



Fifth Gear

February 2007



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Toronto Autosport Club

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KARTING:

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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 Fox and Fiddle: 1285 Finch Avenue West, one block east of Keele...

GUESTS ARE ALWAYS WELCOME !

FIFTH GEAR is the monthly publication of the Toronto Autosport Club. Articles concerning Club members' activities are of special interest and members are encouraged to submit their writings to any member of the Executive or send them to the Editorial Offices.

FIFTH GEAR is normally published on the Tuesday preceding the second Wednesday of each month. Certain scheduling changes will be made to accommodate major motorsport events which are of interest to the members.

DISCLAIMER

Opinions and views expressed in this newsletter are for entertainment purposes, are those of the individual writers and do not necessarily reflect the opinions and views of the TAC MOTORSPORT CLUB OF TORONTO, its Executive members, or affiliated governing bodies such as CASC-OR, CARS, RSO, or the ASN (Canada) FIA.

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Please contact the Executive member(s) directly or through the Club Address listed above, for matters not pertaining to FIFTH GEAR.

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FROM THE PRESIDENT'S DESK

Well winter has finally come, so skiers and ice racers are happy. After a one week delay, three race weekends have now taken place. By the time you read this, it will be 4 events. By my count, there are at least 18 TACies racing, The TAC event is February 24 and 25. If you can come out for one or the other day let me or Andy Hughes know. We could use a couple of people each day as spotters and other functions. No experience necessary.

Come to the TAC meeting this month and get rookie Peter Clifford's take on his first year's ice racing. I might have a few things to say as well.

Just found out that Chris Atkins will be moving to Edmonton. Congratulations, Chris, on your new endeavour.

This leads right into the next topic. We are now looking for a replacement for the competition director. Also we are still looking for a ralliette coordinator as well as an RSO rep. Don't be shy -- call me and I will tell you what the positions entail.

The next meeting is Wednesday February 21 at the Fox and Fiddle, formerly Miami's, at 8:00pm. Come earlier, have dinner and chat with the other TACies.

Dietmar

TAC EVENTS CALENDAR 2007

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
FEBRUARY 2007			
16-25	Show	Toronto International Auto Show	
17-18	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
17	Rally-ORRC	Not the OWR (NOWR)	MLRC
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 	TAC
24-25	Ice Race-Magnum	Ice Race, Magnum Series, Minden 	TAC
MARCH 2007			
3-4	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
3	Rally-ORRC	End of Winter Rally	MCO
10-11	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
10	School	RSO HAM School	RSO
11	School	RSO HAM School	RSO
14-17	ALMS	Mobil-1 12 Hours of Sebring	
18	F1	AUSTRALIAN Grand Prix 307.574km	
19	Rally School	RSO Beginner Rally School	RSO
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 	TAC
24	AGM/Awards	RSO AGM & Awards	RSO
24	IRL	Homestead-Miami Speedway	
26	Rally School	RSO Beginner Rally School	RSO
30-31	ALMS	St Petersburg Grand Prix	
APRIL 2007			
1	IRL	Grand Prix of St. Petersburg	
1	Solo	SOLO OPEN HOUSE - CSC Racing, Newmarket	
2	Rally School	RSO Beginner Rally School	RSO
7	ORRC	Spring Runoff Rally	PMSC
8	CHAMP	Streets of Las Vegas	
8	F1	MALAYSIAN Grand Prix 310.408km	
9	Mini Rally	Mini Rally	MLRC
13-15	ALMS	Long Beach Grand Prix	
15	CHAMP	Streets of Long Beach	
15	F1	BAHRAIN Grand Prix 308.238km	
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 	TAC
20-21	ALMS	Lone Star Grand Prix, Houston Tx	
21	IRL	Twin Ring Motegi	
22	CHAMP	Houston, Reliant Park	
25	Ralliette	Ralliette Series Event #1, #400 Service Centre North 	TAC
28-29	Solo II Series	Autoslalom School, BCS&E, Brampton	SPDA
29	IRL	Kansas Speedway	
MAY 2007			
5	ORRC	Blossom Rally	KWRC
12-13	Regional Race	BEMC Spring Trophy Mosport	BEMC
12-13	Solo II Series	CASC-OR Mobil 1 Autoslalom Series ; TBA	
12	SoloSprint	SoloSprint School Day #1, Mosport DDT	
13	F1	SPANISH Grand Prix 305.256km	
13	SoloSprint	SoloSprint School Day #2, Mosport DDT	
14	Mini Rally	Mini Rally	MLRC
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 	TAC

ORRC : Ontario Road Rally Cup
 RSO : Rally Sport Ontario
 IRL : Indy Racing League

CLUB : Non-Status Club Event
 CARS : Canadian Association of Rally Sport
 CRQ : Championnat de Rallye Du Quebec
 CRC : Canadian Rally Championship

OPRC : Ontario Performance Rally Championship
 CASC : Canadian Automobile Sport Clubs
 ALMS : American LeMans Series
 WRC : World Rally Championship

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The White Rabbit goes to China...

We often shake our heads when the Chinese Motorsport Club has an evening session at Shannonville after a Solo I event. They don't wear helmets, they pass anywhere on the track and grandma sits in the middle of the backseat, holding a video camera and clearly not wearing a seat belt. Now I wonder if they are just reminding themselves of driving back home!

I've just returned from my first trip to China. The purpose of my two week trip was to visit the factories that make the power tool accessories, cordage and gardening equipment for the company that I work for, The MIBRO Group. We had no time off for sight-seeing, and only a couple of shopping opportunities – but we did spend a lot of time on the roads as we traveled between suppliers. Each factory provided us with a driver, and thank goodness for that!

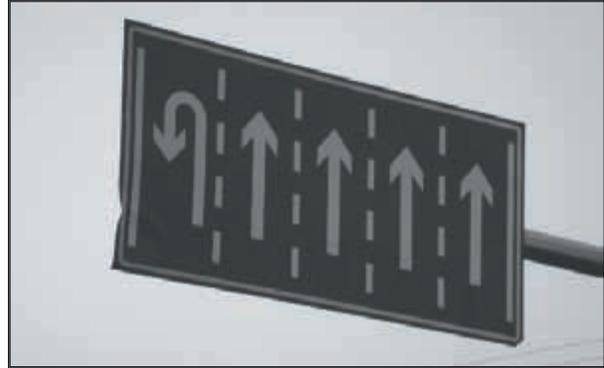
My overwhelming impression of driving in China is that it is one great big game of 'Chicken', as the drivers take their turns at being the one to blink. I was assured that there are traffic laws but clearly they are considered guidelines at best! During morning rush hour, cops are stationed at Shanghai intersections to reinforce the traffic signals and the general rules. The government is also installing cameras to fine errant drivers. Am I exaggerating? After a week, I had to ask who had the right-of-way, pedestrians or cars? Legally, it is the pedestrians – but cars are bigger, and generally win the game of 'Chicken'. Tires came within inches of toes as people tried to cross the street. Given that the cars weren't likely to stop for them anyway, pedestrians also had a tendency to try crossing the street whether the light was green – or red!

