



Fifth Gear

April 2007



www.torontoautosportclub.ca

Toronto Autosport Club

2007 EXECUTIVE:

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2007 COMPETITION CO-ORDINATORS:

RALLIETTES: (open position)
SOLO-II (open position)
KARTING:

2007 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(open position)		
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MEMBERSHIP:	Russ Harding		registrar@torontoautosportclub.ca
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Club Mailing Address: 2267 Lakeshore Blvd. W., Suite 1214 , Toronto, ON M8V 3X2

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:



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Focused on the path ahead.

FROM THE PRESIDENT'S DESK

First, a reminder that there will be an election for the position of Competition Director at the April meeting. Sergei Gushin has volunteered to run for the position. Any other nominations will be accepted at the meeting and a vote will be taken. If you cannot come, please fill in the proxy and give it to a member that is attending or email the text of the proxy to a member that will be attending. This is to make sure that we have a quorum.

At the last BOD meeting (executive) we decided that, since rewards for last year's volunteer points have not been distributed yet, we will combine them with those that will be earned this year. This was done for a couple of reasons. This will give more points to members for a bigger/better reward, also the timing to get the info out and requests back would get last year's rewards out in the latter part of this year.

The Solo open house was at CSC on April 1. I was not there but hear that there was a good turn out and we gained 15 new members. More info will be available at the April meeting.

The first Ralliette of this year will be on Wednesday April 25; see the flyer elsewhere. I am looking for checkpoint workers and competitors. A ralliette is a good way to get members of the family out to a competition. We have had mother/daughter, father/son, husband/wife teams in the past. Contact me for more info.

Hope to see you at the next meeting on April 18 at the Fox and Fiddle.

Dietmar

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TAC EVENTS CALENDAR 2007

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
April 2007			
13-15	ALMS	Long Beach Grand Prix	
15	CHAMP	Streets of Long Beach	
15	F1	BAHRAIN Grand Prix 308.238km	
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
20-21	ALMS	Lone Star Grand Prix, Houston Tx	
21	Awards/Dinner	Magnum Ice Race Awards Banquet, Whitby	CASC-OR
21	IRL	Twin Ring Motegi	
21	ORRC	Spring Runoff Rally - CANCELLED -	PMSC
22	CHAMP	Houston, Reliant Park	
25	Ralliette	Ralliette Series Event 1, Tim Hortons: Mississauga Rd/Derry	 TAC
28-29	Solo II Series	Autoslalom School, BCS&E, Brampton	SPDA
29	IRL	Kansas Speedway	
May 2007			
5	ORRC	Blossom Rally	KWRC
12-13	Regional Race	BEMC Spring Trophy Mosport	BEMC
12	SoloSprint	SoloSprint School Day #1, Mosport DDT	
13	F1	SPANISH Grand Prix 305.256km	
13	Solo II Series	CASC-OR Mobil 1 Autoslalom Ser. Mohawk Racetrack/Milton	CASC-OR
13	SoloSprint	SoloSprint School Day #2, Mosport DDT	
14	Mini Rally	Mini Rally	MLRC
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
17-19	ALMS	Utah Grand Prix, Salt Lake City	
20	CHAMP	Zhuhai International Circuit, China	
23	Ralliette	Ralliette Series Event 2, Tim Hortons: Mississauga Rd/Derry	 TAC
25-26	Rally-CRC	Rocky Mountain Rally	CSCC
26	SoloSprint	SoloSprint Event #1 ; Mosport DDT	
27	F1	MONACO Grand Prix 260.52km	
27	IRL	91st Indianapolis 500	
27	SoloSprint	SoloSprint Event #2 ; Mosport DDT	
June 2007			
2	ORRC	Discover Ontario Rally	 TAC
2-3	Regional Race	CRDA Shootout at Shannonville	
3	IRL	Milwaukee Mile	
9	IRL	Texas Motor Speedway	
9	Rally-Club Level	SNATR (Saturday Night at the Rallies)	KWRC
9	SoloSprint	SoloSprint Event #3 ; Shannonville Fabi Track	
10	CHAMP	Portland International Raceway	
10	F1	CANADIAN Grand Prix 305.27km	
10	SoloSprint	SoloSprint Event #4 ; Shannonville Pro Track	
11	Mini Rally	Mini Rally	MLRC
16	Rally-OPRC	Black Bear Rally	MLRC

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

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

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

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**TAC MOTORSPORT CLUB INC. (TORONTO AUTOSPORT CLUB)
SPECIAL GENERAL MEMBERSHIP MEETING**

**TO ELECT A
CLUB OFFICER in the Position of
COMPETITION DIRECTOR**

Notice is hereby served that a
Special General Membership Meeting
will take place at **8:00 pm** (or later)
following the regular business meeting
on **Wednesday April 18, 2007**

at the Fox and Fiddle, 1285 Finch Avenue West, Toronto (1 Block East of Keele)

**It is important that all members attend (either in person or by proxy)
so that you can vote on matters properly brought forward for the
executive position up for election. Nominations for this position are also
accepted up until call for closing of nominations at the Meeting.**

Due to circumstances, the present director is resigning, thus the position to be filled at the meeting are:

Competition Director

This position is for the remainder of a two year term, running through until November 2007, whereupon the regular annual election for the position will take place.

If you know that you will be unable to attend, please fill out the notice of proxy below and submit it to the Club Secretary before the elections take place (in person by proxy-holder or to club address : 2267 Lakeshore Blvd West, Suite 1214, Toronto Ontario, M8V 3X2)

Return This Part

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.

2007 SPECIAL GENERAL MEMBERSHIP MEETING (ELECTION)

I, _____, being a member in good standing of the Toronto Autosport Club, do hereby assign my voting rights at the 2007 TAC Motorsport Club Inc. Special General Membership Meeting (Election of Officer Position), to be held April 18, 2007

to _____, who is also a member in good standing.

