



Fifth Gear

May 2010



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

Here we are in the first half of May, the tulips are going but we have TAC events coming up!

Starting in June is the Discover Ontario Car Rally. This event is on the regional calendar but is aimed at beginners. The winning beginner gets to hold the DKW cup for a year before returning it for next year's event. This is an excellent opportunity to try rallying if you have not done it before or come on out if you have not been on an event for some time. The event is being held on Saturday June 5. A flyer about the event is in this issue. The organizer is Brooke Jacobs. You can contact him at brooke@brooke.net for more information.

June 19/20 is the TAC/Hada Solosprint event being held at TMP in Cayuga. TAC is organizing one day and HADA the other. Contact Albert Ribeiro alrib8@gmail.com or Andrew Kinal amkinal@yahoo.com for more information.

There are a couple of events planned later in the summer. On Sunday July 11 is the TAC fun rally. This is geared to beginners and hopefully a number of experienced former rallyists will come out. The event will start from Wildwood Park at Derry Rd and Goreway. The route will go to the Forks of the Credit and end at a restaurant, the location of which is still to be determined. The instructions will be very straightforward with questions to be answered along the route. There will be some hidden checkpoints along the way to ensure no one is speeding. I am the organizer so contact me for more information. There will be more information in the June newsletter.

By popular request we are planning a TAC get together at the ALMS weekend at Mosport Sunday August 29, 2010. Unfortunately the Chef that did the gourmet lunch in the past is no longer a member. So the thought is to do a pot

luck style of event. At this time I am looking for someone to coordinate this. I do not expect this person or persons to do the cooking but to track who will be bringing what to the event. If you would like to help in arranging this, please get in touch with me ASAP.

The next general meeting is at the Fox and Fiddle, Finch and Keele on Wednesday May 19 at 8:00 pm. Come early and have dinner and chat with other members beforehand.

Dietmar

"FAILED PARKING"

A collection of parking challenges sent on by Rita Moore. Also featured on the cover this month.



TAC EVENTS CALENDAR 2010

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
May 2010			
8	ORRC	Blossom Rally (ORRC)	KWRC
8-9	Regional Race	BEMC Spring Trophy Mosport	BEMC
8-9	School	CASC-OR Race School - Shannonville	
9	F1	SPANISH Grand Prix Barcelona	
10	Club	MLRC Mini Rally	MLRC
14-16	RA ProRally	Oregon Trail Rally, Hood River OR, USA	SCCA
15	OPRC	Lanark Highlands Forest Rally (OPRC)	MCO
15	SoloSprint	SoloSprint School Day #1, Mosport DDT	OMSC/HADA
16	F1	MONACO Grand Prix	
16	SoloSprint	SoloSprint School Day #2, Mosport DDT	OMSC/HADA
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
21-22	Race-Regional	Sundown Grand Prix - 3-Hour Endurance , Mosport	
28-29	CRC	Rocky Mountain Rally, Calgary	CSCC
28-29	CRC	Rocky Mountain Rally (CRC)	CSCC
28-31	Grand-Am	Line Rock Park, Lakeville CT	
29	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #2	SPDA
29-30	Regional Race	DAC Trillium Trophy Races, Shannonville	DAC
30	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #3	ST LAC
30	F1	TURKEY Grand Prix Istanbul	
30	INDY	Indianapolis 500	
June 2010			
2	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
4-5	RA ProRally	Susquehannock Trail Rally, Wellsboro PA, USA	SCCA
5-6	Grand-Am	Sahlen's Six Hours of the Glen	
5	INDY	Texas Motor Speedway	
5	ORRC	Discover Ontario Car Rally (ORRC)	 TAC
5	SoloSprint	SoloSprint Event #1 ; Mosport DDT	OMSC
6	SoloSprint	SoloSprint Event #2 ; Mosport DDT	OMSC
7	Club	MLRC Mini Rally	MLRC
11-12	OPRC	Black Bear Rally (OPRC)	MLRC
12-13	Race-Regional	Father's Day Weekend, Mosport	
13	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #4	WOSCA
13	F1	CANADIAN Grand Prix	
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
19	Club	KWRC SNATR #2	KWRC
19-20	Grand-Am	EMCO Gears Classic, Mid-Ohio	
19	SoloSprint	SoloSprint Event #3 ; Toronto Motorsports Park	 TAC
19-20	Vintage	VARAC Vintage Racing Festival - Mosport	VARAC
20	INDY	Iowa Speedway	
20	SoloSprint	SoloSprint Event #4 ; Toronto Motorsports Park	 TAC
27	F1	EUROPEAN Grand Prix, Valencia	