Horns were used much more than in North America. I never quite cracked the code but they variously meant "Heads up, I'm beside you", "Watch out", or "Get out of my way". Turn signal usage was about the same as Ontario – clearly optional for some drivers.

Intersections

In the busiest parts of the cities, they have traditional stoplights but in many areas they had large and very busy roundabouts. These were particularly nerve wracking as bicycles, handcarts and other human powered vehicles would take short

cuts and travel clockwise (the wrong direction) as cars and trucks were jockeying for position to enter and exit the same roundabout. As we traveled further out of town, we found more and more unprotected intersections.



China is developing very quickly and the Communist government owns all of the land. This makes it very easy for them to expropriate houses, raze them and build new towns. In these new areas, the roads are 3 lanes wide in each direction (like Mississauga) and have stoplights. There is a countdown timer to show you how many seconds you have until the light goes red. All very modern and progressive. If there are 2 seconds remaining, you will still go through the intersection, of course (see game of 'Chicken' above). However, there is also a countdown timer to show how many seconds until the light will go green and no, there is no pause (and no yellow) when the lights change.

The amazing thing was that we saw very few crashes and very few damaged cars.

Vehicles

If you consider the changes that North America and Europe experienced between 1800 and now, China has condensed the same changes into the last 25 years. I saw all manner of handcarts (think rickshaws for cargo), bicycles, tricycles adapted for cargo or passengers (modern rickshaw) scooters, small motorcycles, 3 wheeled vans and trucks plus cars, trucks and transport trucks. Each vehicle has an equal right to be on the road and generally, the drivers were respectful to each other. It was assumed that the faster would pass the slower, and would pass them on the left. Sometimes that meant using the 'fast-lane' of oncoming traffic! If a bicycle was occupying the right-hand lane, and it

was being passed by a moped in the middle-lane, and a truck was passing them in the left-hand lane, it seems quite acceptable for our car to pass the truck on the left – which put us into the ‘fast-lane’ of oncoming traffic. And miraculously – if there was an oncoming vehicle in that fast-lane they would move to their right to let us through. Yikes!



On one long drive, I enlisted my traveling companions in a game to collect car marques and we noted 45 different ones, 34 of which were familiar American, European, Japanese or Korean brands. The Chinese brands are mostly joint ventures with major manufacturers. We did not see any Cherys, which apparently are the first brand scheduled to be exported to North America.

There were always a lot of trucks on the roads; many bringing finished goods to the ports for distribution around the world. Whether they were transports or handcarts, far too many seemed to be precariously overloaded. I never saw a spill but the potential for disaster is constant.

The Chinese appreciate architecture on both a grand and fine scale. They also have lovely parks and landscaping. However, housekeeping is not their forte.

This extended to cars and bicycles. Most of the cars that we were in had windows so dirty that it was pointless to try to take pictures. Most of the interiors were clean but the first car we were driven in was a pigsty. Old yearly vehicle licensing stickers (or their residue) nearly covered half of the passenger side of the windshield. Keeping a vehicle

clean would be a huge challenge, as everything seemed covered in beige grime dust. I assume that this is a combination of dust from the pervasive construction boom and the oppressive pollution.

With all of the traffic, I would have thought that personal safety might have been a concern for the bicyclists. No one wore a helmet. I saw cyclists at night with neither a light nor reflective clothing. Drivers of motorbikes and scooters wore helmets in most cities. However, in Wuhan (about 800km west of Shanghai), helmets were only worn by about half of the riders.





WHEEL & TIRE CATALOGUE



MOTORSPORT

COMPETITION



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Roads

The road surfaces were in excellent condition, with good paint markings. The sides of the arterial roads were nicely landscaped and new roads had trees and shrubs planted where Canadians let the weeds grow. They regularly swept the streets but as labour is inexpensive, the sweeping is done by hand using large triangular brooms made of fine twigs. I saw people sweeping roundabouts during morning rush hour!



Large cities control the volume of cars that come into the core areas. In Ningbo (population 4 million), on even days of the month, only the cars with even-numbered license plates are allowed access to a main bridge. In Shanghai (population 15 million), you cannot enter the city without a Shanghai license plate.

Speed limits are about the same as here – but in rural areas, there are no posted limits. As we traveled to a factory about 3 hours south of Wuhan, we were whizzing through villages / populated areas at 100km/hour despite the fact that the homes were as little as 10 meters from the edge of the road, and children were playing in the forecourts.

Controlled Access Highways

We may have to consider voting Communist to get better highways in Ontario. China has a fabulous network of multi-lane controlled access highways in and between the major cities. They are well patrolled and well maintained with nary a pot-hole in sight! (Most of the country has a more temperate climate than Canada and does not suffer the freeze/thaw cycle.) There is an expensive toll charged on the intercity highways of 0.50 Rmb (C\$0.075) per kilometer. The edges and centre meridians of these roads were landscaped with trimmed shrubs and hedges. The overpasses have planter boxes hanging on the side where flowers are planted in more temperate months than January.

In busy areas, each lane had maximum and minimum posted speeds, with the maximums ranging from 90 to 120 km, depending upon the type of vehicle. Road safety was also encouraged with signs promoting seat belt usage, and not driving while fatigued or not drinking and driving. However, the citizens also flaunted safety by speeding past traffic in the emergency/shoulder lanes. One day, just an hour before dark, we had a

flat tire on the highway and stopped in the emergency lane. The driver had the caution triangle placed as quickly as any rally driver would! We worked in double quick time to install the spare and get on our way.

Fuels

Gas was C\$0.74 per litre for regular and C\$0.83 for premium in January. Available fuels are diesel, plus 3 grades of gasoline – 90, 93, and 97 octane. One of our factory reps is a Car Guy and an F1 fan (Good tickets are available for the Chinese Grand Prix for only US\$120!). He commented that the octane ratings were not equal to ours. I did not quite understand this, but he suggested that their 97 is equivalent to our 94. Possibly an issue of truth in advertising?



Highway Service Stations

All long-time 5th Gear readers will know that no White Rabbit report is complete without a review of the facilities! The highway service centres were comparable to ours. There were restaurants, fast food (I have no idea what they were serving!) and convenience stores that had a Chinese selection of chips, nuts, cookies, candies, etc. The highway delicacy of the mid U.S. is beef jerky but in China they have dried chicken thighs, yum! I respectfully don't eat either option! The service centres also offer basic automotive service, but could not repair our punctured tire since their machine was broken.

The washroom facilities were as clean (or not) as ours. You may know that the Chinese have not adopted Western toilets but do offer a modern porcelain fixture that is flat to the floor and has a

pipe mounted flushing system. I never did figure out which way you were meant to face! The stall dividers in the Ladies room were about 1 metre high, which is high enough when you are squatting over the floor. Toilet paper was picked up as you entered the washroom area and was not available in the stalls. Being forgetful, pocket tissue packs were very important! There were plentiful sinks for washing but never any soap. Gel hand sanitizers were another essential travel accessory!

