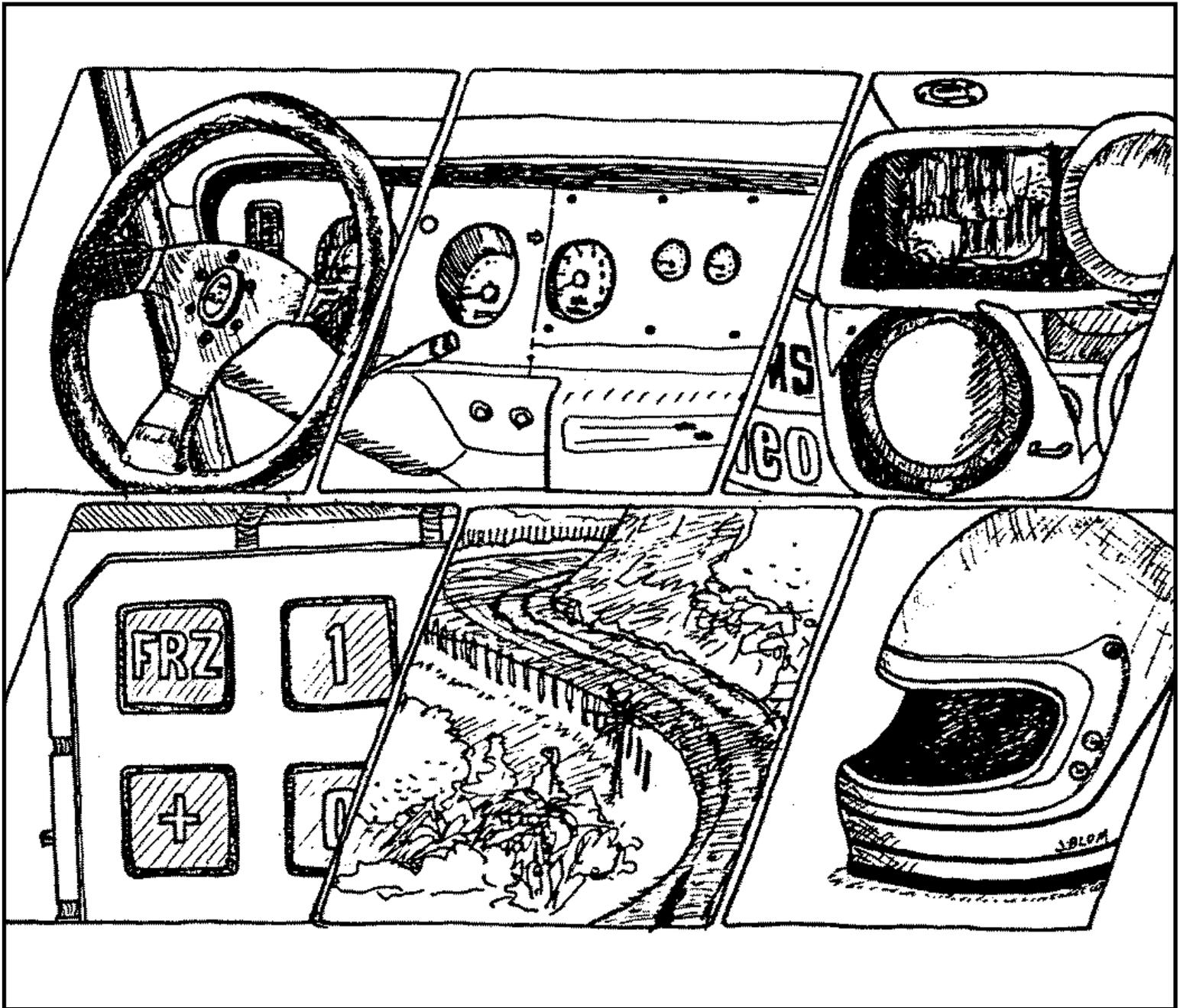




Fifth Gear

April



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

April showers bring May flowers!

That's what I was thinking when I turned down a chance to instruct at Mid Ohio in mid April. I remember too many cold, rainy days, and track closures due to ice in April. It turns out that temperatures were up over 15 degrees, and we had the best weekend of the year to date. Oh well. I got to do some gardening.

There has been lots of activity as people get ready for the summer track season. RSO held their AGM in Peterborough at the end of March, and with multiple candidates for almost all positions, we knew it would be exciting.

TAC was well represented by Kurt Seelenmayer as the acting secretary, Dietmar as our competition director, the Fenwicks and Brian Maxwell as members at large, and the Rich Sullivan clan as potential RSO Presidential Family. We all arrived with our proxies, and the air was tense as the rules of engagement were read out. Each candidate would have 2 minutes to give a statement, then there would be 5 minutes for questions. Although Rich gave a very eloquent speech, and appeared to have the hearts and minds of most people there, the incumbent, Ray Felice, was re-elected. The returning officer commented that he could not remember a closer vote in the history of RSO.

Thanks to all who got their proxies in. It made for a very entertaining meeting. Given the strong show Rich made, all the candidates that did get elected expressed their thanks to him for his ideas, and for giving rally the shove it needs to regain its popularity. Let's hope the new RSO Board can constructively revitalize the sport, and contribute to CARS success in Canada.