Signed: _____ Date: _____



Mini-Rally Series 2007

Beginner, Novice and Expert Classes.



The Mini-Rally's are held on the following Monday evenings:

Apr 16 May 14 Jun 11 Jul 9
Aug 13 Sep 10 Oct 1

The Maple Leaf Rally Club Mini-Rally Series is a set of 7 monthly navigational Rally's held throughout the summer and autumn on good quality gravel and paved country roads just north of Toronto. Anyone can enter and no special car preparation is necessary. They are FUN, inexpensive and challenging.

Any car, truck or mini-van may enter. Bring along vehicle registration, proof of insurance, a clipboard, pen, paper, and a good watch. A calculator would be handy and make sure that your map light works as many of the events occur in darkness. Trophies are handed out to the Top-3 finishers in the Beginner and Novice Classes.

This year, **Toronto Autosport Club** and **Maple Leaf Rally Club** are pleased to announce the combined **Mini-Rally & Ralliette Championship**. Competitors can count their best six events from either Series towards this Championship with at least two events from each series.

Beginner, Novice and Expert instructions will be available. No previous experience is required although familiarity with Rally jargon and commonly used instruction types would be an asset. The club has free Mini-Rally manuals available and assistance is available at the start of each Rally. Please visit our web site or email for more info.

Start/finish is at the Service Centre on northbound Hwy 400, just north of Major Mackenzie Drive. The usual distance is 100-120km. Registration for all events begins at 6:30 PM, first car starts at 8:01 PM and finishes around 10:15 PM.

Entry fee is \$25 per event per team. MLRC and TAC members pay \$20 per event per team.

For More Information,
Please visit:

www.mlrc.ca

Or Contact:

Ken Nazeer: atlarge@mlrc.ca

\$25 Entry Fee
Door Prizes at each rally





Toronto Autosport Club presents the **2007 Ralliette Series**

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

This year, **Maple Leaf Rally Club** and **Toronto Autosport Club** are pleased to announce the combined **Mini-Rally & Ralliette Championship**. Competitors can count their best six events from either Series towards this Championship with at least two events from each series.

Start/Finish: Events will start at the Tim Hortons, corner of Mississauga Rd and Derry Rd (N of 401). Finish is at the Drake and Firkin, next to the start location.

Dates/Times: All Ralliettes run on the fourth Wednesday evening of the month.

April 25 May 23 Jun 27 July 25 Aug 22 Sep 26

Registration: Starts at 7:00 PM. First car starts at 8:01 PM and finishes before 10:20 PM.

Distance: Ralliette distance is typically 100 – 125 km.

Classes: Beginner, Intermediate and Expert.

Trophies: Awarded to Driver and Navigator for 1st and 2nd place Beginner, 1st place Intermediate and 1st place Expert.

Total Events: Six events in the series – your best four finishes count towards the year-end championship awards.

Registration Fee: \$25 per event per team, TAC and MLRC members pay \$20.00 per team.

More Information:

Dietmar Seelenmayer	Russ Harding
416-250-7082	416-259-1809
dietmar.s@sympatico.ca	vicepresident@torontoautosportclub.ca

www.torontoautosportclub.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 Hudson is a Certified Financial Planner (CFP™) 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 mhudson@gpcapital.com or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

CARS AGM DISPLAY

Peter Clifford took some photos of the Classic Rally Cars that were on display at the CARS AGM recently.



On the Cover:

The classic Open-Class Audi of brothers Frank and Dan Sprongle, many-time Canadian and North American Performance Rally Championship winners.



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the Soapbox Derby

...by Malcolm Elston

In the last Derby I wrote about tire age, and noted that every DOT-approved tire sold in Canada has a manufacturing date moulded into the sidewall.

Here's what you need to know...

Tire manufacturers are required to put a Tire Identification Code or Serial Number on the sidewall, comprised of 11 or 12 numbers or letters that identify the manufacturer, the location of the production facility, the tire size and the date it was built.

The last 3 or 4 digits indicate the date of manufacture...

For tires produced before Sept 1st, 2000, two digits indicated the week, and one the year... After Sept. 1st, 2000 they must show the date using four digits; xxxxxx2304 tells you that your tire was built in the 23rd week of 2004.

Due to shipping delays, inventory challenges, and production schedules – new tires can easily be six months to a year old when they get to you. New tires that are more than a year old should be looked at with caution, and you might want to shop around a bit more.

Especially if it is a common and popular size and type.

More on Tires:

Now that Michelin has left the party, Bridgestone is the sole supplier for the 2007 World Championship. They supply 'hard' and 'soft' compound dry-weather tires for each Formula One team (as well as 'Intermediates' and 'Wets' for damp or rainy weather...), and each race team can decide for themselves which type of tire they choose to use in practice and qualifying.

However, the '07 F1 rules do specify that each team must use each compound during the actual Grand Prix race. So each team has to think about when they will run on the 'hards', and when they will run on the 'softs' on Race Day.

Should they start on the 'softs' for better launch traction? Start on the 'hards' (and with a little bit more fuel on-board, so they can go deeper into over-all race distance) before their first pit-stop?

And how could the fans (or the other teams, for that matter!) know who is racing on which compound, and when are they doing it?

For a number of reasons, Bridgestone – and some of the teams – resisted such radical means of distinguishing the tires such as painting the sidewalls red (which is the method successfully used in Champ Car).

Because...

The teams were allegedly concerned that coloured markings on the tyres could clash with their sponsors' colours. Uhhh... right. Can you think Ferrari red? And who won all their recent World Championships on Bridgestone tires... bingo!

The two-compound rule had an unsatisfactory baptism in Melbourne, where Bridgestone applied a 3-cm diameter white spot to the sidewalls of the soft 'option' tire to differentiate it from the primary compound.

The spot was so small that the two types of tire were indistinguishable when cars were at speed, both to spectators at the racetrack and to the worldwide TV audience.

