



Fifth Gear

April 2022



www.torontoautosportclub.ca

Toronto Autosport Club

2022 EXECUTIVE

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AUTOSLALOM /SOLO-II	Keith Hui

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Club Mailing Address: 148 Tamarack Drive, Thornhill ON, L3T 4X4

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. (currently via ZOOM online). - **NOTE- In-Person Meetings Suspended due to COVID-19 limits.**

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. Past issues of FIFTH GEAR are posted for viewing on the club website.

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

It looks like winter is over, and we can get our cars out on the asphalt tracks! By now, your ice racer should be up on blocks, drying out, and your track car is down from the hoist, ready for another season.

I hear that the February Ontario Time Attack instructor's school went well at the Canadian Tire Motorsport Park's Driver Development Track. While holding a track event on the same weekend as an Ice Race is always risky, the weather was mostly good for the instructor-trainees. It was only later in the day that snow squalls started dumping snow on the track. OTA ended up getting a good batch of committed instructors ready for another season of Time Attack.

This past weekend, OTA held their Open House at JRP in Oakville. Turnout was good, but now with electronic registration and payment, there isn't the incentive to show up in person. It was great to see the regulars, and catch up with their off-season antics. We had a handful of novices out, and VP/OTA Rep Gary and I had a great time chatting with them. I see a few have signed up with the club, so Welcome!

One thing to point out... Time Attack was one of the few series that was able to run during BOTH 2020 & 2021. They had great COVID protocols, and with some adjustments to the schedule, were able to get their series completed. Hopefully it will be easier this year.

The first event for OTA is our school at CTMP's DDT. It goes May 14, and is followed immediately by Event #1 on Sunday at the same track. This is the

perfect opportunity to sort out a track, and jump right into competition.

We are always looking for help at the school, so drop Gary or I a line if you have previously instructed, or just want to come out and get involved! It is always a blast to watch.

Register at <https://www.motorsportreg.com/index.cfm/event/event.status/uidEvent/61B55018-A1DB-2171-DBA6BF07D7A47A58>, but hurry. The school will sell out!

Kurt and Nick P. held their January Jaunt rally in March this year, and had a great turn-out. Their route is always a blast, up and down the escarpment. Check out Kurt's report in this issue.

Our next rally is the Discover Ontario road rally. Brooke reports that it will run on June 25 - the longest Saturday of the year.

The week after the Discover Ontario, we will (hopefully) have our IMSA Prototype barbecue at CTMP. The track always gives us a prime spot at the top of turn 2, and we'll provide great food and discounted admission for the weekend. Watch for the flyer here as we get closer to the date.

I hope everyone's getting their snow tires off, and their fluids changed for a busy COVID-free track season.

Rob
TAC President

TAC 2022 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<hr/> April 2022 <hr/>			
20	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
23	Rally-ORRC	ORRC - Spring Run-Off Rally; Cobourg	PMSC
24	F1	Emilia Romagna GP (Imola)	
<hr/> May 2022 <hr/>			
1	INDY	Barber Motorsports Park - Birmingham, AL	
7	Rally-ORRC	ORRC & SNATR - Blossom Rally, (Kitchener) area TBA	KWRC
7-8	Regional Race	Spring Trophy Races CTMP (Mosport)	BEMC
8	F1	MIAMI GP (Miami)	
14	INDY	IMS Road Course, Indianapolis	
14	TimeAttack	Ontario Time Attack School #1, CTMP-DDT	
14-15	Race	Lucky Dog Canada Endurance Race CTMP	LDC
14	RallySprint	KWRC RallySprint	KWRC
15	TimeAttack	Ontario Time Attack Event #1 , CTMP-DDT	
18	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
22	F1	GRAN PREMIO DE ESPAÑA (Barcelona)	
27-28	Rally-CRC	Rocky Mountain Rally, Kananaskis AB	CSCC
29	F1	GRAND PRIX DE MONACO (Monte Carlo)	
29	INDY	INDY 500, Indianapolis Motor Speedway	
<hr/> June 2022 <hr/>			
4-5	Regional Race	SMP CUP; at SMP	
4	RallyCross	PMSC Rallycross	PMSC
5	INDY	The Raceway at Belle Isle Park	
11	TimeAttack	Ontario Time Attack Event #2, TMP/Toronto Motorsports Park	
11	RallyCross	KWRC Rallycross, Eaglesnest Motorsport Park, Ohsweken	KWRC
12	F1	AZERBAIJAN GRAND PRIX (Baku City, Azerbaijan)	
12	INDY	Road America	
15	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
16-19	Vintage	VARAC Vintage Grand Prix, CTMP (Mosport)	VARAC
19	F1	CANADIAN GP (Montreal)	

More events to appear as 2022 Schedules are released.

