



# Fifth Gear

*March 2012*



[www.torontoautosportclub.ca](http://www.torontoautosportclub.ca)

# Toronto Autosport Club

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## 2012 COMPETITION CO-ORDINATORS:

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AUTOSLALOM /SOLO-II (position vacant)

## 2012 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO: (position vacant)  
TIMEATTACK /SOLO I: (position vacant)  
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## Club Mailing Address: 275 Court Street, Newmarket, Ont, L3Y 3S6

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 MOOSE AND FIRKIN, 7600 Weston Road at Hwy 7 (SW corner), just west of Hwy 400 in Woodbridge ([www.mooseandfirkin.com](http://www.mooseandfirkin.com))...

## GUESTS ARE ALWAYS WELCOME !

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

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

### **DISCLAIMER**

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

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

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# FROM THE PRESIDENT'S DESK

What interesting weather we're having!

We managed to get our Ice Race season in - just - with a few cancelled classes at the TAC weekend. The track deteriorated in the sun, so racers ended up running on very slick gravel, which looked like it would help with cornering - but didn't. Given all the incidents, the weekend was called half-way through the Sunday competition. The club took a bit of a hit, giving out refunds for the classes that didn't run, but it was great to see most racers taking their refund, and dropping it into the Kinsmen donation jar.

Our Ice Race weekend has to be the biggest and best event that the club puts on. In addition to the many TAC competitors, our volunteers are numerous, and everyone has a great time. Wife Sue came up this year, and was all over her registration duties, then put her accounting background to work to sort out the refunds.

Andy Hughes, the Ice Race Director, and TAC's weekend organizer ran a great show, and we received compliments from the competitors, even with the shortened schedule.

Our weekend was supposed to include the Family Day Enduro Race on the holiday Monday. Unfortunately, it was cancelled when too few competitors registered. Given the weather, it would have been tough to pull it off. Hopefully everything will work out better next year, with a return to colder weather, and more committed participants. We had close to a dozen volunteers ready and willing to pull it off!

I would definitely recommend coming out next year. Any Autoslalom or Time Attack competitor would enjoy ice racing - and it likely wouldn't cost as much as a set of track tires to get into the sport. Even if you're not running, it's a blast to come out and volunteer.

I'm writing this just before the RSO AGM. I would like to thank all the members who sent in their proxies. At this point, I am hoping that there will be no controversial items raised, but every year, something seems to come up. It is very important that TAC members have their say in the organization. We host 2 or 3 navigational rallies in the ORRC series so we want to ensure that our events are well attended and contribute towards the a meaningful series. I would love to see other TAC members come out to the AGM. Although we don't organize any performance rallies, some members participate, and it is interesting to hear the OPRC organizers talk.

I'll report on the AGM in next month's Fifth Gear.

Our other sanctioning organization, CASC-OR, is holding off on their planned affiliation fee increase -

at least until after the President's meeting in April. TAC's request that competitor's license fee increases be limited to a 10% increase was ignored. CASC has had negative cash flow for the past few years, mainly due to the declining number of license holders. Unfortunately, they are attempting to recover all of their losses with a huge fee increase. I know this will discourage people from signing up, just making the problem worse!

They are also proposing to increase club affiliation fees, in TAC's case from \$300/year to at least \$500/year. We'll be going over this increase at the meeting in April. Instead of raising fees when membership drops, they need to look at scaling back their operations. Efforts need to be made to bring people into the entry level divisions, then encourage them to stay licensed as they move into race. Currently, many racers are moving to other sanctioning bodies, like Chump Car and Club Racing. CASC needs to keep their eye on the grass roots prize.

Speaking of grass roots, the Ontario Time Attack season kicks off April 1st, with the Open House at CSC Racing. Owners Ralph and Jennifer have been great friends to the sport, and I look forward to seeing them when they clean up the shop, and push the projects to the side to make room for all the Autoslalom and Solo racers. It's great to see everyone again after the winter break, and CSC offers tax free deals to anyone showing up in person. This year, there are substantial discounts for people that sign up early, so I hope to see lots of TAC folks coming out!

Finally, another reminder that you should mark the Mosport ALMS weekend on your calendar. I really want this to be a big weekend for TAC members. It's the top professional race in the area, and TAC does a great Sunday spread. Mosport gives us a great deal on tickets, and TAC subsidizes them further. Your Sunday ticket is good for all 4 days of the event. Many members will know a few of the folks racing in the Canadian Touring Car support race. Of course all the paddocks are open to guests to meet the drivers and see how they prep for the races. Please plan on coming out for the July 21st weekend!

