



Fifth Gear

December 2016



Toronto Autosport Club

2016 EXECUTIVE

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SOCIAL DIRECTOR	Fred Walker		

2016 COMPETITION COORDINATORS

TIMEATTACK /SOLO-I	Gary Vernon
AUTOSLALOM /SOLO-II	Keith Hui

2016 COMMITTEE REPRESENTATIVES

RALLYSPORT ONTARIO	(position vacant)	
MEMBERSHIP	Paul Moore	registrar@torontoautosportclub.ca
WEBMASTER	Brooke Jacobs	(905) 764-1833 brooke@brooke.net

Club Mailing Address: 18759 Kennedy Road, RR1, Sharon, On, L0G 1V0

The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (**except August & December**) at 8:00 p.m. at the DUB LINN GATE IRISH PUB, 50 Interchange Way, near Hwys 7 and 400 (SE corner) in Vaughan (www.dublinngate.ca).

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

Happy Holidays!

I trust everyone has all their Christmas shopping done by now. No? Me neither.

We just wrapped up our TAC Awards Banquet, and had a great time at The Crow's Nest in Newmarket. We had our own private room, and a great choice of meals. Trophies were handed out, and door prizes required multiple trips to cars to carry all the stuff. It was a great social event, thanks to Fred and his helper, Jane.

Now we have to look forward to 2017!

Please note that your membership expires at the end of December. If you renew before the end of the month, we'll give you a coupon for \$20 off a TAC event, or your meal at any of our meetings. I just renewed my membership, and it took all of 30 seconds from <http://torontoautosportclub.ca/tacjoomla/index.php/news/37-news/89-join-tac-online-with-paypal-or-credit-card>

I plan on using my \$20 coupon to get a free meal at our NEW MEETING LOCATION! Ever since the Moose & Firkin removed the wall between the private dining area and the rest of the pub, we've been looking for a new place to socialize and hold our meetings. We have found a great looking place in the Dub Linn Gate Irish Pub <http://www.dublinngate.ca/>.

They are just across Weston Road (now east of Hwy 400) from where we used to meet (south of Hwy 7), and we'll have our own private meeting room. The pub decor

is great, and the menu looks perfect for snacks, a meal, or just desert. WE WILL MEET THERE FOR THE FIRST TIME ON JANUARY 18. I hope to see everyone there. Treasurer Rita will be glad to give you your \$20 coupon if you've renewed!

Just before the club meeting, Kurt will have hosted the return of the January Jaunt. This rally started up over 50 years ago, and will run on January 7th from the Royal Coachman Pub in Waterdown.

This is a beginner friendly navigational rally that will kick off RSO's Navi series.

Details are at www.januaryjaunt.com. If you enjoy this, then also plan on running in TAC's Discover Ontario rally, later in June. Wife Sue and I will be there checkpointing, so feel free to bring us treats in exchange for helpful pointers while we have you pulled over!

And just after the club meeting, TAC will host the February 11/12 Ice Race weekend in Minden. This is a great volunteer opportunity to get rides in race cars, enjoy a free night in Minden, and have meals provided. All you have to do is wear warm clothes and help where needed.

So, while you may think that we are in the off-season, things have never been busier at the club. Check out all the opportunities linked to here, and I hope to see you in January!

Rob
TAC President

TAC 2017 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
January 2017			
7	Rally-ORRC	January Jaunt , Waterdown Ont. (See Flyer this issue)	TAC
18	Meeting	TAC Monthly Club Meeting, Dub Linn Gate Pub, 7 & 400	TAC
28-29	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	BARC
28	Rally-ORRC	ORRC - Frostbite Rally, Kitchener Area	KWRC

February 2017

3-4	Rally-CRC	Perce Neige, Maniwaki Quebec	CPRN
4-5	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	TLMC
11-12	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	TAC
15	Meeting	TAC Monthly Club Meeting, Dub Linn Gate Pub, 7 & 400	TAC
18-19	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	PMSC
18-19	Rally-ORRC	ORRC - Polar Bear Rally, Bancroft	MLRC
25-26	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	DAC

