



Fifth Gear

January 2008



Toronto Autosport Club

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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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FROM THE PRESIDENT'S DESK

Happy New Year to everyone. Hope your holidays were good ones.

Here we are in 2008 and the first TAC event is in the history books. The January Jaunt rally ran on Saturday January 5. There were 26 competitors. 21 of these were novice, 3 intermediate and 2 expert crews. All went well, no incidents, no off roads or anything like that. Summary of the event and results are elsewhere in this issue.

The club is still looking for a Social Director to replace the position vacated by Chuck Atkins. We need a person to organize social activities for the club. The director arranges for events that would bring together members from different motorsport activities. It is also a good way to see how the club organization works.

Ice racing starts January 26. Come to Minden and see what it is all about and cheer the TACies on. If you would like more info on what is necessary to compete et cetera, go to the CASC web site and check on ice racing, or give me a call. The TAC event is on March 1 and 2. If you would like to help, contact Andy Hughes or myself. There is always room for more helpers!

Next general club meeting is at the Fox and Fiddle, usual place, on January 16 starting at 8:00 pm. Come earlier, have dinner and chat with the other members.

Dietmar

TAC EVENTS CALENDAR 2008

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
January 2008			
12	Meeting	CARS AGM	CARS
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle	 TAC
19	School	RSO First Aid Course	RSO
26-27	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
February 2008			
2-3	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
8-9	Rally-CRC/OPRC	Perce Neige Rally	CASLL
9-10	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
16-17	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
16-17	ORRC	Maple Leaf Winter Rally	MLRC
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle	 TAC
23-24	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
March 2008			
1-2	Ice Race-Magnum	Ice Race, Magnum Series, Minden	 TAC
8-9	Ice Race-Magnum	Ice Race, RAIN DATE, Minden Fairgrounds	
8-9	School	RSO HAM School	RSO
16	FI	AUSTRALIAN Grand Prix, Melbourne	
18	Rally School	RSO Beginner Rally School	RSO
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle	 TAC
23	FI	MALAYSIAN Grand Prix Sepang	
25	Rally School	RSO Beginner Rally School	RSO
29	IRL	Homestead-Miami Speedway	
April 2008			
1	Rally School	RSO Beginner Rally School	RSO
5	ORRC	Spring Runoff Rally	PMSC
6	FI	BAHRAIN Grand Prix, Sakhir	
6	IRL	Grand Prix of St. Petersburg	
14	Mini Rally	Mini Rally, Service Centre #400-North	MLRC
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle	 TAC
19	IRL	Twin Ring Motegi	
20	CHAMP	Streets of Long Beach	
23	Ralliette	Ralliette Series Event I, Tim Hortons:	 TAC
27	CHAMP	GP of Houston, JAGFlo Speedway	
27	FI	SPANISH Grand Prix Barcelona	
27	IRL	Kansas Speedway	
May 2008			
10	ORRC	Blossom Rally	KWRC
11	FI	TURKEY Grand Prix Istanbul	
12	Mini Rally	Mini Rally, Service Centre #400-North	MLRC
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle	 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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ON THIS MONTH'S COVER

Ice Racing action from the Minden track, February 2007 (Photo By Ingrid Beck)

2008 January Jaunt – Saturday, January 5



Dietmar – co-organizer

“Wonder what we meant by that?”

Registration - Cheryl & Paul Emmerson

“Money, lots of money!” (26 entries!!!)



Dietmar and the Scoring Crew

Neils Jensen & Martin Loveridge



Kurt and entrants

*“Listen up everyone –
Rules of rallying:
1 – STAY on the road;
2 – stay on the RIGHT road;
3 – stay on TIME!”*



Couple heads in right direction

BY JOHN CUDMORE
Staff Writer

Paul Moore doesn't pull over for directions when he's driving.

There is no need when his wife, Rita, is doing the navigating.

The Newmarket couple works like a well-oiled machine when it comes to getting from Point A to Point B as evidenced by winning their second consecutive expert class title in the Ontario Road Rally Cup championship series, which concluded earlier this month.

The married couple of 23 years finished the nine-event season with a maximum score based on points accrued in six rallies, which count toward a final score.

The objective is to drive a pre-determined route at a pre-determined speed. Typically, on most road surfaces, drivers may not exceed 90 per cent of the posted speed limit.

The trick is to decipher the cryptic instructions while on the move. Checkpoints scattered along the route serve as controls.

"It's really not a race," explained Paul Moore, who has been a rally driver since high school. "The object is to arrive at the right time. It's definitely not a speed event. In fact, the penalty is higher for arriving early."

In fact, with a six-second window, harsher penalties are imposed for drivers arriving at checkpoints and the final destination too early.

He points out the sport was



STAFF PHOTO/SUSIE KOCKERSCHEIDT

Newmarket's Rita and Paul Moore won their second consecutive expert class in the Ontario Road Rally Cup championship series.

nearly included in the net of Bill 203, the so-called street racing legislation before convincing legislators otherwise.

"We work hard to make sure people understand we're not out there racing on the streets," said Paul Moore. "We're big supporters of Bill 203. Our rules are actually stricter than the rules of the road."

Events are usually 100 to 300 kilometres and can be four hours in duration. That means a lot of on-going communication inside the couple's 2007 Subaru STi.

"It's all about teamwork," said the driver, noting his wife is focussed on breaking codes and working with the couple's on-board rally computer. "During the course

of an event, Rita rarely is able to lift her head and see what is around her. She's buried in the book. The timing is so precise."

Even a momentary distraction can prove costly in a sport where seconds are precious.

"There's so many calculations. If you don't keep ahead, you'll arrive at a four-way stop and not know which way to turn," said Rita Moore, who is vice-president for Rally Sport Ontario in charge of Navigational Rallies. "And all the while the seconds are ticking away."

"Sometimes Paul will make a remark about the scenery and in the next moment he needs to know which way to turn."

For that reason, social chatter is held to a minimum during the rally.

"From my perspective, there's not a lot of challenge other than to follow the instructions," said Paul Moore. "Ninety per cent of it is navigating and that's really, really challenging."

"I feed her information from what I can see and she feeds it back to me. There's constant discussion and always some interesting exchange. It's well known drivers have a memory span of about 1-1/2 seconds."

Good math skills are critical to a good navigator's success.

"Paul had done one or two rallies, but when we got engaged he brought me along and I really enjoyed it," said Rita, who, like her husband, is a Newmarket High School graduate. "I've always liked math and puzzles. My favourite subject in high school was math."

Car aside, equipment requirements are minimal and the sport tends to attract families. The couple belongs to the Toronto Auto-sport Club and also teach a rally driving course in January.

"One of the joys of the sport is you don't need a special car or special equipment," said Paul Moore. "You can use anything that is street legal and (need) the ability to read a map."

Log on to www.rallysport.on.ca for additional information.

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the Soapbox Derby

...by Malcolm Elston

Sgt. Cam Wooley:

Back on December 9th I volunteered my time and expertise to do a ‘winter tire demonstration’ at Georgian College in Barrie. The media were the guests, and where there is media, often Sgt. Cam Wooley of the OPP is there, too.