Now change the tires on those ice racers, tighten up the suspensions, and get them tuned up for some summer track activities!

Rob McAuley  
TAC President

# TAC 2012 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<b>MARCH 2012</b>			
16-18	F1	AUSTRALIAN GRAND PRIX (Melbourne)	
17	meeting	RSO AGM & Awards, Peterborough	RSO
19	School	Navigational Rally School, Caledon	RSO
21	Meeting	<b>TAC Monthly Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	TAC
23-25	F1	PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	
25	INDY	Streets of St. Petersburg	
26	School	Navigational Rally School, Caledon	RSO
28	Social	<b>Wine and Beer Making at Brew Kettle</b>	TAC
<b>APRIL 2012</b>			
1	INDY	GP of Alabama, Barber Motorsports Park	
1		Time Attack & Slalom Open House; CSC Racing 1 to 4pm	CASC
02	School	Navigational Rally School, Caledon	RSO
13-15	F1	UBS CHINESE GRAND PRIX (Shanghai)	
14	Rally	KWRC SNATR #1, Kitchener	KWRC
15	TimeAttack	Time Attack Instructor School, Mosport DDT	CASC-OR
15	INDY	Streets of Long Beach	
18	Meeting	<b>TAC Monthly Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	TAC
20-22	F1	GULF AIR BAHRAIN GRAND PRIX (Sakhir)	
27-28	Regional Race	Spring Fling, Shannonville	
28	ORRC	Spring Runoff Rally , Hastings	PMSC
29	INDY	Streets of Sao Paulo, Brazil	
tbd	Club Rally	MLRC Mini Rally , Mississauga	MLRC
<b>MAY 2012</b>			
04-05	OPRC	Lanark Highlands Forest Rally , McDonald's Corners	MCO
5-6	Regional Race	BEMC Spring Trophy Mosport	BEMC
5-6	TimeAttack	School Day, Mosport DDT	
5-6	TimeAttack	Time Attack School #1; Mosport DDT	
11-13	F1	GRAN PREMIO DE ESPAÑA SANTANDER (Catalunya)	
12	Club Rally	Blossom Rally and KWRC SNATR #2, Campbelleville	KWRC
16	Meeting	<b>TAC Monthly Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	TAC
24-27	F1	GRAND PRIX DE MONACO (Monte Carlo)	
25-26	CRC	Rocky Mountain Rally	CSCC

*More events to appear as 2012 Schedules are released.*

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

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## Perce Neige 2012

Well, another February has come and gone, and with it the 47<sup>th</sup> running of the Rallye Perce Neige, in Maniwaki, QC (a couple of hours north of Ottawa). I've been doing this event off and on since 1984 (in cars ranging from a Peugeot 505 to a Ford Cosworth Escort) and have seen an amazing evolution of an event which, I believe, still represents the greatest driving challenge of any North American stage rally.

When I first ran the event in 1985, it was based around the very remote Camp Pensive, 135 km north-west of the town and occasionally featured stages over 50km long. Believe me, every competitor dreaded breaking down in the woods, as it would be a long, long time before making it back to the relative civilization of Maniwaki. At that time, there was a famous spectator point called the Monza curve on the Pointe-a-Davide stage (not too far from town on a dead-end road leading to the Baskatong Reservoir). Spectators used to line the snowbanks to watch, photograph (and extricate) the competitors – this stage fell victim to excessive urbanization (too many cottages), and hasn't been run for years.

No pace notes then – just a brief routebook, with tulip diagrams every kilometer or 5. Temperatures seemed colder – I remember the extreme cold of 1988, when we dipped below the lowest mark on our thermometer (-46); it was so cold that one of our crew member's rubberized pants broke when he bent over, and the extension cord snapped when we unwound it. Around that time, the event started at the Hotel Central, which featured the kind of strip bar (adjacent to registration) where you needed a few friends with you just to make sure you got back safely.

Later due to road closures, the event moved to Pembroke, with some stages in the Camp Petawawa military base, with the rest being run in Pontiac County, Quebec. But it wasn't the same, and there seemed very little interest from the hosting community, so in 2000 it was back to a much more civilized Maniwaki (they now have both Tim Horton's and McDonalds), with a new set of roads, and a much more compact route. An integral part of the event now takes place on the Kitigan Zibi reserve, Algonquin territory immediately to the south west of the town.