One of the things that is currently going on on the Rally Ontario mailing list, is a discussion on some of those points raised during the campaign. Someone pointed out that the Ontario Road Rally Championship (ORRC or Time/Distance) series isn't much of a feeder for the Ontario Performance Rally Championship (OPRC or Performance) series. Another person commented that the ORRC was similar to Solo, and OPRC was similar to Road Race.

This comment didn't sit well with some of the people on the list that knew Solo! They in fact pointed out that Solo is closer to OPRC, with everyone trying to run as fast as possible, and limited (or no) passing. It was agreed that Solo is quite intense, and it was also agreed that while Solo can be a feeder for Road Race, ORRC isn't really acting as a feeder to OPRC.

As a Soloist and a Rally fan, I pointed out that people

can enter a Solo event with some degree of confidence that they will be able to drive their cars home. I would never enter a Performance Rally or Road Race event without a truck and trailer available to tow my car home. I presented a "Damage Expectation" hierarchy:

Minimal Damage

ORRC

Solo 2

Performance Driving Schools

Solo 1

F1

Road Race

Champ Car

OPRC

World Rally Championship

NASCAR

Certain Damage

I also suggested that Rally needs something with more speed than ORRC, but less damage than OPRC. I suggested more Rally-cross events, or even Hill Climbs. Rally-cross events take place on a closed course, and drivers follow a fixed route, but there is hopefully less chance of damage. These events can be thought of as being similar to Solo 2 events, except that they might take place in a quarry instead of a parking lot.

Whatever comes of the discussion, I hope that Performance Rally can attract more participants. It is truly one of the best sports to participate in - as driver, navigator, corner worker, or spectator.

Solo Ontario held their Open House on the snowiest weekend of April. Despite the bad weather, the turnout was excellent. TAC had 23 new members sign up, and as I'm sure Russ will report, we now stand at 170 members - more than last year's record, and the year isn't even half over! Ana (and her family) did an admirable job as the new Solo Registrars. I'm sure she will enjoy it, as I did. It is great when you can meet with all the competitors face-to-face. It looks like about 75 people signed up for the Mobile 1 Solo 1 series, and I know more people are registering as we approach the first Solo School on May 7/8. Special thanks to CSC Racing for offering their facilities, and giving attendees 15% off any items purchased. I know I saved a bundle!

CASC-OR recently held their President's Meeting, where they present plans for the next year. Budgets for 2005 look strong, with revenues down from lower

From the President's Desk continued...

club affiliation fees, but still a healthy balance in the bank. The CASC web site is being used for club memberships, licences, car number requests, and Solo registration.

A few years ago, the CASC's auditor recommended that all clubs prepare to file income tax returns. There should be no taxes to pay, as we are all Not For Profit corporations. I asked if any clubs had started doing this, and only one club said they were planning to. No one was currently doing this. At this point, I think TAC will follow the lead of the other clubs. and file a return when we understand the consequences.

Ron Woltman, of MCO, asked if CASC was working with William Dickson of Williams Performance Friction, who was promoting a motorsport insurance policy. CASC President John Bondar said that they were instead working with ASN Canada, who were preparing a rider that could be included in any company's insurance policy. The rider would permit the holder to drive the car on the track, but they would not be covered

during track events. This would be perfect for Solo, Rally, or driving schools. It would not provide any coverage for after-market performance parts. Most insurance company's will drop you if they find out that you have installed a performance part - like "lowering springs" or a roll cage.

After some discussion, John Bondar said that he would speak with anyone who had directly been affected by insurance companies. If you have a first hand story of insurance coverage problems, please get in touch with John directly.

Some other TAC news - We are still looking for a Secretary and an RSO rep. I think the RSO meetings would be fascinating, given the recent elections. Feel free to step up and help make your favourite sport that much better.

Still more TAC news - Dietmar has been working with Financial Concepts Inc (FCI), who would like us to host a contract rally for them. This organization is a major charity fund-raiser, and this contract rally will be a first class event. The top prize is to be a \$10,000 lease. They are asking for 15 checkpoints. Each will be sponsored, and the rally "passport" will have to be stamped at each checkpoint - by a special sponsor's stamp! These guys are first class all the way. Our TAC brochure was included in the promotional mailing. It went out to 1,500 people. Dietmar is looking for volunteers for this event. Let's climb on board, and make this our best contract rally yet!

Finally, a quick update on my project. The BMW M3 shell and engine are currently being worked on at TechMax in Mississauga. We are stripping out the interior, trying not to cut any critical wires, while removing the wiring for the sub woofer, cell phone with auto-muting, car alarm, and aftermarket stereo. If anyone knows where I can find a cheap OBD1 donor engine, I would be very grateful. I'm scouring scrap yards and web sites looking for some key parts so we can get the engine into the chassis. I'm hoping for a July unveiling.

Happy motoring to all!

Rob McAuley

TAC President

Autophile

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TAC Events Calendar 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
April 2005			
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
June 2005			
3-5	Regional Race	Shootout, CASC RACE #3-Shannonville Motorsport Park	CRDA
4	RA ProRally	Susquehannock Trails,Wellsboro (PA)	
4	Rally-ORRC	Discover Ontario Car Rally, Sharon	☞ TAC
4	CART	Milwaukee Mile, West Allis WI	
11	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; Mosport DDT	OMSC
11	IRL	Texas Motor Speedway, Fort Worth	
12	Formula-1	Canadian Grand Prix, Montreal	
13	Mini-Rally	Mini Rally	MLRC
15	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ 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	

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

Top Ten Tax Tips

1. File your taxes on time to avoid the 5% late filing penalty.

If you owe tax for 2004, and do not file your return for 2004 by midnight of May 2, 2005, CCRA will charge a 5% late-filing penalty.

