



# Fifth Gear

*September*



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

# 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 Miami Restaurant & Bar: 1285 Finch Avenue West, one block east of Keele...

## 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.

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.

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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

As we head into fall, our on and off track activities are heating up! The last few weeks have been quite busy with lots of exciting and fun events.

The highlight of the month was the Labour Day TAC 50th Anniversary bash at Mosport's ALMS weekend. We had close to 40 members come out to our corral in it's primo location, at the top of the hill between turns 2 and 3 in the Mosport infield. I had been quite busy assisting members registering on-line using the CASC event registration system. Some people had no problems, while others gave up and we made alternative payment arrangements. Here's hoping that the CASC will fund further development work, and make the system a little friendlier for club social event registrations.

Daughter Sarah and I came out early on Friday, and set up the TAC sign, canopies and flags. It's amazing how something as simple as a canopy can transform an area! We made sure that the TAC tickets were waiting at the Will-Call desk. They looked great, with the TAC logo on them. Definitely a collector's item!

On Saturday, VP Russ and Sheryl brought the barbecue, and cooked up a great lunch. Right after, we all headed down to the Bimmerworld paddock, and met drivers James Clay, Matt Richmond, and Seth Thomas. Sarah and I had crewed for them 2 years earlier, when they were just getting started in the Speed World Challenge Touring series. Back then, they had 2 drivers and 2 crew. Sarah was washing cars and setting tire pressures, daughter Katie got to hold the flag on pit lane for the parade lap. This year, they had at least a dozen people working, and a much bigger setup. The BMW drivers in our party were grilling James for pointers on wings, cams, and any other hot setup tips. James delivered some of the hot setup parts that I'd ordered from him earlier, and asked if the girls would be up to doing the flags for the parade lap again this year!

Sunday dawned, and we all headed to the track bright and early. By the time we arrived, John Hannaford and wife Deb Phillips were already setting up their gourmet luncheon. They had obviously put a huge effort into preparing a multi-course meal for 50 people, then carting it to the track. They had their canopy, a bunch of folding tables, complete with linen table-cloths, heated servers, chilled servers, and an amazing spread of food - representing great race tracks from around the world.

The menu included:

## 1 - Shannonville Openers

Coffee, Tea, Croissant, Scotch Eggs

## 2 - F1 Snacks

Garlic stuffed Olives, Cheeses, Breads, Marinated Peppers, Dips, Crackers

## 3 - Soups

A - SPA/Francochamps White Asparagus Vichyssoise

B - Laguna Seca Fruit Gazpacho

## 4 - Entrée

A - Monza Grilled Shrimp

B - Melbourne Marinated Grilled Steak

## 5 - Side

Circuit de Catalunya Paella

## 6 - Salads

A - Hungaroring Greens and Balsamic Vinaigrette

B - Imola Marinated Tomato and Cheese

C - Nurburgring Potato Salad

## 7 - Dessert

A - LeMans Tart

B - Mosport Maple Cheesecake

## 8 - Drinks

Fruit juices and Sparkling non-alc wine for mixed Mocktails

Various soda, bottled water

Everyone was absolutely stuffed by the end, and there were very few left-overs! Now if we can only get him to publish some recipes in Fifth Gear...

It was a truly perfect weekend. Katie and Sarah dropped by the Bimmerworld paddock to ask about being flag girls. Two years ago, the team gave them nice oxford button down Bimmerworld shirts to wear. This year they were handing out tank tops. 16 year old Katie took one look and said "No way!". 14 year old Sarah agreed that they were the wrong size for Katie, but would fit her just fine. She disappeared into the trailer, and joined the other "pit fluff", under the matronly eyes of Seth Thomas' mom. I borrowed Seth's dad's all-access pit pass, and followed the girls to the staging area. It was a great race. Sarah and I climbed the TV camera tower at the entrance to the front straight, and watched the race from there. James Clay ran as high as third, Seth Thomas won the hole-shot award by moving up the most positions at the start, and Matt Richmond qualified 21st, but finished 7th. In the end, they finished 4th, 6th, and 7th.

The ALMS race was exciting - watching the prototype cars pulling out and passing the "slow" Porsches in the middle of turn 2 was just amazing. In the end it was a close race in all the classes. Not bad for a 3 hours race!

The following weekend (this weekend just past), TAC had strong representation at the Northern Motorsport

## FROM THE PRESIDENT'S DESK

ASN Solo Canadian Nationals. This 2 day event was part of the CASC Solo 1 series, but also a stand-alone weekend for the Canadian Nationals. TAC had 4 people in the Wheel & Tire Zone top 10 overall standing, and despite every one of us having car or tire problems, we held on to our top-10 rank. Congrats also to Andy Presswood and Serge Goschin for coming in 2nd and 3rd in the CG-Lock Novice standings.

It was a fun weekend, with lots of club rivalries played out. TAC beat OMSC in the club standings, but were behind HADA. We HAD to let them have their day, as they were the event organizers. In the end, I had 4 corded tires, Avi left early with tire problems, Russ pulled out with engine trouble. Chris Atkins was running on hockey pucks, Andy & Todd Presswood had to borrow tires, and Christian's rad was once again punctured - exactly as it had been at Dunnville 2 weeks earlier.

Speaking of Dunnville, TAC organized the Saturday of our penultimate Solo 1 weekend. Congrats to Treasurer Peter Clifford for organizing one of the better events of the series! The day ran flawlessly. We stepped in at the last minute with the Competition Corvette Club could not find an organizer. Peter had everything under control, and arranged for a great catered meal - with barbecue beef and pork, corn on the cob, and lots of prizes. The TAC canopies and flags looked great!

Also late last month was the second-last ralliette. Wife Sue and Daughter Sarah are in a tight race with VP Russ and Sheryl for the Novice title. However priorities can change quickly for a 14 year old. Sarah was invited to a sleep-over the night of the rally, so Sue brought out 16-year old Daughter Katie. Katie, recent recipient of her G1 driver's license, wouldn't come unless she could drive. They managed to come first in Novice (uncontested), so it looks like Russ will be the Novice champion driver, with Sue runner-up, and Katie third. Sheryl will be the Novice Navigator champ, with Sarah runner up, and Sue in third! If you can't get quality, at least get quantity!

My 2 year build-a-racecar project has recently moved up a notch in priority. With the Bimmerworld parts arriving, I have started pulling the old engine apart, and am working with the shop to install new cams and other go-fast parts. I'm hoping to get it out for a test day at Mosport, then race it at Mid-Ohio at the end of October. Fingers (and toes) are crossed.

Enjoy the fall colours, and the end-of-season banquets!

Rob McAuley

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# V.P.'S REPORT

SEPTEMBER 13, 2005

## Membership

As of September 13, we have about 214 current members, including 133 Primary members. This is a new record. Membership fees for the remainder of 2005 have dropped to \$25 as of September 5.

## Web Site

The 2005 Ralliette results have been added. Brooke has completed a few other changes that I've requested.