March 2017

4-5	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	BEMC
11-12	Ice Race-Minden	Ice Race, Minden Subaru Series, RAIN-DATE Minden	
15	Meeting	TAC Monthly Club Meeting, Dub Linn Gate Pub, 7 & 400	TAC
18-19	Ice Race-Minden	Ice Race, Minden Subaru Series, RAIN-DATE Minden	
18	Meeting	RSO Annual General Meeting, Peterborough ON	RSO

April 2017

19	Meeting	TAC Monthly Club Meeting, Dub Linn Gate Pub, 7 & 400	TAC
29	Rally-ORRC	ORRC - Spring Run-Off Rally	PMSC

May 2017

12	School	CASC-OR Race School - CTMP	CASC-OR
13-14	Regional Race	Spring Trophy Races CTMP (Mosport)	BEMC
17	Meeting	TAC Monthly Club Meeting, Dub Linn Gate Pub, 7 & 400	TAC

More events to appear as 2017 Schedules are released.

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



The January Jaunt

January 7, 2017

Entry Fee: \$45 (TAC members \$35)

Location: The Royal Coachman

1 Main St N, Waterdown, On

Registration Opens: 10:30am

Beginners Meeting: 11:30am

Drivers Meeting: 11:45am

Car Zero Start: 12:00pm

Approx. Finish Time: 8:00pm

The January Jaunt is a winter navex with real rally instructions on real navigational rally roads. Because this event is held in the winter, more challenging driving conditions can be expected.



Please contact the organizers for more information:
Kurt Seelenmayer (905) 628-1063
kurt.seelenmayer@gmail.com
Nick Parry (519) 835-0429 nick.parry@rogers.com
www.januaryjaunt.com Twitter: @Januaryjaunt



NEW HOME FOR TAC MONTHLY CLUB MEETINGS!

After a long search, our President Rob has found us a new location for our regular monthly meetings.

Starting January 18th 2017
we will meet at the
Dub Linn Gate Irish Pub
50 Interchange Way, Vaughan

Located in the same general area as our previous meeting places, it is southeast of Hwy 400 and Hwy 7, at 50 Interchange Way, Vaughan. They have a private room for us to conduct our business, they have a delicious menu, and a large selection of ales and other beverages.

Everyone, members and friends, are welcome to join us on the third Wednesday of every month (except August and December).

The meetings open at 8pm, so come early and have some food and friendly conversation with the group before we get down to business!

See you at the Dub Linn Gate!

www.dublinngate.ca/about-us.html



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TAC ANNUAL AWARD DINNER AT THE CROWS NEST



Attendees were treated not only to great food,
but also numerous door prizes, thanks to Fred.



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TAC ANNUAL AWARDS

Kim accepted the **Rally Drivers' Award** on behalf of Brooke Jacobs.

Dietmar and Rob presenting.



Claire Jacobs earned the **Rally Co-Drivers' Award**

TAC ANNUAL AWARDS



Keith Hui kept the TAC presence alive in Solo and took home the **Solo Drivers' Award**



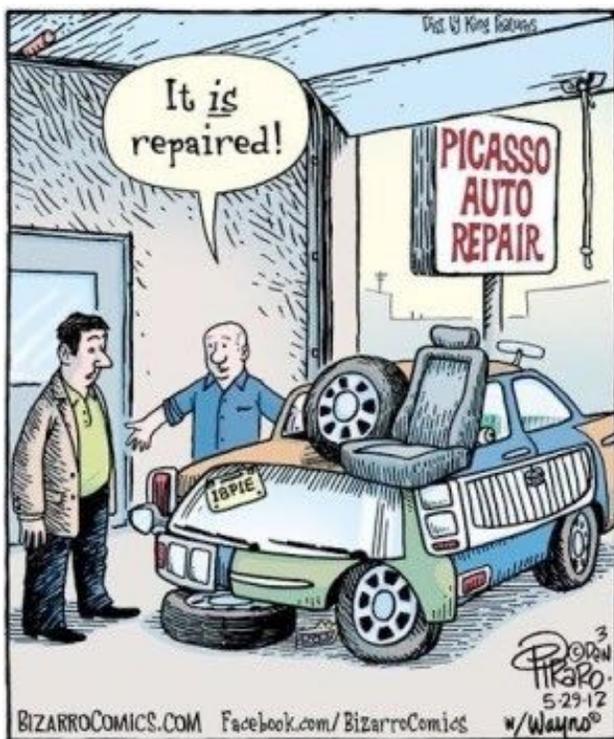
Fred Walker was the 2016 TAC **Most Active Member** including organizer of the Dinner