That's my story of road travel in China. If you want to know how saw blades or drill bits are made, you'll have to ask me at a club meeting or track event! Maybe on my next trip, I'll have time to see some of China's tourist attractions.

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(aka Gail Walker)



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ON THIS MONTH'S COVER

TAC member Chris Atkins (left) trying to track down TAC member Andy Presswood (right) at the Toronto Motorsports Park SoloSprint Event in 2006.
Thanks to Todd Presswood for the photo.

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2007 January Jaunt Results

The conditions at this year's January Jaunt were more spring-like than wintery. But the winter navex tradition lived on, with a level of difficulty to interest and challenge navigators, and muddy conditions on interesting roads to challenge drivers at the same time.

With 22 entrants, the Jaunt continues to be one of the best attended navigational rallies in Ontario. But what is really notable is the high number of Novice class entries, at 17 this year! (In comparison, there were 15 Novices last year, and 13 the year before.) It's interesting to note that almost half of the entrants did not identify themselves as belonging to clubs. On top of this, with a number of familiar Jaunt faces, the Beginner's school was the most lightly attended of the past three years.

I think the big story for this event is the successful use of Time Allowances. TAs allow competitors to effectively insert a pause into their timing when something goes wrong. They emphasize the fact that this rally was designed to provide a challenge with navigation and precision timing, and also helped ensure that competitors would not want to exceed the speed limit, even when things went terribly wrong. When examining the results, it's obvious that competitors did not zero controls because TAs were available - in a lot of cases, there was increased challenge for zeroing controls, with competitors asking for TAs that were both too large and also too small.

I heard from entrants that TAs were used for multiple purposes: at least one competitor was delayed by a train at a level crossing, another had a carsick navigator, and others had some type of navigational error. But competitors still missed controls, and still had difficulty arriving at controls (some quite well-hidden) within the correct window for a low score.

It's interesting to note that the overall winners of the rally, Bryn and Terry Epp, won the Expert class with a score of 3.7, and without using time allowances. The Intermediate class was running the same instructions (I called them "Hard"), so the results are comparable. The 3 Intermediates were challenged a little more than the 2 Experts, with Roger Sanderson and Christina Chinn winning with 12.5 points, edging out Ed and Jeff Richardson by a single point.

The Novice instructions were called "Easy" again this year (in contrast to the "Hard" instructions), but the Novices were still challenged. All Novices finished, so I'm going to go ahead and say the level of difficulty was appropriate for challenging the "senior" Novices, while providing an... er... "opportunity to learn something new" for the newer Novices. Nikola Novak and Fiel Cotta won the class with 4.2 points, while Tim and Murray Dammeier came in second at 5.1 points, only 0.3 points ahead of third place Tim and Steven Laye.

As was the case for the past two years, we made efforts to ensure we didn't leave any competitor behind when they got lost. We tracked cell phone numbers of competitors again (with the intention of calling in case they got lost), and made extensive use of HAM radios to track rally progress and coordinate course open, course close and checkpoint activity. Once again, I owe a lot of credit for the success of this event to the people who helped work the event. The checkpoint volunteers gave up a good portion of their Saturday to work at this event, and the greencrew gave up more of their time. Along with my co-organizer, Dietmar, and Robert Roaldi, the ORRC Guru who reviewed the event, here are the people who helped with the event this year:

Chris Atkins & Chuck Atkins	<i>Checkpoint</i>	Paul Henshall	<i>Checkpoint & ORRC Steward</i>
Paul & Cheryl Emmerson Taylor & Blair Emmerson	<i>Registration & Checkpoint</i>	Martin Loveridge & Jeff Lant	<i>Scoring & Checkpoint</i>
Brian Maxwell	<i>Checkpoint</i>	Rich & Eloise Sullivan	<i>Checkpoint</i>
Peter & Margaret Fenwick	<i>Checkpoint</i>	Ryan Huber	<i>Checkpoint</i>
Rob McAuley	<i>Checkpoint</i>	Paul Leonard & David Jones	<i>Greencrew</i>

Thanks once again to all competitors and workers who helped make the event a success. We once again enjoyed a great turnout at this event, and managed to avoid any real issues this year, (with thanks, at least in part, to the use of TAs). I hope to see all of you around at the next ORRC navex!

Kurt Seelenmayer VA3KSE
Organizer, 2007 January Jaunt

Overall Results

Car Driver	Club	Navigator	Club	Vehicle	Score	Position
5 Bryn Epp	MLRC	Terry Epp	MLRC	Mazda B3000	3.7	E1
4 Paul Moore	PMSC	Rita Moore	PMSC	Subaru 2.5 RS	28.9	E2
2 Roger Sanderson	KWRC	Christina Chinn	KWRC	BMW Mini	12.5	I1
1 Ed Richardson	MLRC	Jeff Richardson	--	Nissan Sentra SER	13.5	I2
3 William Horne	--	Roustom Samitov	--	Mazda 626	19.4	I3
17 Nikola Novak	MLRC	Fiel Cotta	--	Subaru WRX	4.2	N1
13 Tim Dammeier	--	Murray Dammeier	--	Pointiac Grand AM	5.1	N2
10 Tim Laye	TAC	Steven Laye	TAC	Toyota Tercel	5.4	N3
18 Tobias Link	--	Connie Williams	--	Honda Civic	8.2	N4
12 Tyler Hollema	--	Matthew Luimes	--	Ford Escort	8.8	N5
20 Jonathan Chiu	KWRC	Alfred Wong	KWRC	Mazda MX-3	9.3	N6
9 Frank deKat	KWRC	Adam Dowsett	KWRC	Audi 4000 Q	9.6	N7
15 Sheryl Graham	TAC	Russ Harding	TAC	Ford Explorer	10.6	N8
11 Norman Hibbert	MLRC	Tina Pahn	MLRC	Subaru Impreza	11.0	N9
19 Doug Hollands	MLRC	David Kennedy	MLRC	Chevrolet Silverado	11.0	N10
16 Maxine Peterson-Lee	SPDA	Ray Braleau	--	Subaru WRX	15.5	N11
8 Kevin Schoenwiese	--	Brian Sexsmith	--	Subaru Impreza Brighton	40.4	N12
7 Stephen Deneka	SPDA	Opel Aristizabal	HADA	Subaru Impreza	50.7	N13
21 Anthony Lazos	--	Adam Thompson	--	Chevrolet Camaro	54.5	N14
14 Matt Cutler	--	Zenon Harley	--	Subaru Impreza	73.7	N15
6 Cory Hancock	PMSC	Ben Dawson	PMSC	Buick Regal GS	75.3	N16
22 John Forrest	--	Rue Allan	--	Subaru 2.5 RS	100.3	N17