TAC is getting ready for an updated logo. Look for some concepts to be posted on our website, and a poll to be posted in our message forum for you all to give your feedback

## Message Forum

It's still pretty quiet. There's now a link on our homepage to the forum.

## Sponsorship/Advertising

Most of the advertisers have signed on. Just a couple more to chase down.

## Rally

Sheryl and I didn't do any Rallies in the last month. I see that Sue McAuley switched to Navigator for the last TAC Ralliette. This leaves her with 28 points to my 39 points in the best of four series. o the best she can do now is 38, meaning I'll finish as top Novice Driver. Woohoo! Similarly, Sheryl has locked in the Top Novice Navigator position! The final TAC Ralliette is September 28. Let's see a few more teams out there. Remember that all you require is a pencil, a calculator, and a way to read instructions in the dark.

## SoloSprint

Dunnville on Aug 27/28 was as much a brake killer as I expected. I tore through a set of Williams F1.20 pads in just two days! This was day 7&8 on my Kumho Victoracer tires, and I literally tore through the rest of them. By the end of Sunday, there was simply no life left in them, so I decided to put on a bit of a show for the marshals by "drifting" through all the corners and smoking the tires on the exits. Drifting isn't as easy as it looks, even in a high power RWD car like mine, but it is certainly a lot of fun. The weekend results saw me finish 4th in GT1 class Saturday, and 2nd in GT1 class on Sunday. TAC member Avi Koifman ripped around the tight track in his 4WD Subaru STI, taking 1st in GT1 class both days, and solidifying his grip on the season GT1 class standings. He put me in the position of being virtually mathematically eliminated from catching up to him. He was also ranked 3rd overall, and I dropped from 4th to 6th Overall.

We just finished the SoloSprint season this past weekend. The official results haven't been posted yet, so I have to go from memory. The weekend was also the first Canadian SoloSprint National Championships.

Getting ready for this event proved to be a challenge. Why is it that the only time of year that tires and brakes are available is spring? I ended up ordering tires from Montreal, and brakes from Hamilton. Then the courier was screwing around with the tire delivery, and I didn't receive them until after 4:30pm on Friday (practice was starting at 5:00!). I didn't get them mounted until after 6:00, so getting to the track in time for practice was a lost cause. Shannonville is over two hours away, especially through Friday night traffic. By the time I got to the track, got set up, with the tires changed and brakes installed, it was 1:00am. I took the car for a very swervy run down the street to make a half-hearted effort at heat cycling the tires, and lit up the road bedding my brakes. Those Hawk Blues really spark brightly at night!

Saturday's event was on Fabi. I was greeted on track by an oil slick that covered the racing line around the entire track! I thought of just pulling off, but I figured if I could get some more heat into the tires and brakes, it would still be a good thing. I rounded turn 6 for the second time at a very leisurely pace, and the car kept turning...and turning...and turning! Until I was finally off the track facing the wrong direction. My first "off" of the year on a competition day. So it took an hour to clean up the track.

When the competition got started, I was off to a fast start. Each of my three laps were faster than anyone in my class. And it remained like that for the rest of the day, resulting in a GT1 Class win for me. I also managed to finish 4th overall, just off the podium. More importantly, I won by a good margin over Avi. I finished the day still 2nd to Avi, with my only hope of victory being a Sunday win, again with a good margin over Avi.

So Sunday rolls around. A few practice laps left me uncomfortable with turn 2. I had to really change my line through T1 to get the right approach to T2. Well, I guess the adjustment worked, because I was again well in front of my competitors in GT1. And my times were all within .3s, so a shot at Top Overall was present if I could keep it up. As it turns out, mechanical problems took me out after just two sessions. But I still managed to win GT1, and edge Avi out in the season standings! Yay for me!! I must say, that Avi was very gracious in defeat. Had he been running a more competitive tire, the results could very well be different.

So I took a plaque home for SoloSprint National GT1 Class Champion, which came with a gift certificate for Gransport GS3 brake pads, I finished 5th Overall for the weekend despite losing two sessions, finished the Ontario Region as GT1 Class Champion, and overall, I finished 3rd! I must say, that was better than I had ever hoped for. A big thanks to all those who worked on putting together the most well attended SoloSprint sea-

# V.P.'S REPORT

son in years. Next year will bring some interesting new challenges, as new drivers get better. Congrats to TAC member Andy Presswood for finishing 2nd in the Novice standings. I'm confident Andy, and his brother Todd will represent themselves and TAC very well next year. We need just one or two more members to be regulars, and we should be able to challenge HADA for the SoloSprint Club Challenge.

## Marshalling

With a busy SoloSprint schedule in August, I only managed to marshal once. That was the Friday of the ALMS weekend. The weather was nice, and we had a good

corner crew. The ALMS cars were fast! It was fun to watch some...errr...creative lines through turns 8 and 9. And the dive bombing of the pit entrance was unusual!

## Club Meeting

The next club meeting is September 21. For those new members who still have questions about their sport of choice, please feel free to come out and we'll have some Q&A for you.

Russ



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# TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>SEPTEMBER 2005</b>			
16-18	WRC	Wales Rally Great Britain	
17-18	RA ProRally	ColoradoCog, Steamboat Springs, CO	
17-18	Regional Race	Indian Summer Trophy Races, Mosport	BEMC
18	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; Barrie	TLMC
21	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>
24	CART	Las Vegas Motor Speedway, Las Vegas NV	
25	Formula-1	Brazilian Grand Prix, Interlagos	
25	IRL	Watkins Glen International	
25	Meeting	ICE RACE Competitors Meeting, Annandale GCC, Ipm	CASC-OR
28	Ralliette	<b>Ralliette Series Event #6, #401 West Service Centre</b>	☞ <b>TAC</b>
30-02	WRC	Japan Rally, Japan	
<b>OCTOBER 2005</b>			
1-2	Race-Regional	CASC-OR/Panoz Celebration of Motorsport, Mosport	CASC
1	Rally-ORRC	Northern Lights Rally	KWRC
3	Mini-Rally	Mini Rally	MLRC
3	Solo-II Series	CASC Ontario Toyo Tire Shootout; Mosport DDT	CASC-OR
9	Formula-1	Japanese Grand Prix, Suzuka	
14-15	Rally-CRC	Pacific Forest Rally, Merritt BC	WCRA
14-16	WRC	Rallye de France/Tour de Corse Rally	
16	IRL	Chevy 500, Texas Motor Speedway, Fort Worth	
16	Formula-1	China Grand Prix, Shanghai	
16	CART	Korea (Street Course)	
19	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>
21-22	RA ProRally	Lake Superior Rally, Houghton (MI)	
23	Meeting	RSO Calendar Meeting for 2006	RSO
23	CART	Surfers' Paradise Australia	
28-30	WRC	Rallye Catalunya, Spain	
<b>NOVEMBER 2005</b>			
5	Rally-ORRC	President's Prize Rally	PMSC
5	Awards/Dinner	Solo 1+2 Banquet, Le Bifteck -Airport	OSO
6	CART	Grand Prix of Mexico City, Autodromo Hermanos Rodriguez	
11-13	WRC	Telstra Rally, Australia	
12	Meeting	Annual General Meeting & Elections - CASC, Sheraton PkwyN	CASC-OR
16	Meeting	<b>TAC AGM, Elections &amp; Meeting, Miami's</b>	☞ <b>TAC</b>
22	Social	TAC Wine Bottling Nite @ Brew Kettle	☞ TAC
25-26	Rally-CRC	Rally of the Tall Pines	MLRC
<b>DECEMBER 2005</b>			
3	Awards/Dinner	<b>TAC-Anniversary Banquet/Awards, Royal York Hotel</b>	☞ <b>TAC</b>
<b>FEBRUARY 2006</b>			
25-26	Ice Race-Magnum	<b>Ice Race, Magnum Series, Minden</b>	☞ <b>TAC</b>