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
 RA : Rally America



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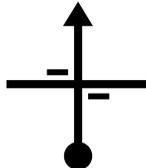
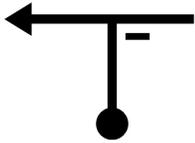
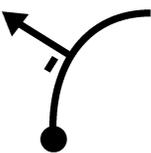




DISCOVER ONTARIO CAR RALLY

Saturday, June 5, 2010

Could you follow these directions? Then you could rally!

			
1.92 km Mill Road	3.17 km Canal Street	4.50 km 4th Line	6.02 km Ridge Road

Discover Ontario is a beginner-friendly car rally held on interesting roads at brisk speeds. Any licensed car is suitable and absolutely no special vehicle preparation is required. Just bring your license, ownership, and insurance documents; other than that, all you'll need is a clipboard, a digital watch, and pens or pencils. Straightforward, easy-to-follow route book instructions are specifically designed to introduce newcomers to the fun of navigational rallying.

The rally will start in Woodstock, Ontario
Specific details can be found at
www.brooke.net/docr

Registration opens around noon, but again,
check the web site for specifics.

Entry fee is \$45 per car, \$35 for TAC members

For more information, please contact
Brooke Jacobs at 905 764-1833 or brooke@brooke.net

Discover Ontario Car Rally is the sixth event in the 2010 Ontario Road Rally Cup
and is presented by the Toronto Autosport Club.
This event is sanctioned by RallySport Ontario and CASC.

THE 24 HOURS OF NELSON LEMONS

Last October 3 and 4th I had the opportunity to participate in some grassroots motorsport at its finest. While perusing the forums on the CASC-OR website, I noticed a 'Drivers Wanted' thread that involved a 1993 vintage VW Golf.

Having almost driven in the 24 hours of Daytona in 2000 with a team whose tire budget was \$60,000 for the event, I know the cost of car endurance racing is astronomical. American entrepreneur & amateur comedian Jay Lamm recognized the need for a low cost but high fun racing opportunity at major race tracks in the USA. Consequently a national series was created for \$500 race cars competing in 24 hour races. The result has been an incredible success.

Four to six drivers form a team with a humorous name or creative theme, apply for a starting position and start to prepare a cheap car. Ideally the focus is on reliability and pure speed. The rules allow for money to be spent on safety items like the roll cage but expensive performance parts are penalized by the assessment of penalty points. You don't have to worry about carbon fibre body panels.

Leaving aside the last minute car preparation (so typical of ice racing) it was apparent that as the car hadn't turned a lap on a race track before departure we might be in for some surprises. Having raced VW's for 20 years with various stock clutches failures, I anticipated this to be the weak link.

With a bundle of used spare parts in the trunk, I leave later than planned on Friday morning on the start of an epic quest. Surviving a grilling at the border crossing and promising to declare my winnings as income, I manage to navigate my way to the track without getting lost, notwithstanding on arrival there is only one hour left to practice and I'm not going to pay any extra for a couple of laps.

Nelson Ledges is an aging race track in Ohio that appeared to have the same asphalt today as it did 35 years ago when I went to a motorcycle event with an aspiring superbike racer. The track is plainly visible from the county road along with the neighbours' houses and what looks like a comfortable place for cows to graze. You don't need to pay to get in and watch – you can see and hear the action from the road. This just couldn't happen in Ontario today.