For more information on any event, please contact the organizing club or sanctioning body directly.



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2022 January Jaunt Results

Kurt Seelenmayer, Co-organizer

It's the day after the January Jaunt on a snowy Sunday afternoon as I'm writing this. The Jaunt was postponed by a little over two months due to the COVID-19 Omicron case spike and was held in the spring for the first time. However Mother Nature knew we were trying to hold a winter rally and, with a cold rainy morning and flurries during the outdoor awards ceremony, gave us the weather that matched the rally's original season.

Thirteen teams came out for the 63rd anniversary of the January Jaunt. With twisty roads for the drivers and farmland to smooth out the navigation a tiny bit, the 200 km course was focused in the rural area south of Hamilton. There were 10 ½ sections with a variety of interesting instruction types ranging from "normal" tulip diagrams to Nick's "film noir" type story about a Heist, where "Woodburn was a lefty from wayback" started the section with a left turn.



(greencrew action photos by Ian Lalonde)



The seven Novice class entrants ranged from first-time beginners to rallyists with a couple of seasons under their belt. The beginner teams depended on the pre-start Beginner's school where we went through all the instruction types, while the experienced Novices were still challenged. Congratulations go out to TACcies Elgin and Connie Dewar, who placed first in class with only 4.3 points. Daniel Stiplosek and Naseem Amani were a few points behind in second, while father-and-son team of Andrew and Alex Snur claimed the final podium spot on their first-ever rally. Well done all!

The Intermediate class was resurrected so that Expert drivers could run with Novice navigators, and keep the competition separate from everyone else running Novice instructions. Congratulations to Brooke and Claire Jacobs for taking first overall with only 1.7 points.

The challenge was ratcheted up for the Experts (although maybe a couple of notches too high in a couple of sections). A couple of sections required an accurate odometer, diligently measuring distances between intersections and speed signs, and applying some complex logic. Feedback was received and future rallies will focus on improving the flow and in-car experience. Congratulations to Roger Sanderson and Barry Spinner for taking top spot. The podium was filled out by Alain and Louis Cabardos, and Jane and Bruce Leonard in third.

Most motorsport is based on volunteer effort, and navigational car rallies like the January Jaunt are no exception. Please join me in thanking all the workers who helped out on the event: fellow TACcies Nick and Ingrid Beck, Rob Jones and Janet Tse-Jones, Brian Maxwell and co-organizer Nick Parry. Also friends of rallying, the KWRC contingent of Darin Mayes, Gary and Christina Thomlinson, Martin Loveridge and Teresa van Rees for scoring, and greencrew Murray Dammeier and Ian Lalonde for doing the rally pre-check.

It was a good turnout with weather that was colder than about half the other January Jaunts of recent years. Thanks to everyone involved for kicking off another ORRC season!