Dealership Woes

by Rita Moore

We are car people. That's why we joined an Autosport club! When you have cars, you will at some point certainly have contact with service departments. I doubt I'm the only person whose impression of a dealership is formed more by their service section than their sales section. Heck, one of the main reasons I own the brand I do is purely because the service on my previous brand was so offensive, I switched (from GM to Dodge, in my case). Unfortunately, the constant issue I keep encountering is the "service people" having no clue whatsoever! It's like they aren't car people at all! How do they expect us to trust them to take apart our vehicle, if you get the sense that they would barely know how to change a wiper blade?

It's sad but true. That's why I do as much of my own work as I can. My 8 year old truck has never had its oil changed by anyone but me. I have sworn, "I'm never going back there!" about so many service places, that the nearest place I'll still take my truck is almost an hour away. (It does make it difficult when "shuttle service" would have been convenient).



Here's a recent example which proves my point all too well. My truck was at about 200,000 km. According to the service intervals I am due for a CCV service every 100,000 kms. I did it myself last time. It's easy: it literally takes 4 bolts and 10 minutes, but it is hard to find the filter for sale anywhere. NAPA type places don't carry them. Back then, I went to the dealership's parts counter and asked for one; the guy looked it up, and said, "oh, we won't sell you one of those, you aren't allowed to do it yourself". Seriously. He actually refused to sell me one. So I went to a nearby commercial-truck center, and bought it off the shelf.

That was then, this is now. The Dodge dealer is under new ownership. I figured I'd call them, and even if they still have a rule against selling me the filter, I'd find out the price they'd charge to do this easy 10 minute change. How bad could it be? Here's how it went:

Me: Can you give me an idea how much it would cost to do the CCV service?

Service Rep: The what?? I don't know what that is.

Me: Crankcase Ventilation. Valve, filter, you know.....? It's in the manual to be serviced every 100,000 or so.

S.R.: I've never heard of that. (shouts around her area, "has anyone ever heard of a CCV service?")

Pause. Puts me on hold.

S.R.: I've never heard of a CCV. I don't think we do that. We've never done one before.

Me: OK thanks anyway.

Ironic, isn't it? First they won't "allow" me to do it myself, and then, they don't do it at the shop. Now, why can't the dealership which sold me the truck have at least one person on staff who actually knows how to talk about its service? Mine was not the only truck of its type they sold. There are thousands of them on the road. It's not a one-of-a-kind nobody ever sees; it's a Dodge Ram with a Cummins, and this is a regular maintenance item right out of the owner's manual.

Hilarious, in a way. But mostly annoying.

Here's another recent gaffe, from the same dealership. For the fourth year in a row, I got a flyer in the mail from them that said, "come in for a complimentary 50-point maintenance inspection, and get a year of free Roadside Assistance from Chrysler". Well, the truck is getting older, so free roadside assistance sounds useful. I've taken advantage of this deal for 3 years now, and saw no reason not to do it again. I know they use these things as a way to get someone in and hopefully convince them of extra work to be done, but my truck is well kept and it's still a good idea for me.

I booked my appointment and took it in. The "advisor" keyed in their 50-point inspection and it came up with some price. I showed them the flyer saying "free". She looked at it and said, "oh, no, that doesn't apply to you, it says 'for vehicles 2012 or older'". Ummm, yeah, it's a 2008. Last time I checked, 8 came before 12, putting it firmly in the "older" category. I had to read that phrase "2012 or older" back to her twice before she got it. She then ran off to her service supervisor to check if I really did qualify with a 2008.