He did many ‘live’ interviews that day, and he talked the right talk about winter tires and how much better they are than the “three-season radials” most folks drive on (which I refer to as “no-season radials”...).

But Cam’s Crown Victoria (one of the latest black-and-white units) was wearing a set of M+S-rated Goodyear Eagles at all four corners. Definitely one of the best all-season radials available, but... still short of the mark he preaches for us to reach.

I hereby propose a new motto for the OPP:

Do As We Say. (Not As We Do).

F1 Marvels:

Lewis Hamilton finished a close second in the 2007 F1 Championship. According to the hyperbolic British press, this was an unprecedented, record-breaking success.

Silly buggers; Jacques Villeneuve accomplished the same record in 1996 – his rookie year in F1, 4 wins, and second in the Championship...

How soon we forget.

A Shout Out for Help!

I need your eyes, dear readers and fellow TACCies...

Given the constipation of the Ontario Judicial System, it takes many, many months for a case to reach court – often a year or more.

But I anticipate that in the next three months we might see the first trials regarding charges laid under Bill 203 (the new ‘anti-racing’ law).

If you see an article in any newspaper regarding a trial resulting from this new law, could you please e-mail me the name of the paper, the date it was published, and the page on which the article appears? If you don’t have my e-dress in your list, here it is: mje51@rogers.com

Thanking you in advance.

Because this new law gave the Police unprecedented powers (to impound a vehicle and remove a license for seven days), I anticipate that there will be some serious lawyering presented by a few of the accused... and rightly so.

In effect, Bill 203 gives the Police the power to act as judge and jury, right on the roadside. This is very dangerous, because it sets a precedent. There was a time (and not so long ago...) in the middle east when the Police simply executed a drunk driver right on the spot, and I don’t think we want to go there. But with Bill 203 the government has established that it *could*.

Remember, there is no provision in the law that requires that the Police show you the speed reading they are claiming. While both laser and radar technology has the ability to ‘lock’ a reading onto the screen, there is no requirement for the cops to do so, or that they must show this ‘locked’ reading to you, the accused.

Put another way, if a cop is having a grumpy day and clocks you at 148km/h, there is nothing to stop them nailing you for a 150... and you lose.

You will get the hefty fine (\$2,000 minimum), a guaranteed insurance-rate hike, a massive towing-and-impound invoice – and these penalties will all be inflicted upon you without the benefit of the due process of law.

The Attorney-General will still tell you that the concept behind our laws is “Innocent until proven Guilty”, but his actions clearly say otherwise. And actions speak louder than words.

As you can see, ‘innocent’ no longer applies to drivers in Ontario... how on earth do you expect to prove your innocence when you never had a chance to see the evidence, and how could you possibly recover the financial losses the Police have inflicted upon you?

Right. You can’t, and you won’t, and you’ll suffer mightily.

This really is an ugly, ugly bit of legislation.

Hopefully, it will be quickly subjected to a Charter challenge... and that is why I need your help to start tracking these cases as they hit the courts...

Again, thanks!

Don’t Worry, Be Happy – it’s Family Day!

While I’m sure we’re all happy to have an extra holiday on February 18th, most Ontario citizens aren’t aware of the ramifications... for 2008, anyway.

When our Beloved Leader – Dalton the Daft – announced the new Family Day Holiday immediately upon winning last falls’ election, it was clear that he hadn’t done much consulting, thinking or planning...

Not having been advised that Dalton was going to make policy on the fly, the Courts had (naturally!) booked Monday (2/18) as an ordinary work day. Now all the trials set for that day must be postponed and re-scheduled, which will allow everyone scheduled for trial court on that date to claim an Ascov defence.

continued...

(An Ascov defence is so named because the Supreme Court of Canada dropped all the charges against Mr. Ascov after he proved that court delays caused him to be denied justice within a 'reasonable' period of time, as required under Canadian law).

So hundreds – if not thousands – of accused citizens have been given a 'Get Out of Jail Free' card by the Premier's announcement of 'Family Day'. I don't care much about the speeders, racers, and shoplifters getting a lucky break... but how about the handful of gunslingers, rapists, and wife-beaters whose trial was scheduled for February 18th?

I'm just asking...

F1 update for 2008...

Super Aguri have entered an unchanged line-up of Briton Anthony Davidson and Japan's Takuma Sato for the 2008 season, Formula One's governing body confirmed last Friday.

The FIA published the official entry list with only one driver still to be named, alongside Germany's Adrian Sutil at Force India, formerly Spyker, formerly Minardi, formerly...

Italian Giancarlo Fisichella, with Renault last year, is a leading candidate for that remaining seat.

Five drivers will be starting their first full season - Brazilian Nelson Piquet junior at Renault, Japan's Kazuki Nakajima at Williams, Germany's Timo Glock at Toyota, Frenchman Sebastian Bourdais and Germany's Sebastian Vettel at Toro Rosso.

Finland's Kimi Raikkonen will have the number one on his Ferrari as world champion.

Lewis Hamilton, the 22-year-old rookie that Raikkonen beat by a single point last season, will be number 22 due to McLaren's relegation to 11th place in the constructors' championship as punishment for a spying controversy.

The '08 driver line-up (with car numbers):

FERRARI:	1. Kimi Raikkonen	2. Felipe Massa
BMW:	3. Nick Heidfeld	4. Robert Kubica
RENAULT:	5. Fernando Alonso	6. Nelson Piquet Jr.
WILLIAMS:	7. Nico Rosberg	8. Kazuki Nakajima
RED BULL:	9. David Coulthard	10. Mark Webber
TOYOTA:	11. Jarno Trulli	12. Timo Glock
TORO ROSSO:	14. Sébastien Bourdais	15. Sebastian Vettel
HONDA:	16. Jenson Button	17. Rubens Barrichello
SUPER AGURI:	18. Takuma Sato	19. Anthony Davidson
FORCE INDIA:	20. Adrian Sutil	21. To be announced
MCLAREN:	22. Lewis Hamilton	23. Heikki Kovalainen

The modern, high-tech world of F1 continues medieval superstition by yet again not assigning the number 13 to any car...

F1 news Jan 5th:

The new rules for the '08 F1 season should make for another really exciting season... many of the 'experienced' drivers have come to depend upon their 'launch control' and 'traction control' software pretty heavily, while the new drivers have had no such support in their F3 and F2 cars... not having to 'un-learn' a dependency could make for some surprise finishes early in the season.

Rain events will be spectacular!

Of the top teams, I think Ferrari and Honda will be best prepared for 2008, and now that Toyota has been given a head-office deadline to win (or get out), I think they will become contenders, too.

As others have pointed out, McLaren has been "scared" by the investigation of its design process (for traces of Ferrari intellectual property) in recent months. In several areas the team have agreed to restrict development on the car as part of its bargain with the FIA, to bring the Ferrari-McLaren spy scandal to a close.

One respected analyst said that he believed Ferrari should have an advantage when all these factors are taken into account as the Scuderia incrementally develops a good car from last year, unhindered by outside interference. "My worry is that McLaren may have gone for a conservative car and in Formula One 'conservative' always means slow," he noted.