If you or your spouse or common-law partner carried on a business in 2004 your 2004 tax return has to be filed by **June 15, 2005**. However, if you have a balance owing for 2004, you still have to pay it by May 2, 2005.

2. Receive your tax deduction automatically every month.

You can ask CCRA to allow your employer to reduce withholdings if you have contributed to an RRSP early in the year, made large charitable donations, or incurred substantial medical expenses. Child care expenses, alimony and taxable child support also may lower your income and reduce your withholding taxes.

3. Take advantage of Income Splitting Opportunities:

- a. Split income by employing your spouse or child.
- b. Lend money to your spouse or child.
- c. Have the lower income spouse invest all earnings
- d. Maximize your charitable deductions (amounts over \$200) by pooling your charitable receipts for up to five years and have the higher income spouse claim them.

4. Try to earn your investment income (outside of RRSPs) at the lowest tax rate possible.

5. Pay the premiums on your disability insurance.

6. Claim medical expenses on the tax return of the spouse with the lowest income.

7. Make use of your investment losses.

8. Defer tax on severance or retiring allowance.

9. Transfer shares to your RRSP, but not at a loss.

10. Make sure you deduct your safety deposit box fees, and all investment carrying charges if you have an investment loan (outside your RRSP).



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

Vice President's Report

Membership

As of April 10, we have 173 current members, including 109 Primary members.

We still have 47 members from last year who haven't renewed yet, and another 41 from 2003 who haven't rejoined.

We finished last year with 164 members, so we've set yet another record for membership!

Web Site

Nothing to report. I wish I did, but I don't.

Message Forum

The forum is located at <http://www.torontoautosportclub.ca/forum/>.

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.

It was a little disappointing to see only one member has registered since last month.

Sponsorship/Advertising

Nothing to report.

Solo Open House

Well, the weather had me thinking about skiing more than racing. Someone said Newmarket received 30 cm of snow on the day of the Open House! Despite the weather, there was a great turnout. Myself, Peter Clifford, and new member Sheryl Graham were there looking after the TAC table. We signed up 23 new members, and had seven members renew. That was a lot more than I expected. We ran out of membership applications and membership cards. I hope all those new members who left without a card have received one in the mail by now.

Rob McAuley was there, and set up a wireless network that was fantastic to work with. We were able to sign up members online. Plus it was used for competitor and event registration.

And Ana Maria Santos and Gustavo Lleras were busy looking after registration, and Christian Sorensen, Solo 1 Director, was busy (?) answering questions.

So you can see that TAC was well represented. Its going to be a busy season this year, with a lot of new competitors.

Ski Club Cross-Promotion

You'll see an ad in this month's Fifth Gear discussing FITS Night. This is the High Park Ski Club summer theme, Fun In The Sun exposition. There are many other clubs gathered together at the Lithuanian Hall, 1573 Bloor Street West on April 21. They represent

activities such as golf, cycling, rollerblading, kayaking, and sailing, and now, autosports!

I have requested a table for TAC. We will be the only group of our kind at the event. I'm not sure how many people will sign up, but skiers and racers both have a need for speed, so we'll see how it goes.

Also, be aware that anyone can attend the FITS night, not just ski club members. So if any of the summer activities interest you, come out and check things out. I'm even helping with a licensed bar at the event, with beverages being sold at cost, so have a cheap one while you're there!

For more info on FITS night, go to:

www.highparkskiclub.on.ca

Canadians in Racing

The **Champ Car** race was earlier today, in Long Beach. Paul Tracy had the pole in a record quick lap time. But he simply did not have a better car than Sebastian Bourdais. But second place is pretty darn good! Alex Tagliani finished 15th. Ugh. And newcomer Andrew Ranger finished 17th after he was knocked out by contact (not his fault) after running well. It'll be interesting to see how the 18 year old can do against the seasoned vets.

On the IndyCar front, Patrick Carpentier finished 9th on March 19 in Phoenix, and 8th on April 3rd in St Petersburg. So he now stands 9th in the overall standings.

Camaro killing Cobra

That's what I'm trying to work my car into. Last season, I had seven second place finishes in nine events in the Solo 1 GT1 class. Dave Barker from OMSC in his 1997 Camaro SS ruled supreme over me. I just can't live with that! Mustangs must win over Camaros.

I worked it out that, if I can drop just five horsepower at the wheels, I'll free up another preparation point. I'm pretty sure I can make that happen. After all, I was running my 245-45-17 on 9" rim street tires when I had the dyno done, and my track combo is a heavier 275-40-17 on 9 1/2" rim.

So I order a few more parts to help me out. The main items are a panhard bar and rear lower control arms. The panhard bar will help limit lateral movement of the solid rear axle. I'm always a bit hesitant going into a fast corner, as the rear end wiggles like a belly dancer's. I'm exchanging the Yokohama tires for Kumhos, and that should help a bit as well. I'm also doing bushings, full length sub frame connectors, brake cooling ducts, new OEM shocks, and a lightweight driveshaft. All these are free, or fit within one prep point. Think its enough? We'll see!