So what do you get in this event? How about 244 km of stages in one day, with the event running from 9:30 in the morning to about 11:00 pm. at night (most nationals now have about 160 kms, often spread over two days). And after small, fast warm-up stages near town, you're off into the deep woods with extremely challenging stages, with Kitigan Zibi (run 3 times) next at 33 kms. These roads range in character from partially plowed, deepish snow, often only 1 lane wide, to fast, sweeping logging roads, sometimes sanded, or in a cold winter with the ice grooved. All stages that are used more than once tend to get icy after the first run, especially in the braking areas.

You need a fair amount of luck to get a good result in this event (especially as you get further down the start order), for it is extremely easy to get blocked by slower cars, or to find a recently stuffed car in the most awkward of places, often leading to incidents that the stewards really don't want to hear about. And even if the weather is balmy in southern Ontario – there was no snow in Port Hope when I left – winter of some degree is almost always guaranteed in Maniwaki.

For the second years in a row I was running in a Mitsubishi Evo with Simon Losier, although not in the green car we had at Tall Pines – as it was still waiting for parts, we borrowed the orange Evo that his brother Maxime usually uses. I was a bit apprehensive about this last minute change, but the car worked flawlessly, just what you want for the longest 1 day rally in Canada. For a bit of background, Losier has

been a common name in rally circles in the last few years. Simon and Maxime both work at Boisvert Mitsubishi in Blainville (a suburb north of Montreal), which their father, long time rally-driver Rejean, runs. And Rejean's brothers Martin (who was entered in the Perce Neige) and Art, both competed for a long time (including the Criterium du Quebec); they both have sons (Patrick and Eric) who co-drive currently. It's definitely a family affair.

I won't attempt a complete description of the event; there is an excellent article and photos on [www.flatovercrest.com](http://www.flatovercrest.com). Basically, it was dominated by Antoine L'Estage and Nathalie Richard; they won most stages, and led for all but one. Many, many competitors had offs or mechanical troubles, or both. Crazy Leo Urlichich had a high speed off (<http://www.youtube.com/watch?v=1Bxd3H-rCFw>), backwards into a telephone pole, and a number of unnecessary road points, and still recovered to finish an impressive 2<sup>nd</sup> o/a. It was that kind of event.

As for us, our strategy worked out – we decided to aim for top 12 times for the short faster stages at the start, and push as hard as possible on the tighter, long forest stages, without taking unnecessary risks. The end result was a blemish-free 5<sup>th</sup> o/a, my best result in this event since 1988! Though I didn't speak to him, fellow TACCie Chris Martin is shown unfortunately as an early DNF with electrical problems.

Subaru Canada driver Pat Richard (who DNFed due to various mechanical maladies) told me about one of the hazards of running at the front of the pack; in order to achieve very fast times, he leans heavily on the snowbanks when cornering. Apparently he forgot that, on the second running of some stages, there were new holes in the snowbanks caused by other crews having offs (who were running behind him the first time the stage was run). Thus, just when you need a friendly snowbank the most, it just isn't there; this results in unnecessary excitement if you are lucky, and digging if you are not.

And a note for next year – if you think you want a taste of rallying at its best, and have a weekend free in early February, consider coming up to this event. There are good spectating opportunities, and they always need more marshals (you don't need to speak French to help out). Hope to see some of you there.

-Brian Maxwell



Photo by Linda Matta



## Post-Season Newsletter 2012

March 9<sup>th</sup> 2012.



Fellow Racers,

What can I say except, We did it! Despite Mother Nature's weird ways this winter, another full season of fun was had by all. Other than one round of racing being cancelled for safety reasons on a Sunday. The Kinsmen pulled another season out of the hat with track maintenance.

Round 5 was hosted by TAC. As usual with the thin ice conditions the full studded classes did not run, in fact there were no Menard class cars that ran all season. With DAC's Gianni Birel at the helm as clerk the weekend went well. No major incidents and just the cancellation of one round on the Sunday. There were however four request for action by the clerk that kept the Steward, Nick Majors, busy on Sunday. There was a red flag incident, when it was determined that the Race medic was off station attending to a driver in the paddock. Temps were warm and after the cancellation many drivers packed up their cars as if it was the final straw for the track. Not so.

Round 6 was hosted by DAC. Once again with Gianni calling the shots. The weekend went smoothly and finished in good time both days. One notable incident was the almost roll performed by TAC's Paul Moore, who's stunt driving skills must of kicked in mixed with a little luck as his Justy miraculously ended up back on it's wheels and he carried on to finish the race. The Sunday of this race weekend saw the annual Spring drivers meeting take place at the Minden arena. Rules where discussed and classes re-classed. Yours truly was also nominated by the drivers in attendance to stand for another term as Director at the upcoming AGM in November, again I was "voluntold", so I accepted. The minutes of this meeting are now posted on the CASC site. Temps were colder, drivers behaved and there were no RFA's.