Another point worthy of consideration is that McLaren has been designated to the back-end of pit lane (where the paddock space is much tighter – about half of what the 'A-list' teams get), which will impact the teams' image. And be a constant irritant and impediment to the way the team is used to doing their track-side business.

So, maybe bet against McLaren... or wait until testing numbers show what's what, although Ferrari have said their new car is substantially different (?) from what they will bring to the season opener at Australia...

Jimmy Stewart Dies:

LONDON, Jan 4 (The Telegraph) - Jimmy Stewart, who died on Thursday aged 76, was a racing driver of the old, mainly amateur, school, and encouraged his younger brother Jackie, later the winner of three Formula One World Championship titles, to get into racing.

He did so despite their mother Jeannie's threatening to kick Jackie out of the house if he followed in the footsteps of his brother and their father, "Old Boab" Stewart, who had been a wild, competitive motorcycle rider in his day.

She had come close to a nervous breakdown during Jimmy's races, and Jackie began racing under the pseudonym AN Other. Even after his world titles his mother preferred to ignore his success, and until the

continued...

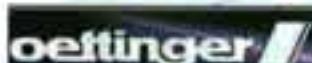
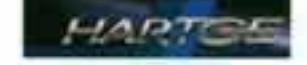


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day she died never once acknowledged his achievements.

It was Jimmy, long retired but at the time still reticent on account of their mother's misgivings, who got Jackie his first break. Ken Tyrrell was looking for a young driver for his new F3 team, and called Jimmy to ask whether his younger brother was serious about racing.

"Serious?" Jimmy replied. "Try stopping him." (In his first test laps, Jackie proceeded to outpace the established driver Bruce McLaren).

Jimmy Stewart was one of the biggest names in world motorsport in the early '50s. Comparisons with his brother tend to focus on the fact that Jimmy competed in only one Grand Prix - the British, in 1953.

Driving a Cooper-Bristol for the Écurie Ecosse team, he was in sixth place, heading for a points finish, when he spun off the track in the wet at Copse Corner. When critics claimed that he was too fast for his own good, Stewart declared that he was too fast for the car.

It was in the big sports cars that Stewart found his role, notably in his works Aston Martin DB3S coupé at the Le Mans 24-hour race of '54.

There was no live television coverage, and it took more than a day for the results to filter back home - and to Jeannie Stewart. Perhaps it was just as well. Stewart lost control at the wheel and was lucky to come out alive with only a broken arm.

The Écurie Ecosse team believed it was the Aston, not JRS, as Stewart was known, which caused the big shunt. They put him in one of their D-Type Jaguars and pointed him at the chequered flag in the gruelling 1,000km race at the lethal Nürburgring track in Germany in 1954.

The D-Type was arguably the best model Jaguar ever built for competition or the road; it was also liveried in a deep, metallic and mesmeric blue with white trimmings to reflect the Scottish flag. But it was not fast enough for Stewart and failed to keep up with him round one particular corner. He sheared a roadside hedge, flipping the car over and puncturing the D-Type's petrol tank.

Stewart lay unattended for 10 minutes, trying to wriggle out of the car, before help arrived and he got a lift back to the pits for medical treatment - i.e. a glass of champagne. He reckoned his previously-broken arm, which took the brunt of the crash, had saved his life.

(After a similar accident which nearly killed him in the Formula One Grand Prix at Spa in 1966, Jackie Stewart became an advocate for safety in the sport, a campaign that sealed his knighthood.)

James Robert Stewart was born at the hamlet of Milton, outside Dumbarton, on March 6 1931. Although expected to work in his father Bob's well-known Jaguar dealership and garage at Dumbuck, next door to his home (as Jackie eventually would do as a mechanic), Jimmy had other ideas.

He was allowed to drive the new Jaguars delivered to his father's garage along the winding, narrow roads alongside Loch Lomond, down to Arrochar, and up to Oban. The new Jags were so well "run in" before they were delivered to their owners that they usually needed an oil change.

Bob Stewart bought his son a C-Type Jag - registration number KSF 181 - which he drove at Charterhall, Thruxton, Snetterton and other racing circuits.

In the early 1950s Jimmy Stewart was drafted for compulsory national service in the Royal Electrical and Mechanical Engineers (REME).

It turned out that his commanding officer was a motor racing buff, so Stewart ended up racing at weekends while his fellow soldiers were peeling spuds. He also cut a dash zipping between Dumbarton and Helensburgh in one of the first E-Type Jags - bright red, with the registration SSN 1.

In the years after Jackie Stewart's success, life was difficult for Jimmy. He had a spell selling cars at his father's old garage and later at dealers in Glasgow and the west of Scotland. Over those years the two brothers became somewhat estranged.

It was only when Jimmy admitted that he was an alcoholic, around

1997, that things changed. Though always immaculately dressed, usually in a blazer with the badge of whatever organisation he was entitled to represent - such as the British Racing Drivers' Club - Jimmy Stewart had begun to closet himself at home with a bottle.

When he eventually admitted his problem, his younger brother supported him, and financed him through the Priory Clinic in Glasgow and thereafter.

Jimmy's drinking meant he could not drive. When he got sober, Jackie bought him a car and Jimmy became a familiar sight driving along the banks of the Gare Loch from his new flat at Rhu, through Helensburgh, to the Priory Clinic in Glasgow for his AA meetings.

The two brothers had never been so close and Sir Jackie, who had cut short a Christmas holiday cruise, was with him when he died.

Jimmy Stewart, who was divorced, is survived by a son and daughter.

One Million Killed, Annually:

We've had a couple of spectacular fatal crashes in the GTA over the past few weeks...

"Road safety is important because I've always been amazed at how little training youngsters get before setting out on the open road," said David Coulthard recently.

"I don't think a lot of people today, with all the airbags and traction control and safety devices, really appreciate how dangerous it is to be out on the open road - and the statistics show that over a million people a year are killed on the roads."

Just think about that number for a minute or two.

One million dead, annually.

Think of media storm about the murder rate in Toronto last year (a "highest ever" rate at 85). Or the death rate of Canadian soldiers in Afghanistan (77), and we've been there for years...

Cars kill more 'way more folks, and yet... who cares? Noooobody.

The Kitchener Waterloo Rally Club



presents our
Navigational rally series for beginners

Saturday Night at the Rallies (SNATR)

This is a series of six navigational rallies aimed at beginner level competitors.

The events are about 100 km long and take about two hours.

For 2008 the events are on the following dates:

Saturday April 19

Saturday May 10 - with the Blossom Rally

Saturday June 7

Saturday July 12

Sunday August 17 - with our BBQ

Saturday September 13

Entry fees are \$20.00 per car. Instructions are simple, average speeds are well below the posted limits and most of the roads are paved.

Navigational rallying involves following the assigned route at the average speeds given and arriving at checkpoints along the way at the correct time. The locations of the checkpoints are not given in the instructions.

When you arrive at a checkpoint your time is taken as you pass the control board. You then pull off the road and go back on foot to the control and get you sticker with the arrival and leaving times. The time early or late from the calculated ideal time is your penalty. Once you have got your time into a control your penalty is set; you can't erase that penalty by driving faster or slower on the way to the next checkpoint.