The paddock is rather large and it's a bit of a job to find the team. Fortunately three of the expected five drivers have set up camp and are learning the track and the car. We were lucky to have an experienced volunteer crew chief, his son and the promise of more crew to arrive. The track and paddock are somewhat wet and I ruin my shoes in the first hour walking through a swamp. The paddock is a zoo with all manner of tow vehicles and accommodations. The line up for technical inspection is the worst I've ever seen. However there are all manner of vehicles from 60's Cadillac's to panel vans with the roof cut off, New York City taxi cabs, and everything between the Porsche 944 to the Chevy Cavalier.

THE 24 HOURS OF NELSON LEMONS

Eventually the line moves to the to inspector who assesses how much the car is worth, the level of cheating on parts readily visible and how many penalty laps will be assessed depending on the quality of the alcoholic bribe. There is some discussion on aftermarket suspension but ultimately we survive relatively unscathed with something like a paltry 10 penalty laps.

My first chance to drive the car comes during the mandatory night practice in the dark on Friday night. This is the first time I have driven a car on this track. The car seemed to be running mostly without incident although the VW 4 cylinder 2.slo engine is not noted for its horsepower.

As noon Saturday rolls around, the race gets under way with almost 130 cars, about double the size of the biggest field I have ever raced in. Few 24 hour races are won in the early laps and it's not advisable to overdo the fast laps at the beginning and attract unwanted attention. Half way through the events the competitors get to vote on which vehicle they want to be destroyed by the organizers!

My turn comes up on the driver rotation after two hours and I take to the track. I immediately notice some problems shifting and finding gears. As I notice my speed vs. rpm down the back straight, it seems the revs are getting higher and the speed is getting lower.

After a few short laps, I hear a loud clattering and notice there is a part attached to a wire bouncing around the passenger foot area – the main blower fan has fallen out of the housing while still connected! I am now really having trouble with the car sensing a clutch problem and the blower fan leaves me to wonder what is next. I bring the car in real early to consult with the crew.

I must admit to being overly negative about the clutch slip and suggest it will last about 10 more minutes if abused. There are still about 21 hours left in the race! It is quite evident there is a severe clutch slipping problem and we better feather the throttle and nurse it around the track while we figure out what to do.

After strolling through the paddock for an hour seeking spare clutches from other VW teams, it is evident there are few spares and we have to make this one stick. Consequently my two litres of Coca-Cola are pressed into service for another purpose – when we add fuel, we pour Coke onto the clutch through the timing cover!

Miraculously, the three other drivers manage to drive the car and at one point in the middle of the night our ringer Lee Watterworth actually starts passing people, making up laps and driving fast. I still don't know how he did it but he did. Fortunately there were some long full course yellow periods in the middle of the night that spared the driveline but eventually daylight would return.

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THE 24 HOURS OF NELSON LEMONS

A lot of the time I felt like a mobile chicane while trying to stay out of the way and maintain some momentum. This was worse than driving a rubber to ice car without tractionized tires. The slightest pressure on the throttle leads to clutch slip.

As we look around the paddock there are a lot of cars in mechanical distress. Directly across from us the first engine was changed around 6pm. The second engine was changed around 3 am Sunday morning. By dawn they had run out of engines and the race was done.

While it would have been more fun if I could have driven the car with a working clutch, I really wanted to keep going to the bitter end and finish the race. I did not want to be the person at the wheel when it gave out entirely, likely at the furthest point on the track from the pit exit. The team kindly let me drive the last hour, and I was figuratively biting my nails lap after lap wondering if the car would keep going.

I survived the starter pointing the black flag at me while displaying someone else's car number and finally the last lap sign was displayed.

There was a tremendous rush of emotion to cross the finish line after 24 hours that made it all worth it, even if the car was barely running and I need to put a bag over my head for slow lap times. I can't wait to do it again, maybe with some more car preparation.

