@sympatico.ca

2005 COMPETITION CO-ORDINATORS:

RALLIETTES:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
SOLO-II	(open position)		
KARTING:			

2005 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(open position)		
SOLO I:	Chris Atkins	(905) 627-0681	
MEMBERSHIP:	Russ Harding		registrar@torontoautosportclub.ca
WEBMASTER:	Brooke Jacobs	(416) 256-5900	brooke@brooke.net

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.

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

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



From the President's Desk

Summer is just around the corner! Ice race season is over, and the Solo Open House is coming up on April 3rd. Soon we'll have Ralliettes and Driving Schools and a bunch of fresh new faces at our events.

Anyone interested in Solo 1 or Solo 2 should come out to the Open House at CSC Racing in Newmarket. Not only will CSC be selling things tax free, but you can also work on car classification and Solo registration. It is a great opportunity to see who will be coming out and which cars they'll be running.

I'm hoping to run my new 1995 BMW M3. I finally managed to get it to Toronto after picking it up in Chicago, and almost having it turned back at the border. The customs agent correctly identified it as a "Parts Car", but mistakenly declared the '95 M3 as "Inadmissible". Inadmissible parts cars must have a salvage title. I had a clean title. They wanted me to take the car back to Nevada to get the title changed to Salvage. It turns out that the car is "Admissible with Changes", and a clear title is just fine. No trip to Nevada required!

The car just needs a roll cage and engine, and it will be a great Solo racer. Hopefully it will get on the track in June.

A week before the Mobile 1 Solo Open House, on Easter Saturday, RSO will have their AGM. This year's will be the most exciting in ages, with TAC's Rich Sullivan running for President against Ray Felice, the incumbent. Other candidates are stepping up for almost all RSO BoD positions. I'm hoping that we'll get a BoD that can work together, and get Rally back on a growth track. Numbers have dropped over the past few

years, with fewer clubs and participants.

I am collecting Proxy form from all TAC members. Please look for the RSO AGM Proxy form in this issue, and fax it to either Rich Sullivan, Kurt Seelenmayer, or myself (845-432-0413). If you have any voting preferences, make a note on the form. If faxing is too old fashioned, you can email me at president@torontoautosportclub.ca, with a note saying that I have your proxy vote. Please include your full name, so we can show RSO that you are a TAC member.

The new RSO Board will have to work with the CARS Board, and participate in the CARS Bylaw review. MLRC's Alasdair Robertson was selected by the Board as the RSO rep for the Bylaw Committee. I trust Alasdair will work for both the good of RSO, and rally across Canada at the CARS level.

By the way, I'm just loving my new TAC jacket. Peter Clifford did a great job getting the volunteer rewards sent out. We are running the program again this year, so step right up and offer to help at any of our events. There could be something in it for you!

Malcolm is looking into a few special functions for our 50th Anniversary this year. We will be spending some of our investments, and I'm expecting a great turn out from all TAC members! We'll have more details as soon as we confirm dates and events.

I hope everyone has a great March break, and is as excited as I am about the new race season coming up fast!

Rob McAuley,
President



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Tel: 905-624-1577

Richmond Hill
11300 Yonge St.,
Ontario L4S 1K9
Tel: 905-770-2302

Vice President's Report

Membership

As of March 8, we have 140 current members, including 81 Primary members.

We still have 54 members from last year who haven't renewed yet, and another 44 from 2003 who haven't rejoined. We finished last year with 165 members. I'll likely send out an email to those who haven't renewed in the next week or two.

We expect to see a bump in membership as the summer Solo and Rally seasons get underway. Hopefully this will put us ahead of last year. It was interesting to hear that HADA (Honda-Acura Driver's Association) didn't have any of their CASC-OR membership database updated yet, though ours is 100% up to date. We take a beating for a stale web site, but at least we take great care over the important stuff!

Web Site

While I've done some prep work for the web site, I haven't posted anything new lately.

Message Forum

The forum is located at <http://torontoautosportclub.ca/forum/>. It should be OK to use, but don't be surprised if I wipe it clean and start over sometime, just in case things aren't working as planned. It also requires a version update, which I'll take care of next week.

If you register, you won't have immediate access to all forums. I will have to authorize you as a current TAC member to grant you full access.

Sponsorship/Advertising

Now that most of the membership workload is done, I will have more time to work on this part of the portfolio. Well, once my ski trips are out of the way.

Winter Driving Clinic

I had planned to drive to Ottawa to see how they run their Winter Driving Schools. However, their school was the day after a ski club party trip, and I woke up a bit too late, and a bit too hung. I'll still keep the ball rolling on this.

Canadian International Auto Show

I volunteered at the CASC-OR booth on the Thursday. We had a reasonable amount of traffic. Most of the real interest was for Solo 1, followed by Solo 2. After all, it's kind of hard to jump straight into wheel to wheel racing. I do believe that we'll see a few

new members as a result of the auto show. Naturally, I promoted TAC, and our non-marque status is helpful for those driver's who don't have a CASC-OR affiliated marque club. There was a fellow with a 412RWHP Mitsubishi who I'd love to see at the track! For those of you who attended the show, you'll all have noticed the prominence of the new Mustang. Five of them in front of you as soon as you walk in, and another eight in the Ford area of the floor. And that doesn't count the others that were present in the aftermarket supplier's booths!

Solo Open House

On April 3, the Solo Open House will be at CSC Racing in Newmarket. I hope to see many of you there. We'll have a TAC table with some munchies above and beyond the typical doughnuts normal for this event.

Ski Club Cross-Promotion

It looks like we'll be able to do some cross-promotion with the High Park Ski Club. A couple years ago, I found that I was skiing very rarely, not because I didn't want to, but rather because most of my ski friends were too overworked, too married, or too pregnant. So I joined the ski club. I now get free lessons. They have bus trips every Wednesday, Saturday, and Sunday. They have eleven long bus trips to Quebec, Vermont, and New York. Plus, they have nine chartered trips out west and to Europe. Not to mention social events every other week. I will ski more this year than I have over the last three years put together!

There are a number of former racers in the ski club, including Can-Am racers, and at least one former Canadian F2000 Champion.

For many, skiing is a thrill sport, that requires a great deal of skill, just like autosport does. I think can benefit significantly from a loose association with HPSC.

www.highparkskiclub.on.ca

Canadians in Racing

Our best result recently was Patrick Carpentier's 7th place finish in the first IRL race of the year. Ron Fellows was one of the favourites in the NASCAR Busch Series race at Autodromo Hermanos in Mexico City, but he failed to finish. And Jacques Villeneuve finished 13th, after starting 4th on the grid. So a disappointing weekend. But, CHAMP car will start soon. Hopefully Paul Tracy and/or Alex Tagliani can make some noise.

