



Fifth Gear

April 2009



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.

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FROM THE PRESIDENT'S DESK

The Ice Race Banquet was held on April 4, officially marking the end of the season. Last month I gave all the TAC member standings, so I will not repeat them this month. TAC had a good showing with 16 members receiving class winner awards of the 58 being presented. Andrew Vernon won Street Studs Overall, with a perfect score of 500 points. He also won the Tim Whitfield award for the best placing in an all wheel drive vehicle. The Bank Manager Of The Year went to Emma Hughes. There were a number of contenders but her effort to put the car right on the bank with one wheel in the air got the vote. I hear that some people are already working on next year's vehicles, having determined that last year's contender may no longer be viable.

RSO held their 2008 AGM on March 21. TAC members present were Paul and Rita Moore, Rich and Eloise Sullivan, Brian Maxwell and me. Ross Wood's summary of the meeting is elsewhere in this issue.

The RSO rally school finished April 6. This was held in Caledon over 3 weeks to teach the fundamentals of navigational rallying. Rita and Paul Moore as well as myself were there from TAC. Instructions were given by experienced rallyists from TAC, MLRC and KWRC. Twenty-some people attended. The first day provided training on instructions. Week two was a rally run in the Caledon area and the third day was a review of the instructions and timing as well as more advanced information and odometers and rally calculators.

On April 5, CASC held the Presidents' meeting. This is to update the member clubs on the activities of CASC. I was unable to attend so Peter Clifford went in my place. His report is in this issue.

As mentioned last month, Malcolm Elston is presenting a slide show at the next club meeting, of car related items from Malcolm and Gail's 25th Anniversary cruise.

The next meeting is on Wednesday April 15 at the Fox and Fiddle at 8:00 pm. Following the brief business part of the meeting will be Malcolm's slide show. As always come earlier to have dinner and chat with the other TACies.

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TAC EVENTS CALENDAR 2009

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
April 2009			
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
16-18	ALMS	Long Beach Grand Prix	
18	ORRC	Spring Runoff Rally	PMSC
19	F1	Grand Prix of CHINA, Shanghai	
19	INDY	Streets of Long Beach	
24-25	Regional Race	CASC-OR/SMP Spring Fling, Shannonville	CASC-OR
26	IRL	Kansas Speedway	
26	F1	BAHRAIN Grand Prix , Sakhir	
May 2009			
15-17	RA	Oregon Trail Rally	
29-30	CRC	Rocky Mntn Rally	CSCC
2	ORRC	Blossom Rally	KWRC
9	SoloSprint	SoloSprint School Day #1, Mosport DDT	OMSC/SPDA
9-10	Regional Race	BEMC Spring Trophy Mosport	BEMC
9	OPRC	Lanark Highlands Forest Rally	MCO
10	SoloSprint	SoloSprint School Day #2, Mosport DDT	OMSC/SPDA
10	F1	SPANISH Grand Prix Barcelona	
11	Club	Mini Rally	MLRC
15-17	ALMS	Utah Grand Prix, Miller Motorsports Park	
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
23	SoloSprint	SoloSprint Event #1 ; Mosport DDT	OMSC
23-24	School	CASC-OR Race School - Shannonville	
24	IRL	93rd Indianapolis 500	
24	SoloSprint	SoloSprint Event #2 ; Mosport DDT	OMSC
24	F1	MONACO Grand Prix	
30-31	Regional Race	DAC - Shannonville	DAC
31	IRL	Milwaukee Mile	
June 2009			
5-6	RA	STPR	
6	IRL	Texas Motor Speedway	
6	ORRC	Discover Ontario Rally	 TAC
7	F1	TURKEY Grand Prix Istanbul	
8	Club	Mini Rally	MLRC
13	SoloSprint	SoloSprint Event #3 ; Shannonville Nelson Track	HADA
13	OPRC	Black Bear Rally	
14	SoloSprint	SoloSprint Event #4 ; Shannonville Pro Track	HADA
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
21	IRL	Iowa Speedway	
21	F1	BRITISH Grand Prix Silverstone	
26-27	CRC	Baie des Chaleurs Rally	CRAB
27	IRL	Richmond International Raceway	

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

April 15th, 2009 – the TAC Monthly Meeting



The South American Roadside Slide Show...

**...Cars, Trucks, Trains –
and Penguins !**



8:00 pm at the Fox & Fiddle, 1285 Finch Ave. West (near Keele St.).