2022 January Jaunt Results: Scores and Entrants

Car	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	Score	TA Pen	Total
2	E	-0.3	-0.7	1.7	0.0	-0.1	1.4	2.8	0.3	-0.9	-1.9	-1.0	0.5	-0.2	-0.2	-0.5	-0.8	-4.6	1	18.9	1.5	20.4
10	E	-0.1	0.0	0.0	0.0	0.0	2.7	-3.9	2.2	0.8	-0.1	0.2	0.3	0.0	0.2	0.0	10.8	20.0	3	44.4	0	44.4
6	E	0.4	-0.1	0.0	0.0	0.0	-0.1	3.3	-0.1	0.0	-3.7	-3.7	0.3	0.3	0.0	0.0	-0.9	20.0	-14	46.9	2	48.9
12	E	-0.8	-0.1	0.0	0.0	-0.1	0.7	-6.7	-3.2	0.4	0.1	-0.6	-0.1	-0.2	0.2	-0.1	20.0	20.0	7	60.3	0.5	60.8
11	I	-0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.1	0.1	0.0	0.2	0.0	0.0	-0.5	-0.1	0	1.7	0	1.7
9	I	0.6	0.0	-0.2	0.0	0.0	0.2	-0.1	-0.2	0.3	0.2	-7.1	0.4	0.0	0.0	0.6	-0.3	-1.2	1	12.4	0	12.4
8	N	-0.2	0.5	0.4	0.1	-0.2	0.2	0.1	-0.1	0.3	0.1	-0.1	0.0	0.0	0.0	-0.1	-0.5	-0.4	1	4.3	0	4.3
5	N	0.2	0.0	-0.9	-0.3	-0.1	0.0	-0.3	-0.8	0.3	0.3	-0.6	0.6	0.1	0.4	-0.5	-0.7	-0.8	-1	7.9	0	7.9
14	N	1.1	-0.4	0.2	0.4	0.0	1.0	-0.9	3.3	0.6	-0.6	-7.1	2.4	0.6	0.7	6.6	-0.9	7.8	0	34.6	0	34.6
13	N	0.1	0.1	-0.2	0.1	-0.1	0.8	5.1	3.4	0.7	-0.6	-7.6	0.6	0.8	0.5	-0.1	-1.1	20.0	-12	53.9	0	53.9
3	N	-0.2	-0.2	-0.9	1.1	-0.6	1.5	3.3	20.0	1.1	-0.1	-22.3	4.3	1.4	1.2	0.7	0.5	20.0	5	84.4	1.5	85.9
7	N	7.9	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	15.0	-0.3	-0.2	-0.5	-1.1	-2.0	20.0	8	235	0	235
4	N	1.7	3.0	1.5	1.3	0.2	2.3	20.0	11.9	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	15	236.9	0	236.9

Car #	Class	Driver	Club	Navigator	Club
2	Expert	Roger Sanderson	KWRC	Barry Spinner	KWRC
3	Novice	Roxanna Nazarowicz	KWRC	Joe Penney	KWRC
4	Novice	George Abel		Leslynn Flegel	
5	Novice	Daniel Stiplosek	KWRC	Naseem Amani	
6	Expert	Jane Leonard	MLRC	Bruce Leonard	MLRC
7	Novice	Daniel Skrzypczak		Spencer Strong	
8	Novice	Elgin Dewar	TAC	Connie Dewar	TAC
9	Novice	Stephen Deneka	SPDA	Anna Michisor	SPDA
10	Expert	Alain Cabardos	PMSC	Louis Cabardos	PMSC
11	Novice	Brooke Jacobs	TAC	Claire Jacobs	TAC
12	Expert	Justin Zammit	KWRC	Brandon Pace	KWRC
13	Novice	Graham Skrzypczak		Conner Crane	
14	Novice	Andrew Snur		Alex Snur	

For Sale

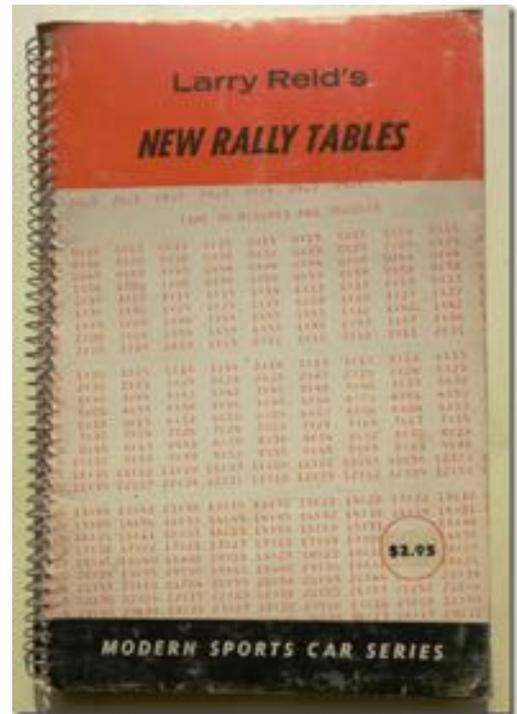
I have two copies of this book.
One is missing the back cover – it was a library book and I guess they took the cover off when it was removed from circulation.