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

# President's Prize Rally

The final event of the 2005 Ontario Road Rally Cup

Sponsored by



Hosted by the Peterborough Motor Sport Club



## Saturday, November 5, 2005

**Start/Finish:** The Lion of Stouffville (restaurant and pub)  
5917 Main Street  
Stouffville, ON  
Fuel and services available near the start/finish.

Registration opens at 11:30 am  
Car "O" out at 1:00  
Car "O" return approximately 4:30 pm  
Entry fee: \$45

This is a 210 km navigational car rally held on open public roads and in compliance with all laws governing the operation of a motor vehicle. While some roads will be challenging, there are no "car breakers". Instructions will be available for the Novice, Intermediate and Expert classes. This event is sanctioned by Rallysport Ontario.

For more information, contact: Rita Moore 905-898-7483 or [Cmilwright@aol.com](mailto:Cmilwright@aol.com)



# ON PERFORMANCE DRIVING INSTRUCTION

I was involved in a very interesting incident at a BMW School at Watkins Glen at the end of August. My student owned, amongst other things, 2 Porsches and 2 BMWs. He was attending his third school. At this point in someone's track career, they know the basics, and you are working on being smooth, refamiliarizing with the line, etc. We were running in the rain, on a wet track, and the guy was doing okay. Nothing dangerous, and was running in control. As the track started drying out, he started picking up speed. On the first dry lap, he lost track of his braking point going into one corner. He was also having trouble remembering to downshift. This usually isn't a problem - things can get overwhelming, and as an instructor, you really want to have the student focusing on one thing at a time. It seemed that my student was having trouble even doing that.

I had been reminding him of his braking points. It seemed that he would lose track of them from lap to lap. As we headed down the long back straight, he lets out an excited whoop. I reminded him to check his braking point. The straight at Watkins Glen ends in a turn called the Bus Stop. It is a loop that was added to the straight to slow people down for a dangerous sweeping corner just ahead of a ravine. It's a fun loop, and if you miss it, you just run straight ahead, and rejoin the track. I've seen people take that run-off lots of times when they get going too hot.

As we approached the braking zone, I told my student to get on the brakes. He was too busy going fast with his foot planted on the gas pedal. I started yelling:

"Brake"

"Brake NOW"

"BRAKE HARD NOW"

"GO STRAIGHT! GO STRAIGHT! DON'T TURN IN"

As we turned in, the back end of the car started to slide. The student caught the slide, but wasn't expecting the recoil. The car did a 180, and we were now sliding backwards through the Bus Stop. We hit the gravel trap, the wheels dug in, and the car quickly flipped over. We rolled one and a half times, landing on the roof. The front A pillar on the passenger (my) side had collapsed. The roof and windshield were on the same plane, flat against the ground. We were hanging upside down by the stock seat belts. I asked the student to please turn off the ignition, then I undid his seat belt, and let him fall to the floor

(roof). My door was jammed, and the window was just a narrow slit. I unbuckled my seat belt, dropped to the roof, and crawled towards the driver's window. Amidst the broken glass inside the car, I found the lens to my glasses that had somehow popped out. I was able to get my helmet off and pass it to a corner worker, then crawled out of the car. A quick check from the medical team, and we were both confirmed to be fit. No bumps, bruises, or concussions. We rode quietly back to the paddock in the safety truck.

The car was a mess, but the student was hopeful. "It's just cosmetic sheet metal," he said, ignoring the twist in the body. I was trying to identify parts that he could resell. This was definitely a write-off.

The next day, the student showed up in his Porsche 928 automatic. I rode with him for one session. Even without the distractions of shifting, he still couldn't remember his braking points. I found him another instructor for his last 2 sessions.

I was extremely frustrated. I find that I have to encourage almost every student I have - giving them confidence in themselves and their car. After 3 schools, students are beyond the basics, and know how to get around the track. This guy couldn't do 2 laps without getting in over his head. Although I felt I was bailing out by dumping him on another instructor, I could not face him again. He was not listening, he was not learning. I really don't know why he was there.

Wife Sue said I should have had a chat with him and suggest that he take up a different sport. I couldn't do it. I know I would have suggested parachuting.

Rob McAuley



# Toronto Autosport Club presents the 2005

## Ralliette Series

A six event navigational series specifically designed to introduce the sport of Time/Speed/Distance rallying. Any street legal car, sport-ute or light truck can be used - no special equipment or preparation is required. All you need are pens, pencils, paper, clipboard, digital watch - and a light for the navigator to read the route book by.

The series runs in the evening on the fourth Wednesday of the month.  
There are two start locations:

**North** – the Petrocan centre on Hwy 400 northbound north of Major Mackenzie Dr.  
**West** – the Shell / Mississauga travel centre on Hwy 401 eastbound between Winston Churchill Dr and Mississauga Rd.

April, June and August will start from the North location.  
May, July and September will start from the West location.

<u>Dates and Start</u>		
April 27	N	<ul style="list-style-type: none"><li>• <b>Registration Wednesdays at 7:00 pm, first car away at 8:01 pm. First car will finish at about 10:00 – 10:20 pm</b></li><li>• <b>Ralliette distance is typically 100 – 125 km</b></li><li>• <b>Three classes – Beginner, Intermediate and Expert</b></li><li>• <b>Trophies for Driver and Navigator for 1<sup>st</sup> and 2<sup>nd</sup> place Beginner, 1<sup>st</sup> place Intermediate and 1st Expert</b></li><li>• <b>Six events in the series – your best four finishes count towards the year end championship awards</b></li></ul>
May 25	W	
June 22	N	
July 27	W	
Aug. 24	N	
Sept. 28	W	

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<u>Registration Fee</u>
Per event entry fee is \$25.00 per team, TAC members \$20.00 per team

# RALLIETTE QUESTIONNAIRE

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Hello Participants,

The results for the August Ralliette and current standings are included elsewhere in this FIFTH GEAR. Competition for first place is really close in all classes. No one has had any throwaway points yet so the next event is crucial.

I sent out a questionnaire last month but had only a very small number reply, so I would like to ask those that did not reply before to give me their comments and suggestions. If you have a different idea then my question, please let me know.

As you know we have a small turnout each month so I wondered whether a different day or season would be more suited for you.