In general we are using the standard rules for rallying in Ontario, but as these are short rallies we have adjusted the length odometer check and made some other allowances. Typically a team consists of two people but we will allow more people in the car for these events. All who participate will be required to sign a waiver.

If you want to know more about rally instructions and timing, the [Peterborough Motor Sports Club](#) has [this handbook online](#). It covers more than you need for our SNATR's but it's a good read anyway. A [brief overview of navigational rallying](#), written by Peter Gulliver of PMSC, is posted and should be read by any first time competitor.

For more information: [Martin Loveridge](#) 519 485 2131 - [Dennis Wharton](#) 519 576 7463

Another year gone. And a new one just begun. (Seems to me that was someone's song once upon a time.)

So, let's just take a look at what has been happening.

Part 1 – my navigational rallies

Starting with the latest – the **TAC January Jaunt Rally** run out of Waterdown on the 5th of this month (and now you know why it is the JANUARY jaunt!)

With winter having seemingly settled into southern Ontario over the month of December, the thoughts of not having snow tires on the Focus in time for this rally had dominated conversations around the supper table for most of December. The *Goodyear RS-A* all-seasons the car came on really were made to "Georgia Rules" where the fourth season is one of "more rain" rather than cold and deep snow, so I broke down and got a set of real winter tires for the car – another excuse for a Christmas present from dear old Santa!

We headed off to Waterdown on the Saturday morning in full knowledge that the rally start was at a fabulous eatery (the *Royal Coachman*) – first lunch that wasn't going to be left-overs from Christmas or New Year's! Yippee. So we arrived in lots of time for noshing and talking with more rally people than we've seen at a rally in a long time. With 26 entrants and all the other marshal and registration crews it looked like some had really crawled out of the woodwork! Heck, Steve Martin?! Wow. Great to see so many out.

We ended up with three checkpoints, the 1st, 8th and 13th, one in daylight, one at dusk and one in the dark. The roads we used to get to the first CP were in some places still lightly covered with a dusting of snow but not really too difficult; and the CP was easily found on a wide stretch of straight road. Nice location for having the cars come in – lots of room for them to park and for the crews to move around. Being the first CP the 26 entries were pretty close to being on time and in order. One or two slightly mixed, but after less than 30 minutes of rallying most had not got too lost, yet! And, for a reasonably nice day, local traffic was quite light. Our second CP was only a few kilometres away so we had no problem getting there. And the road into it was fabulous. A fun ess bends dipsy-doodling and then climbing out of a valley. Totally fabulous. (Some entrants even mentioned how much fun they had with their rear-wheel drive vehicles with getting the rear ends twitching.) Since it was the 8th CP for the entrants though, there were much greater gaps in the arrival times. And just when you wondered if everyone else had got lost a set of headlights would light up the trees as a car dipped into the valley and began the climb up to us. And, of course, there were occasions when two or three cars would all come in in the same minute. Occasionally got hectic. With the farther into the rally we were, the greater the amount of time we had to remain "open" waiting for crews. This was the CP where Roger came back and said, "Are you left-handed?" (And, yes, I

am.) "That would explain the left-handed check on your checkpoint board." (And, again, that was done deliberately when I made the board. It being a lot easier to carry my own board than to try and remember to pick one up, and drop it off!, at each rally I work.) Our last crew through made it to us just before we closed for the dreaded "MAX LATE", and I'm not sure they didn't actually fit that category. But we did still see all 26 cars. That's always a good sign – all of the field still in the running half-way through the rally. For us it was now a 30 kilometer or so run in just over 20 minutes to get to our next CP in time to make our "early opening" target. So while Eloise read the maps, I hit the high beams and we did a rapid cross-country run. And we made it in time to set up before Kurt came through in Course Opening! Sweet. Cars were still well strung out, and we even held the first one back almost five minutes to give CP crews after us time to get moved into position. One crew made it into our CP just on 11 seconds into the minute. "Oh no. We wanted 12 seconds." "Why?" said I, "this CP is timed to the MINUTE. Did your navigator forget that?" "OOH!"

This time we were missing one car – seems one crew had decided for whatever reason to pull out. But with the ham radios we were able to get this info and did not have to worry about where they might have gotten to. So once everyone was through, including Peter and Dietmar in the closing car, we packed up and headed to the finish. Hopefully the results of the rally will be elsewhere in this issue. Eloise and I want to send our congratulations to Kurt and Dietmar for putting on what sure seemed to be a successful rally. Everyone at each of our CP locations seemed to be quite excited by the route and the instructions. And 26 entries certainly sets a high bar for the events in the rest of the season!

It was a dark and lonely night

(* with apologies to Charles Schultz and Snoopy)

Or, maybe I should begin at the beginning. It was the first of December - a day that was to have been fraught with winter but which actually waited until very late that night. The morning began with only a couple of inches of snow on the ground in Barrie, not even enough to warrant firing up the snow blower, the old *armstrong* motor with shovel easily handled it, and then lead to a fun trip down the 400 (lots of slipping and sliding until south of 89, lots of windshield washer fluid being used too) on our way to the Mohawk Inn. Yes. It was the last event in the **2007 Ontario Road Rally Cup – the KWRC Northern Lights Rally**. We (Eloise and I, and then Maeghan too) had volunteered to work the event as checkpoint crew. This would be our fifth event in 2007 – almost as bad as running the whole series! We were aiming to arrive at the Mohawk Inn, just west of Milton off the 401, in time for lunch before the rally started at 2 that Saturday afternoon. The weather turned out quite nice for rallying – cool, overcast but no rain during the day. Clear roads and the like. After lunch

and having fun meeting a lot of "old timers" from the rallies we had worked over the years we were off to our first of four checkpoints.

In the A leg we did CPs 5 and 7 – they were in the same place as the cars looped around us. But Dennis, the organizer, had pulled a fast one in the instructions. He had written the instructions such that crews were to do their section 4 instructions before their section 3 instructions, if they were to arrive at our location on time and on route. But, just to be sneaky, if the crews said, "*well isn't that an error – they stapled the pages together out of order!*", and then did section 3 before 4 the route came through us anyway, but at the wrong time for the CPs. Tricky. Even caught out some of the "expert" competitors. The ten cars which had started the rally when we left the Mohawk Inn had been joined by an eleventh competitor – something about having to start out twice from Newmarket after remembering paperwork and wallets weren't in the car. Must have been an "expert" rally crew, eh, Rita? Anyway, nine of the eleven crews found us – and their spread wasn't really too bad – 27 minutes (if everyone had been "on time" all along, the spread should have been 9 minutes). We were missing cars 1 and 5 – unfortunately both Novices (an organizer hates to lose less experienced crews). And the one expert crew in the black Mazda pickup (names withheld to protect the innocent! Hah!!) that had to be HELPED out of the snow bank by another crew were only a minute and a bit late. (Good recovery, Bryn and Terry.) Even with the loop, we only had one car come in on its second time around before all the first time through teams were clear. Not bad. And this time car 5 found us – 10 of 11, but still missing car 1. Through the miracles of communications, the ham radios, we were able to keep track of the cars through the other CPs, and knew that car 1 was still around; just having more difficulties than the others (I think this was their first ORRC event).