Funny to think that rallying was mainstream enough to be in the library.

It seems a shame to recycle them.

I am in Burlington if anybody is interested.

Contact Jeff Fenwick : jfenwick1@cogeco.ca



OPEN-HOUSE @ ONTARIO TIME ATTACK



April 9 2022 at JRP

President Rob and Vice
President Gary busy
recruiting new members

[https://www.facebook.com/
OntarioTimeAttack/](https://www.facebook.com/OntarioTimeAttack/)

Chariots of the Gods – Driving in Egypt

-Graham Tulett

We recently spent some time vacationing in the cradle of civilization cruising on the Nile from Luxor to the Aswan Dam. However the starting point was the arrival at the Cairo Airport which was very different than my previous travel experiences.

Cairo and adjacent Giza are home to about 20 million people without north american transit infrastructure. They don't really have 10 lanes of highway 401 connecting to a network of 400 series highways we have for to the 3 million people in Toronto. The traffic was horrible except in the middle of the night and far worse than encountered here even though they drive on the right hand side of the road as well.



There are quite a few differences when driving from A to B:

Any and all lane markings should be completely ignored at all times. In fact should you encounter a dashed or solid lane marking, ideally the centre of the vehicle should be over the line in both lanes. This makes it easier to pass on both sides.

Horns should be continuously honked when moving so as to advise everyone you are there and wish to pass. Apparently the symphony of horns is as complex and meaningful as whale song in the oceans.

Size matters not who has the right of way. Buses are free to make u-turns in front of traffic at any time and smaller vehicles will yield. The exception is the pedestrian ranging from mothers with children to kids on skateboards who can thread traffic better than Quebecers with experience as matadors .

Traffic lights are next to non-existent. Might have seen a dozen in the entire country. There are almost no left turns, you go past and then make a U-turn.

Perhaps the number one rule of thumb according to our tour guide is that should a driver come across a few square feet of pavement without a vehicle covering it, you should immediately move to or two other vehicles will

do so in an instant. It does not matter if there is no place to go or traffic is not moving. For example if two lanes are reducing to one to cross a single file bridge and there are concrete abutments, if the two lanes come to a stop a third lane will immediately form to the outside over a median or curb. Once the non-existent third lane is full and stationary, a fourth lane on the inside will be created. When the traffic does eventually move it takes some time and lots of honking for the four lanes go down to one.



It is also interesting to note that in addition to the cars and buses, there are also the donkey drawn cart, then the horse drawn cart, followed by the three wheel motorcycle with a cargo bed and the two wheel motorcycle. The two wheel motorcycle usually carries two people without helmets but four is not uncommon. The motorcycles need even less space than cars and manage to filter through traffic whether it is moving or not.