Detailed Results

Car #	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A19	A20	A21	Total
5	E	0	0.0	0.0	-0.1	-1	0.1	0.0	0.0	0	0	0	0.1	1.9	0.0	-0.1	-0.1	0.1	-0.1	0.1	0	0	3.7
4	E	0	0.1	0.1	0.0	0	0.0	0.0	0.0	0	20	0	0.3	-0.9	-0.2	0.0	0.0	0.0	6.2	0.1	-1	0	28.9
2	I	0	0.4	1.2	1.1	0	0.1	0.1	0.1	-1	1	0	1.0	-0.9	-0.1	-0.2	-0.2	0.0	4.3	0.8	0	0	12.5
1	I	1	0.0	0.2	-1.0	0	0.0	-2.0	1.9	-1	0	-1	-0.1	0.5	0.3	-0.2	-0.2	-0.2	2.3	0.6	-1	0	13.5
3	I	0	2.5	-0.4	0.2	2	0.2	-0.1	-0.1	-1	-1	-1	0.2	1.2	0.4	-0.2	-0.1	-0.2	7.5	-0.1	-1	0	19.4
17	N	0	0.1	0.1	0.0	0	0.2	0.1	0.4	0	1	0	0.1	0.5	0.4	0.0	0.0	-0.1	1.0	0.2	0	0	4.2
13	N	-1	0.0	0.0	0.0	0	0.0	0.0	0.1	-1	0	0	-0.3	0.1	-0.1	0.2	-0.1	-0.2	-0.2	0.8	-1	0	5.1
10	N	0	0.1	0.0	0.4	0	0.1	0.0	0.4	-1	1	1	0.4	0.0	0.0	0.0	-0.1	0.0	0.5	0.4	0	0	5.4
18	N	-1	0.3	0.0	0.1	1	0.2	0.0	0.1	-1	1	0	0.1	0.5	0.0	-0.1	0.0	0.1	0.5	-0.2	-1	1	8.2
12	N	-1	-0.3	-0.3	0.1	0	0.4	0.1	0.4	-1	2	0	-0.5	-0.5	0.4	-0.2	0.0	-0.1	1.2	-0.3	0	0	8.8
20	N	0	-0.1	0.2	-0.1	0.1	0.2	0.0	0.0	-1	3	0	-0.4	1.6	-0.1	-0.2	-0.1	0.3	-0.1	-0.8	-1	0	9.3
9	N	0	-0.2	-0.1	0.0	0	0.0	0.0	-0.1	-1	0	0	0.3	0.0	0.1	-0.1	-0.1	-0.2	1.4	0.0	-1	5	9.6
15	N	0	0.1	0.5	-0.2	1	0.2	0.0	0.3	-1	-1	-1	0.1	0.0	0.4	0.0	0.0	-0.2	1.0	-0.6	-1	-2	10.6
11	N	0	-0.2	0.1	-0.1	-1	0.5	0.1	0.0	-2	0	0	0.2	-0.2	-0.1	-0.2	-0.1	0.1	-3.8	-0.3	-2	0	11.0
19	N	-1	-0.5	0.4	1.7	0	0.4	0.2	0.1	-1	2	0	0.2	-1.0	-0.1	-0.5	0.0	-0.1	-0.8	0.0	-1	0	11.0
16	N	0	0.0	0.0	0.5	1	2.2	0.2	0.4	0	2	1	0.4	0.7	1.4	0.2	0.0	0.3	3.1	1.1	0	1	15.5
8	N	-2	3.8	-0.8	0.3	2	-0.2	-0.2	4.0	-1	-8	3	-1.9	1.9	-1.8	-0.2	-0.5	-0.5	-1.0	-1.3	-4	-2	40.4
7	N	0	-0.9	0.4	-0.4	-1	0.5	0.0	-0.2	-1	-1	0	1.2	-0.3	-0.4	-0.2	-0.1	-0.1	2.0	2.0	-2	-1	50.7
21	N	-3	-1.1	0.8	5.7	11	-0.4	0.1	-0.8	-5	-2	0	-0.7	10.5	0.0	-0.8	-0.4	-0.8	0.4	2.0	-4	-5	54.5
14	N	-1	-0.9	-0.6	-0.7	-1	-0.7	-0.7	-0.6	-2	1	-1	0.2	1.2	1.0	0.4	0.0	-0.1	12.6	2.0	20	-8	73.7
6	N	-1	-0.5	-0.4	-0.5	-0.3	-0.1	0.0	0.0	-1	20	20	20	-8.4	-0.2	0.0	-0.1	0.1	1.4	-0.3	0	-1	75.3
22	N	20	-12.6	-2.8	1.1	11.4	-0.9	0.3	0.4	-4	-2	15	-3.6	-2.9	-1.7	-1.5	-1.3	-1.7	3.0	2.1	-3	-9	100.3

the Soapbox Derby

...by Malcolm Elston

My question for February is – *what about Rodney Gibbons?*

And how's he doing, anyway?

If you enjoy the freedom of 'just going for a drive' as much as I do, I'm sad to say that our time is (almost) over.

Folks who know me, know that I really like cars... and – of course! – driving them.

OK, so I really, actually, totally – love driving... the freedom to travel, to explore, to have adventures, and to express myself through what I drive, and how I drive it, the interaction with fellow road users; the fun of it.

And, yep, I sure do my fair share of commuting at unnecessarily low speeds, but I try to make those treks as much fun as possible by using my experience (and the full capabilities of whatever vehicle I'm in) to my advantage – and to make sure I'm safe. I honestly believe that driving is kinda like chess... every move counts, and each move can be scored for effort, insight, skill, control and overall approach. And maybe for style, too.

Whenever I get a track or competition opportunity – because I also believe that it's good to push the edges when in a controlled environment – I grab it. Every driver who participates gets real-time feedback about themselves, their vehicle, and it's a chance to compare your own personal skill-set to those of the other drivers.

But the driving world is (relentlessly... sigh!) changing.

So this month's bottom-line message is that every enthusiastic driver should be voraciously delighting in the inherent freedom of driving – while we can. I've come to the conclusion that this delightful pleasure will be gone in less than twelve years (or so).

The ever-increasing research into electronic drivers' aids has passed the tipping point, and we are now committed to a world where our cars will soon be driving us...

I have broached the subject of on-board automotive black boxes (data-recorders) in this space before. They are there to record your every move. Each and every

input you make as a driver is now recorded in a non-erasable electronic journal, inside your car.

The car manufacturers' install them because it gives them an 'out' when their product fails... which is (at first glance) both fair, and reasonable. If you blow a downshift from 5th by snatching 2nd instead of 4th, you shouldn't be entitled to a new engine because your driving error bent a handful of valves; warranties should only cover the product sold, when it is used as directed.

But now that both our government and our insurance companies have legal access to the black-box data, I believe that we've crossing a critical line regarding individual freedoms.

Fold into the mix the implications of on-board navigation systems (GPS), and – guess what! – Big Brother really can watch our every move.

But of course, very few people have noticed this 'death by a thousand cuts' as it has quietly crept up on us, one little 'cut' at a time. Essentially, individual rights now lie in tatters.

Think I'm exaggerating?

Exhibit One: Please consider the 'Meaford Five'.