OK, having confirmed how dates work, she was back at her terminal, looking at my flyer as though I may have forged it myself. "I've never seen one of these, I don't think it's for us". Did I mention: it has their dealership's name on it? It's printed on glossy cardstock, not home-printed copy paper? And one more thing -- they've been doing this at least 3 years. Eventually, she agreed to book me in, keep the flyer, and let somebody else cope with the paperwork.

The inspection showed I could use new front brake rotors and pads. Thanks but no thanks; that's another easy one. I took the truck home and did the brake job myself, saving about \$300 in labour. Still, I was supposed to get the Roadside Assistance, for having come in.

Weeks passed, and no paperwork for the Roadside Assistance. Finally I called the dealership.

Me: What happened to the Roadside Assistance deal I was in for last month?

S.R.: (without even looking me up) Oh, it takes a few weeks.

Me: Could you just check on my file that it has been processed? It's been 6 weeks now.

S.R.: Hmmm, I see here that your inspection was supposed to be \$70 but they didn't charge you when you were in. That's probably why.

Me: No, I wasn't charged because I brought in your offer of free inspection. You kept the card.

S.R.: (Puts me on hold for a while) Can you call us back tomorrow?

I asked *them* to call *me* back tomorrow when they had the answer. Days later, of course I hadn't been called, so I phoned them again.

Me: Did you find out what is going on with my Roadside Assistance deal?

S.R.: The Roadside Assistance deal? What's that?

S.R.: (after I explained) I'll ask around and call you back.

So what happened to the last person who was going to ask around and call me back? Even if she forgot to call, the expectation was that she'd attempted to find an answer. Clearly, not so. Obviously customer service means, "get rid of them as fast as possible then ignore them and hope they go away".

Several hours later, somebody did actually phone to say that my R.A. coverage was "now processed", and paperwork would be in the mail in 4-6 weeks. Reading between the lines: they did absolute zero towards their own deal when I was originally in about it, and would have never done anything if I hadn't called to remind them. Some deal. But it's not about the deal, really: it's about the ignorance of the people they have in charge of the service counter.

The customer is supposed to trust that these people know best about our vehicles. Yet they have literally never heard of common maintenance items (would you trust someone to do work if they don't even know what the part is?), and they don't even know how to read (let alone process) promotions sent out by their own shop.



I think I can sum up the feeling I get from trips to the dealership with this parallel:

My mother-in-law is completely unmechanical. One day she got a flat tire while shopping. My father-in-law was at work, but I was off, so she called me to come help her. I set up the jack only to discover that the lug wrench in the trunk was not the size for the nuts on her wheels.

She phoned my father-in-law.

M.I.L: Hi, I've got the car jacked up but the wrench is wrong....

F.I.L: You've got the car jacked up????????!!!!!! PUT IT DOWN!! PUT IT DOWN!!!

M.I.L.: Rita did it.

F.I.L.: Oh! That's ok. The correct wrench is under the back seat.

As you see, Father-in-Law did not want someone as mechanically disinclined as Mother-In-Law to do even the simplest thing like change a tire. It's not difficult work, but he knew not to trust her with something so beyond her scope. And that's how I feel when the Service Advisors don't know what I'm talking about: PUT IT DOWN! PUT IT DOWN!

I would love to see other TAC members write up their dealership stories. There has to be so many of them out there. Heck, I could come up with another half-dozen off the top of my head, but, let's hear yours instead! It's all part of the car-ownership experience, isn't it? Part of the price we pay to be drivers. Send them to Fifth Gear for us all to marvel at!

Attention Proud TAC Members!

Now you can buy clothes and more with the TAC logo on it, through the Toronto Autosport Club's online store (a partnership with Café Press.com).