The last round of the season ran on our first rain date and round 1 was hosted by BEMC. Our regular medic was unavailable due to work commitments so it was arranged that St Johns Ambulance brigade would be in attendance for the whole weekend. They more than meet our criteria for medical staff and always have an assistant as well as a qualified EMT on board a full Ambulance. The numbers of entries were notably down at this event even though the Kinsmen worked their magic once again by moving a portion of the track so that we could run, consequently we ran in a clockwise direction both days for safety concerns. The only roll over of the season Just happened to be a Subaru Justy, while leading the race and all by himself, hit the bank in almost the same spot as Paul did the weekend before, but was not as lucky. Todd Doyle, was transported to Minden Hospital by County paramedics, but was released a short time later. Temps on the Saturday were balmy indeed with very slushy conditions and the track was repaired after racing on Saturday to smooth out the rougher spots, as predicted it dropped to minus 18 that night and the track took on a more familiar guise on Sunday.

The final results of the season are now posted on the CASC site and congratulations to all the class and overall winners, see you at the banquet!

The 2012 Ice Race Banquet will be held at the Sheraton Parkway north in Richmond Hill on Saturday April 14<sup>th</sup>. Cocktails at 6:00pm and dinner at 7:00pm. Tickets are still available at \$40:00 each. Just email or PM me to reserve yours.

Yours on the Ice!

Andy Hughes, CASC- OR Ice Race Director elect.

[andhughes@sympatico.ca](mailto:andhughes@sympatico.ca)



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## ONTARIO TIME ATTACK AT SHANNONVILLE



Kelly Ball writes:

*This is me at an Ontario Time Attack event at Shannonville, last summer. It was my novice season and I'm hooked! Car ('10 Mustang GT) is being prepped with upgrades for this season, so we'll see what happens....*

Thanks Kelly, looks like summer is just around the corner, too. Keep us posted.

## MORE MAGNUM ICE RACING AT MINDEN

Below is a photo of Kiyo Tabuchi seeing just how high you can get up a snowbank.

To Right is #154 Robert Lynch, whose race has ended because his front right wheel has decided to go a different direction from the rest of the car!



*Ice Race  
Photos  
thanks to  
Rita Moore*



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***If you build it they will come...***

***The "Monster Geo" Story.***

For those of you that know Tom Smith, you know that he does not do anything by halves. Tom competes in many disciplines within the grassroots-racing world, and for the solosprint fans among you, you all are aware of the spaceframed, winged demon that plies the pylons in the summer months. So when he decided to build the ultimate ice racer to compete in the 2012 Magnum series in Minden, I kind of knew it would be something extraordinary to say the least. Planning of the build started in the heat of the summer, and it took six months of graft, blood, sweat and grins, to get it together.

With mother nature having her weird way this past winter, the series was delayed and a much needed two weeks was afforded for Tom to finalise everything. What resulted was nothing short of awe-inspiring. When I met Tom at the track to pre tech the Geo for the season there had been little or no seat time, so there were worries that getting the thing to move smoothly off the line would be a problem. With so many custom parts, he had set himself up for complete failure and had all intentions of setting the thing back on its trailer for the trip home. The fact is nothing failed, and there were big smiles all around the paddock. Attention to detail is Tom's greatest asset, and he made sure that the car conformed to all the rules within the 2012 regulations, and more so, installing a full cage and fire protection.

The first indication that this was a wild build came when Tom needed assistance to roll the beast off the trailer, you see, there is no reverse gear. Secondly when it was finally on the ground it all came to light. The recipe for success? Take a Geo Metro shell, remove the engine, and throw it away. Install the same engine from the aforementioned "winged beast" where the passenger seat used to be, make it four wheel chain driven, give it active rear steering and a sound that is nothing short of symphonic! (For those of us that appreciate the sounds of F1 cars gearing up or down into and out of corners, or the sweet whines of straight cut gears in a full-blown Rally car, this is a combination of both at 12.000rpm!). You see the Motor in the passenger seat is nothing less than a Yamaha R1 motorcycle engine hidden under something that looks like the robot from "Lost in Space". So with 150hp sitting next to you and all the chain tentioners whining away it is no wonder that Tom needs to wear hearing protection under his helmet.

