



Fifth Gear

September 2006



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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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Toronto Autosport Club is proud to be affiliated with the following sanctioning bodies:



FROM THE PRESIDENT'S DESK

Racing Can Be Fun

Just when you think the car is ready...

When I first got into Solo 1 time trials, I was envious of the people who had trucks and trailers. They had all their gear with them. They'd arrive, back the car off the trailer, and be ready to race. I had to squeeze everything into my little car, unpack at the track, leave everything exposed to the weather, then get dirty swapping tires and brake pads. At the end of the weekend, these racers would drive their car onto the trailer and be gone before I could even get my street car jacked up. I was always one of the last to leave the track.

This hit home while running SoloSprint at Cayuga. I had been working on the car for days, scrambling to get it ready for the July date of our Mobile 1 SoloSprint series. I pulled up in the truck and trailer, and one of the other competitors told me how envious he was of me just being able to arrive and drive. At the time, I was dreaming of the good-old days when I could just throw my gear into the back seat the night before, and spend an hour prepping the car. It's amazing how one's perception changes.

Before the weekend was out, I'd broken a control arm, and had to be towed from the track and pushed back on to the trailer. I was racing at the BMW Club race in Tremblant two weeks later, and I had a major problem to resolve. I had been

hoping to have a wing and splitter installed on the car for the club races, but my wing supplier was non-communicative.

What follows are the gruesome details in point form:

- Determine that the control arm welds are bad
- Rogue Engineering agrees to fix for no charge, but must ship the arms to them in the US.
- Bimmerworld ships new control arms "We now recommend Ground Control"
- Techmax identifies ABS pump problem. Need a \$400 replacement pump.
- Replacement pump is installed. Problem not resolved. Troubleshooting continues.
- Replacement control arms due to arrive on Wednesday. I leave for Tremblant on Thursday.
- Due to holiday Monday, shipment delayed until Thursday.
- No arms by Thursday morning. Call Techmax and have them repair the old arms and do an alignment.
- Pick up car and drive to Tremblant. On the way, get a call from Sue. "A package just arrived from Bimmerworld."
- Friday practice - flat spot a tire due to lack of ABS.
- Buy a wing from a racer - \$90 - possibly the least expensive thing I've purchased for this car.



FROM THE PRESIDENT'S DESK...

- Friday race - slide off the track due to unusual tire wear. Tire is cording around the flat spot.
- Run the remaining weekend races on my rain tires - even though it is not raining. Car is uncompetitive.
- Win \$50 TireRack sponsor coupon in a contingency draw!
- Order dry tires from TireRack.
- Car is towed back to the shop.
- New ABS pump is repaired with parts from the original bad pump. No charge.
- Return new control arms to Bimmerworld
- Install wing and splitter.

Now I was ready for the big club race at my home track - Mosport. The car was ready with 24 hours to spare. I head to the track early Friday morning. James Clay from Bimmerworld has stayed over from the previous weekend's ALMS Speed World Challenge race, and has offered to take the car for a drive and help with the setup. As usual, things don't go as planned:

- First practice session, and I'm one of the slower cars in my class.
- Car stalls returning to the paddock, and won't start. Battery dead.
- Everyone blames the alternator. James sug-

gests checking the engine ground strap.

- Test ground strap. Looks good, but cleaning it fixes the problem. This guy's good!

- James takes the car for a session. Runs over 3 seconds a lap faster than me. I could have lived with 2 seconds, but this is embarrassing!

- After 1 session, points out 4 adjustments to make to the setup. Adjusts castor and camber at the track with no alignment tools other than a screwdriver.

- I immediately go 2 seconds faster. This guy's good!

- Saturday is wet. The track is slick. It's qualifying time.

- Using some local knowledge and my well used rain tires, I set the fastest qualifying time for my class.

- People I don't know drop by and start checking out the car. "What tires are you running? Can I look under the hood?"

- Track dries up. In the sprint race, I am passed almost immediately by the 2 top contenders in my class. They are running 2 seconds a lap faster than me. Wonder if James Clay will co-drive my car.

- Both faster cars are assigned 1 lap penalties for bumping during the race. Hey! I win my first race!

The premier race runs on Sunday - the 1 hour endurance with a mandatory 5 minute pit stop.



TAC member Allan Lewis set the fastest time of the day at the BMW Club Race at Mosport

TAC EVENTS CALENDAR 2006

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
SEPTEMBER 2006			
16-17	Regional Race	BEMC Indian Summer Trophy Mosport	
17	Fr	BELGIAN Grand Prix 306.927km	
17	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series #7, Mosport DDT	OMSC
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 🗓️	TAC
24	CART	Road America, Elkhart Lake WI	
27	Ralliette	Ralliette Series Event #6, #401 Service Centre Mississaga 🗓️	TAC
30-1	Regional Race	Celebration of Motorsport Mosport	
OCTOBER 2006			
1	Fr	Grand Prix of CHINA 305.066km	
1	Solo-II Series	CASC-OR Mobil 1 Shootout, Mosport DDT/Skidpad	
2	Mini Rally	Mini Rally	MLRC
7	Solo-I	SoloOntario Lapping School-3, Mosport Intl Raceway 🗓️	TAC
8	Fr	JAPANESE Grand Prix 307.573km	
8	Solo-I	Solo-I Event #9 ; Mosport Grand Prix Course Challenge 🗓️	TAC
13-15	CRC	Pacific Forest Rally	WCRA
14	ORRC	Lanark Highlands Rally	MCO
15	CART	Ansan South Korea	
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) 🗓️	TAC
22	CART	Gold Coast, Surfers' Paradise, Australia	
22	Fr	BRAZILIAN Grand Prix 305.909km	
22	Meeting	RSO Cal. &Board Mtg.	RSO
NOVEMBER 2006			
4	ORRC	President's Prize Rally	PMSC
5	CART	Mexico City, Autodromo Hermanos Rodriguez	
15	Meeting	TAC AGM, Elections & Meeting, Miami's 🗓️	TAC
24-25	CRC/OPRC	Tall Pines Rally	MLRC
25	Awards/Dinner	TAC Banquet/Awards, Toronto Board of Trade, Dixon Road 🗓️	TAC
DECEMBER 2006			
2	ORRC	Northern Lights Rally	KWRC
JANUARY 2007			
6	ORRC	January Jaunt Rally	TAC

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

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

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

FROM THE PRESIDENT'S DESK...