Only when the cars were stationary in the pit lane was the difference visible.

So various alternatives appeared on the table, including using different coloured print for the 'Bridgestone Potenza' logos on the two compounds, or maybe painting a single white stripe into one of the grooves on each of the option tires.

It was the latter strategy that succeeded, which you already know if you watched the Malaysian GP a couple of weeks ago.

A more radical overhaul could be carried out in time for the first race of the European season, the Spanish GP in mid-May.

Renault's engineering chief Pat Symonds was unimpressed that spectators were so poorly served. "It's absolute rubbish – and it's no surprise, either," he told Autosport magazine.

"It's pathetic and it really annoys me. "I think Formula 1 just makes itself a laughing stock by doing this."

I agree completely... watching the Malaysian GP with the in-groove tire-paint looked petty darn Mickey Mouse to my old eyes (but then again, I also believe that all F1 cars should be on slicks, to deliver the ultimate in grip).

continued...

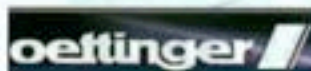
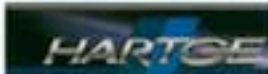
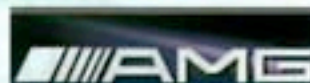
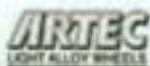


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Thankfully, the white paint line disappeared pretty quickly... leaving a nice black tire surface.

It's the esthetics, you know.

Save Really Big Bucks by Getting smart Now!

Ottawa has decided to indulge in some more 'Social Engineering'. Do we want to live in a country where the Government uses 'carrot-or-stick' strategies to motivate us?

But I digress...

The new "Feebate" system of rewarding car-buyers who choose economy vehicles – and punishing buyers who choose gas-guzzlers – is now law.

Almost every media outlet that reported on this element of the latest Federal Budget did so by using the word 'hybrid' to describe the vehicles eligible for the maximum \$2,000 rebate.

Which completely ignored the smart car, which is a turbo-charged diesel, of course.

But in fact, every smart car buyer will also get the full \$2,000 rebate.

The media missed this because there are no 2007 smart cars for sale in Canada... a new, 2008 model will be introduced this coming winter.

However, Mercedes is still importing new 2006 smart cars (kind of like the current Golf and Jetta 'city' models... brand-new and fresh, but one generation older in design).

Since a 2006 smart car costs \$17,000 that \$2,000 rebate from the Feds effectively lowers the price by 12%.

A base smart includes ABS, Stability Management, Electronic Brake Distribution, and Traction Control software as standard equipment. Plus a whole long list of other really sophisticated equipment – on every model.

As regular readers of this space know, I'm totally pleased with my 2006 smart, which has now racked up 36,000kms of trouble-free motor-ing. With an average fill-up costing \$17, and a 400km range per tank – what's not to like?

Lewis Hamilton has exceeded my predictions, and I'm really excited to see the arrival of another great racer into the top-level of motorsport.

With a 3rd place finish in his first-ever F1 (Australia), Lewis put himself amongst the few (two others, if memory serves) who have claimed a podium finish in their debut.

Then he improved!

His opening moves (in the Malaysian GP) took him from 4th on the grid to 2nd by corner two; it was a stunningly beautiful piece of skillful and brave and confident driving. If you didn't see it, go find it on the 'web'; in my view, it was one of the best F1 starts in years, if not decades.

By the time you read this, he will have completed the Bahrain GP (April 15th). There is every possibility that he could falter, but I doubt it. This is a strong young man, racing well.

Perhaps his car will fail, but I doubt that, too – McLaren knows they have a strong shot for the Championships, and they will be sweating the preparation details for Alonso and Hamilton with the same fer-

vor they did back when Senna and Prost were driving their cars...

Sometimes even the simplest car tasks can become a PITA (Pain In The Ass) through no fault of your own. It was time to put a new set of wipers on the 92x, so off I went to Canadian Tire for a fresh pair of summer Tricos. I've been fitting these to our Subarus twice a year for more than 15 years, so I knew the whole job would take less than an hour...

Right.

Bought the wipers (one 22", one 17" – don't ask; it's a Subaru thing), came home and popped-off the old Tricos. The new 22" fitted perfectly, but the 17" wouldn't fit the wiper arm at all. So, back to Canadian Tire with the new 17", plus the old... spoke to the senior staffer in automotive and found that ALL the in-stock 17" Tricos were made to a different spec. than the 22"ers.

Hmmmm...

OK, so I'll up-grade to the fancy new Reflex wipers (40% more \$\$\$). Back to home base to dismount the 22", then back to Cdn. Tire. Pay the up-charge (\$54 for two, instead of the Tricos at \$32). Go home again, and install the new blades.

Three round-trips, and three hours in total – just to change the bloody wiper blades! ARGhhhh!

And CTC gets way more money.

I'm thinking conspiracy between the store and the supplier... or maybe I'm just a fool for thinking that there should be real-world standards set for common automotive products.

- ONE SET OF NEW 'R' COMPOUND RACE TIRES
- ONE SET OF NEW COMPETITION BRAKE PADS
- PAID ENTRY FEES

I'M STILL LOOKING FOR THE 'RIGHT' FIT INTO THE 2007 SOLOSPRINT SERIES, IN THE 'SECOND DRIVER' CLASS. INTERESTED (or merely curious?)... LET'S TALK !!

Malcolm @ (416) 705-9232 or mje51@rogers.com

Giving automatics the gears

By Murray Whyte March 4, 2007

For Rob McAuley, this past week's sudden snow squall produced a nightmare scenario vivid enough to induce cold sweats: The dull horror of a commute flash-frozen, its incremental creep leaving him trapped in the red glow of an endless field of brake lights inching out of downtown – thousands of right feet, absently battling the inertia of their automatic transmissions.