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

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Registration Fee

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

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From The Archives ...

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

THANK YOU!

More neat stuff turned up in the mail this month – this time a black binder about 1.5cm thick, containing the minutes of the DKW Owners Club, from 1957 to 1966. I have not yet found the time to go through and read every carefully typewritten page of this wonderful addition to the TAC archives, but I will. Below is an example of what I have discovered so far...

The second page in the binder is titled “The History of the Formation of the DKW Owners Club Canada”. It is unsigned, but would seem to be the work of Peter Yardley...

“Following enquiries from various DKW owners, Mr. W. Ornstein, President of British Motors Ltd., circularised all known DKW owners in and around Toronto, in order to ascertain probable support in the event of the formation of a DKW Owners Club. The response to this letter was large enough to warrant a meeting being called, and this took place on June 12th, 1957, in the Lecture Hall of the Institute of Chartered Accountants, 69 Bloor Street East, Toronto, under the temporary chairmanship of Peter Yardley.

“About 70 persons attended, and in addition many people unable to attend telephoned or wrote, expressing interest. At the meeting the constitution of the Sports Car Club was read out, discussed and approved in principle as a basis for a constitution to be drafted for the DKW Owners Club. Some points of the constitution provoked quite a lively discussion, namely, the subject of dues, the circumstances under which a member could be ejected from the Club, and attendance rules for active members. The name of the Club, i.e. DKW Owners Club – Canada, was discussed and approved.

“Sixteen people expressed willingness to give active assistance in the organization of the Club, and these formed a provisional committee, namely:

John Neill, Goste Ekman, Ernie Larkman, Pat McCooey, Glen Arnold, Jack Newbold, Miss Margery Citulski, Ken Hall, Karl Robinson, E. Feurth, Francis Bradley, Kurt Preinitsch, Kurt Englehardt, Dudley Whitney, Mrs. Clare Stuart, and Peter Yardley.

“At the close of the meeting several people paid their membership dues to Peter Yardley, and key cases and DKW lapel pins, provided by British Motors were distributed to all present, as mementoes.

“Informal meetings of the provisional committee took place within the next few days, and the results of these were that a draft constitution was prepared for presentation to the meeting held on June 26th, 1957 (minuted), a President (Ken Hall), Vice-President (Karl Robinson), Activities Chairman (Goste Ekman), and Secretary (Peter Yardley), were chosen, and plans were made for the Club's first field event, a rally and picnic on July 7th, 1957. It was decided to propose Mr. W. Ornstein as Honorary Immediate Past President.”

Now that's a fine how-de-do, isn't it? First 'official' meeting in June, 1957. On a wall in the CASC offices there is a plaque marking TAC's membership in CASC, and it clearly says 'since 1956' on it. Based on the new evidence provided above, obviously that is wrong. Further, it would appear that we are celebrating our Fiftieth Anniversary a tad prematurely... on the other hand, this looks like a real good excuse for a two-year party!

Of the founding committee members, one name jumped right out at me – Francis Bradley. Known in his day as The Flying Bus Driver, Francis drove for the TTC during the week, and raced very well on the weekends. He won a lot of races, and when international drivers started coming to Canada, Francis sealed his reputation by showing many of them how fast a bus driver could really go! I'll try to have more about Francis for a future 'Archives' page...

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~safety harnesses~pyrometers~caster camber gauge~

~scales~fuel cells~tape~books~neck braces~



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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

Mobil 1

2005 Solo 1 Championship Series

c/o CASC-OR 703 Petrolia Road, Downsview, Ontario. M3J 2N6
Director Christian Sorensen 905-474-2220 ext 228 solo1dir@casc.on.ca

2005 Mobil 1 Solo 1 Championship Series announces Schedule

Series kicks off with Open House April 3rd

CASC-OR Offices, Downsview, Ontario - March 30, 2005: Christian Sorensen, Solo 1 Director for the Canadian Automobile Sports Clubs – Ontario Region (CASC-OR), announces the schedule for the *Mobil 1 Solo 1 Championship Series*. Kicking off the schedule is the Soloontario Open House on April 3rd to be held at the CSC Racing Products facility, 125 Harry Walker Parkway in Newmarket, Ontario. The Open House runs from 1:00PM to 4:00PM and is an opportunity for competitors and newcomers to register for series events and schools at a discount, join CASC-OR clubs, and receive information about the series from organizing officials.

Solo 1 Time Trials, otherwise known as ‘Solosprint Time Trials’, is a competitive sport that allows drivers to use their street-driven cars on purpose-built tracks to race against the clock. Cars are separated on the track and no passing is allowed, making this form of high-speed motorsport a safe and accessible test of the performance capabilities of car and driver. Solo 1 Time Trials in Ontario is organized by Ontario’s governing body for amateur motorsports, CASC-OR, and is directly affiliated to the international FIA through ASN Canada FIA. Complete information about the Solo 1 Time Trials series can be obtained from the series website at www.soloontario.com

The *Mobil 1 Solo 1 Championship Series* consists of seven weekends of competition events and performance driving schools run from May through September. These events will be run on Mosport’s Driver Development track for the season-opening Solo 1 School May 7th – 8th and two competition events on the weekend of June 18th -19th; Shannonville Motorsport Park for two competition events on the weekend of May 28th-29th; the Toronto Motorsports Park’s road course at Cayuga for two competition events July 23rd-24th; Mosport’s Grand Prix Road Course for the Mosport Grand Prix Challenge August 7th-8th; and the new Calabogie Motorsports Park track near Ottawa for the Calabogie Grand Prix Challenge August 20th-21st. This year will also feature the ASN Canada FIA 1st Annual Solosprint Canadian Championship run September 10th and 11th at Shannonville to close the season.