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TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
MARCH 2005			
16	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ TAC
19	IRL	Phoenix Intl Raceway, Phoenix, AZ	
19	Rally-ORRC	Greenspond Go-Round Rally	MLRC
20	Formula-1	Grand Prix of Malaysia, Kuala Lumpur	
21	School	RSO Rally School Day #1	RSO
26	Meeting	RSO AGM	RSO
28	School	RSO Rally School Day #2	RSO
APRIL 2005			
2	Ice Race-Magnum	Ice Race Banquet, Annandale Golf & Country Club	CASC-OR
3	IRL	Florida Grand Prix, St Petersburg FL.	
3	Solo-I & II	Solo I & II Open House, CSC Racing	CASC-OR
3	Formula-1	Bahrain Grand Prix, Tentative	
4	School	RSO Rally School Day #3	RSO
7-9	School	HRC Race Drivers School , Shannonville Motorsport Park	HRC
8-10	WRC	Propecia Rally New Zealand, New Zealand	
10	CART	Grand Prix of Long Beach	
11	Mini-Rally	Mini Rally	MLRC
16	Rally-ORRC	Spring Runoff Rally	PMSC
20	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ TAC
23-24	RA ProRally	Oregon Trail , Hillsboro (OR)	
24	Formula-1	San Marino Grand Prix, Imola	
27	Ralliette	Ralliette Series Event #1, #400 Service Centre North	☞ TAC
29-01	WRC	Supermag Rally Italia , Sardinia	
30-1	Regional Race	Grand Prix of Ontario, CASC Races #1-Mosport	BARC
30	IRL	Indy Japan 300, Twin Ring Motegi, Japan	
MAY 2005			
7	School	Solo I School #1, Mosport Driver Development Track	☞ TAC/OMSC
8	School	Solo I School #2, Mosport Driver Development Track	☞ TAC/OMSC
8	Formula-1	Spanish Grand Prix, Barcelona	
9	Mini-Rally	Mini Rally	MLRC
13-15	WRC	Cyprus Rally, Cyprus	
14-15	Regional Race	Spring Trophy Races, CASC #2-Mosport	BEMC
14	Rally-ORRC	Blossom Rally	KWRC
15	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; School; Brampton	CASC-OR
18	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ TAC
20-21	Regional Race	Victoria Day Sundown Grand Prix	PMSC
22	Formula-1	Monaco Grand Prix, Monaco	
22	CART	Monterrey Grand Prix, Fundidora Park Mexico	
25	Ralliette	Ralliette Series Event #2, #401 West Service Centre	☞ TAC
27-28	Rally-CRC	Rocky Mountain Rally, Calgary Alberta	CSCC
27-29	WRC	Rally of Turkey, Turkey	
28	Solo-I	Solo-I Event #1 ; Shannonville : Pro Track	☞ TAC
29	IRL	88th Indianapolis 500, Indianapolis IN	
29	Formula-1	European Grand Prix, Nürburgring	
29	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; Picton	StLAC
29	Solo-I	Solo-I Event #2 ; Shannonville : Fabi Track	☞ TAC

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

TAC SOCIAL NIGHT

BEER/WINE/COOLERS

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10 Newkirk Rd, Richmond Hill

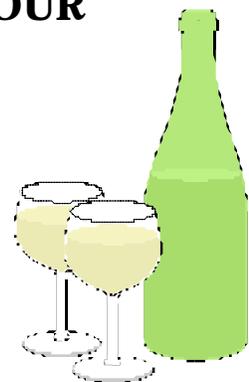
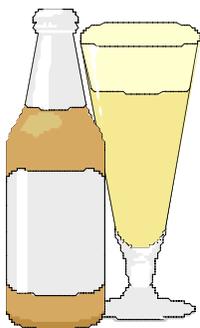
(north off Major MacKenzie between Yonge and Bayview)

www.worldsites.net/brewkettle 905-770-1485

Thursday, March 31, 2005 at 7:00 PM

It's Wine & Beer time again! This is a fun social event. If you haven't done this before please consider joining us this time. While preparing your brew, we will be dining on pizza. At a later date we meet again to bottle our creation and then we meet again for a wine exchange night. If for some reason you are not available on this date, you can still participate. Call me and we can arrange to have it made for you. Or if a full batch is too much we can probably find someone to share it with you. We are booked on Thursday, March 31st at 7pm at BREW KETTLE, located at 10 Newkirk Rd, Richmond Hill (next to the GO Station). We have the choice of wine, beer, ciders and wine coolers. Check their website "[worldsites.net/brewkettle](http://www.worldsites.net/brewkettle)" for all the varieties that they have to offer as well as pricing and monthly specials. They also have some really interesting links! If you are interested in participating please call me by March 24 to ensure that your selection will be in stock. We will get a 10% discount if we make 6 or more batches.

**PLEASE COME JOIN US IN MAKING YOUR
VERY OWN WINE and/or BEER,
THE MORE PEOPLE, THE
MORE VARIETIES
WE CAN MAKE
& TRADE**



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BEFORE March 24, 2005
(905) 832-8012 or ibeck@ca.inter.net**

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.

Dates and Start

April 27	N
May 25	W
June 22	N
July 27	W
Aug. 24	N
Sept. 28	W

- 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

Dietmar Seelenmayer
416-250-7082
dietmar.s@sympatico.ca

CONTACTS:

Russ Harding
416-259-1809
vicepresident@torontoautosportclub.ca
www.torontoautosportclub.ca



Registration Fee

Per event entry fee is \$25.00 per team,
TAC members \$20.00 per team

SOLO

Open House

April 3 1:00 - 5:00

CSC Racing Products
125A Harry Walker Parkway
Newmarket, ON

tel: 905-954-0520



Greenspond Go-Round

Supported by -  SUBARU

3rd round in the 2005 Ontario Road Rally Cup



Start Location : The Stadium Bar & Grill, Aberfoyle - (just north of Wellington County Rd. 34 & 46 which is the old Hwy 6 into Guelph from the 401)

Date & Time: Sat. March 19, 2005

Registration: 11am

Driver's meeting: 12:15

Car "0" starts: 12:45

Car "0" finishes: 4:00pm

Organizing club: Maple Leaf Rally Club

Organizer: Ray Felice contact - president@rallysport.on.ca

Entry Fee: \$40. per car (cash or cheque only)

Cash Awards: \$60. 1st in each class, (E/I/N) Plus Trophies
\$40. 2nd in each class, (E/I/N) Plus Trophies

This will be a navigational type event with emphasis on the navigator's skill and drivers ability to maintain steady speeds on twisty winter/spring type road conditions. Expect snow, ice, and slush depending on the weather. Roads are approximately 30-40% tarmac based surfaces. Total distance will be around 220Km. This IS a beginner friendly rally.

Be prepared to show vehicle ownership with a valid plate & valid insurance slip.

Online registration is available through the RSO web site at www.rallysport.on.ca



2005 Solo 1 Schedule

Best 6 of 9 Events Count for Championship
Revised January 10, 2005

Date	Day of Week	Event	Location	Host Club
April 3	Sunday	Open House	CSC Racing	HADA
May 7	Saturday	School Day #1 DDT	Mosport	TAC / OMSC
May 8	Sunday	School Day #2 DDT	Mosport	TAC / OMSC
May 28	Saturday	Event #1 SMP Pro	Shannonville	TAC
May 29	Sunday	Event #2 SMP Fabi	Shannonville	TAC
June 18	Saturday	Event #3 DDT	Mosport	OMSC
June 19	Sunday	Event #4 DDT	Mosport	OMSC
July 23	Saturday	Event #5 TMP Raceway Park	Cayuga	COMP
July 24	Sunday	Event #6 TMP Raceway Park	Cayuga	COMP
August 6	Saturday	School Day #3 Road Course	Mosport	TAC / OMSC
August 7	Sunday	Event #7 Mosport Grand Prix Challenge Road Course	Mosport	TAC / OMSC
August 20	Saturday	School Day #4	Calabogie	MCO
August 21	Sunday	Calabogie Grand Prix Challenge	Calabogie	MCO
September 10	Saturday	Event #8 Fabi Canadian SoloSprint Championships Day 1	Shannonville	HADA
September 11	Sunday	Event #9 Pro Canadian SoloSprint Championships Day 2	Shannonville	HADA

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**Mosport Driver Development Track,
May 7-8, 2005**

Every year the solo racing community volunteers to share its expertise. After all, we've been where you are, on the outside, wondering what it takes to get in. This is your chance to experience affordable, safe and competitive amateur racing on a real racetrack. Get the skills and learn the ropes to be able to compete in Solo 1 time trials racing at our official CASC-OR sanctioned Solo 1 Driving School.