Refuelling is allowed, but the driver has to pour the gas. There really isn't time to get out of the car, add fuel, then get belted back in. However, I know from Tremblant that I'll be experiencing fuel starvation if I don't top up the tank.

- Sunday practice. I realize that I've forgotten to add gas to the car.

- Helper Jordan adds 25 litres. We still have 25 litres left for the race.

- Practice is slower than the Saturday race.

- Check tire pressures late. They seem low. Add some air.

- Jordan is approached to take photos of the race for publication in the BMW North American glossy newsletter. He gets excited.

- Add fuel to car. There isn't enough remaining for the race. Car and driver to report for gridding in 10 minutes.

- Jordan says he'll be too busy taking photos to

help during the enduro.

- Send reluctant Jordan to Sunoco for more gas. "Bring it to the pits"

- Realize that I haven't confirmed anyone to help with the pit stop. Quickly join the Raven team, and get my equipment up to pit lane.

- Get to grid and it's time to go racing!

- At the start, am too busy watching the bumper of the car in front of me, and drive off the track.

- Sideswiped as I come back on to the track.

- After 3 laps, am the second car in a queue behind a slower car. Everyone behind me wants past.

- After 5 laps attempt pass. Other car closes the door, forcing me over the curb.

- Car hits the curb and launches a foot into the air. Splitter is destroyed. Car lands on other car, breaking my driver's side mirror.

- Past by everyone in the queue, including the car I just passed.

- Time for my pit stop. Tires have way too much air in them. Takes me 6 minutes to add 5 litres of fuel. This is no fun.

- Single car accident (not me). Tow truck required. Full course yellow, and out comes the pace car.

- I notice that I've hardly added any fuel, so hope that the pace car will take its time. I conserve gas for 6 laps.

- I am the last car in the line behind the pace car. We are allowed to pass as soon as the first car gets the green flag.

- I have a radio and am talking to the pit crew.

- Green flag drops as the lead car exits turn 10. I'm going into turn 8 when I get the radio call. "GO GO GO".

- I pass 15 cars by the time I see the flag station. This is fun!

- 5 minutes to go, and the engine starts to sputter.

- I'm able to slosh the gas in the tank to keep the car running, and make it to the finish without being passed.

Overall, the weekend was a blast. I ended up 2nd in my class in the enduro. It turns out that James Clay was co-driving the car that beat me.

Autophile

MODELS BOOKS

We have moved to a new & larger premises at:

**850 Eglinton Ave. East
Toronto, Ont M4G 2L1
(at Laird Drive)**



TEL/FAX 416-425-1555
www.autophile.ca

FROM THE PRESIDENT'S DESK...

I talked to the drivers of the cars I was rubbing with. Their cars were not damaged. Now I'm on probation, and will be keeping my testosterone levels in check.

We race at Watkins Glen at the end of the month, and I can't wait. Racing is fun!

TAC's ALMS Weekend

While I was gearing up for my biggest weekend of the summer, John Hannaford and wife Deb Phillips were gearing up for their big TAC weekend. They hosted the club at the Big Mosport ALMS event over the labour day weekend.

TAC had 25 people out braving the weather and watching some spectacular cars. We were based at the top of the hill, overlooking the exit of turn 2. With the TAC canopies, our flags, and sign, it looked very impressive. We had a number of people drop by, asking who we were, and what events we hosted.

The weekend started with Russ and Cheryl's barbecue on Saturday, and a tour of the Bimmerworld Speed World Challenge Touring Car paddock.

On Sunday, the Hannafords arrived with a truck load of food and equipment. The theme was Mexican, and featured different salsa dips, salads, beef, chicken, tortilla shells, refried beans, desert, sauces, and more.

Thankfully, we had the walls to the canopies, and Dietmar's kitchen tents to keep the weather at bay. John and friend Mikael manned 2 barbecues while Deb and others helped with soups and sauces on Coleman stoves. Everything looked great with linen tablecloths and napkins, and tasted even better. Great food, great company, and great racing!

This really was the social event of the year.

I'm hoping that we can get enough people out next year to keep this going. John said he's willing to go another year. Watch the Mosport calendar, and plan on coming out for next year's ALMS weekend!

Rob McAuley

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TAC BANQUET AND AWARDS

No, it's not the end of 2006 quite yet,
but take note on your calendars that the
2006 TAC Annual Awards and Banquet
will be held will be held on

Sat., Nov. 25, 2006

approx. 6 to 11 PM

at Toronto Board of Trade, Dixon Rd.
(The airport location, not downtown)

MORE DETAILS TO FOLLOW

TARGA - IMMEDIATE NEWS

Brian Maxwell reports that he is doing the Targa for the 3rd consecutive year in a 3-car team of Mustangs.

This year, their focus has taken on a special dimension as one of the drivers, Rick Macleod, was diagnosed late this summer with Multiple Sclerosis. The good news is, with medication, he has been cleared to drive, and they are taking this opportunity to raise funds for and raise the profile of the Atlantic MS Society.