At the end of leg A the crews had a rest at the Mohawk Inn, and a chance to refuel at the gas station right there (heck maybe even slip into the Mohawk Raceway and put some money on the slots for all I know!) before coming out on leg B. We got told over the radio that there would be a 15 minute extension on the start of leg B to regroup the teams. So instead of expecting our first car at 5:06 we now looked forward to them at 5:21. This time around we would be CPs 3 and 10. (We had moved to a different location on another set of roads while the rally crews were on break.) And darned if car 2 didn't show up right on time at 5:22. In fact all 11 cars came through in the next 13 minutes – SO, still quite well grouped in fact.

And now we come to the opening line.

Something happened to the rally crews before they got back to us at CP 10. We should have seen them beginning at 6:26, but the first two cars were at 6:37 and 6:39. And that was cars 7 (the Seelenmayers, experts) and 1 (the novices). And we were due to close at a new

time of 7 pm. We were figuring that was all we were going to get. The chatter on the radio was all about cars looping back and forth into CPs they had already been to, shouldn't have been back to, all that sort of thing. But, beginning at 6:56 and continuing until 7:03, 8 cars came through our location. Busy times! So we only missed one car this time - #2. And with that, we packed up and were off to the Mohawk Inn for the finish and the results (and dinner, which was paid for by the President of **KWRC** – thank you, Martin). All was sorted out by the organizer and the scorer, the results were posted, the schmoozing took place and then it was time to head for home. The trip back to Barrie was dry and clear – across TO on the 401 and on up the 400. Not at all like it was by Sunday morning when everything was covered with snow and the like. Just lucked out on that! But a good time was had by all (at least the "*three quarters of the Sullivan family*" as listed in the results of the rally!); **TACcie** crews did well – the Seelenmayers took first Expert; the Moores, after starting a little late, took fifth Expert; the Layes took first Novice. (Sorry if I missed any other **TACcie**s.)

So that was the rally for December. Before the *Northern Lights* there was the *PMSC President's Prize Rally*, which I did not attend, and before that there was the on-off-on again *MLRC Greenspond Go-round Rally*, which I did get invited to in mid-October. (All our events are by "*invitation*". I'm getting old and cantankerous and do not really step and volunteer for much any more!)

In one of those strange twists of fate, there I was at the end of September perusing the **RallySport Ontario** website and I noticed that the **MLRC Greenspond Go-round Rally** scheduled for October 13 was listed as *A cancelled@*. That surprised me - Eloise and I had worked at the **TAC Infinite Monkeys Rally** barely a month before this notice appeared and there had been no mention of any problems at that time. So I called up Martin at **KWRC** and asked him what was going on. And he hadn't even heard about it. Another surprise. In fact there were to be lots of surprises all round. Turned out the president and others at **MLRC** were in the dark about the cancellation too. Seems the notice on the **RSO** website, the "*official*" web-site at that, was the first they'd heard of any problems. There must have been some fast shuffling done for the event was quickly "back on track", with new organizers – Bryn (the pres of **MLRC**) and Terry Epp. And just to prove that they were serious about putting the rally on the road, on the Thursday afternoon before the event I got a call to see if I could help out with checkpointing. Checking and finding my calendar being *free* (being retired does have its benefits!), it would be off to the *Superburger* outside of Shelburne once again. Two rallies within a month starting from the same location. Rita and Paul should have asked for royalties. Heck, I was even wondering if the Epps, having competed in the *Infinite Monkeys* and needing a rally route in a hurry (there apparently being nothing to "take over" from the original organizer of record), had just taken its instructions and run them



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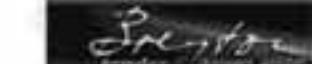
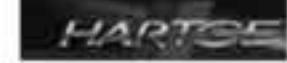
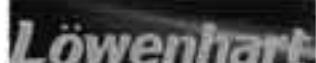
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in reverse! Apparently not though; they got a 2002 or so **MLRC** event from the same location. And this time the Sunoco next door was available for fuelling the Subarus. The weather was a little damper than at the end of August, actually a whole lot - we had to sit in the car for a couple of hours while the drizzle fell, couldn't take the sun=s rays in at all. For this rally the humungous Ram 4X4 truck - in silver/white, made you think you should be looking for a whaling ship! - was the last vehicle on the road, rather than first as at *Infinite Monkeys*. But he still seemed to be having fun. He did seem to get a little lost on occasion though - at our second checkpoint location we were well passed his maximum late time and had picked up our gear and moved back out of the rally road to the main paved road where we waited for a little while longer. Along he came, sped past the road he wanted, realized either that his instructions said he should have turned there or seeing our car tipped him off to do something other than keeping on the nice road. Anyway, he stopped, executed a safe U-turn and came back to us. We gave him a sticker and got onto the radio to tell the next CP (the last one before the Finish) that the truck was running just a little late but he was definitely on his way. And then he completed the route and actually beat us back to the Finish (we stayed on the paved roads!). The three **TACcie** cars did quite well over the afternoon. **TACcie** car 1 with Paul and Rita Moore were first *Driver/Navigator* in *Expert Class*; **TACcie** car 2 of Kurt and Dietmar Seelenmayer came in second in the same class, even with missing a checkpoint. Unfortunately that was all the competitors there were in the class. In the *Intermediate Class* Roger Sanderson and Christina Chin of **KWRC** took the honours; although that would have been hard not to when they were the only car in the class! With five cars in the *Novice Class* the third **TACcie** car of Tim and Steven Laye came in first there. (And I see where Tim and Steve are organizing the **Discover Ontario Car Rally** this year. Congratulations!)

Part 2 -the Ontario world of nav rallying

We use the ham radios a lot in order to keep track of the cars between checkpoints and I wonder how did we ever manage back when radios and cellphones were non-existent? But with only 8 to 13 cars entered for most events I guess it isn't really all that difficult. What an organizer "back when" wouldn't have done for communication abilities like that?! Heck, in the very first *Ontario Road Rally Cup* event Eloise and I entered in her little Buick Skylark, the 1987 *Discover Ontario Car Rally*, there were 65 entries. The five *ORRC* events I was at in 2007 totalled 63 entries. What a come-down.

In 2007 the entry totals that I have been able to track down at the *ORRC* events have been:

TAC's *January Jaunt* - 22;

MLRC's *Not the Ontario Winter* - 21;

MCO's *End of Winter* - 11;

KWRC's *Blossom* - 13;

TAC's *Discover Ontario* - 11;

TAC's *Infinite Monkeys* - 11;

MLRC's *Greenspond Go-round* - 8;

PMSC's *President's Prize* - 10;

KWRC's *Northern Lights* - 11.