His horror is shared, no doubt, by thousands duty-bound to the twice-daily crawl. But for McAuley, the dread is all the more acute. As his own right foot gently works the brake, in his mind his left is elsewhere: on the track, in his custom-outfitted BMW M3, complete with roll cage, feeling the growl of every RPM through the clutch.

Yes, a clutch. Maybe you've heard of it. Though as far as statistics go, not many of you use one. According to the most recent statistics available, released by a U.S. Congressional study on fuel efficiency in 2000, as recently as 1980, 32 per cent of cars sold in the U.S. had manual transmissions. By 2000, that figure had slipped to 14 per cent. (Statistics Canada, alas, doesn't track such things).

But ask Stuart Schorr at DaimlerChrysler Canada, though, and it's even less. "Ninety-five per cent," he says, when asked the proportion of automatic-equipped vehicles his company sells. And the rest of the Big Three would likely concur. (For the record, Toyota is more clutch-friendly, at 17.6 per cent).

So perhaps a brief primer is in order. A clutch, then, is this thing that people used, long, long ago to shift gears. When you pressed down on it with your left foot, it disengaged the engine, letting you choose the gearwheel appropriate to the speed you were moving, then re-engaged it again when you released it. It gave you a connection to the flying hunk of steel you were piloting. Some would say it gave you control.

But be aware that clutch enthusiasts still live among you. Like McAuley, a former president of the 200-plus strong Toronto Autosport Club.

"It's a totally different mindset," says McAuley, who is mercifully spared his nightmare scenario by working from home, mostly, for IBM.

"When you drive a car like that, you're focused on driving, and that's all you're really thinking about. You're observing the cars around you, you're thinking about the next corner – do I upshift, do I downshift? In an automatic, it's easy for your mind to wander."

Easy for the car, too, to drift blithely along unburdened by much more than the occasional tap of the brake pedal – oh, the clutch-driven few *love* that – and a lazy turn of the wheel.

In our convenience-driven society, the urge to distance one's self from the reality of an object should come as no surprise.

The difference between automatic and standard is the difference between the tidy, ultra-lean cut of buttery-smooth filet mignon and the fat-oozing flesh of a meaty porterhouse still clinging to the bone.

It is Protestant versus Catholic, Ontario versus Quebec, head versus heart, pragmatism versus passion. It is two different languages: one that says only the things you want to hear, and the other plainspoken, direct – and occasionally off-colour.

To put it another way, the automatic offers the opportunity to not think or feel (or taste) too terribly much. Or, in clutch-gearwheel lingo, to disengage. Permanently.

Which is exactly what the majority of North American drivers do. In big cars designed above all for comfort, the commute takes place in a half-conscious state. "It's the mobile living room idea," McAuley says. "Except instead of watching TV, you're holding a steering wheel."

Comfort and convenience, of course, are the hallmarks of the North American lifestyle. So it's hardly a surprise that the automatic transmission was a Detroit innovation. In 1940, Oldsmobile introduced the Hydra-matic Drive, a four-speed automatic with such inventive sales pitches as "The Car Without a Clutch Pedal!" and "The Drive That Shifts Itself!"

It was the only pitch they needed. Initially an Oldsmobile exclusive, the Hydra-matic was rapidly adopted across GM brands like Cadillac, Buick and Pontiac, and sold to other carmakers like Bentley, Hudson, Kaiser, Nash, and Rolls-Royce.

From 1950 to 1954, Lincoln bought Hydra-matics from its competitor to keep up. Chrysler, a latecomer to

the game, didn't get its own automatic to market until 1953.

The timing of the automatic dovetailed nicely into the post-war social forces that would shape North American society for good. Rapid suburbanization and freeway building embraced and nurtured the budding automotive era, where glamour and luxury could be equated with the smooth, silent ride of an Oldsmobile Hydra-matic, whisking the friendly commuter from suburban idyll to office and back again with maximum comfort and minimum effort.

"Once the bugs were worked out, they were remarkably reliable and smooth, with those tremendously powerful V-8s," says Gavin Conway, the editor of Detroit-based *Automobile Magazine*. "By the late '50s, all mainstream cars were equipped with automatic transmissions. Pretty quickly, the idea of a standard became associated with European performance cars."

Commuting has changed, too. According to Statistics Canada, in 2005 there were a little more than 18 million passenger cars on the road; in 1965, with the first wave of suburbanization well-rooted, there were just over 5 million. As McAuley's occasional experience with gridlock would suggest, that means a greater workout for the clutch foot in constant stop-and-go traffic.

It all meant the standard's long, slow marginalization. The decline has been steady. In recent years, the explosion of the SUV market has accelerated that imbalance. "These aren't the kind of vehicles that lend themselves well to a standard," Conway says.

Toyota's numbers seem to bear that out. In 1995, the standard-automatic split was near 50-50. Now, it's more like 83-17.

The result, too, is that for North American vehicles, a standard transmission is an option that's less and less readily available, if it's available at all. Several lines don't come with a standard as an option, period; some that do often require long waiting periods for delivery.

Conway advises against buying a standard even if you can get one. "It would be a bad idea here, frankly, simply because you could never sell it," he says.

And then there's Europe. Go online to any of the biggies – Avis, Hertz, Eurocar – and try to rent a car with an automatic transmission. Your first question will be: *how* much more?

"The standard is just much more ingrained in the motoring culture there," Conway says.

Gas prices in Europe that are near-double North America's make engine efficiency – a main advantage of the standard – a priority. Superhighways were also much later in coming, which meant that roads with – gasp! – curves remained in regular use for much longer.

Which is why McAuley is as frequent a visitor as time and budget allows.

"Here, you get in your automatic, you put it on cruise control and you shut your mind off until you arrive," he says. "In Europe, I'll get out the map and purposely find the longest route, to enjoy the drive."