Give your ride, your pride and joy, a real workout. Don't bother with burnouts, street straightaways or highway driving, try a 90 degree right at 140km/h on a racetrack! Learn the truths about understeer and oversteer. Learn to control them. Get the skinny on turn-in points, balanced throttle, and why brakes are the most powerful component in every car.



Tuition includes One FREE Solo 1 race event! Don't wait. Nail it - Now!

**Registration Forms Available Online
at www.soloontario.com**

Too good to be true? A few words from 2004

"This is just a big thank you for the superb organization and instruction at the school last week-end. Your hard work to get everything in place was quite evident. Maybe it [always] goes this smoothly, but somehow I rather think it was due to the professionalism and experience around the organizing table." D. S.

"From a personal perspective, it was the fulfillment of a dream to take a racing school. The bonus was that I was able to drive my own car and realize how much performance is available from a totally stock off-the-lot car with 435,000km's on it."

M. J.

Fill out the pre-registration form on the reverse to guarantee your spot now!



CHECK OUT SOLO 1 @ WWW.SOLOONTARIO.COM

Sanctioned by



CONTEST TO DESIGN LOGOS FOR THE CANADIAN AUTOSLALOM AND SOLOSPRINT CHAMPIONSHIPS.

The ASN SoloSport Committee of Canada is looking for new Logos to promote the new names for it's AutoSlalom and SoloSprint (Solo 1) Championship Events.

The Canadian SoloSport Community is invited to enter a contest to design two new Logos for these Championship Events.

Criteria:

- The Logos should be non-marque specific as there are many different makes competing in these events.
- Designs should include the ASN Canada FIA Logo:
- AutoSlalom Logo should include the words: Canadian AutoSlalom Championship and Championnat d'AutoSlalom du Canada
- SoloSprint Logo should include the words: Canadian SoloSprint Championship and Championnat de SoloSprint du Canada
- Designs should be submitted as a JPEG format file no bigger than 4MB
- Deadline for entry is March 30, 2005



The winning designer(s) will each receive an honourarium of \$100
If you are interested in submitting a design, please send to Doug Campbell, ASN SoloSport Committee: email: talongeo@shaw.ca

2004 CAC Logo By: Jimmy Merckx





Mobil 1

2005 Solo 1 Championship Series

SOLO I School May 7-8th 2005 Mosport Driver Development Track

OFFICIAL SOLO I SCHOOL REGISTRATION FORM

Complete this form and include payment in full to guarantee a spot in CASC-OR's limited enrollment Solo 1 School May 7-8th 2005. Final enrollment will require joining a CASC-OR club, obtaining and reading the 2005 CASC-OR General Competition Rules and Solo 1 Regulations, completion of the official Solo 1 Registration form, and completion of the Solo 1 Annual Inspection checklist for the vehicle used in the school. Forms and regulations are available from the CASC-OR website at www.casc.on.ca Payment will be refunded if enrollment is not confirmed.

STUDENT INFORMATION

Driver's Name: _____

Address: _____

City: _____ Province: _____ Postal Code: _____

Phone (Eve.): _____ Email: _____

Phone (Day): _____

Previous Track Experience: Solo 1 Solo 2 Performance Driving Schools Racing Schools Karting

Please List: _____

VEHICLE INFORMATION

Year: _____ Make: _____ Model: _____ Colour: _____

Engine Displacement: _____ # Cylinders: _____ Transmission: Manual Automatic

Normal Aspiration Turbocharged Supercharged Convertible Roll Bar Roll Cage

Please note that vehicles must conform to the safety requirements of the 2005 CASC-OR Solo 1 Regulations. Convertibles will require roll-over protection that meets or exceeds the specifications listed in Section 2.3 of these Regulations.

PAYMENT METHODS

Personal Cheque(s): Make payable to Solo 1. Visa Master Card

Card Number: _____ Expiry date: _____

Name of cardholder: _____ Signature: _____

FEES

School Tuition fee of \$395 includes two days of advanced driving instruction and one free entry in one event of the Mobil 1 2005 Solo 1 Championship Series held at Mosport's Driver Development Track, Shannonville Motorsports Park or Toronto Motorsports Park (Cayuga). Fee also includes lunch at the track, an evening BBQ dinner and free camping onsite.

Mail this Pre-Registration Form along with your cheque to:

**Solo I School
c/o Ana Marie Santos
37 Reiber Crescent
North York, Ontario M2H 1C3**

Or fax the Form with completed credit card Payment information to: **416-733-4975**

REGISTRAR'S USE ONLY

- Fee Paid
- Pre-Registration Entered
- Registration Package Sent
- Enrollment Confirmed
- Payment Refunded

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daltonmotorsracing@rogers.com

From The Archives ...

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

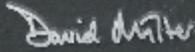
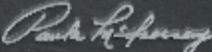
.....
OK, so it actually happened on Thursday, March 3rd, not February 28th as claimed. His Honour, David Miller, Mayor of Toronto – and a number of other prominent Torontonians – gathered at the north-west corner of Bloor St. W. and Jane St. to dedicate this beautiful new fountain.



The
ALEX LING FOUNTAIN

In appreciation for his continued dedication and tireless volunteer service for over 30 years to Bloor West Village BIA, the community and beyond.

Presented on February 28, 2005 by

 TORONTO	 Toronto Association of Business Improvement Areas	 Canada's first Business Improvement Area
 Mayor David Miller	 John Wakulat - President	 Paula McInerney - Chairperson

Gail and I enjoyed the ceremony that evening, but because of the crowds we weren't able to get close enough to personally congratulate Alex.

And if you're a mite confused about why Fifth Gear is covering business awards and community recognition of exceptional service, you'll need to turn the page over and read on...

So what are the connections between a new fountain on Bloor St. West, Alex Ling and the Toronto Autosport Club?

Well, the article below was written by Bob Allan (Editor), and it appeared in the very first (Spring, 1967) issue of Facets, which was the club magazine for the brand-new Fiat Auto Club...

“If you should ever meet a frustrated racing driver who should have been a Minister but isn’t, then that person’s name is Alex Ling.

Born in Australia in 1933, Alex returned with the Ling family to China where both his Great Grandfather and his Grandfather had been Presbyterian Ministers.

Continuing the tradition, Mr. Ling, Senior is now a Minister in Victoria, B.C. and Alex devotes a large amount of time to church work, being a former Treasurer of the Chinese Presbyterian Church and now serving on the Board of Trustees and Finance Committee of Coke’s Church in downtown Toronto.

Few people know of Alex’s fine singing voice, his passion for choir work and his long association with the Male Voice Praise of Toronto, an organisation of those dedicated to sacred music.

The Lings came to Canada in 1950 which meant an education in Toronto, with graduation in Orangeville, where Alex spent some years on a 100 acre farm becoming fully conversant with all the work such an establishment entails.

Joining the business (of which he is now sole proprietor) in 1954 and successfully building an import and retail organisation of oriental linen, jewelry, and object’s d’art situated at 103 Boor St. West, Alex has found his niche.