Five young men killed in a Chevrolet Equinox on Friday, January 19th. Hockey players, aged 16 and 17, driving home in poor conditions after their tournament was cancelled due to the bad weather...

Michael O'Hara (the driver) did not die at the scene of the crash, and the OPP immediately commented that while they thought 'speed was a factor', they were 'awaiting further forensic evidence'.

IE: 'black-box' evidence that would confirm the actual speed the Equinox was being driven at when the crash happened.

Since O'Hara died (on Monday, the 22nd, at Sunnybrook Hospital), have you heard anything more – other than the fact that three of the dead young men weren't wearing their seatbelts?

Nope, me neither.

continued...

By now (Feb. 13th), the police certainly have the following facts:

- How fast was the truck going at the time of the crash.
- The specific status of O'Hara's driver's license (at 17, he was probably limited regarding who – and how many – passengers he could carry at that time of the day).
- Was the truck over-loaded? Five strapping young athletes and all their hockey bags... in a compact, 'cute-ute' SUV?
- Were the tires appropriate for the vehicle, load, and the conditions?

But – since O'Hara conveniently died – the OPP are being very tight-lipped about publicly releasing the facts behind this tragedy. Since no charges can ever be laid, they are doing a great impersonation of clams.

Now, while I'm reasonably fuzzy-feeling about 'respect for the dead' issues and similar niceties – I'd like to ask why we should cover up the fact every day, people die in car crashes caused by ignorance?

Might it be better to make loud, public examples of them to teach others?

I'd like to believe that we Ontario drivers could learn from the errors of others, but... in this case, apparently not; government / police policies seem to prefer to keep important facts from public disclosure.

And so, back to my big question – what about Rodney Gibbons?

Rodney, aged 60, was simply driving along Hwy. 26 when the Equinox slid into the path of his truck. Rodney is still recovering in the Owen Sound hospital because he, too, was seriously injured. But Rodney didn't make any driving errors... he was simply a victim of circumstances caused by facts that the police won't reveal. Yet poor Rodney knows that he killed five young men... and I'll bet he never learns why it happened.

Exhibit Two: I invite all 5th Gear readers to visit this site:

<http://206.51.231.80/alprlicplate.wmv>

The 'automatic license plate recognition' software being touted by 'IMPACT' (Integrated Municipal Provincial Auto Crime Team) can scan and identify up to 3,000 license plates an hour.

By daily downloads of the latest CPIC (Canadian Police Information Centre) data, IMPACT's technology will be right on top of stolen plates, stolen cars, plates registered to suspended drivers, plates registered to wanted drivers... plates registered to dead-beat dads, plates registered to... anybody who might be of interest to any government agency.

In other words, if Revenue Canada wants to discuss why you haven't responded to their letters about your deductions (or charitable donations)... in the very near future a policeman might just pull you over to ask the question on their behalf.

And if that isn't scary enough, go back and look at the video a second time...

The policeman making the pitch (Sgt. Rick Stewart) is driving along without the benefit of wearing his seatbelt. Further, he frequently 'palms' the steering wheel, and sometimes he even indulges in a little 'wrist-steering'... clearly, this guy is flouting the law, and driving badly, but he is so confident about his 'authority' that he is willing to have his transgressions – and his name and rank – put out onto the Internet for everyone to see.

All while he is loudly bragging about how this new 'IMPACT' technology will catch more 'bad guys'.

Exhibit Three: We all know that infrared cruise control can now adjust a vehicle's following distance without requiring any input from the driver; it's another 'benefit' brought to us by 'drive-by-wire' throttles. D-b-W throttles were only developed because they were needed to permit detailed and precise recordings to be made of the throttle position. They were not developed because

they worked better than traditional throttle cables; in point of fact, from personal back-to-back testing of both systems on otherwise identical cars, the D-b-W throttle system is less accurate, less responsive... and it adds a 'numbness' into what should certainly be one of the most responsive communication systems in any vehicle.

But D-b-W throttles closed the loop of information required for the 'black-box' recorders to achieve their full potential... the ABS system is electronically controlled, so that data (wheel-speed, skids, slides, etc.) could be easily captured. The ECM (Engine Control Module) handles a huge amount of electronic data (mass air-flow, ignition timing, fuel injection, fuel quality, engine timing, exhaust temperatures... and on and on). Stability management systems (yaw-sensors) electronically measure the 'attitude' of the vehicle they are monitoring... heck, even the air-bags, seat-belts, number of passengers, sound-system (levels, stations, CD / MP3) are all electronic, and can be recorded...

And the latest little cut to our driving freedoms is the Lexus Parallel Parking feature.

Yep, just steer your car up alongside a line of parked cars on the right, and this little bit of software will identify a suitable parking spot if you've actuated the system... and then it will park the car for you.

I get sucked into this quagmire of electronic 'improvements', too, so I'm not pointing fingers – I'm just throwing up my arms in dismay, disgust, and defeat!

When PDC (Park Distance Control) systems first appeared, I thought... pretty cool, there will one or two kids who wouldn't die that year as a result of being backed-over in their own driveway. But I missed the overall marketing effort, which was "don't worry, be happy..." just keep backing up until the warning-noise is extra loud (or the LEDs are all like – *totally* – red!)... *then* stop.

continued...

The net effect? Folks who have PDC systems cannot seem to park a vehicle that is not so equipped.

In other words, their driving skills have deteriorated; they are now worse drivers than they were before PDC came into their lives...

And Lexus can now parallel-park folks into an even lower level of incompetence...

Yippee.

On a much more positive note, and reflecting how much fun I actually do make for myself while driving – I actually used a Porsche to herd horses last month.

No, I'm not kidding.

I was up in King Twp., at Keele and the Lloydtown-Aurora Rd., and when I turned west I saw 3 horses wandering loose on the road; nobody was around, so I pulled over and called 911. While explaining to the York Reg. police where I was and what I was seeing, I saw a woman in the distance lumbering across a snow-covered field towards the road. As she got closer, I saw she was on a cell, too.

Once she reached the road, she headed off after the horses, so I followed her (slowly). The horses were moving away, but now they couldn't leave the road because of road-side fencing. I caught up to the woman and asked if she wanted a lift (she did), and I handed her my cell so she could update the police. As we followed the horses down the road, a pick-up truck with a snow-plow blade appeared from the other direction, and when he saw the horses, he stopped and put on his 4-ways. I kept moving forward slowly, and soon we had the horses corralled between us, in an area about 200' long.

My passenger got out, and started walking slowly towards the animals, and the pick-up and I slowly tightened the 'corral'. Just as everything seemed fine, another pick-up appeared from behind me, moving quickly. Finally, they braked and stopped, and another woman jumped out, carrying ropes!!

Good Lord, front row seats in Stuttgarts' best, just in time for a rodeo!

Then she grabbed a pail out of her truck (feed, I'd guess), and the two women were able to grab the one

horse wearing a bridle, and they slowly lead that one towards me. The other two followed, and they all paraded past without further drama, but facing a **LONG** walk home.

It was very cool to read in the Feb. 10th issue of Wheels that GM is producing a (very) Limited Edition Ron Fellows Corvette Z06!