Join us for dinner first at 7 ??

Peterborough Motor Sport Club

Presents

Spring Run-Off Rally 2009

Saturday, April 18, 2009

STATUS: Event 3 in the ORRC 2009 Series

Start/Finish

**The Captains Table Restaurant
8 Bridge St. Hastings, ON**

Registration Opens 9:00am

Car '0' Start 11:00am

Route approx 170 kms

Estimated time for rally 3+ hours

Organizer Louis Cabardos

705-696-1460

Email questions to Pete Gulliver Gulliver@nexicom.net

Entry fee \$45

NOTE: graduates of RSO Rally School will receive a \$20 discount to this event



Kitchener Waterloo Rally Club
Presents



The Blossom Rally

The fourth event in the 2009 Ontario Road Rally Championship

A car rally on good roads, with the emphasis on navigation. There will be enough scenic roads to keep the driver interested.. The last third of the event will also be part of our beginner series, Saturday Night at the Rallies (SNATR). There is a separate web page for with [SNATR specific details](#).

When:

Saturday May 2, 2009

Registration Opens: Noon

First car out: 2:01 PM

Finish Leg A about 6:00 PM

Finish leg B about 7:30 PM

Distance about 250 KM

Entry Fee \$40.00

(Cash please, we don't have debit or Visa, although there is an ATM in the lobby)

Where:

Start and Finish location:

Mohawk Inn

Guelph Line and Hwy. 401

Exit 312, North-West Corner

Room 102

The Mohawk Inn has a licensed restaurant and gas station

For more info:

[Martin Loveridge](#) 519 485 2131

[Dennis Wharton](#) 519 576 7463





Kitchener Waterloo Rally Club
Presents



The May 2009 SNATR

The first event in our 2009 Saturday Night at the Rallies Series
These events are designed for the novice competitor, with easy instructions and timing.

This SNATR runs the same route as the last third of the ORRC Blossom Rally..
There is a separate page for the [Blossom Rally](#).

When:

Saturday May 2, 2009
Registration Opens: 5:00
First car out: 6:31 PM
Finish about 8:10 PM
Distance about 80 KM
Entry Fee \$20.00
(Cash please, we don't have debit or Visa, although there is an ATM in the hotel lobby)

Where:

Start and Finish location:
Mohawk Inn
Guelph Line and Hwy. 401
Exit 312, North-West Corner
Room 102

The Mohawk Inn has a licensed restaurant and gas station

We will be using Time Allowances in this rally. [Click here for a description of how they are used.](#)

The route runs in the escarpment around Cambellville and this event is about 80 km long including about 4 Km. of good gravel road, all the rest are paved. The instructions are simple; accumulative and incremental miles and turns, tulip diagrams, lists and paragraphs. No special equipment is required but a watch, pen and clipboard will come in handy. A calculator will help with the timing but most beginner competitors wisely decide to concentrate on keeping on route rather than doing exact timing

We've posted the waiver and minor waivers in .pdf format so you can read them and fill them out ahead of time if needed. This could be important if you plan to run with a minor for whom who you do not have guardianship authority.

Make sure you bring your valid vehicle ownership and insurance slips with you to the start, as well as a permission letter if you are not the owner of the vehicle.

It would help with our planning if you could [email me](#) and let me know if you think you may to enter.

For more info:

[Martin Loveridge](#) 519 485 2131

[Dennis Wharton](#) 519 576 7463

RALLY SPORT ONTARIO - 2008 AWARDS PRESENTATIONS



Paul Moore, Winter Rallycross 2nd place Class 4. Award presented by James Drake, Rallycross Coordinator.

Photos by Bruce Leonard

ORRC 1st Expert Driver, Paul Moore, and 1st Expert Navigator, Rita Moore. Presented by Paul Henshall, RSO Executive Assistant

Also, Chris Martin won Winter Rallycross 2nd place Class 3.

TAC placed 2nd in the ORRC Club Championship.



Ontario Road Rally Cup
1st Intermediate Driver, Tim Laye



Ontario Road Rally Cup
1st Intermediate Navigator, Steven Laye



ON THE COVER

From www.goodwood.co.uk a rally Ford Focus at the Festival of Speed.

the Soapbox Derby

...by Malcolm Elston

Happy April, TACcies. As I'm writing this column (Tuesday, the 7th), snow is again sitting on the rooftops outside my office window. I wouldn't mind so much, except that I took an hour last Friday to put my summers on the smart. And this morning I had a 200km highway drive... that was a tad tense at -4 degrees!