The team is providing **live in-car coverage, with GPS**
(from approx. Sep 10 - Sep 15) on the site: <http://targa.kicks-ass.org/>.

Those looking for more info on the Mustang should also look at
www.pacionemotorsport.com.

Finally, to get an idea of the event, and scoring etc, check out
www.targanewfoundland.com

**Be sure to check these sites out right away as the TARGA NEWFOUND-
LAND is running now, as this issue of FIFTH GEAR is being produced.**

the Soapbox Derby

by Malcolm Elston

Gob-smacked!

OK, I really called this one wrong. I was quite convinced that Schumacher would **NOT** retire from F1 this year (I figured he'd re-up for one more year, to break-through the 100 F1 wins barrier). I was prepared for him to leave Ferrari, as I didn't think he'd be prepared to play nicely with Kimi as a teammate. I even figured he might go Renault, because of his early success with them – and because of his friendship with Flavio Briatore.

But I was just wrong. I hate that.

Real History is in the Rates...

OK, now that Schumi is packing it in, let's re-cap... As of Monza, Michael has run 246 F1 races, and won 90 of them. His win-start rate is an incredible 36.5%

So who has the next best record to that in modern F1 history?

If you walk to the apex of the Parabolika, the sharp right-hand bend at the modern Hockenheim circuit, you can just pick out the memorial by the edge of the trees.

Past the guardrails and two fences – one with razor wire on top – and then, where the ground falls away, there is a gravel track... on the edge of which is a small concrete cross, flanked by two firs and three bushes bearing delicate white flowers. If you did not know it was there you could easily miss this modest tribute to the man

many believe was not just Britain's greatest racing driver but perhaps the best the world has seen.

Closer inspection reveals a simple inscription. It reads "Jim Clark". And under that is carved the fateful day – April 7, 1968 – when the "Flying Scotsman" lost control of his Lotus 48 and slammed into the trees, killing him instantly.

Clark's death at 32 stunned 1960s Britain, and many of his devoted supporters never came to terms with it. The sheep farmer's son from the Scottish borders was world champion in 1963 and 1965, and had won the Indy 500. He dominated with sheer speed and consistency; to use a phrase from his day, he was the "man of the moment", and like Ayrton Senna was thought simply too good to die.

The setting, deep in the Eichelgarten woods, has a haunting quality that persists to this day.

There were stories of someone dashing out of the trees in front of Clark as he hammered along at 160 mph in the wet. More likely, Clark, already struggling with a faulty engine, suffered a loss of pressure in his right rear tyre.

This caused the Lotus to slide broadside off the track before smashing into a tree. The trunk shattered the cockpit, breaking the car in two and killing a man noted for his humility and humour.

The tall pines still mark the outline of the old section heading into the woods, but the surface where Clark raced and died has been ploughed over, and it is now thick with trees and brambles.

There is a new sign with a description of the accident under the heading "Tragodie im Regen" (Tragedy in the Rain), but the setting is grim, with weeds encroaching on the pebble circle in which

the cross is set. There are industrial fences and fuel tanks nearby.

Somehow you would expect more in memory of a man whose class is still underlined in Formula One's statistics. Take the category "most grand prix wins" for example. Clark lies equal sixth alongside Niki Lauda with 25 victories. But the clue to his genius lies in his total starts.

Clark drove in only 72 grands prix. Apart from Jackie Stewart, who drove in 99 races and lies one place ahead of Clark with 27 wins, everyone else above Clark drove in at least 150 races. With a 34.7 per cent win-start rate, Clark is bettered only by Michael Schumacher's 36.5. The German seven-times world champion has driven in 246 races, 171 more than Clark.

Went The Day Badly...

So you heard about the motorcyclist who got charged for speeding (225km/h) on the August long weekend, right?

If you missed the rest...

The bike turned out to belong to the young woman who was riding on the back when they got busted. Well, sort of... seems she bought the bike the previous Thursday, putting the whole \$17,000 charge on her Dad's credit card.

She'd only just met the guy she bought the bike for on Tuesday.

The police felt it necessary to inform her that his wife was **NOT** happy to hear about the charges, and was especially miffed that the father of her two children had been caught doing stupid things - with another woman.

Poor guy is probably hoping for a few months of peace and quiet in a nice little cell somewhere.

Hell hath no fury like...

Toronto Autosport Club presents the 2006 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 – Petrocan centre on Hwy 400 Northbound, North of Major Mackenzie Dr.
West – 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.

Dates and Start

April 26	N
May 24	W
June 28	N
July 26	W
Aug. 23	N
Sept. 27	W

- **Registration Wednesdays at 7:00 pm, first car away at 8:01 pm. First car will finish at about 10:00 – 10:20 pm**
- **Ralliette distance is typically 100 – 125 km**
- **Three classes – Beginner, Intermediate and Expert**
- **Trophies for Driver and Navigator for 1st and 2nd place Beginner, 1st place Intermediate and 1st Expert**
- **Six events in the series – your best four finishes count towards the year end championship awards**

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Registration Fee

Per event entry fee is \$25.00 per team,
TAC members \$20.00 per team

The Toronto Autosport Club Ralliette Series Results for July 2006

Thanks to everyone for attending the July Ralliette.

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

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	Fin	Tot	Pos
4	Sue McAuley	TAC	Sarah McAuley	TAC	N	0	0.4	1.1e	0.1	2.7	0.6	5m	9.9	1N
2	Doug LaPorte		Bill Succo		N	0	0.6e	1.4e	0.2	0.7	5m	3e	10.9	2N
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0.1	8	5m	5m	0.4	0	18.5	1E
3	Neils Jensen Sr	TAC	Neils Jensen Jr	TAC	E	0	1.5	8	8	8	8	5	38.5	2E

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 to John Charles and the Fenwicks for organizing this month's event,

I wish to thank the checkpoint workers Steve Martin, John Charles, Peter Clifford and Brooke Jacobs.