Heck, the total barely makes for a good day's entry at an ice race weekend. Looking over the scoring for the *ORRC* it quickly becomes apparent that the interest has definitely waned over the past couple of decades. In 2007 there were four crews fairly consistently competing in the *Expert Class*. (No other crew had entered more than 2 of the 8 events.) In the *Intermediate Class*, only 1 crew was consistent; no other crew entering more than 2 events. Even the *Novice Class*, with close to 40 people scoring points as Driver and a similar number as Navigator, had only 5 crews consistently competing. Of the other 35, only half a dozen have more than 1 event; and none of them have more than 3. If all of the *committed* crews showed up at the same event, the entry would still only be 10. And since probably one crew was involved in organizing that event, and one crew was required to green-crew it, entry level is 8. And, surprise, surprise, that=s all that **MLRC** had for the *Greenspond Go-round*. So why aren't the *one offs* coming back? Where did all the competitors in the decade since I stopped competing go? Is there something the clubs and **RSO** should be doing to get the sport going again or is it time to think about euthanizing it?

Of course, having seemingly all events as Saturday afternoon ones may be part of the problem. Even an event called the "*Northern Lights*" (**KWRC**) started at 2 in the afternoon. Good thing **St. Catharines MC** isn't around to put on its "*Night Navex*". It would probably have to be in the afternoon too! Looking at the front of a lot of the cars, people have lights all over them. Maybe an event or two in the evening might be of interest?

Interestingly, **RSO** called for events wanting to be on the *2008 calendar* to be submitted by early October. And then in December at the **RSO** meeting there was some discussion as to the type and nature of the events in the *ORRC*. Isn't that a bit like putting the cart before the horse – asking for and getting the events and then maybe setting the criteria as to what type of event wanted? And how about trying to have events have flyers available at the preceding event? A lot of this used to be worked out when the **RSO** Calendar Meeting was an actual sit-down, face-to-face meeting between **RSO**, the clubs and the event organizers. I think something got lost in this doing it over the e-mail networks.

Part 3 -RSO and promotion

RSO really needs to get together with the clubs and do some serious work on organizing events and getting interest back in its series.

RALLYSPORT ONTARIO, the governing body for rallying in Ontario, spends three grand or so on promotions each year through its participation at the *Toronto International Auto Show* (although this may not happen this year), the printing of the **RSO** rally calendars, the activities of its "*Growth Committee*"

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which has spent money on televisions and visual media players and which goes to various venues further promoting the sport of rallying. There are *supposedly* seven clubs affiliated with **RSO** which should be further promoting the sport. And for all this, the five clubs which actively promote the sport by putting on events in the *ORRC* get? Well, certainly not entries. Just what justification does **RSO** use for all the money spent on "advertising" and "promotion" when there is so very little in return? Or does **RSO** actually check to see what it gets for the monies spent?

Part 4 -Somebody's wet dream

This article was in the **AUTOSPORT** (English weekly motorsport magazine) for November 15, 2007:

"FIA PLANS US SERIES FOR 2008"

American rallying has been boosted by the news that the governing body of world motorsport, the FIA, is hoping to run a dedicated regional championship in the Americas in 2008.

"Autosport understands that the matter was discussed at last month's meeting of the World MotorSports Council and the calendar for the all-new series is expected to be presented at the December WMSC meeting.

"A source close to the FIA said: 'It's going to be four or five rallies for next year and it will be in the NACAM zone [North America, Central America and Mexico].' "It is believed that this could be the first step in a World Rally Championship return to North America for the first time since the 1988 Olympus Rally.

"The source continued: 'We are working to develop the sport in this part of the world. And, yes, of course, the FIA understands the significance of the United States.'

"America already runs its own rally championship around its own regulations, based loosely on Group N."

Now my old Geography classes, way back just after the middle of the last century, taught me that there really were only two continents in this hemisphere – the South and North Americas. "*Central America*" was just a convenience to denote the countries between the U.S. and the northern countries of South America, and thus "*North America*" actually included Mexico. And you will notice there is absolutely no mention of the largest country in North America, a country which does have its own National Rally Championship, also '*based loosely on Group N*' and the FIA's own Production classes. Strange.

Part 5 -December – the rest of the month

With the first two snowfalls coming before the 24th of November, by the time we were ready for the **TAC** Annual Christmas Party & Awards Banquet, or

whatever the great bunfight was called last year, the weather had put us in a truly festive mood. Eloise, Maeghan and I truly enjoyed the evening with all the **TAC**cies present and with all the Award winners who could make it. Speeches (some may even remember, "*On behalf of myself and my family"!!!*), awards, door prizes galore, videos of crazy racing stunts (by **TAC**cies! – how come no one ever puts finger to keyboard to regale us with stories to match these videos? Eh?), and other inanities all made for a very enjoyable evening. And the meal was very much up to the occasion. Congratulations to all those on the Executive for putting on a welcome evening.

And then on the 17th of December there was the "*Great Blizzard of '07*" (ever notice how these things frequently fail to live up to their advanced billing?) We did get a fair bit of snow though. My yardstick in the middle of the backyard actually got to 20" (50 cm for those so metrically inclined) by the end of it all, and I had to blow out the driveway twice and shovel twice that day. But I could just see all the ice racers making snow angels of excitement. By month's end it was down to 12". And January does not look too good so far does it? As I try to finish this off (Monday evening, January 7th) I've seen the lightning, heard the thunder, lost track of the street across the way in the torrential downpour, seen the level of snow drop to 3" on the back lawn, listened to hear if anything has decided to leak. Yep. Must be the *January Thaw*. Big time this year. Just got the *Jaunt* in in time, Kurt.

Part 6 -TH-TH-TH-THAT'S ALL FOLKS!!!!!!

So, that's it. Off to a whole new year of motorsports. Finally got OLN on the TV, and they cancel this year's Dakar Rally. Drat.

Take care of yourself. See you out there, somewhere.

Rich





Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Wednesday, January 2, 2008
8:05 PM

Present:	Dietmar Seelenmayer,, Peter Clifford, Andrew Kinal, Nelson Raposo
Regrets:	Serge Gushin
Guests:	
Recorder:	Nelson Raposo
Location:	Dietmar Seelenmayer Residents
Items/Discussion	Tasks/Deadline
1. Club Membership Standings - 50 good standing members - 20 dollar voucher for early renewals - Updated member information - Membership numbers to be reused after two years	
1. Website - Updating site with current events and pictures - Dietmar speaking to Serge about web site - Selling AD space on TAC web site	
1. Financial Status - Updating club inventory - Event expenses guide line 90 days and submitted within the current year. - All cheques submitted to Peter Clifford.	