Running Solo 1 Time Trials in Ontario would not be possible without the generous support of sponsors. [Mobil 1](#) has stepped up in 2005 to support the entire Soloontario community by being title sponsors for both Solo 2 Autoslalom and Solo 1 Time Trials. As a premium performance brand of synthetic lubricants, Mobil 1 products are used by many competitors for their vehicles, and in 2005 competitors can look forwards to plenty of opportunities to receive Mobil 1 product as prizes.

Also participating this year in the Solo 1 Time Trials series are returning sponsors [Wheel and Tire Zone](#), noted especially for the prestigious Wheel & Tire Zone Pole Position Award that goes to each event's top competitor. Wheel and Tire Zone offers complete automotive services including oil changes, air conditioning flush and fills, alignments, brake, exhaust and suspension work in addition to a large selection of wheels and tires. Wheel and Tire Zone’s principal, Andrew Kantor, has distinguished himself for his participation in and support for amateur motorsports in Ontario, and as a result his Mississauga facility is a favourite hangout for Ontario automotive enthusiasts.

2005 Mobil 1 Solo 1 Championship Series Sponsors

- Wheel and Tire Zone • CSC Racing Products • Mad Macs Communications + Graphics •
- Yokohama Tires Canada • Inside Track Motorsport News • Afirma Innovations •

Sanctioned by CASC-OR



Mobil 1

2005 Solo 1 Championship Series

c/o CASC-OR 703 Petrolia Road, Downsview, Ontario. M3J 2N6
Director Christian Sorensen 905-474-2220 ext 228 solo1dir@casc.on.ca

[Yokohama Tire Canada](#) will also be back as sponsor of our season-opening Solo 1 School May 7th and 8th, and as a tire contingency sponsor. Yokohama is a world leader in the automobile tire business with motorsport directed products like the Advan A032R Soft and Hard compounds and the new Advan A048.

[CSC Racing Products](#) is back as a series sponsor and host of the April 3rd Open House. Competitors will be able to take advantage of their tax-free specials on showroom product during the Open House from 1:00PM to 4:00PM. CSC Racing Products are custom roll cage and chassis fabricators as well as one of the largest SA helmet retailers in the Greater Toronto area.

The Official Publication of Canadian Motorsport, [Inside Track Motorsports News](#) is back this year with a special On The Grid section that will cover grassroots CASC-OR activities in every issue. The Solo 1 Committee of the CASC-OR appreciates their commitment to amateur motorsports so much that they will be awarding each competitor who registers for events in the *Mobil 1 Solo 1 Championship Series* at the Open House a free subscription.

[Mad Macs Communications + Graphics](#) has done invaluable service to the amateur motorsports community over the years and this year has been no exception as they have produced a beautiful new rulebook and a whole host of smartly laid-out registration forms and signs for the Open House. Mad Macs Communications + Graphics provides complete type & design studio services and graphic systems solutions.

The support of new sponsor [Afirma Innovations](#) has also been crucial to getting the refreshed www.soloontario.com website up and running. Afirma Innovations provides the means for small and medium-sized companies to manage their computing and networking requirements, specializing in delivering cost-effective and prompt solutions specifically tailored to individual business needs.

--- 30 ---

2005 Mobil 1 Solo 1 Championship Series Sponsors

- Wheel and Tire Zone • CSC Racing Products • Mad Macs Communications + Graphics •
- Yokohama Tires Canada • Inside Track Motorsport News • Afirma Innovations •

Sanctioned by CASC-OR



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

CASC-OR Board of Directors

From the Solo 1 Director

April 12th, 2005

Open House Registrations up in 2005

The SoloOntario Open House at CSC Racing has attracted the largest crowd of competitors since 2002. Series Registrar Ana Maria Santos counted 357 net person-days registered for Solo 1 Events by 76 competitors, all of whom received a SoloOntario pin and a subscription to Inside Track Motorsport News. Counting faxed-in and online registrations, Solo 1 now has 395 net person-days registered, compared to 354 from this time in 2004 and 327 in 2003.

Despite this year's new requirement that school attendees first join a CASC-OR club, the season-opening Solo 1 School has sold out with 36 entrants. Ana is now maintaining a waiting list and has posted the list of successful registrants on the Solo 1 section of the CASC-OR forum.

Ontario Solo Organizers gearing up for Season

The Mobil 1 2005 Solo 1 Championship Series is being organized by five of CASC-OR's member clubs: HADA, TAC, OMSC, COMP and MCO. These clubs have formed the OSO (Ontario Solo 1 Organizers) partnership; representatives of whom signed a profit-sharing agreement at the February 10, 2005 Solo 1 Committee Meeting. The advantage of this for the competitors is that series registration, timing and scoring are handled by a single team of volunteers. In 2005 all competitors will be able to register for Solo 1 Events online through the members section of the CASC-OR website at www.casc.on.ca, and find up-to-date event results, news, and pdf copies of all forms and regulations at www.soloontario.com.