Choose from a large selection of shirts, jackets, mugs, bags, even games and toys! Almost anything that Café Press sells, they will sell with the TAC logo on.

Visit the store at

<http://www.cafepress.com/torontoautosportclubgear>



SpeedVegas – A New Way to Drive an Exotic Car in Las Vegas

(Article contributed by TAC member Eric Vengroff)



It's no secret that you can rent an exotic car in Las Vegas. It's Las Vegas, so basically there's a way to do just about anything, so why should blasting around in a mid-engine Ferrari be that much of a stretch. Just look it up on Google. Las Vegas was one of the first cities to offer this kind of car rental and today there are multiple vendors.

So let's say you just had your \$1,100/day Lamborghini Huracan delivered to valet at your hotel. Where do you go? Down the strip? Uh, yeah... ok. Everyone will be impressed. Drive in and out of the hotel valet parking lanes? I'm sure they've seen that before. How about the endless outer streets off the strip that were surely drawn by men with pocket protectors, past shopping malls, restaurants, gas stations, office parks, public storage, churches and other signs of suburbia. All right, we need to get out of town. A few years ago, I rented a Harley and rode out to the Valley of Fire State Park, about an hour from the Strip, where the roads are clean and largely deserted and there are dozens of miles of curvy, twisty roads. As long as you know where to go and where to stop for essentials such as gas and water, barring a mechanical breakdown you shouldn't see any vultures circling. In isolated stretches, depending on your nerve and confidence in your insurance policy, you may begin to test the car's mechanical limitations. I wouldn't, but no doubt some do. *Adios muchachos*. It's a big-time commitment, but you've got the car all day. 'But I have to be at the SEMA show – I can't give up six

hours of my life. Tell you what – how about I keep the eleven hundred and let me rent the Boxter for a couple of laps around the block?’, I felt like saying.

Las Vegas has a couple of answers for the driver or car enthusiast who wants to rent an exotic car for a short time and legitimately test its limits. EXR, Exotics Racing at the Las Vegas Motor Speedway, will rent you a Lamborghini Gallardo for 5 laps around the track for \$299, or \$60 a lap. The price goes down, relatively speaking, the more laps you do, so you could go a long way for eleven hundred bucks. I don’t know much more about it, but next time in town I may give it a try to compare to this brand-new facility that I’m about to tell you about.

While in town for the SEMA show, I was invited to go for three laps at a place that opened that is custom made for an exotic car experience. It’s called SpeedVegas, and it is right on South Las Vegas Blvd. I mean S-o-u-t-h Las Vegas Blvd. 14200, to be specific; so far south that my taxi driver, who’s been driving in Vegas for 20 years, almost didn’t believe it existed. When we arrived, he said it was the farthest he’d ever been out of town. At Las Vegas taxi rates, that’s about 50 bucks from the Flamingo, where we grabbed our hack. Take the free shuttle they offer. To be fair, I was offered the free shuttle, but it couldn’t get close to the SEMA show in a reasonable time frame and I had to check out of my hotel anyway before I headed out there.

I was totally impressed with the scale and newness of what I was looking at. Here was a 1.5 mile track, with a large pit area, observation area, class room and customer service areas. Check-in was simple enough. A telemetry device, a combination of a plastic wristwatch and a big Fit Bit, was placed on my wrist, but they kept my driver’s license. On monitors behind the service desk, activity of the other telemetry devices on the track or in action was displayed, including driver names, their cars, and speeds.



The track is a left-handed, 12-turn circuit with a long, arcing ½ mile straight that goes past the building before braking to a chicane where the pit lane joins the track. As you proceed through the opening series of tight, technical S-turns, a small straight emerges. You duck into a slightly undulating corkscrew turn and come through a couple of quick left-right sweepers before the hairpin turn back to the main straight.