Thanks also to John for greencrewing the event.

Next event is at **the Petrocan Centre on Hwy 400 northbound**, on Wednesday August 23, 2006, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

The Toronto Autosport Club Ralliette Series Results for August 2006

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
2	Stephen Deneka	SPDA	Alexei Stapinski	SPDA	N	.8	0.4e	1.5e	0.9	0.8e	0.8e	0.6e	1.2e	1.3e	0	8.3	1N
4	Ryan Young		Alison Smith		N	2.1	1.5	1.6	2.1	5m	0.5e	1.8	0.1	0.5e	3e	18.2	2N
5	Mark Shim		Peter Clifford	TAC	N	3.5	0.1e	8m	2.6	3.2	0.3	5m	8m	5m	1	24.5	3N
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0	0	0	0.1e	0.1	0	0	0	0	0.2	1E
3	Niels Jensen Sr	TAC	Niels Jensen Jr	TAC	E	0	0	8m	1.1	0.6	1.7	1.7	2.1	8m	5m	28.2	2E

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, Steve Martin, Peter and Margaret Fenwick, Scott Merrithew.

Next event is at the **Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga rd**, on Wednesday September 27, 2006, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2006 Ralliette Series Standings

x = ignore best 4 of 6 count

Beginner Driver

		April	May	June	July	Aug	Sep	Total
Susan McAuley	TAC	8	9	9	10			36
Richard Poole	BMWCCA	10						10
Chris Martin	TAC		10					10
Sheryl Graham	TAC			10				10
Stephen Deneka	SPDA					10		10
Daniel Stan		9						9
Doug LaPorte					9			9
Ryan Young						9		9
Andrew Hammond			8					8
Mark Shim						8		8
Cathy Cole	MLRC	7						7
Stefan Candea			7					7
Greg Burchell		6						6
Andri Sitartchouk		5						5

Beginner Navigator

Sarah McAuley	TAC	8	9	9	10			36
Jonathan Poole	BMWCCA	10						10
Lisa Shaw	BARC		10					10
Russ Harding	TAC			10				10
Alexei Stapinski	SPDA					10		10
Stefan Candea		9						9
Bill Succo					9			9
Alison Smith						9		9
Will Luczak			8					8
Peter Clifford						8		8
Stewart Hoo	MLRC	7						7
Daniel Stan			7					7
Chris Burchell		6						6
Maxim Stefanov		5						5

Intermediate Driver

Tim Chow		10						10
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Intermediate Navigator

William Horne		10						10
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Expert Driver

Paul Moore	PMSC		10	9	10	10		39
Niels Jensen Sr	TAC	10	6		9	9		34
Sandy Robertson	TAC/MLRC		9	10				19
Peter Fenwick	TAC		8					8
Ed Richardson	MLRC		7					7

Expert Navigator

Rita Moore	PMSC		10	9	10	10		39
Niels Jensen Jr	TAC	10	6		9	9		34
Alasdair Robertson	TAC/MLRC		9	10				19
John Charles	TAC		8					8
Eric Richardson	MLRC		7					7



2006 Mini Rally Series



presented by

WHEEL & TIRE ZONE

These are seven Beginner-friendly Rallies
lasting about two hours
on roads across the GTA north of Toronto

All begin at the Petro Can Service Centre
on Highway 400, north of Major Mackenzie

Day of the week: Monday
Registration: from 6 30 pm
Entrants' meeting at 7 45 pm
First car leaves at 8 01 pm

You bring: Your ordinary car or truck
a clipboard, watch, pencil, paper,
calculator, reading light, and valid
licence, ownership and insurance

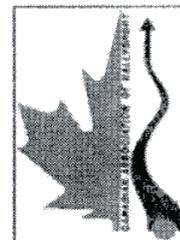
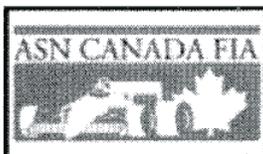
Dates: April 10, May 8, June 12, July 10
August 14, September 11, October 2

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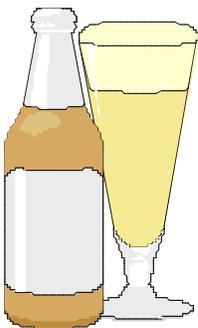
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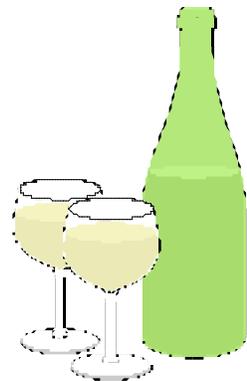
Wednesday, October 4, 2006 at 7:00 PM

It's Wine & Beer time again! This is a fun social event. If you haven't done this before please consider joining us this time. While preparing your brew, we will be dining on pizza. At a later date we meet again to bottle our creation and then we meet again for a wine exchange night. If for some reason you are not available on this date, you can still participate. Call me and we can arrange to have it made for you. Or if a full batch is too much we can probably find someone to share it with you. We are booked on Wednesday, October 4th at 7pm at BREW KETTLE, located at 10 Newkirk Rd, Richmond Hill (next to the GO Station). We have the choice of wine, beer, ciders and wine coolers. Check their website "www.barleyandgrapes.com" for all the varieties that they have to offer as well as pricing and monthly specials. They also have some really interesting links! You will get a 10% discount if we make 6 or more batches. If you are interested in participating please call me by September 29, 2006 to ensure that your selection will be in stock.

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BMW CAR CLUB RACE – SEPTEMBER 10



Rob McAuley in turn 1
(and below...) at the
Mosport Grand Prix circuit



Marshalls at the ready



All photos by Jordan Harkness.