ASN Solosport Committee Annual Meeting April 9-10th

Representatives from the five Canadian motorsports regions met during the weekend of April 9th and 10th at Holiday Inn Mississauga to finalize a 2005 budget and hash out plans for the Autoslalom and Solosprint Canadian National Championships. The August 19th-21st Autoslalom Championship in Red Deer and the September 10th-11th Solosprint Championship in Shannonville will both receive considerable support from the ASN Solosport Committee in the form of Rules preparation, Pre-event publicity, Marketing materials, Sponsorship generation, Event officiating, Event display materials and Post-event publicity.

Christian Sorensen
CASC-OR Solo 1 Director,
ASN SoloSport Committee member



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

the Soapbox Derby

by Malcolm Elston

I'm pretty certain that there'll be a fair bit of editorial elsewhere in this issue about recent RSO activities. I am disappointed that Rich Sullivan was not successful in his campaign to become President, but at the same time I am pleased that considerable pressure was brought to bear on the incumbents. I hope they pull up their socks and start to do a better job; time will tell.

Oil to \$100 a Barrel...

Just in case you missed the news, two independent 'think tanks' – one Canadian and one American – predicted earlier this month that oil would go through the \$100 a barrel ceiling before 2010. These guys are paid big bucks for analysis and forecasting, and they rarely miss the mark by much. Given that oil is currently sitting in the low \$50 per barrel range, this would suggest our gas prices would climb from .90¢ a litre to about \$1.80, which would still be some 30% cheaper than what we are paying at retail for bottled water – right now.

However, there is no cause for panic; this doubling of fuel prices won't affect motorsport as much as it will other sports; U.S. football, for example. Research done during the '73 oil crisis revealed that the pigskin people use more than ten times as much gasoline as does all of U.S. racing – including NASCAR – combined!

Not a Shocker To Me...

Remember General Motor's much vaunted EV1 electric car? The swoopy little two-seat coupe they introduced in the mid-nineties was capable of traveling up to 200km on a single charge. GM offered them in California –for lease only, never for sale – as 1) a demonstration of emerging technology, 2) a public-relations coup for GM, and 3) as a way to help the company meet its over-all emission requirements in the ultra-tough California market.

Well, the EV1 party is now officially over, though I'd argue it never really got started... customers stayed away in droves, and only about 800 cars were ever leased. GM lost a pantful on this exercise, and once they had every genuine foaming-at-the-mouth environmentalist signed up, who was left? Nobody.

Which I suggest is well worth remembering as we start to see the impact that hybrid success is having as it surfaces in more and more vehicle types. Hybrid Ford Escape, hybrid Accords – and GM and Ford are both paying royalties to Toyota to use their hybrid expertise and technology.

I'm not so sure the Ballard Power Systems (Hydrogen Fuel Cell) is going to be able to catch up. In fact, I'm pretty darn sure it won't, despite the billions poured into the company by Daimler-Chrysler and others...

Please Hang-up, now...

I've written in this space before about the dangers of cellphone use while driving. Remember the Sunnybrook / Women's College Hospital study that followed 700 high-frequency phone users? Within three years, every one of them had been involved in a crash or collision, one fatal.

A new study out of the University of Utah has proven that when young people drive while talking on their cellphone, their reaction time is slowed by 18–20%. Might not sound too bad, but statistically that increases your chance of crashing by 500% !!

The study also showed that ALL drivers – regardless of age – were 18% slower in hitting their brakes than drivers not on a cellphone.

Once again, the message is clear – hang-up, or pull over and stop.

With insurance rates where they are, you can't afford to chat while driving. And by the way, if you are involved in an at fault crash, you can expect the police to check to see if your cellphone was in use at the time of the incident; if it was, you could get a 'careless driving' charge added to your problems...

F1 and the Future...

Just when everyone in the FIA is thinking that they've finally got what they wanted – a return to serious competition in Formula One – the wheels are about to fall off yet again. Only this time it's going to be very interesting...

The three banks left holding the Kirsch bag have successfully sued Bernie, and he has been reduced to a 25% stakeholder. Put another way, Bernie now has three bosses checking his every move.

Meanwhile, Ferrari is the only team to sign the new Concorde Agreement for 2008; the other nine teams are boycotting the next meeting, later this month, and they're all talking separate series.

And of course there is the new International F1 Series starting next year... bankrolled by arab oil, Australia is the latest country to sign on and commit a team. I'd call that a viable framework...

Board of Director's Meeting

March 1, 2005

Location: teleconference

Time: called to order 8:10pm

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

Membership

As of March 1, we have 136 current members, including 79 Primary members.

Web Site

In Progress. *Action by Russ.*

Message Forum

Agreed to advertise the forum in Fifth Gear. *Action by Russ*

Sponsorship/Advertising

Scott Maxwell of MiniGrid had provided some prizes for the Awards Banquet. He had requested an email list of our members. It was agreed that we would not provide the list. It was agreed that forwarding ads to our memberships would be acceptable from time to time. Peter to discuss whether they want an ad in Fifth Gear. *Action by Russ & Peter*

Winter Driving Clinic

In progress. *Action by Russ.*

New Logo

In progress *Action by Rob*

Collective Vision, Mentoring

The message forum could be used to facilitate this, once it becomes more commonly used. *Action by BOD.*

Secretary

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

50th Anniversary

Ian is to stay in touch with Malcolm to co-ordinate efforts on this project.