Would you take the time and respond to my survey.

1 - Would a week night other than Wednesday be more suitable?

Start time would still be the same.

2- Would you rather have the event on the weekend?

Saturday pm or Sunday pm?

3- Should we do the event other than the summer?

eg. March, April, May, September, October, November.

4- Should we run random events rather than a series?

ie. no series awards.

Next and last event of this year is at the Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga Rd, on Wednesday September 28, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Dietmar

(You may reply to Dietmar at [dietmar.s@sympatico.ca](mailto:dietmar.s@sympatico.ca))

## ICE RACING NEWS

September has arrived, time to start thinking about ice racing.

Anyone interested in competing in 2006, January- February, should attend the competitor meeting on September 25, 1:00pm at the Annandale Golf and Country club.

2006 rule books will be available.

Fyi the TAC event is on February 25/26, 2006. Mark the date for helping if you are not running.

Dietmar Seelenmayer, Competition Director

# The Toronto Autosport Club Ralliette Series Results for August 2005

Thanks to everyone for attending the August Ralliette.

Codes: Class E = expert I = Intermediate B = beginner e = early m = missed or maximum lateness.

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	Fin	Tot	Pos
8	Katie McAuley	TAC	Sue McAuley	TAC	B	1.4	5m	2.0	1.0e	2.0e	1.2e	0.2	2.1e	1.5	1e	17.4	1B
2	Paul Emmeson	TAC	Cheryl Emmerson	TAC	I	0.7e	0.2e	0.3	0.1e	0.3e	0	0	0.4	0.4	0	2.4	1I
2	Garth Thompson	MLRC	Mathew Thompson	MLRC	I	0.4e	0.3e	0.5e	0.2e	0.6e	0	1.5	0.2	0.3	2e	6.1	2I
5	William Horne		Tom Sikora		I	0	0.5E	0.5	0.3E	0.5	8M	2.6	0.9E	0.3E	0	13.6	3i
5	Sandy Robertson	MLRC	Alastair Robertson	MLRC	E	0	0	0	0	0	0	0	0	0	0	0	1E
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0	0.1	0	0	0	0	0	0	0	0.1	2E
7	Kurt Seelenmayer	TAC	Kurt Seelenmayer	TAC	E	0.1	1.5	0.4	0.1e	0.6e	0.6e	0	0.2e	0	0	3.5	3E
6	Peter Fenwick	TAC	John Charles	TAC	E	0.9	0.4	0.1	0	5m	0.2e	0	0	0	0	6.6	4E

We are using the ralliette scoring system, where the maximum lateness at a control is 5 minutes and the penalty for a missed control is 8 points.

Thanks go to Brooke Jacobs for organizing this month's event,

I wish to thank the checkpoint workers Rob McAuley, Peter Clifford, Chris Atkins, Nick Beck.

Next event is at **the Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga rd**, on Wednesday September 28, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

## 2005 Ralliette Series Standings

x = ignore best 4 of 6 count

### Beginner Driver

		April	May	June	July	Aug	Sep	Total
Russ Harding	TAC	10	9	10	10			39
Susan McAuley	TAC	9	10		9			28
Katie McAuley						10		10
Ralph Grabenheimer				9				9
Sean Smith			8					8
Mike deBruin		8						8
Andrei Glotov			7					7

### Beginner Navigator

Sheryl Graham	TAC	10	9	10	10			39
Sarah MsAuley	TAC	9	10		9			28
Susan McAuley						10		10
Rose Fountain				9				9
Lisa McCombie			8					8
Paul Driesen		8						8
Natalia Glotova			7					7

### Intermediate Driver

Paul Emmerson	TAC		10	9	10	10		39
Garth Thompson	MLRC	10	9	8		9		36
William Horne				10		8		18

### Intermediate Navigator

Cheryl Emmerson	TAC		10	9	10	10		39
Matthew Thompson		10	9	8		9		36
Tom Sikora				10		8		18

### Expert Driver

Paul Moore	PMSC			10	10	9		29
Sandy Robertson	MLRC	10	9			10		29
Niels Jensen Sr	TAC	7	10		9			26
Peter Fenwick	TAC	9	8			7		24
Ed Richardson	MLRC	8		9				17
Kurt Seelenmayer	TAC					8		8

### Expert Navigator

Rita Moore	PMSC			10	10	9		29
Alasdair Robertson	MLRC	10	9			10		29
Niels Jensen Jr	TAC	7	10		9			26
John Charles	TAC	9	8			7		24
Eric Richardson	MLRC	8		9				17
Kurt Seelenmayer	TAC					8		8

# A DISAPPOINTING END AT ALMS WEEKEND

09.04.05

Article & Photos by: Julie Wojteczko

The Auto Analyser Racing Team arrived at the Mosport gate late Wednesday night in anticipation of the next 4 days ahead. This was no ordinary race weekend; this was the Canadian stop for the American Le Mans Series (ALMS), where the Ontario Touring GT Championship was also going to be racing.



Enormous trailers, huge tents, and incredible setups lined the Mosport pits and paddock areas. Large crowds of spectators and campers gathered around all of Mosport's winding corners to watch the practices, qualifying and races to come. It was a site to be seen as Mosport International Speedway was set for the Labour Day Weekend Grand Prix of Mosport.

The weekend started perfectly for the Auto Analyser Racing Team with practice sessions Thursday and qualifying Friday. The Ontario Touring GT cars were on the track with the SPEED World Challenge GT cars for three practice sessions throughout the day. Andrew Wojteczko was able to use the track time to test the car after some recent turbo, engine and other modifications along with scrubbing in some new tires. The qualifying sessions Friday also had great results, with Andrew Wojteczko and his 944T obtaining the pole position and setting a new track record. His new time was an impressive 1:28.3, almost a second and a half better than his previous time.

There were a couple changes to the typical format of the Ontario Touring GT Race. Instead of two races, one 20 and the second 40 minutes, there

was only one 45 minute race with a 1 minute pit stop. This pit stop had to be taken in the middle 15 minutes of the race and could not be used to refuel or change tires.

It was a nervous and very exciting walk to the mach grid for the team. These were the minutes that everyone had been waiting for all year. The cars lined up behind the pace car, completed their parade lap and

the green flag dropped over the start finish line. Andrew took off in a streak of white, speeding around the 10 different corners and elevations of the Mosport track.

Approximately 15 minutes into the race Andrew pulled into the pits for what everyone thought was the expected 1 minute pit stop. Shortly after the hood was off and Andy, the crew chief was checking over everything. In a race that was supposed to be Auto Analyser Racing and driver Andrew Wojteczko's chance to shine with the "big boys" at Mosport, the head

gasket had blown on the car. In a very disappointing exit, Andrew went back to the paddock instead of back on the track.

Thanks to everyone who supported the team this weekend. Thanks to all who stopped by to say hello, take a look at the car and/or pick up a driver card. It was great to see the support and recognition from so many friends and spectators.