Ron's contribution to racing in Canada is substantial. His contribution to GM and (in particular, to Corvette) is huge.

And he is such a nice guy.

Always has been, always will be.

So to see him honoured in such a way is so appropriate... this is the first ever commemorative Corvette for an individual (and to put that little factoid into perspective, consider the contributions of Zora Arkus-Duntov, the man who single-handedly created the modern Corvette...)

And to do the Fellows' 'vette in red-and-white, with a maple-leaf...

If I only had \$100,800 available!

It's a bargain...

WANTED!

2nd Driver ride for the '07 Solo Sprint (Solo 1) Series...

- I'll bring:**
- a set of R-compound tires
 - a set of competition brake-pads
 - personal, one-on-one, driver coaching
 - 38 years of experience in Ontario motorsport

- You have:**
- a good, solid car (any class)
 - a desire to improve your racing skills

All replies will be treated with full confidentiality!

malcolm.elston@rogers.com

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 Hudson 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 mhudson@gpcapital.com or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

**2007 Rallye Perce-Neige/Maniwaki
Round 1 of the 2007 Canadian Rally Championship
February 2/3, 2007 – Maniwaki, Quebec**

National Results

Pos'n	Driver	Co-driver	Car	Class Pos'n	Time	Behind leader
1	Andrew Cormie-Picard, Toronto, ON	Marc Goldfarb, NH	2006 Mitsubishi Evo IX	1st – Open	2:11:54	---
2	Matthew Iorio, CA	Ole Holter, CA	2001 Subaru Impreza	2 nd – Open	2:12:08	0:00:14
3	Antoine L'Estage, QC	Nathalie Richard, QC	2003 Hyundai Tiburon	3 rd – Open	2:16:59	0:05:05
4	Sylvain Erickson, QC	Chloe Erickson, QC	2002 Subaru WRX STi	4 th – Open	2:17:14	0:05:20
5	Martin Gauvin, QC	Daniel Duchesneau, QC	2002 Subaru WRX	1st – P4	2:22:44	0:10:50
6	Bruno Carre, QC	Yvan Joyal, QC	2002 Subaru WRX STi	5 th – Open	2:22:48	0:10:54
7	Craig Henderson, QC	Lyne Murphy, QC	2002 Subaru RS	6 th – Open	2:27:26	0:15:32
8	Michael Lavoie, QC	Rejean Lavoie, QC	1992 Pontiac Sunbird GT	1st – Gr 5	2:29:50	0:17:56
9	Ted Mendham, NH	Lise Mendham, NH	2002 Subaru WRX	2 nd – P4	2:30:06	0:18:12
10	John Geelen, BC	Graham Lee, AB	1988 Subaru RS	3 rd – P4	2:40:09	0:28:15
11	Mathieu Dube, QC	Eric Losier, QC	1993 Subaru WRX STi	7 th – Open	2:45:25	0:33:31
12	Colin Armstrong, AB	Ryan Warrington, AB	1991 VW Golf	1st – Gr 2	2:46:03	0:34:09
13	Sergei Grischchkin, MA	Dimitri Kuzmin, St Catharines, ON	1988 VW Golf Gti	2 nd – Gr 2	2:48:06	0:36:12
14	Ian Crerar, Picton	Jen Horsey, Toronto, ON	1977 Porsche 911S	2 nd – Gr 5	2:48:12	0:36:18
15	Anick Madon, QC	Patrice Potvin, QC	1997 Subaru Brighton	8 th – Open	2:52:44	0:40:50
16	Simon Losier, QC	Catherine Woods, QC	1997 Honda Civic	3 rd – Gr 2	2:53:30	0:41:36
17	Joan Hoskinson, Thunder Bay, ON	Jeff Secor, MI	2000 Subaru RS	4 th – P4	2:55:39	0:43:45
18	Rob Mackenzie, Bond Head, ON	Greg James, Port Hope, ON	2000 Honda Civic	1st – P2	2:56:24	0:44:30
19	Gilbert Levesque, QC	Nancy Beaulieu, QC	1989 Toyota Corolla 4wd	2 nd – P2	2:57:23	0:45:27
20	Jean-Louis Weil, QC	Eric Champagne, QC	1999 Subaru Impreza	9 th – Open	2:59:16	0:47:22
21	Gabriel Ursache, Mississauga, ON	Fred Weidner, Toronto, ON	2004 Subaru WRX STi	10 th – Open	3:00:13	0:48:19
22	Martin Walter, North Gower, ON	Ken Lagarec, North Gower, ON	1991 Nissan 240SX	3 rd – Gr 5	3:04:05	0:52:11
23	Anthony Tremblay, Astorville, ON	Ryan Huber, Toronto, ON	1981 VW Scirocco	4 th – Gr 2	3:05:07	0:53:13
24	Jim Stevens, Kingsville, ON	Rebecca Stevens, Kingsville, ON	1992 Suzuki Swift GT	1st – P1	3:08:48	0:56:54
25	Marc-Andre Drouin, QC	Vincent Goupil, QC	2002 Subaru WRX	5 th – P4	3:09:01	0:57:07
26	Frederic Beausoliel, QC	Myriam Levert, QC	2003 Subaru WRX	6 th – P4	3:19:58	1:08:04

dnf's

Driver	Co-driver	Car	Class	Stages completed	Reason
Yohan Tessier, QC	Francois Morin, QC	2000 VW Golf	Gr 2	11/12	suspension
Jean-Paul Perusse, QC	M-Paul Raymond, QC	2001 Mitsubishi Evo VI	Open	9/12	off road
Tibor Kertes, Toronto, ON	Alexandre Korovkine, Oakville, ON	1990 Toyota Celica GT4	Open	8/12	mechanical
Nicola Narini, Hampton, ON	Massimo Narini, Hampton, ON	1992 Subaru Legacy	P4	5/12	mechanical
Mathieu L'Estage, QC	Yanick Napert, QC	1993 Subaru Impreza	Open	5/12	mechanical
Vittorio Bares, NH	Suzanna Bares, NH	1987 Audi 4000	Open	2/12	off road
Philippe Dube, QC	Daniel Paquette, QC	2001 Subaru WRX	Open	2/12	mechanical

2007 Rallye Perce-Neige/Maniwaki
Round 1 of the 2007 Ontario Performance Rally Championship
February 2/3, 2007 – Maniwaki, Quebec