Europe may also offer another salve to North America's automatic-transmission malaise. In recent years, the DSG – that's Direct Shift Gearbox to all you clutch-challenged types – has been making inroads in the performance-vehicle sectors. A Formula One technology, DSG is a manual shifter that doesn't require using your left foot to operate the clutch.

Available on most German cars now – including the German equivalent of the family truckster, the VW Passat wagon – Conway calls it "a halfway house" between standard and automatic.

BMW enthusiasts didn't see it that way. When the company introduced its M5 sports sedan – with a beastly 500-horsepower engine – with a clutch-free sport shifter, enough people complained that they had to replace it with the traditional standard – with clutch.

"People dismissed it as an automatic – they didn't want it," McAuley says. Which poses an age-old question: If it ain't broke...

"For me, it's about the feedback you get from your foot on the clutch. Why would you get rid of that?" McAuley says. "It brings you into the experience, makes you aware of what's going on. And I just think so many people are not."

Reprinted from Toronto Star, in the "sciencetech" section, under license.

RALLY SPORT ONTARIO

Tuesday, April 3, 2007

UNSANCTIONED RALLY ACTIVITIES

As the President of **RallySport Ontario (RSO)** I wish to remind all rallyists that you must not participate in any way, be it as an organizer, competitor or worker, in any rally event that is not sanctioned by the **Canadian Association of RallySport (CARS)** and **RSO**. Rally events include all activities ranging from performance rally to navigational rally, rallycross, rallysprint, rally testing, rally school and everything in between.

CARS has been vested with the responsibility to manage all rally activities in Canada. In turn **CARS** has assigned that responsibility to **RSO** in Ontario. Through the **RSO** member clubs, **RSO** assures that all activities are following **CARS** Rules and insurance regulations and that they are in the best interest of the sport.

What is in the best interest of the sport involves long-range planning and a wide-ranging knowledge of issues that can affect the well-being of our sport. This would include sensitive areas for public relations and current political issues, amongst many other considerations. For example at this very moment, exactly as predicted by the head of **RSO's Bill C-19 (Street Racing) Committee**, there is a bill before the Ontario Legislature to implement further provincial actions to support the federal legislation to curb street racing. The **RSO** Committee is now working on protecting our interests in that matter. Thus it is of the utmost importance that all of us act with extreme prudence in our driving on the public roads. It is important to note that when the federal bill on street-racing was passed in January, the statements that went with it clearly indicated that "sanctioned" motorsport events were not the intended target of this legislation. The very clear implication is that unsanctioned events do fall under the street racing legislation.

Recently some unsanctioned rally activities have occurred on Ontario roads. Despite repeated requests by the organizer's club and by **RSO**, the individual organizing these events has chosen not to meet with the club and/or **RSO** Board to discuss working together. This left **RSO** with no recourse other than to take strong action to protect the sport. That individual's competition licence has been suspended until this matter is resolved. Further action is being contemplated.

Again I cannot emphasize strongly enough that you are not to participate in any rally activity that is not put on by either **RSO** or an **RSO** club. This assures that all proper procedures and insurance are in place for your protection. We must all work together in the best interest of the sport. If you wish to discuss this further, contact any Executive member of your club or **RSO**.

Ray Felice
RSO President

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Winter 2006/2007



Grand Prix of Toronto Headlines Touring Car Schedule

CASC's Touring Car Championship has finalized its 2007 schedule, promising a challenging mix of sprint and endurance events on four distinctly different tracks. Assistance from CASC Ontario has also brought the **Grand Prix of Toronto** to the series as its marquee event, boosting exposure for teams and sponsors.

Initial confusion stemmed from the Grand Prix Association of Toronto's announcement in December, which was the first to refer to the Ontario series as the Canadian Touring Car Championship. Subsequent inquiries from the West Coast have opened up lines of communication nationwide, though the series is expected to maintain CASC Ontario sanctioning indefinitely.

Former CASC Ontario President John Bondar: "We have grown from a grassroots, regional race series to one that has taken the first steps in realizing our goal of creating a truly Canadian, national, sportscar racing Championship. The addition of the Toronto event will help us to connect with a large and loyal fan base and the Calabogie event will allow us to open up all sorts of doors in the nation's capitol. We are very excited."

Visit www.touringcar.ca for more details.

New Appointment at TMP

Toronto Motorsport Park is currently booking for the 2007 season, and have recently appointed Craig Lewis at their Scarborough sales office, at (416) 291 4561.



Kiyo Tabuchi (Subaru XT6) took early rounds in the Studded 4WD class this season.

New Winners in Delayed Ice Season

Reigning 4WD Studded class champion Tony McGrath has been conspicuously absent at opening rounds of the Magnum Ice Racing Series, making only a few Minden appearances this season, all without his Mazda 323 GTX in tow.

McGrath has been preparing for the rally class support race at Sherbrooke's international ice race in late February, leaving a spate of new 4WD stud class winners.

Elsewhere, Street Stud car counts have ballooned in the class' third season, with ongoing tire development by Concord's Toronto Tirecraft. Champion Sparkplugs has also supported a new award for the series' top female rookie.

An unusually warm January delayed Round 1 of the championship, and round 2 went off after great effort by the Minden Kinsmen to prepare the circuit.

The track was given a great deal more width than in past seasons, making for notably less contact and fewer 'banked' cars, as well as record schedule gains at the February BEMC weekend. Costs of the extra track width will be evaluated by the Minden Kinsmen after the season. Continued use of the wider track could lead to a higher-calibre field of cars in coming seasons.

Inaugural Motorsport Expo Progress Confirmed

The inaugural **Canadian Motorsports Expo** was announced this winter, scheduled for April 6-8 at the Toronto Congress Centre. Recent follow-ups have confirmed exhibitor response, and in the words of the show's **Glen Butt**, 'all systems are go.'