I know better. Really, I do. Ontario Tire Days are on April 15, October 15. No sooner, no later!

Rita Moore's column in the last issue was a very good read, and further reinforcement about how critical good winter tires are. Even on a truckosaurus, the same Laws of Physics are constantly in play. If you have family members or other favourite folk who aren't converts to the winter tire / summer tire scene... please pass Rita's article along to them. We'll all be safer with fewer 'S's on our roads!

Thanks, Rita... great insight, and a very good commentary about advanced driver training.

Why wait until it is Ontario law to have two sets of tires? (which I'm certain is coming either this year or next, now Quebec has taken the plunge).

Fantino is Leaving!

It was with great excitement that I read the press release confirming the upcoming retirement of the current OPP Commissioner, Julian Fantino.

Born in Italy, Fantino and his family emigrated to Canada when he was eleven. Before joining the Toronto police in 1969, Fantino worked as a Security Guard at Yorkdale. He rose through the ranks, becoming the Chief of the London police in 1991, the Chief of York region ('98 to 2000), and finally the Toronto Chief (2000 to 2005). Before taking over the OPP in 2006, Fantino served Ontario as the Commissioner of Emergency Management for a year.

As regular readers of this space know, I am not a fan of this man, or his methods. I don't like his attitude towards ordinary citizens, and the way he applies policing policies scares me. I think he 'militarizes' the policemen reporting to him, and there is ample evidence that he enjoys intimidation... hence those big, black Yukon 'police cruisers' we now see on our provincial highways.

The man is set to retire this October, but here is a bit of warning for those TACcies who live up in Vaughn. It

is strongly rumoured that Big Julie is readying himself for a run at the Vaughn Mayorality in the 2010 municipal elections. Even though an OPP spokesperson said the commissioner is "not considering any future career at this time and remains committed to the Ontario Provincial Police."

Now, I know the whole province recognizes that Vaughn has a corrupt and incompetent mayor and Council, but getting rid of Ms. Jackson to install Mr. Fantino might be too extreme a penalty for even the most jaded taxpayers in "The City Above Toronto."

F1 Interesting Now?

OK, so we're one-and-a-half races into the season – and the only thing I got totally right was that this season is going to be a dandy. My top team predictions are in the dumpster, and I can only console myself by having called Jenson Button to be the big surprise driver. Two events, two wins... so at least I nailed that one.

Formula One has many elements common to both classic opera, and daytime television, IMHO. Lots of drama, emotion, politics... who knows what will happen next? I've been a fan for more decades than I will admit to, but 2009 is already more intense than anything I can easily remember.

McLaren out of F1?

Late-breaking news today indicates that McLaren may be chucked out of the Championship. Personally I really doubt that, but it could actually happen. More probable is another huge fine and / or some discipline regarding the team's eligibility within the Constructors Championship.

Let's not forget that Bernie can't afford to lose any teams this year! (that pesky TV contract guaranteeing 20 cars on the grid) which I've written about before in this space!

While the race stewards, the FIA, and the delicious politics won't reach a formal resolution on this matter for another week or two, McLaren has 'released' (fired!) Mark Ryan, their Sporting Director – and I wouldn't be surprised if Martin Whitmarsh gets the boot, too.

Last month I wrote about Martin taking the helm as of March 1st; if he's gone as a result of the Australian GP debacle, he will be the shortest-lived team principal in the 60-year history of the modern-era Grands Prix.

And Ron Dennis will be back in charge. Will Mr. Max (head of the FIA) be happy with that...? No, he won't.

Ron and McLaren were fined \$100 Million in 2007 for having Ferrari F1 technical information on their property. Then came the 2008 sex scandal, and it is still a common belief that dear Ron engineered the spanking 'reveal' which embarrassed Max so much.

So much intrigue... let us not burn additional brain cells musing about Ms. Slavica and her two billion dol-

continued...

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lars; now she has her divorce from Bernie, the disbursement of the funds he gave her to avoid British taxes has become his problem to get his money back. One ex-wife, two young daughters, and... where does the money go, anyway?

Whither Hamilton?

Oh, dear. Poor Lewis. After a golden run up racings' ladder, his relationship with McLaren has crashed and burned. The ten years that elapsed from his early karting success to his World Driving Championship last year have been McLaren all the way.