I asked Tom about what was actually under all the firewalls and bulkheads ... His reply?

*"I had lots of little hurdles to overcome in building it that most would never think of or notice. Lots of time spent measuring to try and locate the diffs at the correct height so*

*the cv's could run with as little angle as possible to maximise their life. All 4 CV joints are custom so having them fail regularly would be a drag. Next on the list of challenges was relocating another front suspension into the rear, I had to remove the complete rear floor section to allow room. Lots more measuring to build the brackets that locate the lower control arms, (each side is different due to the diff offset, and the arms are angled to the chassis centreline further complicating things). The inner toe link locations were chosen to allow rear wheel steering assist, essentially controlled bumpsteer. The jackshaft provided a big challenge and involved a lot of machining before getting it to work properly. Custom cables and bracketry for throttle, clutch and shifter operation took up a lot of my time..."*

So, it was not long after Tom's first race, that it became evident that this was a crowd pleaser to say the least, from spectators and drivers alike it always drew curious onlookers. Needless to say the car went like a rocket and Tom's awards from the 2012 season can attest to that. It was also so much fun to drive. I was offered a drive that first day but I declined, just check out the various videos on media sites and you'll see.

Sadly, there were a few racers at the annual spring drivers meeting that thought that Tom was having too much fun, and the majority ruled for a change in the classing to give "Specials and Modified" cars back their own class, instead of competing in class four. Needless to say Tom was *mildly annoyed*. "Spec & Mods" will still run with the class four cars but will be scored separately for the 2013 season. Fortunately, at the end of the season and after Tom had settled into the reality a little, he had this to say on our Race Forum:...

*"After much thought I decided today **not** to build another car for next year, more effort and cash for not much gain. Besides after so much work to not enjoy driving the geo would be a shame. Part of the decision came from a strange place actually, while driving home Sunday night with the Geo in tow, we stopped for fuel etc in Carnarvon and about a 10 yr. old girl rolls the window down and asks if that's the motorcycle engined car? I say yes and she says it's the coolest car and her favourite to watch. How can I ignore that?"*

Waddayaknow! Tom will be back for the 2013 season with this awesome winning crowd pleaser, and who knows what improvements may be lurking under a bulkhead or two ☺

The last time we saw anything remotely similar in outside-the-box design, was the twin engined Toyota Tercel of the mid ninetys.

Keep up the good work Tom and we'll see you next year.

Andy Hughes  
CASC-OR Ice race Director.

# PETROCANADA DRAW WINNERS AT TAC ICE RACE

The following competitors were the winners of a Draw for PetroCanada gas discount cards at the TAC Magnum Ice Race weekend , February 18, 2012

<u>Driver</u>	<u>Club</u>	<u>Car Number</u>
Dylan Gibson	BARC	166
Fred Samson	VARAC	246
Aileen Ashman	OMSC	105
Steve Gidman	MLRC	57
George McCullough	BEMC	40
Brian Nielson	BARC	160
Gary Vernon	TAC	149
Rodney Schmelter	TAC	21
Tom Prentice	TLMC	90
Bryan Rashleigh	BAC	87
Dale Turton	KWRC	7

Congratulations to all winners and thanks to Petro Canada (Suncor) for the prizes.

## THE "MONSTER GEO" AT WORK

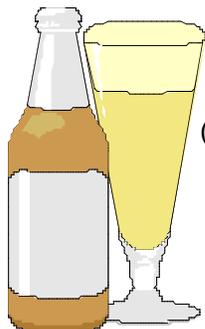


*Photo by Jim McGlade,  
series media chair*

# BEER & WINE

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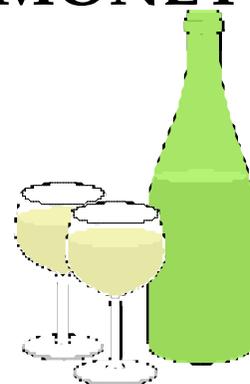
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**Wednesday, March 28, 2012**



It's Wine & Beer time again! If for some reason you are not available on this date, you are still welcome to participate. Call me and we can arrange to have it made for you. We are booked on **Wednesday, March 28th (7 PM)** at BREW KETTLE, located at 10 Newkirk Rd, Richmond Hill (next to the GO Station). Check their website "[www.barleyandgrapes.com](http://www.barleyandgrapes.com)" for more information as well as their monthly specials. You will get a 10% discount if we make 6 or more batches. If you are interested in participating please let me know by **March 21st** what you intend to make so that I can call Andy at the Brew Kettle to ensure that your selection will be in stock.