<<http://www.autoanalyser.com/racing/090405.htm>>

(Thanks, Julie for the article & photos, plus cover)



# THE LANGUAGE OF AUTO EMBLEMS

Although car brands are among the most powerful on the planet,  
most of their origins are random at best

By Phil Patton (from Business Week, via Gail Walker)

One story explaining origins of the Chevrolet "bowtie" logo holds that while visiting Paris in 1907, General Motors founder William Durant became so intrigued by the pattern of his hotel wall paper that he tore off a sample and tucked it into his wallet. In 1913, he pulled it out to create an emblem for the line of cars bearing the name of race driver Louis Chevrolet, whose name at least sounded French. It is a story too good to doubt. I enjoy envisioning Mr. Durant, whose enthusiasm for assembling car companies created the giant company later wrested from his grasp by a corporate coup, tugging out his wallet from time to time and contemplating the increasingly tattered wallpaper. The graphic device it bore was to be rendered in many ways on millions of vehicles in the years to come, signifying a brand boasting of being, "The heartbeat of America." Although automotive brands are among the most powerful on the planet, most of them have origins at least as random as Chevrolet's.

With their beginnings in hood ornaments that initially capped radiators, auto emblems are frequently obscure in origin and meaning, either unplanned in development or attributed to committee design. But there is a whole language and history to auto emblems and the other chrome "bright work" insignia of the auto world. Models, engines and features are indicated in graphic form on auto bodies, but the shape of the vehicle itself is the dominant design—and dominant graphic. Only recently created brands such as Saturn or Lexus show signs of professional logo thinking.

Last year Jeep rolled out what the company called its first logo ever: "A graphic representation of the front grille and windshield of the Wrangler, the icon of the Jeep brand...depicts the strong styling cues of the Wrangler...the seven-slot grille, round headlights and rectangular windshield." Jeep is one of the best known brands in the world, that it should not have a logo or emblem is surprising. The image elicited by the word "Jeep" is clear as a logo. It is of a vehicle—boxy and basic—and especially its grille.

Logos and emblems are less important in the automotive world than what auto designers call "down the road graphics," the features that make a Jeep or a Ford recognizable without any identifying graphics. The goal is that from a distance the three dimensional form of a vehicle read itself reads a flat image, a stop-action graphic. In an ideal design, the brand of the vehicle should be evident from the any angle. "Down the road graphics" have to be visible from all angles, including the most oblique.

The last generation Ford Taurus took this idea so literally that its entire body theme was built on the oval of the Ford logo: its silhouette, the shape of its rear window, even the outline of its instrument panel.

Automotive graphics tend to trail fashions in corporate and consumer product graphics by several years. They remain tied to their origins in hood ornaments, as on Mercedes, Jaguar and Rolls Royce, whose current Silver Lady drops down into a protective bunker atop the hood of the new Phantom model.

The 1950s and 1960s were great years of exuberant auto graphics -- as they were for auto bodies. I recall from childhood the Oldsmobile globe-in-a-ring and rocket emblems, and the Rocket 88 symbol -- part Werner Von Braun, part Chesley Bonestell -- images that made the unabashed conation between motoring and space flight. One still sees them at classic car shows and suburban cruise nights: Pontiacs with Chief Pontiac, with the colored glass elements melded into chrome, the amber glass now crazed with age. Studebakers with sinous, Raymond Loewy designed S's in rippling red discs. Hudson Wasps and Hornets with little chrome blimps of logos. The Chrysler Imperial in cursive suggesting the signage of a Las Vegas hotel or casino.

Some of the same spirit survives today. Most auto graphics remain chunky pieces of applied pseudo chrome. But walk through a parking lot these days and you see more innovation: the softly textured, powdery, brushed metal cursive rendition of "Cayenne" on Porsche's new SUV for instance, the toothpaste like rendition of neon lights on the Dodge Neon subcompact.

The best thing about the new Chevrolet Impala is the silhouette of the leaping ungulate on the side of the rear pillar or sail. In its stablemate, the Monte Carlo, the Chevrolet bowtie lends shape to the headlights in a gesture likely to go over the heads of that car's youthful market -- the model designation is rendered in a flat black script. This graphic wears a vaguely Iberian look -- it could be Southern California, even Mexican restaurant -- suggests the possibility that the designers believe that Monte Carlo is located in Spain.

In 1998, when Cadillac began creating a new design language for its models called "art and science," graphic designer Anne-Marie LaVerge-Webb of GM's corporate and brand identity group was called on to rethink the Cadillac emblem. The new design theme aimed to combine suggestions of high technology and elegance through faceted shapes—inspired by the stealth fighter and by gemstones. LaVerge-Webb, a graduate of CCS

# THE LANGUAGE OF AUTO EMBLEMS

in Detroit had come from an ad agency. She reviewed the history of the Cadillac emblem, which had appeared in many variations over the years.

The designers, she said, reviewed dozens of emblems from grilles and trunks throughout Cadillac history, including rare items in a special collection kept in a drawer in the design studio in Warren. "The big question was whether the change would be evolutionary or revolutionary," she said. She describes the choice as evolutionary, but it seems more dramatic than that.

The original Cadillac logo is based on the family crest of the man for whom the company was named, the Gascon officer and minor aristocrat who founded Detroit in 1701 -- Antoine de La Mothe, Sieur de Cadillac. His coat of arms, like many family coats of arms, appears to have been concocted and borrowed from a more noble neighbor. This may be appropriate for a car that has often appealed to the self-made man -- if not the nouveau riche hustler.

For the new logo, however, there was a need to match a new body theme. Cadillac's top designers and Wayne Cherry, head of all GM design, were involved. "Wayne wanted to be sure the logo looked like an essential part of the grille, not something tacked on," LaVerge-Webb said. The new look of the cars was to be high tech, a "milled from solid metal" look. The group decided on a major change to the traditional crest and wreath emblem. The new "Wreath & Crest" logo was unveiled at the 1999 Pebble Beach Concours d'Elegance, where collectors and designers assemble to appreciate collector cars. The shield wore the colors from Cadillac tradition: red, silver and blue, black and gold on a platinum background, aimed to suggest high technology. But the pearl-topped crown was gone as were the merlettes or ducks from the coat of arms of the original nobleman. The wreath was to be faceted, too, its leaves reinterpreted in a mechanical form.

The result suggested a Mondrian.

The "merlettes" or ducks had been used in an infamous ad campaign for the small Cadillac Catera, billed as "the Cadillac that zigs instead of zags." One duck was seen swimming in the direction opposite the others. But on the new logo the merlettes were gone; many saw the ducks as collateral casualties of the failure of the Catera.

"We wanted to make it less fussy, more technical. The look we were aiming for was the milled out of a single billet of aluminum. The ducks felt fussy," she said. Furthering the high tech theme, the typeface for model designations is a hand-drawn and modified version of *Serpentine*.

Removing the crown was also read by some as a quiet abandonment of Cadillac's long time proud

motto, "The standard of the world," a claim no longer supported by sales, quality or customer satisfaction ratings. Beyond the hundreds of drawings for the new logo, considerations of materials and manufacturing took over. Even a few pennies of cost figure in acceptance of logo designs as in all parts of the auto industry, where costs are multiplied over millions of cars. The physical logos and other graphics are tested extensively over two years for endurance to heat, cold, and salt damage.