Married ten years ago and with three fine sons aged eight, six, and three years old, he is a family man who considers himself a strict parent, something to which the boys will attest.

Of slim athletic build, with a liking for skating, bowling, being a veritable tiger on the badminton court with a knowledge of soccer from his youth in Shanghai and while indoors a keen bridge player and a fiend for slot car racing, Alex still gets most pleasure from driving. To him, a trip to New York with an additional 300 miles while in the area is a pleasant weekend occupation.

Those who have been with him on his occasional rallies can attest to his skill at the wheel. That he likes to motor quickly has been accepted by his wife Helen, but she has no regrets that his parents were against his gaining a racing license when he was younger.

Introduced to DKWs and the DKW Owners Club in 1957, Alex was immediately elected to serve as Treasurer the following year. This post he has filled devotedly and with integrity every year since, as well as helping on every committee dealing with social events.

In 1965 the Club Executive thought it fitting that his services in these and other capacities be recognised and this was done by granting him a Life Membership.

With a keen wit and a merry sense of humour – and held in high regard by all – Alex Ling is indeed a clubman and a Treasurer par excellence. The Executive and Members of the new Fiat Auto Club look forward his having a long association with the Club.”

Forty years ago the DKW Owners Club bestowed a Life Membership on Alex Ling as recognition of his generous contributions. That Life Membership has been continued to this day.

Alex’s business, Ling’s Importers, moved from 103 Bloor St. W. to 2257 Bloor St. W., and his commitment to his business neighbours has been recognised and honoured with the new fountain.

And is Alex still into cars and driving? Well, when we last chatted a few weeks ago, he and Helen were driving down to Florida and back – but just for a couple of days...

Please ! If you have any old papers or pictures pertaining to the DKW Owners Club (1956 - 1967), or the FIAT Auto Club (1967 - 1977), or TAC materials - especially from 1977 to 1987 - we would really like you to share them with the rest of us. Just contact Malcolm at either (416) 485-9232 or malcolm.elston@rogers.com

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Platform for Re-election for the Position of President of RSO

Ray Felice

I have announced to the RallySport Ontario Nominating Committee that I will be running for re-election of the position of President, RSO at the upcoming RSO AGM & Elections on March 26 in Peterborough.

I want to first give some background on myself. I started getting involved in rally back in the mid 80's by competing as a navigator in the KWRC and MLRC mini rally series. I also competed for many years in the ORRC before moving onto performance rallies. Competing in not only regional but national performance events gave me a chance to meet and get to know people from all regions across Canada and to view how other regions tackle their own rally issues.

I have been an organizer of mini rallies, ORRC events, and OPRC events such as the Swift Rapids and Black Bear rallies. Organising all these different types and levels has helped me to understand all the many different areas of the rally family and their needs.

I am an instructor at the RSO navigational rally school and have helped organize and staff the RSO booth at the Toronto Autoshow for many years.

I have served on both the KWRC & MLRC boards in many different capacities ranging from newsletter editor to Vice President. I have been on the RSO board for almost 4 years, first holding down the position of Secretary and now President for the last two years.

Along with the RSO President's position comes the additional duty of sitting on the CARS board as the Regional Director for RSO. This brings with it a whole additional set of duties and responsibilities. You must make major decisions that will affect all of rally in Canada while attempting to ensure that your own region's needs are met. This is a difficult balancing act as past presidents Paul Henshall and Ross Wood can attest to.

As you can see by my background I have been involved in ALL areas of rally and this gives me an insight into each and everyone of them. The reason I have volunteered in all the administrative jobs over the years is I truly believe in giving back to the sport that I have grown to love. I still come out and checkpoint navigational rallies and when I not competing in performance rally I will be marshalling them again.

Since I started serving on the RSO board, we the board, have operated as one. Not one person leading but all working together as a whole. I believe this is what makes this board work so well. All ideas and thoughts are thoroughly discussed and fully agreed upon. I feel it must remain that way for anything to be accomplished and our sport to move forward. There is an old saying, "no man is an island." We cannot succeed as a sport without everyone working together.

I have been President of RSO for the last two years, and under my Presidency we have done the following:

- We have secured Sponsorship with Subaru to support grassroots rallying in Ontario. This is a 2-year agreement for 2004 & 2005. I hope to continue this with Subaru in years to come. Through their direct support we have been able to have prize money for performance events AND for ORRC road rally events. This is unheard of in any other region in Canada for a navigational series.

Platform for Re-election for the Position of President of RSO

Ray Felice

The prize money for performance events has helped draw entries to those events. Requiring competitors to be members of an RSO club to be a recipient of the prize money has helped increase club memberships.

We have had to find an innovative way to develop the OPRC after the loss of the Voyageur Rally, which counted in the CNRC as well as the OPRC. By working with RallySport Quebec we have developed a series that includes two events in Quebec as well as our own stand alone regionals in Black Bear and Galway Forest. By doing this we have found what we think is the most practical way to hold a regional championship and attract more competitors into RSO clubs and to RSO events in the coming year. In the future we hope to develop the OPRC by encouraging clubs to organize events in Ontario, and to keep the OPRC as geographically compact as possible.

- We have designed and developed a new RSO web site. This includes a forum area that allows members to comment and ask questions openly to the sport and board.

- We have gone to a much simpler membership fee to align with CASC-OR. In doing so RSO lost revenue. To make up this revenue we have had a slight raise in the per car levies at both ORRC and OPRC events. This helped to balance the budget. Without those levies RSO would not be able to perform many of their functions that support the events and clubs. Some of those duties include:

- Organise and facilitate first aid courses & ham radio courses
- Arrange and pay for road grading at performance events
- Arrange for sweeps
- Arrange and pay for green crews for both ORRC and OPRC events.
- Arrange and pay for Stewards for both ORRC and OPRC events.
- Provide end of year trophies
- Prize money at OPRC events
- Provide equipment and the trailer to store it in.
- Provide caution tape to events
- Prepare and distribute the calendar cards
- Organize, fund and direct the navigational rally school

- Recently I have been able to make an agreement with Inside Track that gives RSO a number of full page ads in 2005. With these ads we hope to promote not only the grassroots part of the sport but also promotion of "Rally in Ontario."

- We developed and implemented an "online" registration for ORRC events through the RSO web site.

- We created the position of ORRC steward to ensure all events follow RSO rule guidelines. This person attends all ORRC events and then submits a report back to the RSO board.

- I fought for keeping the Rally Sprint rules with the CARS board on two different occasions but lost the vote. This unfortunately was the beginning of the end of Rally Sprint in Ontario. I believe Rally Sprint is one of the best ways to introduce people to the sport of rally with a low investment but not anymore due to this decision.

Platform for Re-election for the Position of President of RSO

Ray Felice

One of my promises when I was elected President two years ago was to get minutes of the CARS meeting published and to improve the lines of communications to and from CARS. Another promise was to get the CARS web site started on a change. I was the person who started that and by the end of Feb. 2005 it should be live after numerous set backs and changes.

So, as you can clearly see, the RSO board and myself have fully supported the grass roots of rally in Ontario. We will continue to do so while not forgetting about the national scene. Both are equally important just as road rally and performance rally are equally important.

Having a lot of new ideas is great but finding the volunteers who have the time to carry them all out is another thing. I know that Rob McCauley said in 2003 that TAC was having difficulty finding marshals organizers etc. for their events. KWRC had to stop organizing the Georgian Trials for lack of volunteers. People get burnt out so the more people we have assisting makes it easier to find and keep these volunteers. We are all volunteers. We volunteer because we love the sport and want to participate and be involved in more ways than just competing. This has been, and always will be a difficult situation no matter what not for profit or non-profit organization people are involved in.