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LOCATION – Toronto Ontario at the Doubletree Hotel

Paul Westwick	- President
Eric Tremblay	- Vice-President – RSQ Director
Clarke Paynter	- Treasurer – Atlantic Director
Ray Felice	- RSO Director
Keith Morison	- RW Director
Glyn Trafford	- Secretary - RPM Director
Jorge Dascolas	- Incoming President

1. Call to Order & establishment of quorum.
Linda Epp reported that 19 clubs of 25 are represented (Appendix A).
2. Opening remarks from the Chair:
Welcome: Glyn Trafford representing RPM, Ray Felice representing RSO, Eric Tremblay representing RSQ, Keith Morison representing RW, Clarke Paynter representing ARMS, with Paul Westwick, President presiding.
Voting: Voting is by holding up the ballot card showing the initials of the member club by the registered representative and not by an individual.
Procedures: Different sections of the agenda will be conducted by the different Board members.
3. Approval of the Agenda, as circulated:
Moved by GRRS Seconded by KWRC Carried
4. Conducted by Ray Felice
Consideration of adoption of the Minutes of the CARS 2005 AGM held January 14 2006, as circulated.
Moved by TNMC Seconded by MLRC Carried
5. Consideration of adoption of the Minutes of the CARS 2005 EGM held January 14 2006 immediately following the AGM, as circulated.
Moved by CASDI Seconded by MMSC Carried
6. Conducted by Eric Tremblay in French
Consideration of adoption of the Annual Reports of the Board, as circulated.
Moved by CASDI Seconded by CRAB Carried
7. Conducted by Clarke Paynter
Consideration of acceptance of the Financial Statements, as presented by Eric Curtis, our accountant, who is present to answer any questions.
Moved by PMSC Seconded by WCRA Carried
8. Ratification of the 2007 Budget, as presented.
Moved by TAC Seconded by CASDI Carried
9. Appointment of person to do the Review Engagement.
Eric Curtis has resigned, and was thanked for his many years of service as the CARS accountant. As no-one stepped forward from the floor to offer their services, the Board will use their powers under Bylaws to appoint someone during the course of the year.

C A R S

CANADIAN ASSOCIATION OF RALLYSPORT
595 ELM RD.
STOUFFVILLE, ONTARIO L4A 1W9
2007 PRESIDENT'S REPORT

It has been a busy and often exciting year for our association. For me, this resulted not only in a steep learning curve, but also in being exposed to the strengths of our organization and to areas where improvements could be beneficial.

Early in the year, the Canadian Government and, subsequently, the Ontario government were about to pass laws such as Bill C-19 to curb street racing which had the potential to affect our sport in a very negative way. Under the leadership of Alasdair Robertson, CARS successfully lobbied the federal government and placed our sport in an enviable position with specific exemptions for our members. Subsequently, Rally Sport Ontario did similar work in their region with similar, positive results. We also completed work on a Code of Conduct for our association and we began work on a Promotional Brochure for our sport.

When I became president, one of my pet peeves was that our sport did not have any broadcasting in French for the Quebec market; something I thought was totally unacceptable for a region of Canada whose public always gave the strongest support to our sport. For this reason, we have aggressively pursued a solution to this. ATV Productions, who has been a helpful partner in our sport, will no longer produce the CRC after the 2007 Rally of the Tall Pines. I am happy to announce that we have an agreement in principle with TV2GO Productions to be our television production house for CARS for 2008. I am sure many of you are familiar with this company's rally history and the type of excellent, finished product they deliver. As a result of this change, we have now secured the CRC broadcast on the RDS network for our friends in Quebec for 2008.

This, of course, will not be possible without corporate backing of significant levels. Terry Epp, our Sport's Manager, has been busy working on programs to ensure such support and soon we will have some announcements regarding this. At the competitor support level, we have completed an agreement with Mitsubishi Canada which was recently announced. I am sure the involvement of this strong brand will be of great value to our competitors.

There are other favorable signs of our sport's increased popularity and one is the fact that this year our organization saw an increase in licenses and overall entries in our events. We also made significant progress this year in communications and the Rules process. Unlike the past, where most matters such as the process or rule proposals were discussed in monthly conference calls or emails, CARS is now discussing matters on our new internet Board of Directors' forum which becomes a seamless discussion of several issues simultaneously. This has helped with the huge backlog of proposed rules, some dating back to 2005. We are not done with all of them, but we have dealt with the lion's share of this backlog in time for the 2008 book. Any proposed rules changes which do not make it for the printing deadline; we will deal with asap. Once processed; we will post them immediately on our website and send them to you in the form of a bulletin in the following mailing.

To streamline things in the future, we are changing the format for rule proposal submission to a yearly system instead of the June 1st deadline. This year's book will contain an initial page which requests that you follow some basic principles on rule change submissions. We are also working on a new format for our 2009 rulebook so that it does not need to be printed every year and can be more versatile.

All these items are just a portion of the work CARS has been doing in the past 11 months. None of these would be possible without the help of our Region Directors who give us so much great input; our Organizer and Competitor Committee Reps, who do not allow us to forget these group's concerns which are so important to the sport; Terry Epp who does tremendous work to secure sponsorship and TV broadcasts; Dr. Robert Labrie who makes sure we stay safe and healthy in the car seat; Shawn Bishop who builds and maintains our website; Pierre Racine who provides us with those endless translations we require; Ivan Butikofer who looks after vehicle technical matters and Linda Epp who does everything most take for granted, from making sure all the work that is done by the Board does not get stalled in the "outgoing" mail tray, down to organizing the whole logistics of our AGM and banquet.

I am looking forward to work on new and exciting projects for 2008 and beyond. I hope you are as excited about your upcoming competition season as I am about the future of our sport in Canada.

Jorge Dascolas
President, Canadian Association of Rallysport

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Web: www.carsrally.ca



C A R S

CANADIAN ASSOCIATION OF RALLYSPORT

595 ELM RD.

STOUFFVILLE, ONTARIO L4A 1W9

Year End Report for 2007 Rallysport Ontario

RSO continues to provide good communication with its clubs, events and individual members. Much of this is due to our secretary, Ross Wood. The executive meeting minutes went out and were posted on the RSO web site in a very timely manner. Usually within two to three days after the meeting.

CARS held its 50th Anniversary Celebration in January of 2007. It was a resounding success. The banquet was attended by over 200 people and the symposiums were also well attended. RSO was proud to help Sponsor this event along with one of our own clubs, PMSC who also supported the event. Many thanks to Terry Epp and all his committee for their hard work in bringing this great event together.

Promotion & Awareness

RSO again teamed up with CASC-OR and Targa Newfoundland at the 2007 Toronto Auto Show. Vehicles were supplied this year by Subaru Canada and Peter Reilly. Thanks to both of them. The high traffic area was again a great success providing us with great exposure and many new people interested in rally. We purchased a new display unit that added a look of professionalism to the booth along with the flat screen TV to draw in new rally enthusiasts. The mix was just what both RSO and CASC-OR needed and both organizations felt it was a great success. Many thanks to the volunteers for manning the booth and making the best of the opportunities to talk to new rally enthusiasts.

Schooling, Growth & Exposure

The annual RSO Navigational Rally School was held over three days in early spring. The first day is in class learning the basics and also what you will need to compete as a beginner. The second day has the students out running a mini rally. This gives them a hands on real life taste of what it is like out there on the roads. The third day has them back in class reviewing what they learned and discussing performance rally, and most of all, safety in both navigational and performance rallies. Thanks again to Paul Henshall for co-ordinating the event, to Ed Richardson for handling registration and to all others that assisted.

In Jan RSO ran our annual First-Aid course headed up by Rob MacKenzie with 10 successful candidates receiving their first aid certificate. RSO also put on another HAM Radio course and we have added many more new licensed Ham radio operators to the region. This will help with marshalling for all types of events. Thanks to the Roger Sanderson and Rob Metcalf for setting up and instructing the course.