Moving ahead six months, a rival series called ChumpCar is holding a relatively similar low buck racing event at Shannonville Motorsport Park, with this event being two separate 7 hour endurance races. I won't say much more than the credit card was bruised for another entry fee.

The race dates are Saturday May 22 and Sunday May 23 and I would encourage anyone interested in relatively low buck racing to head out and enjoy the action. Look for a black mark 3 VW Golf car #11 and drop by the Two.Slo Racing Team extravaganza. TACcie & ice racer Dan Zorica, local Scott Zurer (who could walk to the track from his home and better get us a good spot in the paddock), Competition Motor's ace mechanic Justin Van Dyck (who better get a couple of laps of the track before he makes his competition debut) and your faithful scribe will attempt to bring it back in one or more pieces and hopefully lock lips with the trophy girl (on the podium of course).

Stay tuned for further adventures in next month's Fifth Gear.

Graham Tulett

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Soapbox Derby

...by Malcolm Elston

Where's the Balance?

The cost to the 12,000 Ontario drivers who have been charged with 'Street Racing' (50km/h over the posted limit) has averaged out at about \$10,000 per driver. That includes the fine, the surcharges, the doubling – or tripling, in some cases – of your annual car insurance because you are forced into Facility Insurance upon conviction... and of course you lose your license for a year, minimum.

So you can imagine my response when I read the following report in the Kingston Whig-Standard last week;

Man Fined, Loses Licence for Fleeing Crash Scene

A man with a loose load lost more than a ladder when he fled the scene of an accident he caused almost two years ago.

Oswin Mathias, 62, was convicted in Kingston's Ontario Court of Justice of failing to stop at the scene of an accident and render assistance with intent to escape civil or criminal liability.

Mathias was eastbound on Hwy. 401 in July 2008 when a newly purchased, unsecured eight-foot ladder flew out of the back of his Dodge Ram truck, just west of Hwy. 15.

The ladder bounced for 135 metres along the highway, court heard, and the driver of a Jeep travelling behind Mathias had to manoeuvre to avoid taking a direct hit from the ladder.

In doing so, the Jeep ended up rolling three or four times. The motorist, who had been returning home to Iqaluit, via Ottawa, with his wife suffered a bad scrape and bump to the back of his head and a bruised lung in the wreck. He spent three days in hospital in Kingston.

His wife, who was three months pregnant at the time, wasn't seriously injured, but the shock of the accident left her with little recall of the events.

The roof of the Jeep was crushed, its windows cracked and its rear axle completely detached.

Mathias, court heard, pulled to the shoulder after losing his ladder, then drove off.

Ontario Provincial Police identified him by matching Canadian Tire surveillance tapes to sales records, ultimately obtaining his credit card information.

He was fined \$1,500 and prohibited from driving for six months.

Yep, that's it – \$1,500 and a six month license suspension. Where's the balance? I mean it's pretty clear that the driver, Oswin Mathias, saw what he had caused to happen, which is why he chose to leave... rather than going to retrieve his ladder as anyone else would do. So there was clear intent to flee.

Compare that to the grandmother who was passing a transport truck on Hwy 7 in eastern Ontario. She was charged with street racing because she was clocked at 131 in an 80. No injuries, no damage... her intention was simply to pass the truck and she did so by minimizing her exposure to oncoming traffic.

As drivers in Ontario, we really should be concerned about the quality of laws, and how they are applied. Things are seriously out of kilter.

Hamilton Peels Off:

Lewis Hamilton had his Mercedes impounded by police and is expected to be charged for "improper" driving after spinning the car's rear wheels at an intersection in sight of police on Friday, March 26.

Tim Pallas, the roads minister for the state of Victoria, was being interviewed by a radio station the following Monday about a government-backed advertising campaign to educate young people about driver safety, in which the advertisements feature the slogan: "Don't be a dickhead."