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## AWARDED !

Brian Maxwell was unable to attend last season's Awards Dinner, so during the February meeting at the Moose and Firkin he was presented with the 2011 TAC award for Rally Co-Driver, by Competition Director Dietmar.

## Toronto Autosport Club – February 2012 Executive Conference Call Notes

Call date: February 1, 2012                      Call time: 8:04 pm

Present: Paul M, Rita M, Dietmar S, Jane W, Graham T

- President's Report by the Vice President:
  - o Draft letter to CASC re fee increases discussed a couple of revisions suggested
  - o Rita made suggestions concerning the volunteer awards
  
- Vice President:
  - o Now 84 total members – 6 life + 45 primary +33 family with some pending applicants.
  
- Treasurer:
  - o Chequing account balance \$1,935.76; PayPal \$127.77; savings \$16,251.12
  - o New VP has now been added as signing officer
  
- Competition:
  - o Ice race weekend upcoming – need to promote
  - o Time Attack – no change Rob co-organizing school and event at TMP
  
- Social
  - o Jane sent an email seeking member input
  - o Word search game has been submitted to Fifth Gear

Call adjourned: 8:39 pm

Notes recorded by G. Tulett.

## **Toronto Autosport Club – Minutes of February 2012 General Meeting**

Meeting date: February 15, 2012

Meeting opened: 7:57 pm

Attendees: 11

Motion to accept the minutes of the January 2012 general meeting was moved by Dietmar S, seconded by Jane W and carried.

1) President's report:

- a. Rob M will attend the RSO AGM in Peterborough March 17. Limited response from the proxy committee that arose following last year's RSO AGM. Proxies requested for TAC.
- b. TAC response to CASC-OR fee increases has been sent. Receipt acknowledged but no response thus far. Issue expected to be reopened at Presidents meeting later this spring.
- c. Volunteer awards ready to be distributed – TAC ice race weekend a good start.

2) VP Report :

- a. 89 total members now – 6 life, 47 primary and 36 family. Some new members already!
- b. There continues to be issues with the database concerning family members.

3) Treasurer's Report:

- a. Chequing account balance \$2,016.72
- b. PayPal balance \$127.77.
- c. Investment account balance \$16,251.12

4) Competition Report:

- a. TAC Ice racing weekend upcoming but Family Day event on Monday has been cancelled due to low entries. Stud class will not run again due to insufficient ice.
- b. RSO AGM and the ORRC Ontario Winter Rally are upcoming.
- c. Brian Maxwell received TAC's Performance Rally Co-driver award.
- d. OTA School, TMP event and new Grand Bend Raceway events being organized by Rob M

5) Social:

- a. Virtually no response to the club activity email.
- b. Ingrid B is planning a wine making night around March 4 for those interested.
- c. Members are encouraged to 'Like' TAC on Facebook.

6) Old Business: Rob M to follow up with Malcolm Elston regarding the archives.

7) New Business: nil

8) Items for sale: nil / Items wanted: nil

9) Loonies in the bus: Dietmar did NOT win again this month (somehow) -Rita M won the \$10 Petro Canada gas card; Jane W won a \$20 gas card and Rob J got the \$11 from the bus.

Adjournment: about 8:55 pm - Minutes recorded by G. Tulett.

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Gail.Walker@sympatico.ca



# Membership Application

**Mail:** 275 Court Street,  
Newmarket, Ontario, L3Y 3S6  
**Email:** [registrar@torontoautosportclub.ca](mailto:registrar@torontoautosportclub.ca)

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

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

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

Date \_\_\_\_\_

1st Member \_\_\_\_\_ [# ] email \_\_\_\_\_

Address \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_  
 \_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_

Province \_\_\_\_\_ Postal Code \_\_\_\_\_

2nd (Family) Member \_\_\_\_\_ [# ] email \_\_\_\_\_

3rd Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

4th Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

5th Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

**PAYMENT METHOD:**

Cash     Cheque # \_\_\_\_\_     PayPal     Other    TOTAL \$: \_\_\_\_\_

To pay by PAYPAL/Credit Card, please visit the Club website at: [www.torontoautosportclub.ca](http://www.torontoautosportclub.ca).

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

You should begin receiving the FIFTH GEAR newsletter within 2 months. Please let us know if you don't.

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

**TAC works only because volunteers make autosport happen!**

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

Please indicate your autosport interests for the coming year :

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

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

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



Toronto  
Autosport  
Club