Stereolithography is used to produce models for visual testing for size: proportion of the logo to body shape and position is critical. Logo sizes and shapes vary according to the vehicle of course: the current Escalade SUV and truck wears the largest Cadillac logo ever. It is known internally as "the frisbee." Cadillac recently introduced the high performance CTS-V model, with a Corvette engine. It is the first of a new "V" line whose logo squeezes and angles the colors of the basic crest so they suggest a racing flag and attaches them to a V evoking V shaped engines.

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# THE LANGUAGE OF AUTO EMBLEMS

The V is tilted as if with speed. The logo for V-Series models employs the same basic elements. But according to Kip Wasenko, design director, GM Performance Division, who oversaw the design of the V-Series logo. "While its colors are meant to depict the 'luxury' side of Cadillac, its vertical orientation and its forward-leaning angle to the right are both meant to depict motion and performance."

Origins of some auto logos:

- Mercedes tri star, the story goes, was inspired by a star Gottlieb Daimler penned on a post card of Cologne, marking where he was living and sent to his children. Today, a rotating tri star is visible on the skyline of almost every German city. Benz brought the wreath when Mercedes and Benz merged in the 1920s. The ring around the tristar was patented in 1923.

- BMW's circle with blue and white quadrants is an interpretation of the image of a spinning propeller, powerfully simple as an early airline poster and suggesting the company's beginnings in building aircraft engines.

- Alfa Romeo hails back to the city arms of Milan and the 12th century bishop who bestowed them.

- Porsche borrowed arms from the city of Stuttgart, where it located its headquarters.

- Ferrari's rearing stallion has roots in insignia of World War I Italian fighter.

- Citroen's chevrons come from stylized gear teeth.

- Volkswagen's iconic buttressing of V and W was the creation of an engineer named Franz Reimspies, the same man who perfected the engine for the Beetle in the 1930s. He won fifty marks in an office competition to do the job. Before WW II, when the car was still Hitler's "Strength through Joy" car the logo was surrounded by the gear shaped emblem of the German Labor Front that built it.

- In reviving the super luxury Maybach brand of the 1920s, when it was favored by maharajas and marquis, Mercedes updated an almost Wiener Secession looking "M."

- Some logos evolve but, like Time Warner's infamous "IUD," are abandoned in favor of their predecessors. In the 1980s Fiat supplanted its pre war, wreathed emblem in favor of a Scrabble piece letter logo. The story goes that Fiat design chief Mario Maioli was driving past the company's Mirafiori factory one night in 1982 during a power outage. He noted a neon sign outlined against the dark sky, bearing the letters FIAT and was inspired to sketch a new logo.

- Audi's four rings have nothing to do with the Olympics but represent the juncture of four earlier German auto companies in 1932. Horch, DKW, Wanderer and Audi were forced to ally by depressed market conditions to form Auto Union. After the war, the company finally took the name Audi which is Latin for "I hear," a translation of the name of August Horch, founder of the company that bore his name, but kept the Auto Union rings.

- Best H logo. Hummer dealerships are built around a giant "H" that functions as both entrance and super-graphic visible from highways. But the best H logo was that of Horch, the prewar German company that enjoyed a status not unlike Buick in the U.S. Its H was formed to suggest the gateway of a city or castle -- an image of sturdy tradition.

- Coolest recent logo: Subaru's five star logo refers obscurely to the keiretsu joined together in the parent company Fuji Heavy Industry. But this the new high performance road rally inspired Sti model (for Subaru Technology) arrived with a hot pink and high (graphic) fashion logo on its horn button, side panels, radiator and two or three more places. The parallel looping lines of the Sti logo suggest hip retro graphics such as old American basketball association expansion team emblems or the recent logo for the band OK Go by Stefan Sagmeister.

*[Phil Patton is the author of Dreamland: Inside the Secret World of Roswell and Area 51, Made in USA, Open Road, and other books. He writes regularly for the Design Notebook, Public Eye, and automotive columns of The New York Times and is a contributing editor of i-D, Wired, and Esquire, for which he writes on design and automobiles. ]*

## 2005 Mobil 1 Solo 1 Event #5

### Organizer's Report

Aug 10, 2005

By Avi Koifman, Event Organizer

It is with great satisfaction that I present the Organizer's Report for the 2005 Mobil 1 Solo 1 Event #5, the Agincourt Autohaus Mosport Grand Prix Challenge, held on Sunday, Aug. 7, 2005 and hosted by the Toronto Autosport Club (TAC). As it's name suggests, the competition's venue was the breathtaking Mosport International Raceway Grand Prix circuit, which has hosted countless historically prominent motor races, including eight rounds of the Formula 1 World Championship.

The track itself is revered by racing drivers and held in very high esteem within the motorsport world. Its undulating high-speed corners climb and plunge about the rural landscape of the region, its blind crests occurring at the most opportune moments to produce intense waves of euphoria – and sometimes fear – through one's entire being. The gratification of driving well here, of getting into that nice fluid rhythm, borders on the sublime. OK, I'll stop now.

As this was a weekend event, requiring all competitors to have attended Saturday's school as well, there was no need to hold registration on Sunday. This two-day format is required for a number of reasons; firstly, the high-speed nature of the Mosport circuit demands that drivers have extensive instruction and practice time prior to being let loose on it alone, especially against a stopwatch. Our usual one-day event format would preclude any hope of adequate training for novices. Also, the logistics of the circuit and its longer (by Solo 1 standards) lap times require an entire day to complete a full slate of timed runs. As a result Sunday's lapping was entirely devoted to timed runs, with Saturday's school - in which drivers spent four ample lapping sessions behind the wheel - dedicated to instruction and getting up to speed.

At 7:00 AM, the classroom was opened for people to obtain sponsor decals and get answers to questions about regulations, classification, scrutineering, etc. and to replace discarded wristbands. Entrants were expected but, due to my own mistake, not reminded to keep their wristbands from Saturday. Fortunately, most had indeed retained theirs.

Thanks to the tireless efforts of Chief Timer Chris Paczynski, Solo 1 Director Christian Sorensen and TAC President Rob McAuley, who toiled deep into Saturday evening, all the run groups and grid lists were completed well in advance, allowing for a seamless transition from drivers meeting to pre-grid staging to grid. The morning drivers meeting began shortly after 8AM, in which the competitors were introduced to the event officials; clerks of the course were Dave Barker (chief clerk), John Paczynski and Hanif Premji and chief timer was Chris Paczynski. Chuck Atkins wore both the chief steward and chief marshal hats, while John Paczynski and Adam Hutchinson served as assistants to chief scrutineer Joe Smiley. Chuck Atkins addressed the drivers, explaining the schedule and the importance of its being adhered to, as well as reiterating the ever-present theme of care and respect for the circuit.