Pallas was asked by the radio host about Hamilton's conduct. "He's certainly a very silly young man, quite frankly," Pallas said. "Come on, you're the one who's using the language. Is he a dickhead?" the host pressed.

"Well, yes OK, I'll say it, he's a dickhead."

Hamilton, 25, later confirmed the incident and

Continued...

apologised for his behaviour in a statement released through his McLaren team. "I was driving in an over-exuberant manner and, as a result, was stopped by the police," Hamilton said in the statement. "What I did was silly, and I want to apologise for it."

It was another embarrassing off-track incident for Hamilton, who had his regular driving licence suspended for a month after being stopped by police in France when he was clocked at 196 kilometres per hour in 2007. Also in a Mercedes.

His dad also distinguished himself a couple of years ago by looping his 600hp Carrera GT and backing the car through a hedge and into someone's garden.

Virgin Toyota?

Virgin boss Richard Branson has played down the fuel tank drama that is forcing the Virgin Racing team to produce a new chassis - and which currently means it cannot finish races without backing off to conserve fuel, as seen in the closing laps of the Malaysian GP.

The team confirmed yesterday in Melbourne that its fuel capacity was too small and that the FIA had given permission for major changes, but that it would be the Spanish Grand Prix (May 9th) at the earliest before the revised car was ready.

Branson insisted this was just another of the teething troubles he always anticipated when getting involved with a totally new team.

"We knew that the car was designed to push the barriers to the limits, and I also obviously knew that we had six months to pull this car together – and that there were going to be teething problems," he said.

"Obviously, we'd rather it didn't happen, but these things happen in Formula 1. "It's the birth of a new team and even the most experienced teams have issues, even the most experienced car companies have issues."

I'm sorry, Sir Richard, but if the engineering team didn't think to check the schedule's actual race distances, and then use fuel consumption rates to help the lads working on the fuel tank drawings – then you have some very light-weight thinkers on your team. Trying to sweep such silliness into the same pile as Toyota's recalls is just putting perfume on a pig.

Red Bull's Secret?

Given the impressive performance of the 2010 Red Bull team – Vettel has lead all three GPs so far this

season, and he lead Mark Webber to a 1-2 finish in last weeks Malaysian event – it is not surprising that there is speculation about technical matters.

After all, Red Bull is looking as strong as Brawn was last year at this time, and that was the technical interpretation of 'diffuser' that made all the difference.

Here is one (speculative) explanation that I rather like...

McLaren boss Martin Whitmarsh told reporters at the Australian Grand Prix that McLaren had noticed that some cars, Red Bull included, were running closer to the ground than expected in qualifying.

"I think it looks like Red Bull and some other cars are able to run lower in qualifying than you would expect if they are then going to fill the car with fuel afterwards."

Active ride systems, pioneered by the original Lotus team and then used to great effect by Williams, have been banned under regulations since 1993 but a ratchet device could have a similar effect without being illegally powered.

The advantage would come in the final phase of qualifying, with the cars able to run lower to the ground than rivals before then starting the race on a similar ride height.

"Frankly a few months ago if the engineers had come to me and said: 'We're going to design this system,' I would have said: 'Actually, I don't think it's permissible,'" Whitmarsh told reporters.

"There's some evidence that perhaps such systems are considered legal and if they are then we're going to get one as quick as we can. It's an opportunity for us to have a look at it."

As you would expect, Red Bull have denied using a ride height control system in their cars. "There's no such system on our car," a Red Bull spokeswoman said.

Memories?

Maybe someone at the FIA has a sense of humour; Damon Hill, the 1996 F1 champion, was asked – and has agreed – to serve as a steward at two races this year, including Monaco, the FIA has revealed.

Long-term F1 fans will remember that in the 1994 Australian GP, a certain Michael Schumacher blatantly took out Hill in the last race of the year to ensure he clinched the world title.

The long-retired Hill, now 49, would not be human if he has forgotten Schumacher's actions.