On The COVER - TAC member
Covell Brown lifting a wheel in
turn 5 at Mosport. (Covell is also
in top picture this page)

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Calabogie Motorsports Park Track Action Gets Underway

TrackCorp Canada, the corporation in charge of **Calabogie Motorsports Park**, announced a re-zoning approval by Ontario's Municipal Board in late July.

Marshalling officials from the [Canadian Race Communications Association](#) visited the facility in July to advise on marshal stations; the region's Race Director is scheduled to advise on curbing placement, and the track's first lapping day took place in late August. The [Motorsport Club of Ottawa](#) visits the venue for a trackday social and barbecue on October 14.



Inside Track has been the primary presenting sponsor of RaceOntario's podium celebrations this season.

The circuit's website is expected to include info local accommodation, restaurant and service info, as well as local and regional points of interest.

More Cash Prizes from Inside Track

[Inside Track Motorsport News'](#) Mystery Position Award program has continued into the 2006 season.

Winners from the recent Trillium Trophy round were defending Ontario Touring Car Champion Scott Nicol, and series newcomer David Pratte.

IT's Mystery Position Award program featured the first cash prize in Ontario's race division since the Ontario Challenge Cup's cash purse era ended in 2002.

Mosport Records Fall at Touring Trophy Weekend

Besides providing some of the best spectator turnouts and car counts in recent memory, [BARC's](#) August 12-13 **Touring Trophy** weekend provided ideal conditions for new lap records in several categories.

In one of the fastest [Ontario Formula Ford Challenge](#) finals in series history, erstwhile national competitor **Matt White** pipped defending series champ **Shane Jantzi** for the race's fastest lap, and what the timers reckon to be a new lap record.

Jantzi's race-winning Van Diemen RF98 was clocked at 1:28.918 on lap four, while White's RF98 would circulate 0.199 seconds faster on lap nine. His record stands at 1:27.719. Jantzi's margin of victory over white was one tenth of a second.

Blaise Csida was credited with a new lap record for the GT1 bracket of the **Ontario Challenge Cup GT Sprints**. The category saw GT1 installed as its new 'open' bracket over GTA this year, relegating GTA's own open-era records to trivia status. The GTA lap records were established during CASC Ontario's Canada Cup era, when cars regularly lapped below the 1 minute, 20 second mark.



Csida was tuning his Trans Am-spec Corvette throughout the weekend, and hit 1:20.758 by the Sunday final. The car, built by Csida's BC Race Cars outfit, had recently been listed for sale, but may appear at the SCCA's recently announced **Topeka Trans Am** races.

Two out of The **Touring GT Championship** subclasses also saw lap records. **Grand Am GS** competitor **Kirk Spencer** debuted his Porsche with GT feature win, logging a 1:32.769. Faster still was **AutoAnalyzer Racing's SPEED Touring Lexus IS300**, taking yet another T1 record at 1:32.181.

SoloOntario Shootout Axed

Ontario AutoSlalom Director Wes Tanney has cancelled the season-ending SoloOntario Top Gun Shootout originally scheduled for October 1 at Mosport's Driver Development Track.

Though a favorite for some competitors, the event has struggled for attendance in the last couple of years while held at the DDT. A small contingent of Ontario entrants at the **Canadian Autoslalom Championships**, hosted by MSOC and SPDA in Toronto, also provided a harbinger of bad prospects for the Shootout.

"I apologize to all those that were looking forward to this unique event," said Wes Tanney in an August release. "Hopefully, interest will swell again next year making the event viable once again."



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Jantzi Leads OFFC Chase to Indy Pro Test

Facing the most competitive regional FFord field in years, defending [Ontario Formula Ford Challenge](#) champ **Shane Jantzi** continues to lead the standings with two weekends left.

Jantzi's lead has increased with each round over consistent podium finisher **Brian Nielsen**, and despite a mid-season charge by former national series contender **Matt White**.

This year's champion will earn an **Indy Pro Series** test with Ontario-based team [Brian Stewart Racing](#). BSR won the series for 450-horse, Nissan V-8 powered single-seaters, which acts as the primary feeder series to the **Indy Racing League**.

Team patron **Brian Stewart** is a former Canadian Formula Vee and Formula Ford champion, and was inducted into the Canadian Motorsport Hall of Fame in 2005.

BSR is not to be confused with [Brian Graham Racing](#), which has fielded Ontario Libre winning Pro Mazda and Zetec F2000 cars for **Greg Beresford** and others. BGR is once again awarding a **Zetec F2000 test** for the 2006 OFFC champ, and has added similar incentive for this year's B-class champion.

BGR founder **Brian Graham**, a former Ontario Formula Ford champion himself – also serves on the RaceOntario Committee as the region's open-wheel representative.



OMSC Lapping Day September 17th

Another affordable [Oshawa Motor Sport Club](#) trackday runs on September 17th, for experienced competition drivers only. Lapping will be held in accordance with SoloSprint rules, and is limited to 20 cars on the Mosport Driver Development Track's South loop. Cost for the day is \$70.00 for OMSC members, \$80.00 for others. Contact **Phil Amshad** at 905-655-6406, or sirmotorwerks@rogers.com.

New Venue for 2006 AGM

CASC Ontario's **Annual General Meeting** will move for the first time in several years. This year's AGM will be hosted by the [Holiday Inn Toronto Airport](#) on Mississauga's Dixon Road, West of Martingrove. The AGM is scheduled for Saturday, November 11 at 9AM.

Director Positions Up For Election at AGM

Elections at this year's Annual General Meeting will be held for the positions of President, Treasurer, SoloSprint Director, and Ice Race Director.