The Molson Indy does not offer single day discounts. The lowest level package is a three day deal at \$250, which could be discounted to \$215-\$225. The one day ticket is wlk in, no seating. We need to consider an alternative venue for our premiere 50th Anniversary event. *Action by Ian.*

We will be booking the Royal York Hotel for the 1st Saturday in December for our year end Awards Banquet. We will need a \$4,000 deposit out of a total \$8,000 cost. We expect about 50-60 members to attend. An appropriate level of club subsidization needs to be discussed and agreed upon. *Action by Ian.*

Volunteer Rewards

Most of the gear has been distributed. There has been great feedback..

Banking

Cheques are being sent for affiliation dues, and Fifth Gear expenses. The tractionizer has been paid for. KOS web

hosting has been paid.

We have Articles of Incorporation. We need to set an appointment with the bank for Rob, Peter, and Russ. *Action by Peter.*

Ice Racing

The season has been completed. TAC had the last weekend, postponed from the first weekend. There was one rollover, with no injuries. One spectator was hit by flying snow, and then fell off a snowbank into the grid, cutting her head, but she was OK.

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 will be starting in April.

There has been no further discussion of a possible contract rally with Seneca College. *Action by Dietmar.*

There is a meeting tomorrow with Corp Finance International (CFI) regarding their contract rally. It will be a mid week day in June.

Solo 1 and Solo 2

The Solo Open house is April 3. Rob, Peter, and Russ will attend, and look after the TAC table.

TAC is co-organizing the Solo 1 schools on May 7&8, and August 6.

TAC is organizing Solo 1 events on May 28 & 29, and Aug 7.

TAC's Solo 2 event is July 30.

The new Marque racing series will be starting on BARC's regional race weekend of April 30/May 1.

Flyer

Rob had 1,000 copies of the flyer made. The calendar has been deleted so that copies of the flyer can be used in future years without modification. Although, the 50th Anniversary logo is on the flyer, this is not an issue.

RSO President

To date, Rob has only 8 proxies.

Club Meeting

Rob suggested that TAC pay for some snacks like nachos and/or wings for those attending, along with soft drinks or coffee.

Insurance

The application for annual coverage with ASN Canada, including general liability, director's and officer's liability, and blanket coverage for non-speed events is \$762.00. Ian will send the insurance forms to Dietmar. This does not cover Solo 1 which is specific to each event.

Russ won't be at March club meeting
Meeting adjourned at 9:50pm.



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Ontario L4W 2M7
Tel: 905-624-1577

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

Board of Director's Meeting

April 6, 2005

Location: teleconference

Time: called to order 8:19pm

Attendance: Russ Harding, Peter Clifford, Dietmar Seelenmayer

Solo Open House

The Open House, held at CSC Racing in Newmarket, was a real success, despite the bad weather. It was just as busy as previous years, if not moreso.

We signed up 23 new members and 7 renewals. A new member (Sheryl Graham) was a real help at the TAC table, getting new member applications filled out, and handing out membership cards. The demand was greater than expected, and we ran out of cards and application forms! Some members were able to sign up electronically if paying by credit card, on the laptop provided by Rob. Rob had spent an hour or two setting up a wireless network for TAC, and for event registration.

Membership

As of April 6, we have 170 current members, including 108 Primary members. This is a new record, and some memberships are still coming in!

Web Site

In Progress. *Action by Russ.*

Message Forum

Only one new member since the ad was put in Fifth Gear. We will put a link to the forum on the homepage. *Action by Russ*

Sponsorship/Advertising

In progress *Action by Russ*

Winter Driving Clinic

It was noted that BMW is running driving clinics at Downsview Park. In progress. *Action by Russ.*

New Logo

In progress *Action by Rob*

Collective Vision, Mentoring

A few more Mustang drivers have joined. Russ and Chris have been advising them over at the GTA Mustang Club message forum. *Action by BOD.*

Secretary

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

50th Anniversary

No report. *Action by Ian.*

Should a premiere event not work out, an alternative may be to purchase some equipment that would benefit the members. Examples include corner weighting scales, caster/camber gauges, etc.

Volunteer Rewards

It was clarified that Peter is completing the rewards from 2003-2004. Ian is in charge of 2005. Each event organizer is to submit a rewards list. Robb submitted info regarding the Solo Open House.

Banking

Rob, Peter, and Russ attended a meeting at the bank. The banking information has been updated. In the future, new directors will only need to attend with one of the existing directors, specifically Rob, Peter, or Russ.

Ice Racing

The season has been completed. The TAC weekend contributed approximately \$3,000 to the club after expenses. The event was well attended. It has been noted that the Kinsmen intend to increase fees for next season to cover increased track maintenance costs. It is expected that entry fees will increase by approximately \$5 per entry per day, but this is not final.

Rally

The contract rally with CFI is firming up. We have provided approximately 1,500 flyers to be included with their mailer. The date has been set at Thursday, June 16, during the day. We will need volunteers. CFI would like to have fifteen checkpoints, each with a different sponsor. We are expecting about 60 entries. *Action by Dietmar.* Ralliettes will be starting in April 27.