The RSO launched new website earlier this year. Many thanks to Pete Gulliver, Roger Sanderson and Mihai Chiriac (design) - check it out at www.rallysport.on.ca. The new website is being visited much more. Example is in June we had 4000 hits. This is due to easier access and simpler addition/change procedures. RSO Exec members are making much more frequent changes to keep the information current.

RSO Growth Committee worked hard all year in promoting rally in Ontario. They held information meetings, attended many automotive and non automotive related functions and events to help spread the word about rally here in Ontario. This has been headed up mainly by Christina Chinn.

In November, RSO put on a Co-drivers' Course. This was developed and run by Mark Williams. We had 49 participants and all felt it was well worth the money. Mark covered everything a co-driver would need from preparation, team management, driver management and of course mostly on writing of pace notes and how to recce them. Peter Gulliver was also very instrumental in making this course happen. Thanks to both of them for their time and efforts.



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Navigational Road Rally Championship

The Ontario Road Rally Cup (ORRC) again featured 9 events with all of them being of the navigational type. RSO has made it policy to stay away from drivex type events and will continue to do so. Time Allowances were required at all Regional Road Rally events in Ontario. This enables entrants who do get lost the opportunity to ask for a time allowance at the next control. This way there is no need to speed to the next control knowing they will not get a lateness penalty for being lost or off route or slowed by a train etc by just asking for an allowance to compensate for the time lost. All road rallies in all regions should be using TA's for this very reason. Navigational rallying in Ontario continues to grow as all events were well supported. The Expert class was good battle with the husband and wife team of Paul and Rita Moore from PMSC coming out on top again and second place went to the father and son team of Kurt and Dietmar Seelenmeyer, of TAC. Third place was again awarded to another father and son team, Terry and Bryn Epp. In the Intermediate class first place was awarded to Roger Sanderson & Christina Chinin of KWRC.

In the Novice class the top driver was Tim Laye of TAC with second place driver going to Nikola Novak of MLRC. First place navigator went to Steven Laye of TAC and second awarded to Fiel Cotta of MLRC.

The official RSO Steward, Paul Henshall attended each ORRC. His function at each event was to ensure registration was done correctly, checking items such as vehicle insurance, driver's licences, and ownership at registration. He also was used to resolve any after event inquiries and would also man a check point for the event. Registration for all ORRC was again made easier with RSO's electronic online registration through the RSO web site. This speeds up event day activities and helps to ensure all documentation is valid and correct in advance. RSO also provides a green crew for each event and pays their expenses.

Ontario Performance Rallying

The RSO Rallycross series was a large success. Two clubs came out to run the 4 different events. They were originally going to be run out of two locations but due to a zoning issue which is being resolved they ran in the Bancroft area. This is a great way for people to get a feel for what performance rally is somewhat like. Special thanks go out to the Town of Bancroft for the use of their gravel pit. Watch for winter events to be added in 2008. Fournier Motorsports was the title Sponsor for the 2007 Rallycross series and we thank them for their support.

The OPRC Series is made up of 6 events. This includes two stand alone events, The Black Bear Rally and the Galway Cavendish Forest Rally and four national events that include a regional portion incorporated directly into the event. Those events are, The Rally of the Tall Pines, Perce Neige, Rallye Baie-Des-Chaleurs and Rallye Defi Ste-Agathe/Ducharme.

2007 saw an increase in competitors over 2006 with many new drivers entering the sport. The Tall Pines Rally had SIX brand new to the sport seed 6 drivers. It seems entries and competitors are on the rise again after a short lull over the past few years.

RSO also added a Classic/Historic Class for 2007. This was promoted by Jeff Lantz and event and series trophies are being provided by the generosity of Ian Chiaro and Clear Water Design Canoes & Kayaks.

The Rally of the Tall Pines was again a huge success with almost 50 entries in total. The organizer was Donna Castledine and she had an amazing committee behind her that helped this event come off with very little visual issues or problems. The weather finally gave them the true Pines conditions and the roads where snow covered and very icy. This attrition rate was not as high though as previous years. There were well over 200 workers again for this event and all went great lengths to make sure the event ran smoothly. The VIP program was again a huge success and from the VIP's I talked to after the event they all said they would come back. I said this last year and will say it again; more national events should take a closer look at this program and get on the band wagon. Or is that the bus?

The event ran a full two pass route this year and also provided organizer stage notes. These were created by Mark Williams and Tom McGee. This was very well received and catered to both the new teams and the very experienced teams who wished to write their own notes.

Members of the media were treated to a ride of their lives through an actual rally stage road at speed during the NIGHTTIME Shakedown stage.

The overall winning team for the OPRC for 2007 is ACP & Marc Goldfarb. Second place went to the Quebec based team of Martin Gauvin and Daniel Duchesneau while third went to Craig Henderson and Lyne Murphy.

Driver Craig Henderson also took top honours for the Novice Championship. Nicola Nashi was second place novice driver while Con Mark Williams was third. The Top Novice co-driver goes to Lyne Murphy. Second went to Massimo Nanni and third to Ken Lagares.

The Law

This year the Ontario Government presented Bill 203- Ontario street-racing legislation - Alasdair Robertson represented RSO as our appointed Executive Assistant to this and was present at all readings and work with this bill. He was there to protect the interest of rallyists in Ontario. He was successful and we are mentioned in the legislation. Details can be found in the RSO minutes and the Ministry of Ontario web site. Many thanks to Alasdair for his hard work and dedication on this matter.

Looking forward

RSO would like to thank all the individual event sponsors whose support is much appreciated and noticed by the competitors and event staff.

RSO continues to support all its' events and clubs in many ways. From training, to mentoring and schooling, to funding for road work, to promotion, providing prize money and seeking sponsorship, providing the yearly AGM banquet and awards plaques to all the winners. This, I believe is an important role of our region body.

Communications is the key to success and RSO will continue to do this in a timely manner to help grow and promote the sport in all areas.

We have quality events, experienced organizers, and a good base of workers for all areas and will continue to build this support base.

I want to again thank, all the RSO board members, executive, Alasdair Robertson for his hard work with CARS, organizers, control people, workers, Bob Boland and his amazing Sweep team, planners, scorers and all other volunteers for all your hard work. It is you that make it all possible for everyone to enjoy this sport we do. Also special thanks to Paul Henshall for hosting some of our meetings throughout the year and for providing the annual turkey dinner for the RSO exec.

Have a safe and fun 2008.

Thank you,
Ray Felce
President, RallySport Ontario
& Ontario Regional Rally Director CARS
December 05, 2007

RARE OPPORTUNITY

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This 2004 Superformance is hand made in South Africa and Licensed by Carol Shelby and listed in the Shelby Registry. The car is signed by the original car designer Peter Brock who built these cars for Carol Shelby in 1964 and is adorned with his name plate. It is truly one of the most unique cars you could ever own. The car can be viewed by appointment only and will accept offers in the 125k range.



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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.

Date: _____

1st Member _____ [#] Home Phone (_____) _____

Address _____ Bus. Phone (_____) _____

_____ Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____ / ____ Cardholder Signature _____

Amount: \$50 Other \$ _____ TOTAL \$: _____

TAC works only because volunteers make autosport happen!

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

Please indicate your
2007 autosport interests

- Solosprint (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 in 2007

- 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