The RSO board meetings have and always will be open to any member who wishes to come to them. Whether that is to just sit and listen or to give comment on a certain topic. The minutes of these meetings are now being published quickly to the member clubs. These minutes give a very good overview of what transpires at the meeting. Should questions arise from those minutes the RSO board or myself have always answered them promptly.

The RSO board has started to focus more on the regional rally scene over the past couple of years by encouraging clubs to put on more ORRC events by offering prize money & marshalling assistance. The OPRC events have been supported in a similar manner with the hope of drawing in Quebec competitors. The RSO officially attends HAM-Fest each year to showcase our sport and encourage their participation as marshals and radio help at events, and the HAM operators have become a core group of our marshals and supporters.

For the things that we've achieved with RSO in the last two years, and for my experience in rally as an organizer, competitor, and as President of RSO, I ask for your continued support by re-electing me as President of Rallysport Ontario. As President I will work with the RSO board, and together we will continue to listen to the members and with the working relationship of the rest of the board strive to improve rally in Ontario on all levels.

If you cannot attend the RSO AGM & Elections in person on Sat. March 26, 2005 then please forward your proxy with your wishes to someone you trust so your voice may be heard.

Ray Felice
President, Rallysport Ontario,
Ont. Regional Director - CARS
Also, organizer, checkpoint person, & competitor
president@rallysport.on.ca

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RallySport Ontario - Election of Officers

Peterborough, March 26th

The race for the position of **President, RSO** continues unabated. Last month I told you what I stand for with my platform. This month, I want to focus on some key areas of that platform, so that you may make a more informed decision in your vote for the Presidency. Remember, all **TACCies** have the right to vote in this election.

1 - the **Ontario Road Rally Cup** has ten events this year. Put on by four of the **RSO**-affiliated clubs. In fact, these same four clubs have organized the great majority of events in the **ORRC** for the past decade and more. And yet these clubs are very much central Ontario, some might even say "**GTA-centred**". My hope would be that by introducing some ratchet-back mechanism in the affiliation fees paid to **RSO** by clubs, the series could expand to say 12 or 14 events being put on by six or seven or more clubs. More clubs, hopefully more of Ontario to see and use in the series.

2 - a dozen years ago there were 5 events in the **Ontario Performance Rally Championship** that took place each year on roads in Ontario. Two of the events were components of *National* series rallies. Ontario has 40% of the Canadian population and now has three performance rallies on roads here; two stand-alone regional events and a combined regional-national event. Alberta/BC with 24% of the Canadian population has two National events plus 4 stand-alone regional - 6 events. Quebec with 24% of the Canadian population has 3 Nationals and at least 5 stand-alone regionals - 8 events. Ontario has seen the demise of 5 regional level events, and one National. **RSO** at one time took the lead and actually organized events in this series to ensure the series' viability. I believe the desire and talent is "*out there*" and that **RSO** can be the focal point to getting things working again.

3 - **RSO** has been in existence since the early 1990's and the **Toronto Autosport Club** has been actively involved in supporting the **RSO** series. In some years we put on four navigational rallies in the **ORRC** series and an event in the **OPRC** series. And yet, in all the years of **RSO**, with more than two hundred **TAC** club, executive and annual general meetings available, the **RSO** President has appeared at only one meeting, with the Executive members of **TAC**. I firmly believe that if there is one sure way the President can "... have the general and active management of the affairs of [**RSO**] ..." (as defined in the **RSO Bylaws**) at the forefront of his/her mandate, it is to get out and meet with each **RSO**-affiliated club and its executive. On a regular basis. What the concerns of each club are need to be felt first-hand by the President. Knowledge of what the clubs would like to see **RSO** accomplish, where the clubs would like to see **RSO** focus its efforts; all of this is there to be gained. And these inputs will help the President have greater effect when working with the **RSO Committee** members overall and when working together to assemble an **RSO Plan of Action** for the future. Too, this may also make it possible for **RSO** to

grow beyond the number of clubs it has now.

4 - One other way to increase the opportunity for interaction between the membership of **RSO** and the **RSO Committee** is to reinstate the "*Town Hall Meeting*" in the Fall of each year. This meeting is the ideal location to introduce rule changes for the coming year; to announce possible changes or updates to the **RSO Bylaws**, which have been fairly unchanged since first introduced in 1994 and perhaps it is time they too underwent the reviews to which the **CARS Constitution and Bylaws** are being subjected; to set the coming year's calendar; to inform clubs of impending fee changes; and, to have discussions with the membership and the **Committee** in a less formal setting (as compared to the **AGM**) regarding the functioning of the **RSO Committee** and its series. The **RSO AGM** is tightly scripted. The only real place in the **AGM** for the membership to give a great deal of feed-back there occurs when the membership is called upon to approve a motion to confirm the acts of the **RSO Committee** for the previous year. More face-to-face opportunities for **RSO** and its membership can only increase all of our understandings of what is needed to help in the growth of rallysport in Ontario. We can then all be made more aware of what faces the members, their clubs and **RSO**; and more aware of what potential there is for the future.

5 - I realize that one of the problems facing the growth of rallying in Ontario has been at times the lack of competitors. Some navigational rallies in the **Ontario Road Rally Cup** series have had entries as low as nine or ten cars. There are in all probability a number of reasons for this - prior reputation, conflicts with other motorsport events, weather, publicity. Not all of these reasons are capable of being dealt with by the **RSO Committee**. But one which surely can be is "**PUBLICITY**". How well publicized were the events? Where and when did the publicity take place? With the majority of **RSO**-affiliated clubs being multi-disciplined clubs there should be a very large "*captive audience*" available for publicizing **ORRC** events. And the majority of **RSO**-affiliated clubs have newsletters which are circulated to each member. And yet in all of 2004 I cannot remember any club outside of **TAC** having flyers posted in **FIFTH GEAR** for **ORRC** events. Why not use this avenue to reach the **TAC** membership? **RSO** once had a policy that events in the **ORRC** series had to be publicized in the *Toronto Star's "Autodate"* column. Over the past few years this has been allowed to lapse. I firmly believe that **RSO** must take on the responsibility of ensuring there is adequate publicity for each and every event in the **ORRC** series. Putting up an announcement on e-mail lists and having something in a club's web-site reaches only those who are already "on side" for rallying. **RSO** needs to expand the horizon of its publicity to those who are not part of the rally fraternity. Having the series'

publicity taken over by **RSO**, using the **Vice President of Navigational Rallying** as the contact person, would allow timely, consistent messages getting out to all members of all **RSO**-affiliated clubs. And would relieve rally organizers of one of the tasks that can quickly fall through the cracks when time is constrained. **RSO** must make greater use of the existing channels of communications that clubs have to reach all of the members of **RSO**.

6 - I firmly believe in the need for **RallySport Ontario** to put together a *plan of action* for what rallying is and is going to be in Ontario. Rallying is team-work. Good rallying is good team-work. Great rallying is what Ontario needs. And what the **RSO Committee** can give to the members and member clubs of **RSO**. I also believe now is the time to structure **RSO** for the future, not just for the next year or two. Until such time as rallying and the activities of rallying's governing body are defined and put down on paper there will always be a semblance of being almost entirely reactive to the world in which this form of motorsport takes place in Ontario. By defining what **RSO** sees rallying and itself doing, where it sees rallying and itself going in the future, **RSO** can put together the frame-work to attract new competitors, new sponsors, new events. With over a dozen years of existence under its belt, with all that history to build on, it is time for **RSO** to enter a new phase - looking

ahead and planning for the future. The time to have a three to five plan of action is now.