There has been no further discussion of a possible contract rally with Seneca College. Dietmar checked with Brooke about two weeks ago.

The RSO Rally school had about 50 students, including a few Taccies.

Solo 1 and Solo 2

TAC is co-organizing the Solo 1 schools on May 7&8, and August 6. Need to confirm that Rob is organizing the schools. *Action by Rob*

TAC is organizing Solo 1 events on May 28 & 29, and Aug 7. We need to confirm organizers for these events. *Action by Rob*

TAC's Solo 2 event is July 30. We need to confirm an organizer for this event. *Action by Rob*

The new Marque racing series will be starting on BARC's regional race weekend of April 30/May 1. During lunch break on April 30, BARC will be having free lapping for Solo 1 competitors. These are simply "pace" laps, behind a pace car, and will not be at race speed. This will be a good event to take family members to see the track.

RSO AGM

The meeting was attended by 33 members, including 9 TAC members. There were a total of 174 votes, including

Board of Director's Meeting

April 6, 2005

proxies. Ray Felice was re-elected over TAC member Rich Sullivan, although we understand the vote was close. TAC still needs an RSO Representative. Kurt and Dietmar have too many other commitments. Rich has indicated that he's not interested.

Insurance

The cost for annual coverage with ASN Canada, including general liability, director's and officer's liability, and blanket coverage for non-speed events has been paid. This will cover us for 10-19 events, including navigational rallies, rally schools, contract rallies, Solo 1 schools, Autoslalom schools, and autoslalom events. This does not cover Solo 1 which is specific to each event. Solo 1 insurance is not paid directly by the club, but rather is paid by the Solo 1 committee.

Director's Honourarium

We are still trying to fill the Secretary's position. It was suggested that an honourarium be offered as an incentive. One choice would be something on the order of \$100 in cash or TAC gear, as voted on by the members. Feedback will be sought from the members.

FITS Night

We have arranged for a table at the Fun In The Sun event held by the High Park Ski Club. The cost is \$107.00. Rob, Russ, and Ana Maria have agreed to host the our table. The event is open to anyone. We will advertise the event in Fifth Gear. In return, HPSC will advertise TAC in their newsletter, SnoBiz.

The event is expected to be licensed, and is located near Bloor and Keele, April 21 at 7:00pm.

Newsletter contributor

Russ is corresponding with a journalism student about providing original content for Fifth gear. The person is a relative of a ski friend, and is currently the online editor for Sport Car Revolution.

Meeting adjourned at 9:45pm.

Looking for something to do this summer? Looking to stay active? Looking to get FIT?

Not only do we HAVE the outdoor clubs, we even have the place to start....

High Park Ski Club Presents our annual

F.I.T.S. Night on Thursday, April 21st at the Lithuanian Hall.

1573 Bloor Street West.

(2 blocks east of Keele Street)

Come out and make new friends and get active.

Find out what Fun In The Sun is all about...

Doors open at 7:30pm...

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To request more info email: info@highparkskiclub.on.ca

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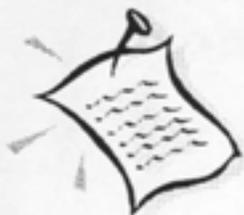
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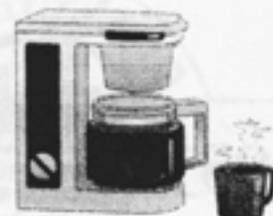


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rich's ramblings
april '05



MEMBERS OF RALLYSPORT ONTARIO and the TORONTO AUTOSPORT CLUB

I wish to express to you my thanks for your involvement and support in the recent **RALLYSPORT ONTARIO** elections.

Whether your support was for myself or for someone else, the very fact that so many of you took the time and expended the energy to involve yourselves either in person or by proxy is indicative of the extent to which we are involved with and concerned about rallying in Ontario.

While I was personally unsuccessful in the final analysis I do hope that you will work with the elected members of the 2005 **RALLYSPORT ONTARIO** Committee to help them and to ensure that rallying grows to the stature we all know it can in Ontario.

I was told after the meeting that while I did lose the vote, it was by a matter of 3 votes in nearly 160 cast. So it was a close affair. And that's that.

In the end, the 2005 **RALLYSPORT ONTARIO** Committee is:

PRESIDENT -	Ray Felice
VICE PRESIDENT for PERFORMANCE RALLY -	Jeff Hagan
VICE PRESIDENT for NAVIGATIONAL RALLY -	Ryan Huber
SECRETARY -	Ross Wood
TREASURER -	Alan Ryall

I understand that Ryan and Jeff have joined *MLRC* for 2005 and thus, to the best of my memory, this is the first time that all of the positions on the Committee have been occupied by members of the same club. Which is fortunate, since it allowed the President of the *Maple Leaf Rally Club* to declare barely days after the elections:

"As a rally competitor in Ontario, I feel much safer having seen the results of the election."

Gee. I sure hope it wasn't me causing him to feel so insecure. I'm sure glad he was able to settle down. ' Course, the rest of us may now feel a tad insecure, but that's okay.

With the approach of summer, I wish the very best to all of you in your motorsports.

Rich Sullivan

Still me. Still my opinions. Still your choice to agree or disagree. See you out there somewhere, sometime.



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