Continued...

Massa's Burden:

After the F1 season-opener at Bahrain, Felipe Massa revealed that he feared making any mistakes on his return to Formula One, knowing they would have raised question marks over his ability to race.

The Brazilian played his part in a perfect weekend for Ferrari on his comeback after life-saving surgery following an accident in qualifying for the Hungarian GP last July.

Ferrari enjoyed a one-two finish, with Massa more than satisfied – as well as relieved – to finish runner-up to his team-mate Fernando Alonso.

"I had waited so many months for the first race," said Massa, "but I was excited rather than nervous about sitting on an F1 start grid for the first time since last year's German GP.

"I never had any doubt about my condition because everything I did felt exactly the same as it did before my accident. When I was fitness training it was all going in the right direction and all the activities I did in normal life were as before.

All I had in mind was to do a good job for everyone, to get a good start for the season, not to do anything silly.

"It's always important to go well on the first race weekend, but in my case it was even more important, because if I had made a mistake some people would have immediately said: 'You see, he is not the same as before.'

Bernie's Brain:

Our beloved Mr. Ecclestone is still standing by his idea of allowing drivers to take 'shortcuts' – a suggestion some interpreted (myself included) as a joke by the often provocative billionaire when he first raised it in January.

"I'm dead serious," he said.

Ecclestone's idea would envisage a track modification to allow drivers to cut out a corner a given number of times in a race "so that if you really get stuck behind somebody then you could still get past.

"I'm pushing but sometimes people don't understand these things too well, they don't see the advantages. But it would be good for a TV commentator, you'd get a lot of excitement out of it," he told reporters recently.

Ontario Fuels F1:

An experimental biofuel made from Eastern Ontario straw helped propel the Ferrari team to the top of the podium in Bahrain.

The special concoction, known as cellulosic ethanol, was produced by Shell and Iogen Energy at a demonstration plant in Ottawa using locally sourced wheat stalks.

Shell has been working with legendary Scuderia Ferrari since last year to come up with a mixture that meets the new racing regulations which demand a small percentage of oxygenated fuel such as ethanol.

Cellulosic ethanol is touted as sustainable because it is made from plant waste and results in substantially lower greenhouse gas emissions than conventional gasoline.

Jeff Passmore, executive vice-president of Iogen, was happy and relieved to see Ferrari do so well with the new Shell V-Power mixture in its maiden race.

"Great results, finishing first and second - I don't think we could've asked for anything better," he said in a bit of an understatement. Canadian, eh?

Colin's Cap:

Bahrain, March 14 (Reuters) - Just finishing the season-opening Bahrain GP was enough to bring back memories of past victories and former glory for the revived Lotus Formula One team.

Principal Tony Fernandes was swaying with happiness and bursting with pride after Finland's Heikki Kovalainen brought his green and yellow car home in 15th place with Italian Jarno Trulli classified 17th.

Neither of the other two all-new teams lasted more than 28 of the 49 laps, nor did the two Saubers – and one of the Renaults.

To cap it all, Fernandes was presented before the race with the black cap that the original team's late founder Colin Chapman used to fling in the air whenever Lotus won a race.

It came in a box with a message attached: "For when next needed".

"I think we are vindicated in our approach, in that we always said we were going to do it steadily and right," Fernandes said after giving a reporter a hearty hug.

Continued...

"It's a great day for me. We had to build everything from scratch. At the middle of September we only had three staff and an empty factory in Hingham. I am very proud," added the Malaysian.

"What made the day for me was Clive Chapman (Colin's son) coming to me and giving me his father's black cap ... he said 'you are the man who is going to carry on my father's tradition'."

That is some legacy to live up to, with Chapman's Lotus one of the great teams from Formula One's golden era.

From 1958 to their demise in 1994, Lotus won 79 races and seven constructors' championships.