Though voted back in by ice race competitors at the end of the 2006 season, incumbent Director David Hilton has stepped down from the post, citing new work commitments.

Licence Price Updates Anticipated

Region Treasurer Graham Tulett posited a licence fee hike to the region's club Presidents at the Spring Presidents' Meeting. Prices for Driver 'A' and 'B' licences are expected to increase \$15 to \$20 across the board, to come closer in line with fees in other regions.

Street Racing Issue Puts CASC Ontario on CBC

CASC Ontario region President John Bondar appeared on **CBC Newsworld** earlier this summer, in a satellite-feed interview for insight on the federal street racing bill.

The interview highlighted CASC Ontario's legal and sanctioned alternatives to street racing. A clip of the interview has been uploaded to the CASC Ontario site. The memory-intensive (58MB) download is available via this link: <http://www.casc.on.ca/video/BondarInterview.wmv>

Vintage Festival '07 Slated for MG Reunion

The **MG Vintage Racers** group announced that next year's **VARAC Vintage Festival** will be their focus event for 2007.



The MG Vintage Racers designate one vintage race event each year as their "Focus Event", and they encourage all their members to come race their MGs there, as a sort of annual reunion.

The June weekend has become an annual staple for hundreds of North American vintage racers, known for its cozy atmosphere, and for Mosport's unique challenges.

VARAC' John Greenwood confirmed that "plans are being formed to have notable MG personalities present, having all-MG grids, and presenting our prestigious 'Simms Cup' MG racer's award. Our directors will work closely with MGVR on planning this event to make it a great success."

Chris Meyers of MGVR: "we anticipate that about 100 MG racers will participate in this exciting event." MGVR will also be awarding its 'Spirit Award' and 'Bill Parish Award'. "We look forward to working with VARAC and having a 'Safety Fast' racing event."

Tentative dates for the event are June 22-24, 2007.

Race For A Cure Kart Enduro Returns In October

The annual **Race For A Cure** has returned after a brief sabbatical, and is now in support of Cancer Assistance Services of Halton Hills. Visit www.raceforacure.ca for news.

CASC Ontario Welcomes The Canadian Volvo Club

CASC Ontario proudly welcomed the [Canadian Volvo Club](#) as its newest member club in good standing.



The club consists of over 140 members, and holds concours and other events.

Mark Your Calendars: RaceOntario Awards Gala November 11

RaceOntario's **42nd annual awards gala** has moved to the [Toronto Airport East Holiday Inn](#) on Dixon Road. Tickets are \$50, available from the CASC Ontario region office by cash, cheque or charge, or by cash or cheque at Mosport during the 2006 **Celebration of Motorsport**. Contact CASC Ontario for more details.

CASC Ontario tried to contact **Tom Hnatiw** to confirm whether he'd be returning as the gala's MC. He couldn't come to the phone, as he was busy with his noble quest to de-blingify the motoring world through the clever tactic of infiltrating Nascar TV.

London Automobile Sports Club Turns 50

The London Automobile Sports Club (LASC) celebrates its 50th year this season. Formed in 1956, the club's members helped organize sports car racing in Southwestern and Central Ontario. LASC organized events at the Greenacres circuit, located near Kincardine along Lake Huron. Other races were held at former RCAF training airfields at Harewood and Edenvale. More recently, LASC has been a strong supporter of bike-powered formula car competition.



"LASC is proud to reach its 50th year of operation and today still offers its services to members that have an interest in amateur Sports Car Racing in Ontario," says club President John McInnis. A banquet will be held at the London Delta Armouries on Saturday, October 21st for current and former members of the club. Tickets are limited and cost \$50 per person. They can be purchased by calling Robert (Bob) Long at 519-679-0637.



Racegoers Bemoan Falling Formule Libre Car Counts

Formule Libre car counts have continued to trail off this season, reaching an all-time low at this year's DAC Trillium Trophy. The Shannonville round saw Libre points leader **Mario Urbano** go unchallenged in the Sunday feature, after Atlantic Motorsport Team driver Philip Major made a half-hearted Saturday appearance in testing for his Formula BMW USA campaign.

Despite background rumours of new bike-powered cars in the offing, the entire sector has spiraled into increasing owner apathy due to the lack of on-track competition. Unrivalled performance-per-dollar figures, a buyer's market for Formula 2000 cars, and a declaration of intent by the region's board and media partners have evidently failed to provide a needed shot in the arm.

Urbano and others have repeatedly expressed concern, but have failed to find a voice amidst the region's closed-wheel majority. Interestingly, the average wings-and-slicks competitor has aged in comparison with production-based entrants, whose online forum participation numbers are high.

Open-wheel entries from outside the region dropped off during the SARS scare of 2003, when the **SCCA** dropped the Presidents Trophy weekend as a national event. SCCA's national-level programs continue to grow open-wheel and sports-racer fields in the US, particularly since the Radical sports racer has prompted reasonably priced, locally built alternatives.

CASC Ontario had a strong open-wheel program in the nineties, after a number of F2000 cars were orphaned by the demise of their national series in 1991. RaceOntario awarded the DeHaas trophy to the region's top Libre competitor at the time, but re-dedicated the cup after sponsor Chris Steer Insurance broke off.

A region-wide survey of open-wheel car owners has been suggested, but has not been organized as of yet.

Airfield Circuit Rumoured for Ottawa ChampCar Race

The Toronto Sun recently re-awakened rumours that Ottawa's little-used Rockcliffe Air Force Base may host a race event.



With Montreal's Isle Notre-Dame circuit allowed only two race events per year, Champ Car has essentially lost their Montreal venue to NASCAR. The Rockcliffe airport circuit reportedly offers the closest race-ready site that could accommodate the 800-horsepower, 300-km/h Champ Cars within driving distance for the Montreal market.