Emulating the ultra-successful **Performance Racing Industry** tradeshow in the USA, the Expo is designed to cater to Canadian motorsport Fans, Manufacturers, Suppliers and Teams. Exhibitors from every aspect of the sport are expected, including chassis manufacturers, collectibles, motorhomes and trailers, parts, uniforms, and other services and suppliers. The show will also provide technical and management seminars.

Autograph sessions with Le Mans veterans **Ron Fellows** and **Scott Maxwell** have also been confirmed, as well as an appearance by reigning Ontario Formula Ford champ **Shane Jantzi**, with **Brian Stewart Racing's** Indy Pro Series car.

Unlike its American counterpart, the Expo is expected to be open to the general public. Visit www.canadianmotorsportsexpo.com for more.



CASC Ontario Region
Ontario's Governing Body of Automobile Sport



Six-Race Schedule for Formula Ford

BARC announced a six-race schedule this month for the Ontario Formula Ford Challenge series.

A still-larger field is expected to contest the 2007 season, which will include a single pro-weekend support race at Mosport's father's day weekend, as well as Calabogie Motorsports Park's inaugural regional weekend in late July.

The shortened schedule includes only a single trip to Shannonville Motorsport Park, and excludes the VARAC Vintage Racing Festival.

The series will reach its season finale at BEMC's mid-September Indian Summer weekend. The **FormulaCar Magazine CanAm Cup** race will once again take place at Mosport Celebration, and this year will be a non-championship round with increased promotion outside the region.

Visit the recently updated series website at www.offc.ca.



Dunnville Pitches New Racing Schools

Dunnville Autodrome management have expressed interest in holding spring and mid-season competition driving schools to fill the gap left by the Horizon Racing Club, which folded earlier this year.

The spring school would be scheduled for April, near the MCO's Shannonville school date. Dunnville Autodrome's Lee Abrahamson anticipates no issues scheduling against the MCO school, which will be held 200km away at Shannonville Motorsport Park.

Abrahamson had previously managed the ASN-sanctioned ChampCar Lights series for Chrysler-powered Van Diemen Formula Renaults, before briefly taking over the former Bridgestone Academy shops at Shannonville Motorsport Park. There, a small number of ChampCar Lights cars were directed toward proposed school coaching and series use under the PromoSport Canada banner. The operation was moved to Dunnville roughly a year later as Abrahamson undertook the continuing development of the nascent circuit.

Affiliation of the nonprofit Canadian Racing Drivers Club is proposed in order to facilitate organization of a sanctioned school, which would be required to meet the region's specified curriculum.

A Note From Pat McDiarmid, Worker Recruitment Director

Working as a race volunteer for the past 10 years, I have come to realize that a race weekend doesn't just begin at 8:30 on a Saturday morning. It takes more than 100 volunteers to run a regional race. For weeks and sometimes months before a race, organizers have been busy assembling the crews and teams needed to run an event.

Volunteers are a special breed: giving their time and energy to stand in freezing cold, snow, pouring rain, the heat and humidity (and sometimes all in one weekend!) all for the love the sport. Because with out these people and many, many more like them there would be no motor sports. Thank you.

New Venue for CASC Ontario Awards Gala

The Toronto Congress Centre has been chosen as the venue for this year's Annual Awards Gala, Saturday, November 10. This year's event is being organized by JL Racing, with input from Vice President Nick Majors.

The committee anticipates a gala that will top the 300-guest mark. CASC Ontario's awards dinners grew to 220 guests until last year, when attendance topped 270, pushing the capacity of last year's much smaller venue.

The AGM and Awards Gala will mark CASC Ontario's second trip to the Congress Centre this year, as the popular tradeshow venue holds the first annual Canadian Motorsports Expo in April.



VARAC member and HGP race winner Hamish Somerville is expected to appear with his Williams FW07/04, prepared by Connecticut's Lee Chapman Racing.

Vintage Festival '07: Hoopless MG's Out, F1 Cars In

In a joint announcement, VARAC's John Greenwood, MG Vintage Racer's Chris Meyers announced the cancellation of the MGVR Focus Event at VARAC's 28th Vintage Festival next June.

Both parties invested considerable time in an effort to find a workable solution to roll bar, fuel cell, and insurance issues, which vary by race sanctioning organization. While many MG vintage race cars meet VARAC's roll bar and fuel cell regulations, many potential participant MGs, while meeting their home organization's regulations, do not comply with vintage preparation rules published by VARAC and CASC Ontario.

Both MGVR and VARAC urge all VARAC compliant MG vintage racers to come to Mosport's world class facility and participate in the Simms Cup MG Feature Race. See www.varac.ca for VARAC vintage rules.

The Canadian Grand Prix was first staged in 1967 at Mosport, and was sanctioned by CASC until 1987.

Cheryl McCune, an active race organizer, clerk and marshal passed away aged 55 after weeks in hospital.

Cheryl passed away peacefully on the evening of February 9th, with her loving family by her side. In her 55 years, she has made many friends which she loved and kept close in her heart.

A service was held at Northcutt Elliott Funeral Home in Bowmanville, with a celebration of life following at nearby Durham College.

Canadian International Auto Show

CASC Ontario once again partnered with RallySport Ontario (RSO) to showcase Ontario motorsport at the 2007 Canadian International Auto Show. The CASC Ontario booth featured **GS Motorsport's** new Touring Car Championship challenger, the Chevy Cobalt they'd recently driven to a points finish in the Koni Challenge's Daytona opener. Alongside was Frank Petti's Ontario Formula Ford Challenge Van Diemen, a bang-for-the-buck example highlighting the Ontario Formula Ford Challenge's bang-for-the-buck appeal. The 1m30s laps at Mosport for under \$20,000 is an equally quick example on a sportsman's budget.

New Autoslalom Director

After three years as the CASC-OR Autoslalom Director, Wes Tanney has stepped aside as CASC Ontario's Autoslalom Director.