Ontario Regional Results

Pos'n	Driver	Co-driver	Car	Class Pos'n	Time	Behind leader
1	Andrew Cormie-Picard, Toronto, ON	Marc Goldfarb, NH	2006 Mitsubishi Evo IX	1 st – Open	1:31:22	---
2	Martin Gauvin, QC	Daniel Duchesneau, QC	2002 Subaru WRX	1 st – P4	1:38:52	7:30
3	Craig Henderson, QC	Lyne Murphy, QC	2002 Subaru RS	2 nd - Open	1:41:50	10:28
4	Michael Lavoie, QC	Rejean Lavoie, QC	1992 Pontiac Sunbird GT	1 st – Gr 5	1:44:29	13:07
5	Ted Mendham, NH	Lise Mendham, NH	2002 Subaru WRX	2 nd – P4	1:44:49	13:27
6	Mathieu Lebel, QC	Steve Beaulieu, QC	1995 Subaru Justy	1 st – P1	1:51:26	20:04
7	Leonid Ulrichich, Peterborough, ON	Igor Iochpa, NY	2004 Subaru WRX STI	3 rd - Open	1:51:42	20:20
8	Anick Madon, QC	Patrice Potvin, QC	1997 Subaru Brighton	4 th -Open	1:56:27	25:05
9	Ian Crear, Picton	Jen Horsey, Toronto, ON	1977 Porsche 911S	2 nd – Gr 5	1:57:49	26:27
10	Sergei Grischechkin, MA	Dimitri Kuzmin, St Catharines, ON	1988 VW Golf Gti	1 st – Gr 2	1:59:32	28:10
11	Joan Hoskinson, Thunder Bay, ON	Jeff Secor, MI	2000 Subaru RS	3 rd – P4	2:02:03	30:41
12	Rob Mackenzie, Bond Head, ON	Greg James, Port Hope, ON	2000 Honda Civic	1 st – P2	2:02:09	30:47
13	Mathieu Dube, QC	Eric Losier, QC	1993 Subaru WRX STI	5 th – Open	2:02:45	31:23
14	Martin Walter, North Gower, ON	Ken Lagarec, North Gower, ON	1991 Nissan 240SX	3 rd – Gr 5	2:05:34	34:12
15	Anthony Tremblay, Astorville, ON	Ryan Huber, Toronto, ON	1981 VW Scirocco	2 nd – Gr 2	2:06:10	34:48
16	Jim Stevens, Kingsville, ON	Rebecca Stevens, Kingsville, ON	1992 Suzuki Swift GT	1 st – P1	2:10:50	39:28
17	Louis Melo, Brampton, ON	Jeff Hagan, Whitby, ON	1991 Lada Samara	2 nd – P2	2:11:01	39:39
18	Marq-Andre Drouin, QC	Vincent Goupil, QC	2002 Subaru WRX	4 th – P4	2:15:29	44:07
19	Andrew Wallbank, Kitchener, ON	Robin Fleguel, Orillia, ON	1991 Eagle Talon	5 th – P4	2:25:54	54:32
20	Frederic Beausoliel, QC	Myriam Levert, QC	2003 Subaru WRX	6 th – P4	2:30:14	58:52

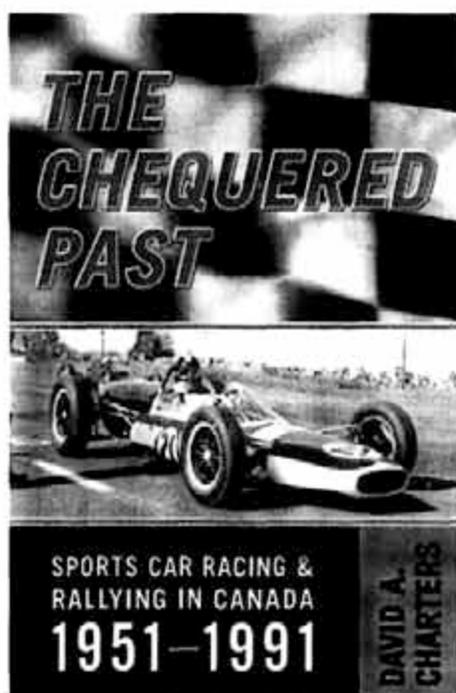
dnf's

Driver	Co-driver	Car	Class	Stages completed	Reason
Tibor Kertes, Toronto, ON	Alexandre Korovkine, Oakville, ON	1990 Toyota Celica GT4	Open	8/9	mechanical
Antoine Besette, QC	Genevieve Rocray, QC	1986 VW Golf	Gr 2	7/9	mechanical
Nicola Narini, Hampton, ON	Massimo Narini, Hampton, ON	1992 Subaru Legacy	P4	5/9	mechanical
Mathieu L'Estage, QC	Yanick Napert, QC	1993 Subaru Impreza	Open	5/9	mechanical
Melany Cote, QC	Pascale Goudreault, QC	1990 Mazda 323	P3	1/9	off road
Patrick Rainville, QC	Andre Rainville, QC	1991 VW Golf	Gr 2	1/9	Mechanical

Next events –

Canadian Rally Championship: Rocky Mountain Rally, Calgary, AB, May 25/26
Ontario Performance Rally Championship: Black Bear Rally, Dorset, ON, June 16

The Vesper – martini from Ian Fleming's “**Casino Royale**” and the latest James bond movie.



The Chequered Past: Sports Car Racing & Rallying in Canada, 1951-1991

BY DAVID A. CHARTERS

382 pp / 6 x 9 / March 2007

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The first comprehensive history of sports car racing and rallying in Canada, *The Chequered Past* traces the efforts of the national governing body – the Canadian Auto Sport Clubs (CASC) – to bring Canadian sports car competition up to a ‘world class’ level, and to manage the consequences of those efforts in the second half of the twentieth century.

In the forty year period between 1951 and 1991, Canadian sports car competition underwent a massive change, transforming itself from an amateur recreational pastime to a commercialized profession and from an individual sport to a spectacle for mass consumption. As technological innovations drove up the costs of competing at the top ranks, racers were forced to rely on sponsors, who commercialized and ultimately gained control of the sport. The end result, Charters argues, was the marginalization of the amateur competitor and of the CASC itself.

Based on extensive research into the CASC’s records and dozens of interviews with former competitors and officials, *The Chequered Past* opens a window into the rich but virtually unknown history of auto sport in Canada, and claims for it a place in Canadian sports history.

David A. Charters is a professor in the Department of History at the University of New Brunswick and an amateur sports car racer.

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THE CARS ANNUAL GENERAL MEETING

The Canadian Rally Championship turned 50 years of age in 2007 and the occasion was celebrated in conjunction with the Canadian Association of Rallysport (CARS) Annual General Meeting held in January in Toronto. As the TAC delegate, I was looking forward to both the AGM and the panel discussions and exhibits which were to be a part of the 50th anniversary CRC celebrations. In the event, the meeting was almost anticlimactic, with no hotly debated issues. The minutes of last year's AGM were adopted and CARS President Paul Westwick confirmed that he would be stepping down due to increased work commitments. He will be replaced by Jorge Dascollas from Calgary. In addition, Eric Curtis, who has acted as accountant for CARS for many years, announced that he would no longer be continuing in that role. After being called to order at 9:15 am, the meeting was adjourned at 9:40, making it possibly the shortest CARS AGM on record.