Lewis, and his dad Anthony, have both been quoted as saying that Lewis would always be a McLaren man. No other teams need to apply to have his bum in their car.

That was then.

Now that Lewis has been revealed as a team-ly compliant liar, his future is wide open – he can abandon McLaren without penalty and drive for anyone. I can think of at least three teams that would slaver at the chance to have his buttocks in their box!

In the closing stages of the OZ GP, Lewis passed Trulli when Trulli slid wide. The fact that they were both behind the Safety Car (when passing is prohibited) was not an issue... the Rules clearly allow passing to happen under circumstances like these.

But then Lewis got the word from his team to allow Trulli to re-pass him, and he did so. But nary a word about this as the race ended...

A contrite Lewis Hamilton said that suspended McLaren team manager Dave Ryan told him to lie to the stewards after the race ended. Lewis denied receiving pit instructions.

Describing the subsequent furor as the worst thing he had experienced in his life, Formula One's youngest champion apologised on Friday to the stewards and fans for his behaviour – and assured them it would never happen again.

"I was misled," the Briton told an extraordinary news conference at

the Malaysian Grand Prix, a day after he was stripped of the third place he had been awarded at the first race in Melbourne.

"I'm not a liar, I'm not a dishonest person, I'm a team player. And every time I've been informed to do something, I've done it. "This time I realise that it was a huge mistake and I am learning from it," he said. "It has taken a huge toll on me."

The stewards had ruled that Hamilton and the team had been "deliberately misleading" at the first enquiry that demoted Toyota's Trulli from third to 12th for illegally overtaking Hamilton behind the safety car.

Hamilton had denied being asked by McLaren to let Trulli past, despite team radio and media comments suggesting the opposite. Sounding hoarse and subdued, the 24-year-old said he had "never felt so bad".

"While waiting for the stewards I was instructed and misled by my team manager to withhold information and that's what I did," he explained. "I sincerely apologise to the stewards for wasting their time and for making them look silly. I am very, very sorry for the situation ..."

Hamilton, whose team sent Ryan home earlier on Friday after blaming him for the storm that led to their exclusion from the Australian Grand Prix, said the events of the last day had been hard to deal with. "I'm here to apologise to everyone and assure you it won't happen again, he added.

Hamilton said it was not easy for him to put his hand up and admit he had erred. "The fact is, I was in the wrong," he said. "I feel I owe it to my fans and my people to let them know. It's easy to be misled sometimes. "I have not gone through my life being a liar or dishonest. So for people to say I am dishonest and for the world to think that ... what can I say?"

The champion said nobody else in McLaren apart from Ryan was involved, that he had not intended to gain a place with false information and had yet to apologise personally to Trulli. "I earn my points and position through hard work and that's

not the way I think," he said.

"This situation is definitely the worst thing I have experienced in my life and that's why I am here. It's right for me as a human being and as a man to stand in front of you ... and put my hands up and say I couldn't tell you how sorry I am."

His options would include the legendary Ferrari team if he chooses to stay in F1, or perhaps he could follow Nigel Mansell's footsteps to America...

After his team's lack of competitiveness in Melbourne (and the subsequent disqualification), he finished seventh in Malaysia.

Having gone on holiday and failing to spot the developing crisis Martin Whitmarsh has admitted his own job is now on the line. There will be talks in Woking this week with his McLaren superiors, including boss Ron Dennis.

Gulp.

The Honda Motor Company.

Not cars, not bikes – Motors. Their Name, their Fame. And Honda has initiated some of the most important Otto-engine developments since the four-stroke was invented. VTEC, anyone? Oval pistons?

So, after bailing from F1... Brawn GP's stunning Formula One debut in Australia has opened the way for more commercial interest in the circuit's newest team, who are looking for long-term sponsors to help sustain their perfect start.

As I mused about in last months' Derby, Richard Branson and his Virgin brand are now confirmed sponsors of Brawn GP. Sorry, that should be BRAWN,

And damned if I know why their last three letters are in italics!

But their impressive one-two finish in Australia (the first one / two for a debut team since 1954 – Mercedes did it then, although Alfa Romeo can claim the same distinction in the first modern-era GP, in 1950) is likely to change the money flow. Winning Malaysia doubles their marketing value. Yet Ross Brawn has insisted

continued...

he does not have a queue of suitors banging on his door begging to throw money in his direction.