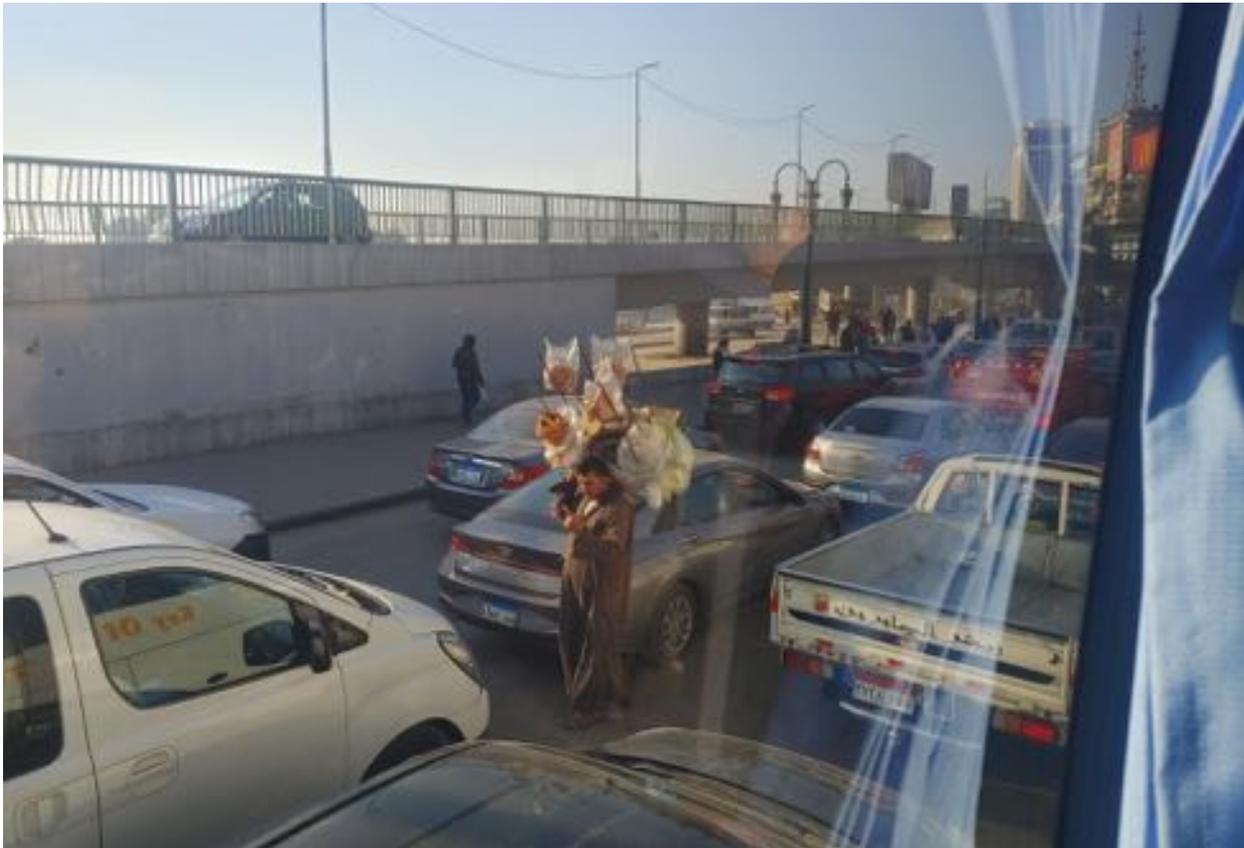
There must be some circumstances where it is acceptable to travel against the flow of traffic in the opposite lane. I did observe the police stopping the occasional car but not ticketing.

Speaking of the police they are everywhere at hundreds of traffic checkpoints. Not clear exactly what they do beyond writing something in a thick book and walking a dog around select vehicles.

Again I observed at least one hundred elevated pill boxes with police with machine guns. They waived at tourists not to take pictures but were very relaxed about enforcement or about drivers proceeding any way they wish. I was told they aren't convinced the Aswan dam is bomb proof and if its breached, 85% of Egypt will be swept into the sea in 17 hours.