I was asked what car I wanted to drive. Even though I was given only 3 laps to evaluate this experience, I was really looking forward to it -after all I don’t get to drive Ferrari’s, Lamborghini’s or Porsche’s very often. I chose a Porsche GT3, because of it’s race-car-like handling. My advisor

confirmed that he thinks I made the right choice. He said “Most people gravitate to the Lamborghini Huracan or the 458 (basically the super-exotics in their collection), but the best handling cars around this track are the GT3 or the [Corvette] Z06. I feel reassured by my selection and wait for my classroom session to begin.

About 15 minutes after our classroom session was supposed to begin, a group of us are summoned to a glass-walled room with a track map and white board – we are about to begin. After the lead instructor’s intro and brief self-presented bio, we get into some technicalities. There is no real discussion or review of the participants’ level of experience or prior exposure to the kind of machinery available here. I think the assumption is that everyone is a novice. The next 15-20 minutes are a review of the track and basic principles of physics, inertia, braking, and the virtues of hitting the apex of a turn. Don’t worry if you’re a little vague on some of this; you’re going to have a ‘coach’ in the passenger seat to help you through every step of the way. Your coach’s passenger seat is also equipped with a brake override so that in the event make a big mistake, he can bail you out. I’m reminded of the car I took my driving lessons in – 1970 Volkswagen Super Beetle, with the same setup.

Meeting over, we get fitted for helmets and instructed to wait for our coaches. As we queue up behind our designated cars, I’m informed that there are three other people in front of me waiting for the GT3 - do I mind waiting? I had a plane to catch and needed to stop by the hotel for my luggage, so I couldn’t hang around long. I decided to ‘settle’ for a Valencia orange Lamborghini Gallardo. My coach escorted me to the car and opened the door. Despite warnings of the tight accommodations, I found ingress easy and the driving position comfortable. I was sitting in a real supercar. I turned the key and the car fired up immediately. As we exited the pit lane my coach reminded me that he had a duplicate brake pedal on his side. Also, don’t be surprised if he grabs the wheel to correct any errant actions. Yikes!...couldn’t you just text me instead?

As we began my first lap around the track my coach provided me with insights as to the best line to take through each turn. As I rounded the hairpin I was able to kick down on the accelerator with some real authority. There was no doubt about it -this car was FAST. As the numbers at the end of the straight approached, I also found that the brakes were also responsive and brought the Gallardo to a speed slow enough to safely navigate the chicane. The remaining two laps went by very quickly. I felt I couldn’t get a proper feel for the track or the car. With my coach barking out hints at every turn, I found myself reacting late because I was listening more than watching the road ahead – a bad turn of events. This kind of activity is much more visual than it is auditory. Listening to my coach’s instructions were proving to be a noticeable distraction, despite their helpful intention. I felt like saying, “Please shut up so I can figure this out!”, but I knew it would be to no avail. As I returned the car to the paddock, I wished for a few more laps -faster and quieter. But I had a plane to catch. Upon exit, my photo was taken outside the car and it was emailed to me, matched up with a graphic (137 mph on the straight). For a person of my meagre abilities, there was easily another 10 mph more that could be had, but there was inadequate or budget time to test that theory.

I get it - these folks are letting me play with a \$300,000 toy; they have a right to be anal retentive. Perhaps one day there will be a screening process to allow drivers with a more experience than novices to have a more latitude with the car.

At an advertised price of \$69/lap, SpeedVegas is slightly more expensive than EXR, but I can’t vouch for the other experience. As I said, I’ll try that next time. Good thing I remembered to give back the watch thing and pick up my driver’s license.

Toronto Autosport Club – November 2016 Executive Conference Call Notes

Call date: November 2, 2016, 2016

Call time: 8:01 pm

Present: Rob M, Paul, Rita, Dietmar & Graham

- President's Report:
 - o Will attend CASC-OR AGM November 19
 - o Gunter Schmidt likely to replace Perry I as president
 - o Peter Jackson has passed away suddenly
- Vice President:
 - o 2016 membership now 134 = 7 life + 74 primary + 53 family
- Treasurer:
 - o \$12,820.77 savings; \$3,177.86 chequing; \$148.25 PayPal
 - o 2017 January Jaunt insurance has been applied for.
- Competition:
 - o Zontas proceeds received for Oct event
 - o January Jaunt 2017 may be 60th anniversary of the original event
 - o Ice racing – TAC organizer required for the weekend with revised date
 - o Moore's will attend ice race organizers meeting November 19
 - o OTA – SPDA, OMSC and TAC in again for 2017
- Social:
 - o Next club general meeting & AGM to be held at the Pickle Barrel at Vaughn Mills
 - o Annual awards banquet Saturday December 10, 2016
- Old business: nil
- New business: discussion on annual award winners

Call adjourned: 8:54 pm - Notes recorded by G. Tulett.