After the CARS meeting, there was an interesting forum/panel discussion about the early days of the

Canadian Rally Championship. Panel members Robin Edwards, Peter Bone and David Charters entertained the attendees with rallying stories from the fifties and sixties and even earlier. Mention was made of the Night Trial Rally which has been run continuously since 1938. At one time, an unusual feature of this rally allowed competitors to use their own watch so long as it was in a sealed case. The "Triskadekaphobia" Rally, part of the Quebec Rally calendar in the past, once had all distances in the directions expressed in base 13! One of the stops on the Canadian Rally Championship in the early days was the Nova Scotia Highlands Rally. Robin Edwards comment that the roads were so good for a rally that it was unnecessary to close them. In his words "the roads closed themselves."

During the lunch break I had a chance to visit the exhibits in the adjoining room. There was a fascinating display of rally photographs, old rally computers as well as interesting film and video, including some from the Shell 4000 cross Canada rally. In one of the Shell 4000's, the Le Mans winning Belgian driver Olivier Gendebien drove a Volvo 122S (also known as the Volvo Canadian). It was interesting and nostalgic for me to see the film, as that was the first car I owned, and I recall at the time being amazed by news footage of Gendebien hurling the Volvo around the track at Mosport on a special stage.

The first Canadian Winter Rally was held in 1953 and ten years later saw the first true national championship with twelve events. It is interesting that recent developments have had a significant repercussions for the Canadian Winter Rally. Bill C-19, which addresses street racing, has obliged the organizers to make fundamental changes in 2007 CWR. It was interesting to listen in to an informal discussion of this issue involving TAC members Alisdair Robertson and Brian Maxwell.

The exhibits and discussions highlighted the rich history of rallying in Canada. I was fortunate to represent the club and to listen first hand to the many interesting stories from the grass roots of the sport. Club members who are interested in rally but have yet to participate, can check 5th Gear for the dates of the ORRC championship events as well as the Ralliette Series which will happen again this year. Both of these, but particularly the Ralliettes, offer novices an ideal way to become involved in rallying.

Peter Clifford

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Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Wednesday, January 3, 2007
8:35 PM

Present:	Dietmar Seelenmayer, Todd Presswood, Chuck Atkins, Peter Clifford, Russ Harding	
Regrets:	Chris Atkins	
Guests:	Robert McAuley, Andy Presswood	
Recorder:	Todd Presswood	
Location:	Jack Astors Bar and Grill – Sherway Gardens	
	Items/Discussion	Tasks/Deadline
1. Year End Party	<ul style="list-style-type: none"> - \$1.65 invoice received from the Toronto Board of Trade. ‘Ridiculous’ - Total cost to club was approximately \$1,500. (\$2,200 cost - \$700 revenue) Next Year Party <ul style="list-style-type: none"> - Russ investigating option of using his apartment complex party room. - We would have to limit the number of tickets to 40 due to the size of the space. - We would not need a liquor license if we don’t sell. (byob and/or provide some from the club) 	
2. Early Renewals	<ul style="list-style-type: none"> - 35 primary members have renewed to date. - 12 New members (this could be the same people with different contact information) - 3 renewals submitted on paper - There are 7 life members in the club. - Because there was not a notice for early renewal dividends in the December edition of 5th gear. Russ will send out an e-mail to the membership extending the early renewal deadline to January 14th. - Russ is investigating whether the early renewal dividend will be a monochrome (approx \$20 cost) or full colour umbrella (approx \$30 cost). This will be discussed at the next BoD meeting once we have the membership numbers and more accurate costing information. 	
3. Volunteer Rewards	<ul style="list-style-type: none"> - Dietmar is going to ensure that the calculated volunteer points are published in the next Fifth Gear and ask the membership for feedback. - The dollar value of rewards has not yet been set and will be discussed at the next BoD meeting. 	
4. Competition	<ul style="list-style-type: none"> - The January Jaunt is this Saturday, January 6th. <ul style="list-style-type: none"> - 2:00PM registration - 3:00PM first car out - 8:00PM finish - TAC SoloSprint Activities for 2007: <ul style="list-style-type: none"> - 2 day SoloSchool in May joint with OMSC - TMP Event joint with SPDA - Canadian SoloSprint Championships at Mosport 	
5. CARS AGM	<ul style="list-style-type: none"> - Peter will attend as the official TAC delegate on Jan 13th - Dietmar will be attending the conference as well. 	
6. Other Business	<ul style="list-style-type: none"> - Chris Atkins to look into GoKart racing series that is being organized by Cameron Motorsports for 2007. - Dietmar has notified CARS that he is the new TAC President. - Dietmar will notify RSO that he is the new president. 	
7. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 21:30 hrs. 	

Next scheduled BoD meeting is a conference call commencing at 8:00PM on Wednesday February 7, 2007.



Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Wednesday, February 7, 2007
8:00 PM

Present:	Dietmar Seelenmayer, Todd Presswood, Chuck Atkins, Peter Clifford,	
Regrets:	Russ Harding, Chris Atkins	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
1. Membership and Early renewals	<ul style="list-style-type: none"> - Russ reported as of January 26: - We have a total of 114 members in Good Standing. <p>This includes:</p> <ul style="list-style-type: none"> - 6 Life Members (Alex Ling, Peter Yardley, Fred Moxon, Nick Beck, Rich Sullivan, Mary Trevor) - 54 additional Primary members, including 7 new Primary members, and one returning member (Marco Cirone) - 54 Family members - Russ updated the BoD stating that as of Feb 5, 2007, we have 130 members in total. 	
2. Volunteer Rewards	<ul style="list-style-type: none"> - Dietmar published the points in January Fifth Gear and has not received any comments/corrections. Please contact Dietmar if you have any changes. - The dollar value of rewards has not yet been set and will be discussed at the next BoD meeting. 	
3. Competition	<ul style="list-style-type: none"> - Chris Atkins will be moving to Edmonton after March 1st - This will leave the position of Competition Director unfilled. - Dietmar to post a notice in Fifth Gear about the change and that we are looking for someone to fill the position. - The board is also looking for an RSO representative. If anyone is interested in this position, please contact Dietmar. - TAC has committed to sponsor a Jacket for the winner of one of the Ice Race events. Cost estimated to be \$150. - The TAC organized ice race is slated for Feb 24-25, 2007. 	
4. Toronto Auto Show	<ul style="list-style-type: none"> - If you are interested in helping out with the Autoshow. Please contact Rob or Dietmar. - Todd will edit and print 1000 copies (250 x 4 different colours) of the Tri-Fold brochure for the Auto Show. 	
5. Other Business	<ul style="list-style-type: none"> - The board agreed to cover the cost of maintenance for the ice-race tractionizer. 	
6. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 21:22 hrs. 	

Next scheduled BoD meeting is a conference call commencing at 8:30PM on Wednesday March 7, 2007.



2007 Membership Application

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

Email: registrar@torontoautosportclub.ca

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 2007 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2006 membership numbers will be reserved until February 1st, 2007.
- All memberships expire December 31 2007.

1st Member _____ **Home Phone** (____) _____

Address _____ **Bus. Phone** (____) _____

Postal Code _____

First Member _____ [] **email:** _____

2nd (Family) Member _____ [] **email:** _____

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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 2007 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 2007;

- 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



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