The camera crew from Speed Channel's Sports Car Revolution, who filmed Saturday's proceedings, was not back at the circuit on Sunday but stalwart Solo 1 photographer Sonia Tanney was on hand to capture all the action, and the drivers were reminded to smile for the camera. Needlessly so, I suspect, as one can't help but smile while driving around Mosport.

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Next, the weekend and series sponsors were announced followed by a brief review of the flags aided visually by the antics of Classification Committee representative Dave Pratte. There were no questions from the floor and before I could thank everyone and wish them a great event, my words were drowned out by the stampede of drivers to their cars. Anxious, are we? Reminded me of the old Le Mans starts.

Now nicely on schedule, staging and gridding was performed in short order by Chuck and his assistants, and the first group of cars was away at 9:07AM, led by the Honda CRX of reigning Solo 1 champion Chris Paczynski. The first several run groups went fairly smoothly, although a few yellow flags were thrown early on, exposing the need for some tinkering with the run order. Fortunately, the relentless efforts of the tower crew made a great job of managing those adjustments and the yellows became less frequent as the day progressed.

The 70 competitors, 20 of them novices, were divided into three run groups with each group scheduled to complete four runs of three hot laps apiece. As it later turned out, that schedule would prove to be just a hair optimistic.

There were a wide variety of cars at the event, from purpose built racers to family sedans, with the usual array of Mustangs, Hondas and Miatas. Weekend sponsors Agincourt Autohaus brought a fresh specimen of each of the latest VW Jetta and Audi A3 models. There was also a surprisingly strong Subaru presence, with no fewer than seven Imprezas contesting the event. Apparently, word is spreading amongst the members of their enthusiast's club, the SPDA. As a practicing Subaru driver myself, I welcome their participation wholeheartedly!

Other noteworthy events included novice Andy Presswood overcoming the adversity of corded front tires on his Mustang and winning the GT-3 class on pair of rims and tires borrowed from a fellow competitor. Late in the running, John Paczynski spun his borrowed Miata 360 degrees exiting turn ten but managed an impressive recovery, and thanks to not forcing a caution to be thrown, completed his run without penalty.

Aside from one relatively minor off, the only real letdown of the day was the unfortunate cancellation of the day's final run, causing the entire Z-group to miss its fourth session. Despite the best efforts of the organizers, who had obtained the agreement of the marshals, ambulance crew and tow truck operator to stay late, there was no convincing the track's management who insisted we wrap it up at five sharp. As it was, we managed to keep going until 5:05, facilitating the completion of the final Y-Group run.

Despite a few isolated complaints, the general mood around the paddock following the event was very encouraging. Everybody, even those who had their final run cancelled, described the event with adjectives like ultimate, superlative or just plain wicked. It would be safe to conclude that the Mosport circuit has won over the hearts of the Solo 1 competitors.

At the end of the day Christian and company tabulated the results while the rest of the event officials gathered equipment and cleaned up the facilities. Those who hung around long enough attended the 6:30 drivers meeting and awards ceremonies, at which the Wheel and Tire Zone Pole Position Award was presented to event champion Russ Harding, after an absolutely storming drive in the GT1 class. Russ piloted his green SVT Mustang to a

## Top Ten Tax Tips

### 1. File your taxes on time to avoid the 5% late filing penalty.

If you owe tax for 2004, and do not file your return for 2004 by midnight of May 2, 2005, CCRA will charge a 5% late-filing penalty.

If you or your spouse or common-law partner carried on a business in 2004 your 2004 tax return has to be filed by **June 15, 2005**. However, if you have a balance owing for 2004, you still have to pay it by May 2, 2005.

### 2. Receive your tax deduction automatically every month.

You can ask CCRA to allow your employer to reduce withholdings if you have contributed to an RRSP early in the year, made large charitable donations, or incurred substantial medical expenses. Child care expenses, alimony and taxable child support also may lower your income and reduce your withholding taxes.

### 3. Take advantage of Income Splitting Opportunities:

- a. Split income by employing your spouse or child.
- b. Lend money to your spouse or child.
- c. Have the lower income spouse invest all earnings
- d. Maximize your charitable deductions (amounts over \$200) by pooling your charitable receipts for up to five years and have the higher income spouse claim them.

### 4. Try to earn your investment income (outside of RRSPs) at the lowest tax rate possible.

### 5. Pay the premiums on your disability insurance.

### 6. Claim medical expenses on the tax return of the spouse with the lowest income.

### 7. Make use of your investment losses.

### 8. Defer tax on severance or retiring allowance.

### 9. Transfer shares to your RRSP, but not at a loss.

### 10. Make sure you deduct your safety deposit box fees, and all investment carrying charges if you have an investment loan (outside your RRSP).



**Mark Hudon** is a Certified Financial Planner (CFPT<sup>™</sup>) and Personal Coach since 1994. His investment approach incorporates tax planning to minimize your investment tax bill each year. A tax-smart portfolio is a portfolio that focuses on maximizing after-tax investment returns. After all, it's not how much you earn, but how much you keep that matters most. He can be reached at [mhudon@gpcapital.com](mailto:mhudon@gpcapital.com) or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 [www.gpcapital.com](http://www.gpcapital.com)

Organizer's Report

Aug 10, 2005

scorching best lap of 1:38.381, backing it up with the consistency required to win an event. Great work, Russ!

The CG Lock "sit tight, go faster" Top Novice Award was won by GT3's Andy Presswood, who as mentioned, won his class with a combination of his own and others' tires. Andy turned a best lap of 1:43.633, although his backup score suffered due to his tire issues. Not to worry, Andy, that was a great performance. Congratulations!

Fastest lap of the day was set by Open-Modified driver Rui Medeiros in his 2003 Formula Renault race car, who turned a blistering time of 1:25.262, over seven seconds faster than the next best time! Honorable mention goes to Marco Cirone, who wrung the neck of his prepared class Corvette Z06 and set a best time of 1:32.468, easily the fastest car with doors. Third best was Del Bruce in his supercharged 2002 wide-body Z06 Corvette, with a time of 1:35.677.

To nearly everyone's surprise, SGT3 Mustang driver Chris Atkins usurped perennial series leader Chris Paczynski from the number one spot by way of his better backup score. Clearly, Atkins will be hoping to hang on to that position for the rest of the year but faces a stiff battle from the reigning champ. Hanging on to third overall, by merit of some well-placed organizer points, is yours truly, by just a hair over the surging Russ Harding, whose first place finish helped maintain the gap to a cigarette paper's width of 0.013 points. Behind Russ sits fellow GT1 driver Dave Barker, followed by GT2's Rob McAuley and yet another GT1 competitor, Christian Sorensen. The GT1 class is well represented in the top ten, with four drivers seemingly headed for a September showdown at Shannonville. Stay tuned to this one, folks.

In the overall novice standings, Steven Friebe of SGT1 takes over the lead, followed by GT2 driver Benjamin Freeling and SGT2's mercurial Riaan Van Vuuren in third place. TAC won the Club Challenge for Event #5 from HADA, 709 points to 602.5, creeping ever closer in the overall club standings, which continue to be led by HADA holding 3,846 points, followed by TAC at 3,141 and OMSC with 2,070.5 points.