Peter Warr, who took over leadership of the team after Chapman's untimely death in 1982, was in Bahrain to witness the rebirth. "I am delighted for them," he told Reuters. "To get two good-looking cars to the grid and have them finish their first grand prix is an incredible achievement, and in such a short space of time.

"I think when you look in the pits you see a professionalism and a standard of turnout that makes you think they've been there three or four seasons already. "I am absolutely sure Colin would have been proud of them."

Technical head Mike Gascoyne, who said he was sitting alone in his study at home with a staff of one seven months ago, was confident the team could make solid progress.

"If we'd have had another three or six months, we'd have been not far behind the established teams," he said. "We made some compromises, the car is actually over-cooled and we were running tape on the radiators here. "That means we can take weight out of it, we can push it. We think we made the right calls and the right decisions and now we need to make it quicker."

Chapman's cap would help to spur everyone on, he said. "We are going to put that up on the pit wall for every race and when we next need it, it will go up in the air. I thought that gift was a lovely touch".

My "55 in a 50" ticket:

This matter (introduced in the December issue) is still unresolved. Here's the latest update:

The Superintendent who wrote to me in mid-January wrote again on January 26th, but the letter contained nothing of consequence. So I wrote back (page-and-

a-half) in early February and again clearly asked for an audit of the tickets given out that November morning, from the speed trap where I was ticketed.

After waiting for six weeks (which is how long it took to get a first reply from Toronto Police Services after I wrote to the Chief), I called him and left a message, requesting contact. Two weeks later, I called again... but I have had no further response.

So I have copied all the correspondence to date, and delivered that package to the Traffic Sargeant at the detachment concerned. I have also formally requested that he secure all the records from that speed-trap, including the ticket books, as I intend to use Access to Information laws to pry the information out into the open where it can be looked at properly.

And I wrote a brief letter to the Superintendent, telling him what I was doing.

Correction:

Regarding the March issue of Fifth Gear: When Rich and I won our class in the Winter Rally (in Gail's Legacy Turbo), Rich hung up his navigators' gloves, not his driving gloves. It was a great event, and we both had fun sharing a car and winning... but I was sitting on the left, and Rich was (as usual) telling me where to go!! I listened, and we won.



TAC, 2010/ 03/17 MONTHLY MEETING MINUTES

Start: 7:50pm

Note: Short meeting due to St.Patrick's day

- Last months minutes were not accepted
- No items for sale or wanted

1.No change in membership since last meeting

2.Competition:

a.Rally: RSO secretary resigned, election at the AGM March 20.

Discussion about sponsorship

b.Solo: open house April 11th @ CSC

Schedule set for 2010 as follows:

May 15-16 DDT school OMSC/HADA

June 5-6 Events 1 and 2 @ DDT – OMSC

June 19 Events 3 and 4 at TMP – HADA/TAC

July 3-4 Event 5 @ DDT and school at MIR – SPDA

Aug 21-22 Test and Tune and Event 6 at MIR – SPDA

Sept 11-12 Events 7 and 8 at SMP (Fabi, Long) – HADA

Nov 13 – SoloOntario / Race CASC-OR Banquet

3.Treasury report \$20877.19

4.Other: New Business, idea for TAC's club navigational rally

5.TAC's futures committee: Report to be published in next months 5th gear

6.Loonies in the Bus – Rob.M winner

End meeting @ 8:10pm

Toronto Autosport Club – Minutes of April 2010 Executive Conference Call

Call Date: April 7, 2010 Call time: 8:38 pm

Present: Dietmar Seelenmayer, Andrew Kinal (in progress), Rita Moore, Graham Tulett

- Bank balance \$18,688.71 after a few bills paid and conference call bills to pay
- March 2010 General Meeting was held on St Patrick's Day. The meeting was very short, it was hard to hear due to the background noise and TAC wasn't the priority. It may be time to consider an alternate venue for meetings. Andrew prepared minutes.
- Ice Racing Banquet to be held Saturday April 10, 2010.
- Solo open house is scheduled for Sunday April 11, 2010 at CSC Racing in Newmarket. Andrew Kinal will staff the TAC booth and pickup the banner.
- Dietmar reported that portions of the website application have to be re-written to allow for easier updating. Programmer has been off for last four weeks.
- Graham advised the corporate status certificate had been obtained from the Ministry of Government Services and forwarded to Debbie at CASC-OR.
- 2010 Membership currently totals 77 (42 primary and 35 family)
- TAC is co-hosting the June 19th SoloSprint weekend at Toronto Motorsport Park. An organizer is required for one of the two days.