The report made no mention of Calabogie's developments, though the new permanent facility is expected to have sound and usage limitations that would preclude any possible ChampCar appearance.

Reported Club Membership Figures

Including pending and Good Standing members reported for 2006, ending Aug. 30.

BARC	281	OZCC	97	HRC	33
VARAC	223	HADA	93	LASC	17
TAC	220	BEMC	86	MSOC	16
MCO	196	TBAC	85	SCMC	14
MMS	163	TFBM	75	COMP	7
CVC	142	PMSC	74	CRDA	5
CRCA	112	WOSCA	72	MLRC	5
DAC	109	St. LAC	69	BMWCCO	3
OMSC	109	SPDA	45	SOCCI	0
TLMC	109	KWRC	41	TIZCC	0
BMWCC	102	CTA	35	UMN	0



Ontario-Quebec Co-Operation On The Rise

Spectators at the September 26-27 **CRDA Presidents Trophy** enjoyed GT fields enhanced by a large contingent the **Federation Sport Auto Quebec's** Touring and GT series'.

While the cars ran for FSAQ series points, there was paddock discussion regarding inter-regional competition.

Jacques Dulac, President of FSAQ's **Formula Tour 1600 Series**, also predicts a strong Quebec contingent for the upcoming **Celebration of Motorsport** October 1st weekend. The visit marks the second Mosport outing in 2006 for Quebec's Formula Fords, and the first for many of the region's entrants since ASN Canada FIA's Canadian Formula Ford Championship folded.

The inaugural **FormulaCar Magazine CanAm Cup** figures prominently on the Celebration weekend schedule, and is being promoted heavily in the US as an inter-regional, festival-styled event.

CASC Ontario members can download complimentary weekend admission tickets by logging into the Members Only area at www.casc.on.ca.

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[™]) 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 or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

Minutes of General Meeting – July 19, 2006

Susan McAuley volunteered to take the minutes as the Secretary was absent.

Meeting started at 8:05, at Fox & Fiddle

8 Members present, no guests.

The meeting was started with the **Competition Director's report:**

Reminder Ralliette is next week, last month only 4 cars ran. Comments made that attendance is down in other clubs' rallies too. Contract Rally is scheduled for August 13, Guru Nanak, organizer is Scott Merrithew.

Solo 2 organizer has indicated that he will not organize next year due to low TAC attendance. Discussion ensued about whether an organizer can be found or should TAC even be involved next year.

Solo 1 director gave his report :

Potential for a Calabogie event in September, MCO will host. Reviewed upcoming events. End of season banquet will be held at the Valhalla Inn on the first Saturday in November. Christian has announced his intention to retire at the end of this season and has notified the Solo 1 committee to search for a replacement. Solo 1 director has been a TAC member for at least the last 3 directors. Christian has started conversations with the tracks for dates next year to ensure a smooth transition. Potential to ask a club to host the SoloSprint Nationals next year.

Congratulations to Christian Sorensen who won the enduro at the Touring GT BARC event last weekend at Mosport. Well done.

Treasurer's report:

The bottom line : the bank balance at the beginning of the meeting was \$25,921.13, receipts presented at the meeting are exceeding expenses paid at the meeting by approx. \$100. Peter tabled a listing of ongoing expenses of approximately \$15,000. Peter will further refine the list of expenditures. President requested this be completed to help with ongoing forecasting. Revenues for the year tend to be split between membership ~ \$7500 and ~ \$7500 for events for a total of about \$15,000. Conversation ensued about getting into hosting race weekends (Christian). This was noted as an opportunity for the club to grow with its members through to full racing. John Hannaford has indicated that he will need help for the ALMS barbecue this year. The biggest budget item in the past has been apparel which is optional and currently used as a mechanism to return equity to the members. Rob will follow up with Peter to determine some budgeting parameters. Questions were raised about where to do banking and how and if the balance should be invested. Various options for investing the core balance (\$15 to 20K). John Charles proposed that the BOD investigate this further.

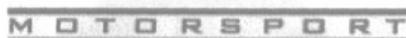
Rob discussed the Drifting request from the media to coincide with the release of The Fast and the Furious Tokyo Drift DVD. Rob asked whether the members present would support this. Questions were raised about how much this promotes street racing and should the club be associated with such a movie. Consensus from the members present was not to be associated with the event.

The current issue of Fifth gear is posted on the Website

New Business: Peter requested that a blast email be sent to the membership, if the ALMS TAC coral is happening. Peter will confirm with Social Director Chuck Atkins. Mosport also needs to be confirmed for space.

For Sale or Wanted: Dietmar is looking for 4 x 15" rims, 4 x 108 bolt pattern for his Audi. European Racing (Minardi) F1 chronograph watch for sale \$250, contact Rob. Loonies in the bus (\$8) was won by the President.

The meeting was adjourned at 9:12, next meeting is the third Wednesday in September (September 20).