Following the awards, the prize draws were made, furnishing several competitors with complimentary motor oil, shirts and hats, all provided by series sponsors Mobil 1 and Yokohama Tires.

In closing, profound thanks must go out to a number of parties; weekend sponsor Agincourt Autohaus enjoyed a strong presence throughout the weekend and hopefully earned top value for their investment. We certainly welcome their participation in the future and look forward to seeing them at more events. Thanks also to all the series sponsors who make Solo 1 possible. Mosport International Raceway provided a world class venue with professional facilities and crew, particularly the corner marshals who braved the heat all weekend and did their jobs flawlessly with nary a complaint over the prospect of running late. Finally, thanks to all the club and series officials, without whom I would have never been able to pull off this organizer's gig with even a semblance of professionalism, and of course to all the competitors, who I look forward to seeing at the next events. Thanks everybody!

# SEPTEMBER TAC BOARD MEETING MINUTES

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## **Present**

Rob McAuley, President  
Dietmar Seelenmayer, Competition Director  
Peter Clifford, Treasurer

The meeting started at 8pm and finished at 9:30pm.

## **Discussion Topics**

### Membership

Currently stands at 216. A number of new members joined for the TAC 50th Anniversary Mosport ALMS Weekend Celebration. Membership fees are now \$25/family.

Web Site No update.

Sponsorship/Advertising No update

### New Logo

Perry has provided 6 logos that feature the new Toronto skyline, including the CN tower and SkyDome. The Board would like to keep the original TAC steering wheel, We liked Russ's skyline, and Perry's interesting font inside the steering wheel. We can use colour on print applications and black & white for wearable logos.

### Succession Planning

It was suggested that Russ be chair of the nominating committee. We will be looking for an active Social Director and Secretary.

### ALMS review

All agreed that it was great, and we should do it again next year. It was suggested that we ask Mosport to extend it further down the hill. If the Hannafords are willing to direct the effort, we can provide volunteers to cook or help in other ways. It was agreed that this event was ideal, given the TV coverage and level of racing.

### 50th Anniversary at Royal York

The deposit cheque has not yet been cashed. Rob to follow up with Ian to ensure it has been given to Royal York, and to find someone to organize the event. We need to ensure that past executive members are invited.

### Volunteer Rewards

The program will run through this year, and people can cash in their rewards, or possibly carry them over for another year. Dietmar will follow up with people that have not yet submitted their list of volunteers. We are looking to the new Social Director to administer the program.

### Banking & Year End Financial Forecast

We have \$11,075.75 in the bank, with \$20,466.66 in the investment account per the March statement. The ALMS weekend will cost us about \$1,200. Rally receipts are still to be returned. The Royal York will cost about \$8,000, and we may not need to dip into the investment account.

By year end, we should have about \$20,000 in the bank.

### Competition Director

The competitor meeting is September 25th at 1pm. The TAC organizer is Andy Hughs. Dietmar and Andy attended the Ice Race Organizer's meeting. TAC will own the last weekend.

We have one more Ralliette. Kurt will be the organizer.

Last SoloSprint (Solo 1) event is this weekend. TAC will have a canopy with flags & signs, and will provide water.

Our AutoSlalom (Solo 2) season is wrapped up.

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## 2005 Membership Application

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

**Email:** registrar@torontoautosportclub.ca

**Fax:** (519)- 893-0423

NOW ! REDUCED RATE from September for 2005 –  
Single or Family \$25.00

**JOIN or RENEW ON-LINE :**

**JOIN->** [www.casc.on.ca/joinAClub.php](http://www.casc.on.ca/joinAClub.php)

**RENEW->** [www.casc.on.ca/welcome.php](http://www.casc.on.ca/welcome.php)

- TAC Membership includes 2005 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2004 membership numbers will be reserved until February 1st, 2005.
- All memberships expire December 31.

1st Member \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_  
 Address \_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_  
 \_\_\_\_\_ Postal Code \_\_\_\_\_

First Member \_\_\_\_\_ email: \_\_\_\_\_  
 2nd (Family) Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_

**PAYMENT METHOD:**

Cash     Cheque     VISA or  MasterCard # \_\_\_\_\_

VISA/Mastercard Expiry Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Signature \_\_\_\_\_

Half-Year Reduced Amount:     \$25            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 ...

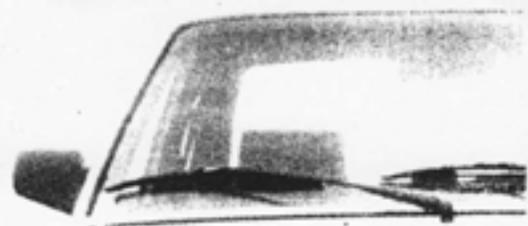
Please indicate all of your  
2005 autosport interests;

- Solo I
- Solo II / Autoslalom
- Ice racing
- Navigational rallying
- Performance rallying
- Road racing
- Karting

Please indicate three areas that  
you can help with in 2005;

- Solo I / II organizer / worker
- Road Rally/Ralliette organizer
- Contract Rally organizer
- Rally Checkpoint/Green-crew
- Social Event Organizer
- Ice race organizer / worker
- Event timing / scoring
- Performance Rally organizer

# Looking Glass Racing team



— Brian Rockatti

## The Mad Hatter

Brian loves driving at speed and has long wanted to compete in the Targa. While his '68 Alfa Spider couldn't make the trip, Brian, the great team and robust 535i are "here for the party"! Rock on! (pun intended)



Co-Driver — Gail Walker

## The White Rabbit

Gail won the Ontario Road Rally Cup as Expert Navigator in 1995 and is the author of "The Rally Master's Notes" Gail currently races in the Ontario Solo I series.



Logistics Manager — Barbara Lynn Ross.

Barb's strong project management skills are just what's needed to ensure the team is where it should be, doing what it should be. Unproven rumour is that she is also skilled at managing the "Mad Hatter".

Crew Chief — Malcolm Elston

Malcolm's 36 years of experience in amateur motorsport, car maintenance, and vehicle preparation will hopefully mean a trouble-free Targa for the BMW

# Looking Glass Racing team

Car — 1987 BMW 535i

This classic 1987 BMW sedan has had only three owners. It is unrestored. The pre-Targa odometer reading was 268,000km. Upgrades include a Conforti chip, E34 front brakes (BMW 540), Bilstein shocks and springs, Brullen stainless steel exhaust (cat-back only), and a shifter-kit. Colour: Ext.: Bronzitbeige Metallic  
Int.: Nutria Leder  
Engine: 3.5L in-line six-cylinder, chipped.  
Output: est. 225hp, 243lbs./ft torque  
Transmission: 5-spd. Manual  
Differential: OE limited slip  
Suspension: four-wheel independent  
Tires: 215/60R15 Toyo Proxes TPT  
Wheels: BMW 6-spoke 'spider' deep-dish alloys

Toronto Canada



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