Peter Mills (HADA) will fill in as Autoslalom Director for the remainder of Tanney's elected term. (Tanney was re-elected at this past November's AGM after no other nominations were submitted.) "Hopefully Pete will continue and also run in November to remain on as the Autoslalom Director, with experience," said Tanney in his announcement.

Wes Tanney will remain on the 2007 Autoslalom Committee for at least part of the coming season, to ensure a smooth transition.

"I would like to personally thank all the clubs that have made my tenure as Autoslalom Director mostly a pleasurable one," added Tanney. "The clubs in this province have some great people running them and I have made what will no doubt be life long friends through my dealing with the CASC-OR clubs in Ontario and others across the country. I would also like to thank all the people that volunteered to help with the series over the last three years as well. Without these dedicated and selfless people, the series would not exist, thank you all."

Club Membership Tallies

At February 21, 2007

	CLUB	REPORTED	PENDING
1	BMW Club of Canada - Trillium Chapter (BMWCT)	165	2
2	Motorsport Club of Ottawa (MCO)	168	0
3	Vintage Automobile Racing Association of Canada (VARAC)	143	0
4	Toronto Autosport Club (TAC)	113	12
5	HADA Motorsport Club (HADA)	44	2
6	Ontario Z Car Owners Association (OZCC)	88	0
7	Deutscher Automobil Club (DAC)	77	0
8	British Automobile Racing Club (BARC)	106	2
9	Subaru Performance Drivers Association (SPDA)	79	0
10	Thunder Bay Autosport Club (TBAC)	76	0
11	British Empire Motor Club (BEMC)	72	0
12	Oshawa Motor Sport Club (OMSC)	71	0
13	Peterborough Motor Sports Club (PMSC)	58	0
14	Canadian Race Communications Association (CRCA)	48	0
15	Maple Leaf Rally Club (MLRC)	47	0
16	Twin Lakes Motor Club (TLMC)	35	0
17	Toronto F-Body Motorsports (TFBM)	19	0
18	St. Lawrence Automobile Club (St. LAC)	19	0
19	Canadian Timing Association (CTA)	38	0
20	Western Ontario Sports Car Association (WOSCA)	11	0
21	Competition Corvette Club (COMP)	7	0
22	Saab Owners Club of Canada Inc. (SOCCI)	5	2
23	Canadian Racing Drivers Association (CRDA)	5	0
24	Motorsport Marshalling Services (MMS)	2	10
25	Mazda Sportscar Owners Club (MSOC)	1	3
26	London Auto Sport Club (LASC)	0	1
27	Kitchener-Waterloo Rally Club (KWRC)	0	28
28	BMW Club of Canada - Ottawa Chapter (BMWCCO)	3	0
29	Canadian Volvo Club (CVC)	0	0
30	St. Catharine's Motor Club (SCMC)	0	0
31	Thousand Islands Zed Car Club (TIZCC)	0	0
32	Underground Miata Network (UMN)	0	0
		1500	62

Clubs are reminded to update their online contact information by logging in to the clubAdmin area at www.casc.on.ca. If assistance is required, please contact the CASC Ontario region office.



RSO Board/Executive Meeting – March 24, 2007 Minutes

LOCATION – Girl Guide Office, Newmarket – 9:00
– 9:45 A.M.

PRESENT: Ray Felice, President; Jeff Hagan, Vice-President – Performance; Rita Moore, Vice-President – Navigational; Ross Wood, Secretary, MLRC Club Representative; Peter Gulliver, Treasurer; Paul Henshall, Executive Assistant; Rob MacKenzie, Assistant V.P Performance, PMSC Club Representative; Rob Metcalfe, Chief Scrutineer; Christina Chinn, RSO Growth Committee, KWRC Club Representative

Agenda

Note – this was not a regular RSO Board/Executive Mtg.; it was only to discuss a few specific time-sensitive subjects prior to the AGM.

AGM Quorum – it was noted that it is becoming more difficult to achieve a quorum at the Annual General Meeting, especially with multi-discipline clubs joining that are very large but with a relatively small number of members involved in rally. Several options were discussed and it was decided to bring the subject up for discussion at the AGM.

Use of OPRC Stage Roads for Testing/ Practising etc.

A letter of concern received from PMSC was discussed. After some discussion it was agreed that from this point forward before any club or group will be granted approval from RSO to use a

road that is currently being used by any RSO club for an OPRC event the “home” club should have given full approval.

Further to that efforts should be made to use roads that are not currently part of an OPRC event and to develop roads on private facilities.

It was agreed that private individuals or non-sanctioned groups should not have access to CARS insurance.

Development of RallyCross/RallySprint by RSO

RSO accepted the offer from Ross Wood to act as RallyCross/RallySprint Coordinator for RSO. A proposal will be presented at the next RSO meeting.

Decision-Making Process

RSO will endeavour to assure that all Board/Executive members are involved in the decision-making process.

Time Allowances (TA's)

Rita Moore, the V.P. of Navigational Rallying, presented a proposal for standardized procedures for implementing TA's at RSO events. After discussion two additional clauses were added. The proposal was to be presented for discussion at the AGM.

Next Meeting – Monday, April 23, 2007 at the Girl Guides Office in Newmarket – 7:30 P.M.

Ross Wood, RSO Secretary

Spring Run-Off Rally Cancelled

Rallysport Ontario is sad to announce that the **Spring Run-Off Rally**, which was scheduled for April 21, has been cancelled. Organizing a regional navigational event is a time-consuming undertaking, and unfortunately Doug was not really given enough time when asked to step in as organizer. Therefore in spite of Doug's best efforts, it has become impossible to get the rally ready by the deadline, and it will not be held after all.

The next event in the *Ontario Road Rally Cup* event will be the **Blossom**, taking place May 5 out of the **Kitchener-Waterloo Rally Club**. Hope to see everyone there!