7 - At the moment I see the core products of **RSO** as the *Ontario Road Rally Cup* and the *Ontario Performance Rally Championship* series. Questions which each series needs to answer:

- do they actually fit the needs of rallyists in Ontario?
- are they structured to give rallyists a ladder for success and enjoyment?
- are they sustainable?
- are they marketed properly?
- why are they not attractive to sponsors?

In the case of the *OPRC*, it further needs to be decided where exactly in the scheme of the ladder from entry-level to the *World Rally Championship* is the series positioned.

- should the series cater to the entry-level only?
- does the *WRC* practice of receiving routes have a place here?
- what type of vehicles is Ontario prepared to accept?

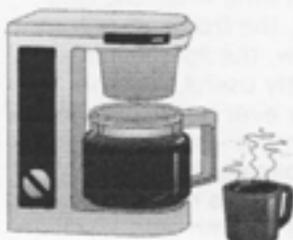
And other questions are:

- are the two series all that **RSO** really has?
- what other things should/can **RSO** be doing?
- how can **RSO** publicize what it is, what it does?
- is **RSO** getting value for money and effort in the advertising venues it uses now?

Working together we can form a better partnership to plan for and to face the future. I believe we must work together. I ask for your support, either in person or by proxy, to build a more inclusive, member-oriented **RallySport Ontario**.

If you do wish to use the proxy form, Kurt Seelenmayer, Rob MacAuley and myself will all be at the **RSO AGM**. Any of us will take along your proxy. It does not need to be assigned to me, I will make sure it gets to the meeting. If you have specific wishes as to how you wish your proxy to be used, please note them on the proxy so the holder can follow your wishes. If you do not know what to do with your proxy, you may mail your proxy to me at:
96 Springdale Drive, Barrie, ON L4M 5B4. Remember - every 2004 **TAC** member has the right to vote in the **RSO AGM**.

Rich Sullivan



rich's ramblings

march '05

Yeah. It's still me. They're still my opinions. I still don't care if you agree or not.

Successive weekends in February - and winter motorsports at its best.

First up was the **MLRC Ontario Winter Rally**. Having driven in this event a number of times with Baab, been driven by Malcolm (only time I ever won my class there - 1st *Intermediate*, thanks, Malcolm), done checkpoint duty, this year I had the opportunity to work through the night with the Scoring Team. I originally signed on to work with a bunch of members from **KWRC** (Martin, Roger, Tom, Sandy) to do the scoring. Then Sandy came down with cold something or other and had to drop out.

Now the scoring for this rally is intense - there were 57 entries, 28 checkpoints and the ends of 3 legs to score. Somewhere in excess of 1700 timing numbers to figure out from the cars' route cards and checkpoint crews' log-sheets and then to input into a spread-sheet. Martin was looking after the computers and the programs running the scoring and the printers and all that whiz-bang stuff. Roger and Tom were doing remote time card pickups (half-way through each of the second and third legs) and scoring them. And I was doing the other half of each leg. Then we would swap and begin the process of checking each others' cards for the occasional error which could have crept in. A long, time-consuming process. Sandy was to have been the "input" person. Magic fingers on the keyboard. With her having to drop out, the four of us went, "*And who knows how to key things in quickly and accurately?*" Both at the same time, I thought? Ouch.

Then on the Thursday before the rally Maeghan expressed an interest in going along to see competitors she hasn't seen in years. Since she has worked for an insurance broker company, she had the necessary input skills in abundance. Whew. Saved. Now the Scoring Team was **KWRC**, **TAC** and **BAC** (*Bluenose Autosport Club*, that is).

So Saturday afternoon, shortly before 4 pee-em, Martin and his van were along to pick us up in Barrie and head out to Bancroft. An easy two hour plus a bit run, and we were there. We hit the trattoria for supper - needed lots of hot pasta sauce and the like to keep us going through the night! Hooked up with Roger and Tom, and Peter Miller who had hitched a ride with them. Wonder who got the rear seat in the Mini?

With food done, we slipped down to the start/finish venue in Coe Hill just in time to make the workers meeting at 8. Since the rally did not really start until 10 for the first car, we knew we had time to kill, so talking to long-time **TAC**cies like Brian Maxwell and Ian MacArthur and all the others we knew from the years in rallying was easy. Heck, even John Buffum and Paul Choiniere were there. And, I almost forgot,

Jim Kenzie, who wrote a great article about his experiences for the *Star's Wheels* section. Then as the rally crews gathered for their meeting, Maeghan and I volunteered to help with the "start procedure". I thought it interesting - there we were in our **TAC 50th Anniversary** sweaters, handing out the instructions and first route cards to every crew that started. Gotta love those sweaters.

Entrants drove every kind of Subaru - Legacy GT, Impreza, WRX, Forrester - and a whole lot more. Cavaliers, Toyotas, Hondas, etc., etc. And even a fairly new Mustang GT. Rear wheel drive. All that power. Very icy roads. Never done this before. No one gave him the ghost of a chance of finishing. Both our first and second timing locations were at a restaurant/service station about 20 km away, just on the edge of Bancroft. Cars were expected between midnight and 1 ayem, then again between 3 and 4. So we arrived by 11, and set up all the computers, printers, signs, etc. necessary for us to get the job done. And awaited the crews.

The first leg of the **Winter** is sort of a *warm-up*. It's still early enough for locals and snowmobilers to be up and about. The instructions are easy, the speeds low and everyone is just expected to get a feel for what the night might hold. So the people who were having trouble already were somewhat surprising - lots of lights askew, flat tire stories. Seems the "*snowbanks*" were rock solid ice banks. With sharp ridges just ready to slice tires. One car had both right side tires gone. But most crews made it through, including the Mustang. After a meal stop, gas top-up, the crews headed out back out.

We had two tasks during this period - get as accurate a preliminary scoring done as possible, so crews had a chance to see how they stood after the first leg; and, try to give the crews enough time at the break, while at the same time trying to bunch the field back up. That way the checkpoint crews would hopefully be able to see more cars before people ran into the dreaded "*max late*". After the last car left we rechecked all the scoring thus far and Roger and Tom headed off for their route card swap site.

Because it took over an hour to restart all the crews, our "down time" between legs 1 and 2 was not really all that long. But this time when the cars came in, the stories got wilder, the fronts of cars seemed more stuffed with snow, the lights pointed a lot more in directions not exactly useful, and the time between car arrivals grew ever longer. By now the temperature outside was in the **-26°C** range. And we started to get the people who for one reason or another could not finish the rally. Lack of any more spare tires was to be a common complaint. Crews suffering stomach troubles. Cars with rads over-heating. Tow trucks being called. The

last few cars to come in could have actually been sent right back out, except they did need time for gas and bio breaks. But it was pushing on to 5 before they were all back on the road. Roger and Tom had brought in their half of the leg's route cards as we were scoring the cars for the last half of the leg. Maeghan was able to get the scores into the computer so that crews could see preliminary scoring up to the end of the leg, before they went back out. Really gave them a clue as to where they stood, how close was their battle, things like that. And the Mustang was still rolling along.

With the last of the crews away, we packed up (two computers, the laser-jet printer, three card tables, half a dozen or so chairs - we came prepared!) and headed back to the finish. Where cars began coming in shortly after 6, as we were still setting up.