Toronto Autosport Club – Minutes of November 2016 General Meeting

Meeting date: November 16, 2016

Meeting opened: 8:08pm

Attendees: 13

- 1) President's report:
 - a. CASC-OR AGM upcoming November 19
 - b. Peter Jackson, CASC-OR Secretary passed away unexpectedly.
- 2) VP Report :
 - a. Total membership currently 134 = 7 life + 74 primary + 53 Family
- 3) Treasurer's Report:
 - a. Account balances - \$12,820.77 savings; \$3,661.07 Chequing; \$148.25 PayPal
 - b. Zontas cheque deposited
- 4) Competition Report:
 - a. Zontas contract rally set for this weekend Oct 22
 - b. ORRC – Kurt S organizing January Jaunt on the 7th. First running of the event was January 11, 1959 so the next event will be the 58th anniversary
 - c. Auto slalom – may be having banquet independent of CASC; director sought
 - d. Ontario Time Attack: six competition events and two schools planned for 2017
 - e. CASC Board did not respond to request for special license prior to AGM.
 - f. Ice Race: Heather Beatty will be on site organizer Feb 11/12, 2017; rules posted
 - g. Chumpcar Canada – no Canadian dates yet released for 2107 but US schedule published.
- 5) Social:
 - a. TAC annual awards banquet – tell Fred your meal choice
 - b. Award winners to be invited
 - c. Possible new meeting room – Dublin Inn Irish pub – 400/407
- 6) Items for sale: nil
- 7) Old Business: nil
- 8) New Business: Other club info found by Kurt S while researching the Jaunt:
 - a. Inaugural club meeting was June 26, 1957.
 - b. Bank account opened June 29, 1957
 - c. First club event July 9, 1957
 - d. Incorporated November 7, 1957
 - e. Club purchased 5 shares in Mosport in Dec 1958/Jan 1959
- 9) Fifth Gear: nil
- 10) Loonies in the bus: Dietmar won the bus and eight other prizes were handed out.

Adjournment: 8:55 pm

Minutes recorded by G. Tulett.

Toronto Autosport Club – Minutes of 2016 Annual General Meeting

Meeting date: November 16, 2016 Meeting opened: 8:56 pm Attendees: 13 + proxies

1) Quorum:

The Club Secretary declared a quorum was present based on the number of members in attendance and proxies held.

2) Past Minutes :

Last year's AGM minutes were read and approved.

3) Officers Reports:

As published in Fifth Gear

4) Motion to Ratify, Sanction, Approve and Confirm the actions of the club officers for the past year

Moved by Nick B; seconded by Rob; carried

5) Returning Officer

Motion to appoint ; Nick B for Ingrid B, seconded by Fred and carried

6) Election of Officers

- a. President Rob McAuley by acclamation
- b. Treasurer Rita Moore by acclamation
- c. Social Director Fred Walker by acclamation

7) The club Officers thanked the members

8) Old business – nil

9) New business - nil

Adjournment: 9:06 pm

Minutes recorded by G. Tulett.



Membership Application

Mail: 18759 Kennedy Road,
RR#1 Sharon, Ontario, L0G 1V0
Email: registrar@torontoautosportclub.ca

- New Members – Single or Family \$50.00
 Renewal Members – Single or Family \$50.00

(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 within 2 months. Please let us know if you don't.

FIFTH GEAR is also available on the website. Check here if you do NOT need a mailed copy

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