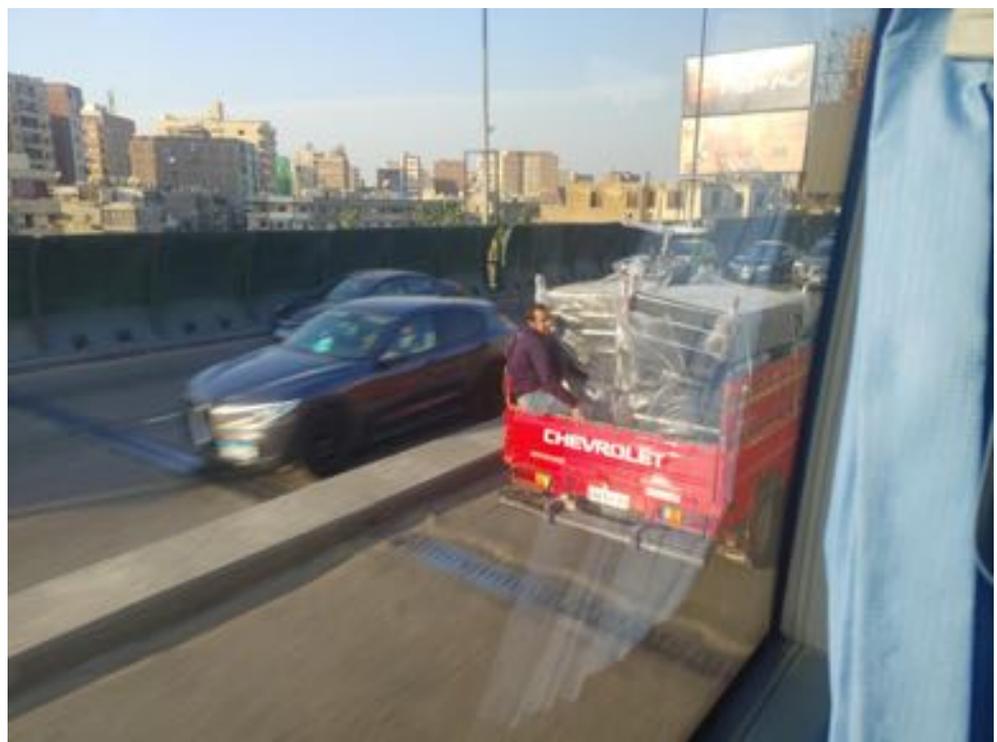


Pedestrians are a wild card and can be expected to do anything at any time and would not hesitate to walk across the 401 if it was in Cairo. They are also observed wondering between the lanes selling baked goods coated in dust or bottles of water or anything else you might want to pay for.



Part of the pedestrian presence is due to the public transit situation which is even worse than the TTC. Taxis and Ubers are relatively expensive and not used very much. The common mode of transit is the white van (kind of like the yellow cab) that just drives along major routes stopping in live lanes to pickup and drop off anyone who looks like they are standing waiting for a ride. Similar to the buses, you don't really have to be inside the vehicle but just hanging on some portion of it when it moves.

There may be some seat belts in newer cars but you do not need to feel any obligation to use them, particularly if you are one of 10 people in the bed of a pickup truck driving down the road.





Our travel guide advised he has visited 85 countries and Egypt is the only country he drives in – he figures that if he drives anywhere else he would spend his vacation in jail.

There are a few modern BMWs and hundreds for Peugeot 504 (sedan and wagon), Hyundai and Kias driven by the police. There isn't any type of street scene or car racing that I could find.

The museums, temples, tombs etc where fascinating and chariots

dating back 4000 years were in tombs and carved/painted on hieroglyphs. This was in the days before pharaohs had chauffeurs and must have been driving and fighting at the same time.



Some of the reliefs show each leg of the horse four times suggesting it was at full gallop or two legs for a trot.

Anyhow it was a fascinating trip with more camel driving than cars, although the camels were not pleasantly scented. I could not read most of the signs written in Arabic, even the numbers are funny and in fact to the south Nubian is an oral language and its not even clear to the locals what is meant.



As a final fun fact, Egyptian drivers are not required to have insurance. In the event of any accident parties are supposed to come to their own agreement on compensation and if they cannot the judge decides based on the strength of the witnesses (which I suspect like everything else are available for the right price.)



Egypt is a must place to visit but whatever you do let someone else do the driving!

p.s.- If its hot perhaps I shall wear my jalabeya & head scarf to the sport car weekend BBQ at CTMP and you may call me Mustapha

p.p.s. – sorry if this sounds like slides of my last vacation.



2022 OPRC PRIZE FUND

RallySport Ontario is happy to announce \$15,000 prize fund for the 2022 Ontario Performance Rally Championship, thanks to our generous sponsors! With an additional \$1500 Wildcard prize fund available for distribution.

Funds will be allocated to the standalone regional event (The Black Bear Rally) and the year-end championships according to the breakdown below. The goals are to boost new and up-and-coming competitors and participation in both the Championship as a whole and the standalone OPRC regional event.