Rita Moore
RSO VP, Navigational rallies



**Toronto Autosport Club
Monthly Members Meeting Minutes
Wednesday, March 21, 2007
8:20PM**

Present:	Board - Dietmar Seelenmayer, Peter Clifford, Todd Presswood, TAC Membership – Nick Beck, Rob Jones, Janet Tse, Rich Sullivan, Maeghan Sullivan, Peter Fenwick, Margaret Fenwick, Andrei Sitartchouk, Malcolm Gray, Michael Hindley, Malcolm Elston,	
Regrets:	Russ Harding, Chuck Atkins, Chris Atkins	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Fox and Fiddle – 1285 Finch Ave West. (at Keele St.)	
	Items/Discussion	Tasks/Deadline
1. Introduction	<ul style="list-style-type: none"> - Dietmar introduced new club members Michael Hindley and Malcolm Gray. - Malcolm introduced himself and is mostly interested in Solo1 at this time. - Mike introduced himself and is mostly interested in Solo1 at this time. - Malcolm E motioned to approve the minutes, second by Margaret. Voted and carried by the members. 	
2. Treasurer's report	<ul style="list-style-type: none"> - Current balance of \$17,776.40 - Mosport ALMS weekend + the Year End party are the two major expenses remaining for this season. - Peter reported that the company that supplies tractionizer parts went out of business. An individual purchased the parts and has since sold all parts to TAC for \$700. The board approved this purchase at a previous BoD meeting. 	
3. Social Director Report – Chuck not able to attend, Dietmar covered the following items	<ul style="list-style-type: none"> - Dietmar informed the members that Chuck has undergone an operation. The club sent flowers to show our support and best wishes. We look forward to his return. TAC's total membership stands at 130 members. - A wine making event has been organized by Ingrid for April 4th at the 'Brew Kettle' in Richmond hill. The fun starts at 7PM. Please contact Ingrid for more information. 	
4. Competition Director's Report	<ul style="list-style-type: none"> - Chris is moving to Edmonton in April 2007. This means we are looking for a new Competition Director. If interested, please contact Dietmar or Chris A. - Serge G. has stepped forward as a volunteer for this position. Thank you Serge! - <u>Serge must be voted in to formally become a board member. The election will occur at the April Members meeting. Please ensure that you fill out a proxy if you are unable to attend the meeting.</u> - Dietmar has asked that as many members complete the RSO AGM proxy as possible so that TAC has a strong clout in RSO matters. - Solo 1: Todd updated that the Annual Open House is fast approaching and will be held at CSC Racing in Newmarket beginning at 1PM on April 1st. - The Open house is the best place to obtain Solo information and to save \$\$ for the coming season by pre registering. 	
5. New/Other Business	<ul style="list-style-type: none"> - The TAC members e-mail list is not working. Dietmar is going to follow-up on this. 	
6. For Sale or Wanted	<ul style="list-style-type: none"> - Peter F. has some rims for sale and will make a list for next month. 	
7. Loonies in the Bus	<ul style="list-style-type: none"> - Won by Peter Clifford. 	
8. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 21:02 hours. 	

Next scheduled TAC Members meeting is located at the Fox & Fiddle commencing at 8:00PM on Wednesday April 18, 2007.



**Toronto Autosport Club
 Monthly Board of Directors Meeting Minutes
 Wednesday, April 4, 2007
 9:00 PM**

Present:	Dietmar Seelenmayer, Chuck Atkins, Todd Presswood, Peter Clifford, Serge Guschin,	
Regrets:	Russ Harding,	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
1. General	<ul style="list-style-type: none"> - General members meeting held in two weeks to formally elect the new TAC Competition Director. Serge will be running for this position. - Please complete your Proxy's from the March Fifth gear (page 5) and ensure your voice is heard at the April 18th Members meeting. 	
2. VP's Report	<p>Russ sent the following comments because he was unable to attend.</p> <ul style="list-style-type: none"> - Membership is at 136. Sort of. I think there's an error in the database, and some members who renewed online are showing as expired still. I've sent a message to CASC to get it corrected. - Russ will get an updated quote on the umbrellas. - Russ will look into Fifth Gear advertisers. 	
3. Treasurer's Report	<ul style="list-style-type: none"> - With all bills paid and all monies deposited. The current bank balance is \$19,373.89 - There were 15 member sign ups added at the SoloSprint open house. 	
4. Competition	<p><u>SoloSprint</u></p> <ul style="list-style-type: none"> - Website (www.soloontario.com) has been updated and is covering the SoloSchool now. - SoloSchool is jointly organized by OMSC/TAC held at the Mosport DDT on May 12/13. <p><u>Ice Racing</u></p> <ul style="list-style-type: none"> - The Spring Ice Race organizers meeting is coming up in May. It will take place on a Saturday morning to be determined. 	
5. Social Director's Report	<ul style="list-style-type: none"> - Discuss about volunteer rewards. Chuck going to put together the finalized spread sheet of volunteer rewards earnings. - The Board agreed that rewards would be paid on a bi-annual basis going forward. Rewards points will be cumulative from 2006 + 2007 for redemption in spring of 2008. - The Board agreed to think about locations for the year-end party and discuss potential locations at the next . 	
6. Other Business	<ul style="list-style-type: none"> - Nick Beck did have the club radios. 	
7. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 22:50 hrs. 	

Next scheduled BoD meeting will be held at the Wild Goose – 5395 Eglinton Ave West. commencing at 7:00PM on Monday April 23, 2007



2007 Membership Application

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

Email: registrar@torontoautosportclub.ca

New or Renewal Members – Single or Family \$50.00

JOIN or RENEW ON-LINE :

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

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

- TAC Membership includes 2007 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2006 membership numbers will be reserved until February 1st, 2007.
- All memberships expire December 31 2007.

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: **\$50** **Other** _____ **TOTAL :** _____

TAC works only because volunteers make autosport happen!

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

Please indicate all of your 2007 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 2007;

- 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