Adjournment: call ended at 9:25 pm.

Minutes recorded by G. Tulett

Toronto Autosport Club – Minutes of Mar 2010 Executive Conference Call

Call Date: March 3, 2010 Call time: 8:40 pm

Present: Dietmar Seelenmayer, Andrew Kinal, Rita Moore, Graham Tulett

- Bank balance \$21,073.02
- TAC made a charitable donation of \$500 to the Minden Kin Club's Ice Race Account.
- A surcharge of \$5 for ice racers will be levied starting in 2011 to build up a sinking fund.
- Ice Racing Banquet to be held Saturday April 10, 2010.
- Follow up on reordering of TAC decals.
- Dietmar reported that portions of the website application have to be re-written to allow for easier updating. The original programmer has agreed to do this work and may be offered a complimentary TAC membership.
- Graham advised re provincial incorporation that a number of different certificates were available from the contracted government service provider and most had high costs. Will confirm the requirement (are articles of incorporation required say \$70 or will Status certificate say \$30 suffice?) and provide.
- A social activity such as an old timer's ralliette was proposed for this summer with a BBQ and agreed in principle.
- Solo Sprint update to be provided by Al Ribero at the March 17 club meeting including rule changes.
- Solo open house is scheduled for Sunday April 11, 2010 at CSC Racing in Newmarket. TAC Banner should be brought to the event.
- 2010 Membership currently totals 66 (37 primary and 29 family)
- An Autoslalom update will be sought for the April 2010 General meeting.
- Dietmar will be on vacation in the USA and Andrew will act for him at the General Meeting.
- Graham will be on vacation in the USA and Rita volunteered to take the minutes of the March 2010 club meeting.

Adjournment: call ended at 9:30 pm.

Minutes recorded by G. Tulett



Membership Application

Mail: 14 Princess Anne Crescent,
Etobicoke, Ontario, M9A 2P1

Email: registrar@torontoautosportclub.ca

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

(You may also JOIN or RENEW ON-LINE; 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 is shared with CASC-OR

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: _____

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

PAYMENT METHOD:

Cash Cheque # _____ Amount: \$50 Other \$ _____ TOTAL \$: _____

To pay by Credit Card, please apply On-Line at: www.casc.on.ca/clubs.php and navigate to the Toronto Autosport Club entry. For renewals, log on first, using the “Members Only” menu tab.

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 Please indicate three areas that you can autosport interests for the coming year. help with this year

- | | |
|--|---|
| <input type="checkbox"/> Solosprint (Solo 1) | <input type="checkbox"/> Solo (1/2) organizer / worker |
| <input type="checkbox"/> Autoslalom (Solo 2) | <input type="checkbox"/> Road Rally/Ralliette organizer |
| <input type="checkbox"/> Navigational rallying | <input type="checkbox"/> Contract Rally organizer |
| <input type="checkbox"/> Performance rallying | <input type="checkbox"/> Rally Checkpoint/Green-crew |
| <input type="checkbox"/> Road racing | <input type="checkbox"/> Social Event Organizer |
| <input type="checkbox"/> Vintage Racing | <input type="checkbox"/> Ice race organizer / worker |
| <input type="checkbox"/> Ice racing | <input type="checkbox"/> Event timing / scoring |
| <input type="checkbox"/> Karting | <input type="checkbox"/> Performance Rally organizer |