Brawn was forced to cut 270 employees in March, and he is pinning his hopes on tying up would-be sponsors to multi-year deals. "Things are developing reasonably well but our key objective is to find partners for the next two, three or four years," he added. "Not someone who will be in for a quick splash and disappear. So, we will take our time to develop the right partners.

"With Virgin we started small but have lots of potential for the future. They are very enthusiastic and I think we've made as good a start as I think we could have dreamt of."

How Fast is Brawn, Really?

I have been fortunate enough to see Colin Chapman's Lotus 22, 23b and 72 models, Jim Hall's twin-engined Chaparral Can Am 'sucker' cars, and the gas-filled Porsche 917 chassis... in action, when new. Breakthroughs are breakthroughs, and that is the heart of top-level racing. The Le Mans Audi diesels are yet another example of great engineering exceeding the rule books.

The new Brawn F1 cars are just as equally innovative; their reading of the new rules was inspired, and both Toyota and Williams quickly saw and understood the Brawn interpretation, and copied them. Hence those teams successes in the first two races. Other teams are protesting, but the new design work by Brawn has been approved by the Stewards at both 2009 events.

But the question hangs in the air... how fast can these new designs go?

Jenson Button's margin over the chasing Red Bull of Sebastian Vettel was 3.9 seconds after only one lap of the Albert Park (OZ) street circuit. Yet it hovered between only four and five seconds for most of the following 57 laps.

Secondly, the sister car of Rubens Barrichello received a severely damaged diffuser after being hit at the first corner by Heikki Kovalainen's McLaren - yet still had enough

performance to carry the Brazilian to a #2 finish.

The Brawn BGP001 appears to be a staggeringly good car: quick on slow corners and fast, compliant, consistent, driveable and responsive to set-up changes.

It has been 15 months in gestation and has had more hours of computing and wind-tunnel time spent on its design than any of its rivals, which is reflected in its intricate aerodynamic detailing, and incredible speed.

Will the other teams be able to catch up on the new technology after the FIA makes its ruling in mid-April?

Well, yes. But it will take them awhile, and by then Brawn may have such a lead that they'll be uncatchable.

Back to Basics Scoring

If Bernie had succeeded in his 'Winner Take All' strategy for scoring 'Gold Medals' this year, it now seems quite likely that the 2009 Drivers Championship could have been decided after only eight races.

Formula One's governing body confirmed on March 25th that the 2009 drivers' championship will be decided by the same points system as last year, rather than awarding it to the winner of most races.

The International Automobile Federation (FIA) published the updated sporting regulations on its website (www.fia.com) on Tuesday.

"The Formula One world championship driver's title will be awarded to the driver who has scored the highest number of points," they said. The race winner will get 10 points with the rest allocated in a sequence of 8-6-5-4-3-2-1.

The FIA had earlier triggered a controversy when it announced after a meeting of its world motor sport council that the title would go to the winner of most races, even if someone else scored more points. The governing body then backtracked, agreeing to postpone any change to 2010 if teams did not agree with the new system.

Racing in the Dark:

Last year's Singapore GP was notable as the first-ever night race in F1 history. By all accounts, it was a great success... the drivers loved it, and it certainly was a spectacle for the fans.

This year, Bernie mandated that both the Australian and Malaysian GPs move their start times into late afternoon, in order to increase the European television viewership by broadcasting the races to the biggest audience sector at a more friendly time-slot.

However valid that commercial reasoning may have been, the reality was awful. By the half-way point of the Melbourne race, the setting sun was shining directly into the drivers' eyes on more than a few corners, and they were blinded... never a good thing when racing at high speed!

Worse was Sepang, where the start-time delay put the event right into the evening rain-storm period. It is the tropics, it is the rainy season, and they do have monsoon-level rainfalls on a virtually daily basis at this time of the year. None of this should have been a surprise, but the organizers insisted and of course the race was washed out after 32 of the scheduled 58 laps were completed.

Not only did Bernie's intransigence and inflexibility make Formula One look bad, it also made Bernie look like a fool for challenging Mother Nature.

And the FIA was embarrassingly incompetent once the race was red-flagged... for those who were watching, the next hour of indecision was painful.

I know that in sixty years there have only been five examples of a race being red-flagged due to 'force majeure' weather, but there are protocols and precedents in place. This was not evident on Sunday, and in fact the post-flag management looked woefully amateurish.