On the way to the finish we listened in as the tale of Choiniere and Buffum was related. Seems they had hit a bank, went over same, onto roof and down off the road. Fortunately they were okay but the car was going to need some major assistance to recover to the road. If Jim Kenzies' tow bill for retrieving his '05 Subaru Legacy GT from a ditch beside the road was to cost \$200+, the cost of the hauling out of Buffum's car was not to be contemplated.

At the finish we worked our way through the scoring and put up with the usual questioning from the navigators. With the final results having Jud Buchanan and Doug Green beating Andrew Comrie-Picard and Marc Goldfarb by 0.1 of a minute (that's less than 6 seconds to you and me) over a whole night of rallying, the jockeying at the scoring table was at times intense. But Jud's 1.0 minutes in penalty points won out over AC-P's 1.1. That close. Wow. And the Mustang did finish!!!! Yeah! (Okay, almost an hour late - but he did finish, and lots didn't.)

We were done scoring by 7:30, results and awards were done by 8 (as people were having breakfast), and we had the van loaded once again by shortly after 8. On the road and home by 11. I forgot how much fun it was to pull an all-nighter. Maybe I'll wait another year before I do it again!

Epilogue - 1) they went back for the Buffum car. Apparently it took a while but the car was pulled back up to the road, righted, fired up, smoked a bit but then settled down and headed east for New England only slightly the worse for wear.

2) with the rally having three classes in it (Expert, Intermediate, Novice), the scoring program had not been set up to produce any "overall" result. One of the crews later in the week had the absolute gall to suggest that the scoring had been "fixed". They had not bothered to read the *Official Posted Scores*, they went by a preliminary result that had a math error in it, and thus an incorrect score. We caught it for the "Finals", but they did not bother to check that set. They also complained they should have scored "overall" ahead of another crew with the same total score. Me, I rather thought that they would then "share" the position, since it was not in something

that needed to be decided by a tie-breaker. Goes to show you what I don't know.

And then, just a week later, was the postponed **TAC** round of the **CASC-OR/Magnum Printing** Ice Race Series. Unfortunately I had to miss the Saturday of the weekend - Maeghan had dibs on the car for an exam at university. Being in her fourth year, with well over \$20G paid out in tuition alone, getting through school has a very high priority around here. But I did make it for the Sunday races. And it was a beautiful day for racing. Cold. Clear. Bright. No wind.

I got to be a "purple flag observer marshal". Wow. I have no idea just exactly what the job description calls for, so I just stood out on the snowbanks for the afternoon, and they too were as hard as rock, and watched the racing. No one ran around on the banks, so I wasn't getting too excited about anything like that. The racing was at times intense; at times the gaps were huge. A real mixed bag. Only problem occurred when one car punted another into a spin right in front of me. They were on the last lap of their race so someone pulled a "NASCAR" to jump up in the finishing order. Then on the cool-down lap, another "NASCAR" was pulled as the favour was reciprocated - *punter* sent *punter* into the banks, again right in front of me. I had to report both incidences, especially the second one - exacting justice on the cool-down is a no-no as far as I am concerned. Had to go and talk to the Steward of the Meet and to the Clerk of the Course (another fine job, Christian).

There was something about running the banks or whatever under the purple flags at the far end of the track, but I could not see anything, so I didn't get too excited about that. The day was just like "old home week" at the seniors' place. The Emmersons, the Trevors, the Cole brothers, Eli, the Hughes - people one only really gets to see once a year at these events, all turn up and we have a great old natter. Plus all the usual suspects that help out each year and at all the other **TAC** events too. And I think the weekend was a success for **TAC** too. Talking to people from **PMSC**, they averaged 102 entries over each day of their weekend. **TAC** had 108 on Saturday and 99 on Sunday, and a number of classes were already decided. So Doug Martin, being the benevolent uncle that he is, let Chris Martin take his first run in studded class. From last place on the grid to second by the chequered flag. Not too shabby, eh?

Congratulations to the **TAC**cies for organizing and running the weekend. To the competitors, from all the clubs. All six weekends got run again this year.

Well, that's it for me. Take care of yourselves. See you out there somewhere.

Rich

Board of Director's Meeting

February 1, 2005

Location: teleconference

Time: called to order 8:09pm

Attendance: Rob McAuley, Russ Harding, Peter Clifford, Ian MacRae, Dietmar Seelenmayer

Membership

As of February 1, we have 132 current members, including 78 Primary members. Less than half (31) of the Primary members renewed online. Russ put together a slide show on how to renew, and Nick has printed some of it in the January Fifth Gear. Russ will also get it posted on the web site.

We have 62 members from last year who haven't renewed yet, and another 44 from 2003 who haven't rejoined. Many of last year's members will rejoin when their respective racing season gets closer.

Russ has added new members to the TAC electronic mailing list, and corrected a few typos in the existing list as noted by Rob. Russ has sent the list of new members to Nick for addition to the Fifth Gear mailing list. Russ has requested the Fifth Gear Mailing list so he can reconcile it with the CASC-OR database.

Russ have deleted '03 members from the TAC email list, although this was mostly done already; Russ only needed to delete Marco Cirone.

Web Site

Russ has requested electronic files from Nick & Kurt to post on the website. **Action by Russ.**

Message Forum

We need to work out some protocols, and get another moderator or two trained. **Action by Russ and Rob**

Sponsorship/Advertising

Now that most of the membership workload is done, Russ will have more time to work on this part of the portfolio. **Action by Russ.**

Winter Driving Clinic

Russ has noted that winter driving techniques were taught at Downsview Park. This was done by the BMW Driver Training Program, as part of the York Regional Police launch of Operation Winter Blitz. Russ put a couple phone calls in to the Downsview Park Program & Events Supervisor, but she wasn't available.

Russ will contact Toronto Police, Traffic Services, Superintendent Stephen Grant at 416-

808-1911 to see if they have similar interest in participating in the clinic. **Action by Russ.**

New Logo

Who set up original logo? Gail was involved in scanning & touching. What is the font being used? Proposed changes include updating the skyline to more accurately reflect Toronto's landmarks, especially the CN tower. The likeness of the CN Tower is copyrighted, but only for commercial uses, and since expired. so this is not anticipated to be an issue. **Action by Rob**

Malcolm's Fifth Gear comments

Russ offered to mentor new Mustang members. The board agreed to create core discipline expert groups to welcome and mentor new members at events.

With new member's approval, their names and interests will be printed in Fifth Gear.

It was noted that birthdays and anniversaries are occasionally published in Fifth Gear. It was understood that Ingrid does this on an informal basis. The club does not currently collect this kind of information. Russ will look into gathering this information from members, with their express permission on how it is used. Ian cautioned the board about Privacy laws, and it is expected that there will be no issues in this regard. **Action by Russ.**

Does TAC have a Collective vision for the future? In fact, the board has had several discussions about the role it serves for members. This item is to be contemplated further by the board, and discussed at future meetings. **Action by BOD.**

Secretary

The search remains in progress. **Action by Rob.**

50th Anniversary

Ian had some old records that he's passed on to Malcolm.

Ian has contacted Royal York about a room and menu.

Need to assemble overall detailed budget. **Action by Ian.**

Molson Indy Mgr of Corporate Partnershipshas indicated that an Exec box would cost \$22k. No deals to clubs.