Eligibility Requirements:

- Drivers must have a CARS or ARA speed factor of 75.0 or lower as of January 1, 2022 to be eligible for prizes.
- If a driver has both a CARS and ARA speed factor, the higher factor will be used to determine eligibility.
- Novice drivers are also eligible for Overall and 2WD prizes.
- In the case of a tie-breaker, the OPRC Ruleset Section 5.7 will apply:
 - In the case of a tie for any of the first three positions in any championship, the competitor with the most event wins shall be declared the winner of the tie, followed by the most second-place finishes, then the most third-place finishes, etc. until the tie is broken.
 - The final tie-breaker shall be the total number of regional championship events entered that year.
 - Any ties still existing after application of all tie-breakers shall remain as ties
- **Drivers must also be a member of a RallySport Ontario Affiliated Club by August 1, 2022** – Clubs are listed on the RSO & OPRC websites. www.rallysport.on.ca www.oprc.online You don't need to be a resident of Ontario to join a RSO Affiliated Club.

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TAC GENERAL MEETING MINUTES March 16, 2022 via Zoom

Called to order 8:05 pm

President

CASC presidents meeting is on the 26th of March, 2022
RSO AGM is on March 19, 2022
CASC has started sending out a monthly newsletter

579 FaceBook followers.

Vice President

83 members: 6 life, 43 primary, 34 family

Treasurer

Tangerine	\$ 20,577.26
RBC	\$ 6,346.80
PayPal	\$ 96.50

Competition

Ice Race weekend; Saturday was successful, Sunday had to be cancelled due to the warm weather and concern for the competitors safety. Had to issue refunds for Sunday. One competitor didn't want their money back and suggested to the rest of the competitors that they could make a donation to TAC to cover the lost revenue. To date we have received 2 donations. Thank you very much!

January Jaunt is scheduled for March 26, 2022. Organized by Kurt and Nick.

Time Attack, school will be held in May, which will be the kick-off for the Time Attack season.

Social

TAC annual BBQ at the Canadian Tire Motorsport for the SportsCar Grand Prix weekend is being planned for July 3, 2022.

Old Business - none

New Business - none

Items for Sale - none

Items Wanted - none

Loonies in the Bus - on hold until we meet again

Meeting adjourned 8:39 pm

Minutes by Ingrid

Toronto Autosport Club - Executive Conference Call Meeting Minutes April 6, 2022

Call time: 8:10 pm via Jitzi

Participants: Gary, Graham, Rob, Nick, & Ingrid

Regrets: Brooke & Claire

President:

At CASC President's meeting speed waivers, electronic waivers were main things on the agenda - this will effect us with the Time Attack and Ice Racing. But should make things easier.

RSO AGM most were also talking about the waivers.

We've got 586 followers on Facebook.

Membership: 57 members: 6 life, 25 primary, 26 family - No update today

Treasurer:

Account Balances:

PayPal	\$	23.97
Tangerine	\$	22,937.69
RBC	\$	1,305.99

No update today

Competition:

Insurance refund for Sunday's cancelled ice race has been sent, need to confirm with Brooke if it has been received. Several donations were received to help us cover the costs of the cancelled race. Accepted with many thanks. BARC has sent a chq for \$200, the Board has agreed to sent it back with thanks.

No mention of when the Ice Race organizers meetings will happen but they will probably start meeting in the summer. Graham will bring up the topic of revenue sharing in the future.

January Jaunt had 13 cars.

Next rally is the DOCR.

Time Attack open house April 9th.

In process of planning for the May14th School running this together with OMSC.

First Lucky Dog Race is April 16-17. Next one is on May 14-15 weekend on the GP track.

Social - BBQ at Mosport SportsCar Grand Prix race July 3. Details to come.

Old Business -

New Business -

Adjourned at 9:35 pm

Minutes by I. Beck



Membership Application

Mail: 148 Tamarack Drive,
Thornhill, Ontario, L3T 4X4

Email: registrar@torontoautosportclub.ca

- New Members – Single or Family \$40
 Renewal Members – Single or Family \$30 or \$25 Early

(You may PAY ON-LINE or by Cash or Cheque; Please see below...)

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

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____

_____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

To pay by PAYPAL/Credit Card, please visit the Club website at: www.torontoautosportclub.ca.

This Application Form must also be filled out and submitted so we have your information.

You should begin receiving the FIFTH GEAR newsletter by email within 2 months.

FIFTH GEAR is also available on the website.

TAC works only because volunteers make autosport happen!

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

Please indicate your autosport interests for the coming year :

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

Please indicate three areas that you can help with this year :

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