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Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Tuesday, August 1, 2006
8:09 PM

Present:	Robert McAuley, Russ Harding, Todd Presswood, Dietmar Seelenmayer, Chuck Atkins,	
Regrets:	Peter Clifford,	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
1. Membership	<ul style="list-style-type: none"> - Current membership stands at 207. Same time last year we had 204 members. - The traditional lowering of membership fees (dropping to \$25) will be in effect as of Aug 1. 	
2. Website / Internet Service Provider	<ul style="list-style-type: none"> - <i>Board vote</i> and approval to change to Martin @ Affirma Innovations (a SoloSprint Series Sponsor) website hosting for a rate of \$15/month. 	<ul style="list-style-type: none"> - Russ to change over TAC's web hosting service.
3. TAC Gear and Membership Rewards	<ul style="list-style-type: none"> - Renewal dividends gear has been shipped. - Chuck to follow up on status of volunteer rewards. 	<ul style="list-style-type: none"> - Chuck to follow-up with Marilyn.
4. Banking	<ul style="list-style-type: none"> - Rob reiterated a recommendation that we carry a bank balance equal to 1 years worth of expenses. (approx \$15,000) - We need to look at the best alternatives for the funds in the bank. (term deposits, increased services, equity funds, etc.) 	
5. Ice Racing	<ul style="list-style-type: none"> - No new news 	
6. Rally	<ul style="list-style-type: none"> - Dietmar organized a ralliette last week, there were 4 teams entered. - Due to low participation, Dietmar is going to contact Maple Leaf to investigate a joint series for next season. 	
7. SoloSprint	<ul style="list-style-type: none"> - Event #5 (65 entrants) & #6 (57 entrants) completed on the weekend of July 29/30 at Toronto Motorsports Park. - TAC is <i>very</i> close behind HADA in Club standings. - The Canadian National SoloSprint Championship will be held at St. Eustache, Quebec on Sunday September 3 and Monday September 4th. (These are events #7 & 8 on the Ontario SoloSprint Schedule) - Solo school on Saturday October 7 and event #9 in the series on Sunday October 8 are organized by TAC. 	
8. Auto Slalom	<ul style="list-style-type: none"> - We are looking for organizers for next seasons TAC organized event. 	
9. Club Meeting Location	<ul style="list-style-type: none"> - There is no meeting in August. - Next meeting scheduled for September 20th. 	
10. Succession Planning	<ul style="list-style-type: none"> - Rob is stepping down this year. - Chuck is concerned that not being located in the city hinders his ability to put together good social events. - A nominating committee consisting of at least Rob and Chuck will approach 	

some candidates.	
11. ALMS Weekend - \$40/ticket for members for the event. - Board approves inviting the high-park ski-club. They can join the club at the ½ price rate. - A cap of 50 people will be imposed to ensure adequate food and accommodations. - Rob sent an e-mail to ensure the new TAC logo would be on the ticket. A reply has not been received.	- Chuck to follow-up on ticket arrangements.
12. Year-End Party - Planning for Year End party to commence. Venue to be researched and determined.	- Chuck to research some venues and prices and bring back information to the Board for a decision.
13. Adjournment - There being no other business, the meeting was adjourned at 21:35 hours.	

Next scheduled BoD meeting is a conference call commencing at 8:00PM on Tuesday September 5, 2006.

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**Toronto Autosport Club
 Monthly Board of Directors Meeting Minutes
 Tuesday, September 5, 2006
 8:00 PM**

Present:	Russ Harding, Todd Presswood, Chuck Atkins,	
Regrets:	Peter Clifford, Robert McAuley, Dietmar Seelenmayer,	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
1. Membership	<ul style="list-style-type: none"> - Current membership stands at 219. Up 12 from last month. - Membership fees were dropped to \$25 effective Aug 1. - Russ will maintain the reduced rate until after the last Solo event of the season. 	
2. Website / Internet Service Provider	<ul style="list-style-type: none"> - Board vote and approval to change to Martin @ Affirma Innovations (a SoloSprint Series Sponsor) website hosting for a rate of \$15/month. - Russ to investigate spam protection for the members e-mail addresses. 	- Russ to change over TAC's web hosting service.
3. TAC Gear and Membership Rewards	<ul style="list-style-type: none"> - Renewal dividends gear has been shipped. - Volunteer rewards have been expedited by Chuck. He will be contacting members who have not received their goods yet. 	
4. Banking	<ul style="list-style-type: none"> - Peter not available at this meeting. 	
5. Ice Racing	<ul style="list-style-type: none"> - No new news 	
6. Rally	<ul style="list-style-type: none"> - Dietmar not available at this meeting. - Russ suggested that we look at starting rally's from a 'Road House' location where participants can socialize more before/after the event. 	
7. SoloSprint	<ul style="list-style-type: none"> - SoloSprint Nationals Event #7 and #8 completed on the weekend of September 3/4 at St.Eustache, Quebec. - Solo school on Saturday October 7 and event #9 in the series on Sunday October 8 are organized by TAC. 	
8. Auto Slalom	<ul style="list-style-type: none"> - We are looking for organizers for next seasons TAC organized event. 	
9. Club Meeting Location	<ul style="list-style-type: none"> - Next meeting scheduled for September 20th. 	
10. Succession Planning	<ul style="list-style-type: none"> - Rob is stepping down this year. - A nominating committee consisting of at least Rob and Chuck will approach some candidates. 	
11. ALMS Weekend	<ul style="list-style-type: none"> - Attendance was 22 people this year. Rain probably contributed to the low numbers. - The meal was fantastic and the racing was very entertaining. - We will have to focus on more marketing and communicating this event next year. 	
12. Year-End Party	<ul style="list-style-type: none"> - Year End awards banquet to be held at the Toronto Board of Trade on Saturday November 25. 	- Chuck organizing this event.
13. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 20:51 hrs. 	

Next scheduled BoD meeting is a conference call commencing at 8:00PM on Tuesday October 3, 2006.



2006 Membership Application-1/2 YEAR

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

Email: registrar@torontoautosportclub.ca

New or Renewal Members – Single or Family \$25.00
(This is a Reduced Rate for After August 1 2006)

JOIN or RENEW ON-LINE :

JOIN-> www.casc.on.ca/joinAClub.php

RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2006 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 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 MasterCard # _____

Mastercard Expiry Date: ____/____/____ Signature _____

Amount: \$25 Other _____ **TOTAL :** _____

TAC works only because volunteers make autosport happen!

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

Please indicate all of your 2006 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 2006;

- 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