Club Thunder-10/pk/3day, possible Sat or Sun only pkg could have a discount available. **Action by Ian.**

Board of Director's Meeting

February 1, 2005

Ian contacted television shows Dream Car Garage & Sports Car Revolution regarding having TAC attend taping of a show. An indoor show would not be possible, but an outdoor taping at a place like TMP might work out. Also, a tour of Legendary Motorcar is possible. **Action by Ian.**

Ian is checking into a TAC tour of the Chrysler plant to see the 300C & Magnum. **Action by Ian.**

Volunteer Rewards

The caps & toques to cost additional \$3 to have two embroidered items, instead of one. The 50th logo was too large to allow one embroidered image.

Event organizers need to collect volunteers hours info diligently.

Banking

We need Articles of Incorporation. **Action by Peter.**

January Jaunt

The January Jaunt went well. A full report is online at www.januaryjaunt.com.

Ice Racing

Lots of people are ice racing, and more volunteers would be very welcome.

The ice racing centralized light control works well.

Rally

A person is interested in a contract rally on a mid week day in early-mid June. The price of \$1500 will be honoured, but future contract rallies may have a higher price. It may be hard to get enough volunteers for this mid week event. **Action by Dietmar.**

Ralliettes are in early planning. **Action by Dietmar.**

Flyer

Rob to check with Nick. They are needed for Autoshow. Russ scanned and emailed a copy of a 2003 Flyer to Rob. **Action by Rob.**

Autoshow

CASC-OR has been allowed space in the compact car section, and is looking for volunteers to man the booth.

RSO President

Rich Sullivan is interested in running for RSO President. Rob has received his CV, and read it to the board

Russ won't be at Feb or Mar club meetings

Meeting adjourned at 10:19pm.

Autophile
MODELS BOOKS

We have moved to a new & larger premises at:

**850 Eglinton Ave. East
Toronto, Ont M4G 2L1
(at Laird Drive)**

Bayview Ave. Eglinton Ave. East Laird Drive

Autophile New Location (star) Old Location (square)

TEL/FAX 416-425-1555
www.autophile.ca

Tax-Smart Investing

2004 year-end tax planning checklist

In a country like Canada, where taxes can be almost 50% of your taxable income, saving taxes should always be a priority. I believe that tax planning is a year-round opportunity. I also recognize, however, that there are last minute strategies that can be implemented each year to save tax. As an investor, with the end of the year quickly approaching, consider the following strategies to reduce taxes for 2004:

Review the makeup of your portfolio. Consider the type of income, if any, you earned on your portfolio outside of your RRSP or RRIF this year. If you earned interest income, which is highly taxed, consider restructuring your portfolio so that it is more tax efficient in 2005.

Review your outstanding debt. Is the interest cost on your debt deductible for tax purposes? If not, and if you have investments outside an RRSP or RRIF, consider liquidating some of the investments (calculate the tax cost first) and using the proceeds to pay down the debt. Then re-borrow to replace the investments. This may set you up for an interest deduction for 2005 since your interest cost on the new debt may be deductible.

Trigger accrued losses before year-end. If you have realized capital gains this year, or in one of the three prior years (2001, 2002, or 2003), consider selling any investments that have dropped in value in order to apply the capital loss against those capital gains. Capital losses must be used to offset gains in the current year first, but excess losses can then be carried back up to three years or forward indefinitely.

Observe investment deadlines for 2004. If you hope to sell an investment this year to apply the loss against capital gains, the settlement date on the sale will have to fall in 2004. To ensure this happens, you have to initiate the sale on or before December 24, 2004 (for Canadian stock markets).

Time the purchase of certain investments. If you're planning to invest in an interest-bearing security, like a guaranteed investment certificate (GIC), that has a maturity of one year or longer, consider waiting until the new year before making the investment. By waiting, you won't have to pay tax on any accrued interest until 2006—the year of the first anniversary of the investment. Also, consider waiting until early in the new year to purchase any mutual funds that are expected to make taxable distributions before the end of 2004. You'd hate to pay tax sooner than necessary.

Close out option contracts with losses. If you close out option contracts with accrued capital losses before year end, you'll be able to utilize those losses to offset realized capital gains this year, or in 2001, 2002, or 2003.

Trigger capital gains where appropriate. It can make sense to trigger a capital gain before year-end if the capital gain won't result in a tax bill. If, for example you have capital losses to use up, or where the capital gain will be taxed in the hands of someone with little or no other income (in-trust accounts for children come to mind), then triggering the gain and reinvesting the proceeds will allow you to have a new adjusted cost base in the investment without triggering a significant tax liability.

Defer capital gains where appropriate. If you're thinking of selling an asset for a profit and the transaction is going to give rise to a tax liability, considering delaying that transaction until the new year to defer tax until 2005.

Give investments to a child. Consider transferring investments to a child before year-end where that investment has dropped in value. This will trigger a capital loss that you can use to offset capital gains, and will pass the tax liability on any future growth in the investment to your child. You'll also minimize probate fees on those investments at the time of death with this idea.

Donate securities to charity. Making a donation by year-end will provide you with a donation credit, and tax savings, for 2004. If you're considering disposing of certain publicly traded securities anyway, think about donating those securities to charity. Any resulting capital gain on the donated securities will be subject to an inclusion rate of just 25% (one-half of the usual 50% rate).

Claim a capital gains reserve. If you're thinking of selling an asset by year-end at a profit, consider structuring the sale so that you collect your sale proceeds over more than one year. You're able to spread the capital gains tax liability over a period as long as five years if you take payment over five years. As a minimum, consider taking payment partly this year, and partly in January 2005 in order to spread the tax hit over two years. Consult a tax professional to structure this properly.



Mark Hudon is a Certified Financial Planner (CFP®) and Personal Coach since 1994. His investment approach incorporates tax planning to minimize your investment tax bill each year. A tax-smart portfolio is a portfolio that focuses on maximizing after-tax investment returns. After all, it's not how much you earn, but how much you keep that matters most. He can be reached at mhudon@gpcapital.com or by telephone at 1-800-608-7707 x37, or 416-622-9969 x37 www.gpcapital.com



RallySport Ontario 2004 Annual General Meeting

***Saturday, March 26, 2005
Peterborough, Ontario***

Location: Fleming College
599 Brealey Drive
Peterborough, Ontario
Room 5909

Time: 11:00 AM

Information Contact: Kurt Seelenmayer
RallySport Ontario Secretary (Acting) 2004
E-mail: secretary@rallysport.on.ca

*Agenda includes normal year-end items of business, and election of officers:
President; Vice-President Performance Rally; Treasurer (one-year term); Secretary*

Directions From Toronto:

- Hwy 401 to Hwy 115 to Peterborough
- Exit after Highway 28 is Airport Road
- Take Airport Road north
- Through traffic light at Sir Sandford Fleming Drive, Road changes to Brealey Drive
- First drive on left is Fleming College.
- Park in lots A or B

Directions From Ottawa:

- Hwy 7 west to 115 to Toronto
- Exit # 7 East Sir Sandford Fleming Drive.
- Straight ahead through 2 lights to Right at third light (Brealey Drive)
- First drive on left is Fleming College
- Park in Lots A or B



Proxy to Vote 2004 RSO AGM

I, _____, a 2004 member in good
Name
standing of _____, a club affiliated with RallySport Ontario, hereby appoint
Club
and authorize _____ to vote on my
Name of Proxy Holder
behalf at the RallySport Ontario Annual General Meeting to be held in Peterborough on
Saturday, March 26, 2005, and any adjournment thereof.

Signature: _____ Date: _____

Printed Name: _____



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