I can only hope that saner minds prevail and lessons are learned. Leave the start times where they belong - in the early afternoon!

continued...

Jean Todt Gone!

At the annual Ferrari stockholders' meeting in Maranello, Italy, on March 17th, company chairman Luca di Montezemolo announced that Jean Todt - long the face of the Ferrari Formula One team - has resigned all of his positions within the company. Todt's appointments at Ferrari included those of Gestione Sportiva director, CEO and member of the board of directors.

"Jean Todt has been one of the leading protagonists of the Ferrari story of the last 15 years," Montezemolo said. "Skill and passion have always characterized his work and have won him the respect and affection of my staff, the company as a whole and Prancing Horse enthusiasts everywhere. I would like to wish him the very best for the future which I hope will prove extremely satisfying both personally and professionally.

"All of these years we've spent together - victories and tough times included - have forged a link between Jean Todt and Ferrari that will never be broken."

That may well be true, but we must remember that Todt was the mastermind who secured Michael Schumacher, Ross Brawn, and designer Rory Byrne and welded together the dynasty of wins Ferrari enjoyed from 1999 onwards.

Unless there is an unknown health issue, I suspect Jean Todt will re-surface elsewhere in F1... and why wouldn't he consider re-joining Ross at Brawn GP? Another alternative for the diminutive Frenchman would be to head up an F1 team of his own, under the new low-cost rules coming into play for next year?

Cheap F1

We all know that the costs of running an F1 team reached silly heights in recent years, often topping \$300 million per season. And it has already been announced that as 2010, these costs will be slashed, with targets being set in the \$60 million range, and possibly as low as \$30 million.

Certainly, those are much more realistic numbers, and indeed I think they are achievable, without diminishing the competitiveness of the series. In fact, I think it might just start a whole new era of technical innovation and exciting engineering.

Clearly, Mr. Ecclestone thinks it is going to work - he recently said that he expects to see at least two, and possibly three, new teams on the grid for next season.

ProDrive out of England are likely to be one of them, and there is an American team being formed at the moment, as well.

As noted in the story above, I think this is the kind of clean-sheet opportunity that will attract deeply-experienced F1 insiders like Jean Todt.

Simulators in F1

Lewis Hamilton will have driven every twist and turn of the new Abu Dhabi circuit long before the season-ending race makes its debut on the Formula One calendar in November.

Britain's world champion will not even have to leave McLaren's Woking headquarters to do it, either. With actual track testing now banned until the end of December as part of cost-cutting measures agreed by all teams, leading drivers will be lapping virtual racetracks more than ever this year.

"We'll be spending more time here in the simulator," said Hamilton's Finnish team mate Heikki Kovalainen when asked how he would fill the time that would have been spent testing. "I'll probably have sore eyes after a few days from looking at the screen," he added.

Nico Rosberg observed wryly last month that driving a Formula One car on a real racetrack now constituted the smallest part of his job description.

"We have two little practice sessions Friday, a very small one Saturday, a couple of laps in qualifying and then the race. It's not really great," said the German.

If the race drivers are complain-

ing, then pity the teams' official test drivers. BMW-Sauber's Austrian reserve Christian Klien, a former racer with Jaguar and Red Bull, winced when asked what exactly he did as a test driver now that in-season testing was banned.

"I think it's getting paid and having holidays," he said. "This year I am in the kitchen and preparing the food for these two drivers," he joked, gesturing at team mates Nick Heidfeld and Robert Kubica.

Klien will have to attend every race in case one of the regulars cannot race. McLaren, who have already admitted that their car is too slow at present, will be keeping their men busy in other ways as well.

Apart from Hamilton and Kovalainen, the Mercedes-powered team can count on Spaniard Pedro de la Rosa and Britain's Gary Paffett as testers.

"I think one of the questions that would be on everybody's lips is, when you are not testing between the first and the last race how come we've got four drivers?," said team chairman Ron Dennis in January.

"But we are fully committed to exploring every possibility as regards how we develop the car and of course we need a reserve driver, that's Pedro, and we need a lot of capacity for our simulator.

"For that to work you really have to have drivers with all the same attributes that are expected of a driver when he actually tests the car on the circuit."

McLaren's simulator is widely regarded as the most advanced in the sport, although they are cagey about the details. What is known is that it is a full-size, hydraulically-operated chassis that can be fed highly complex data to replicate every circuit and all conceivable conditions. The track is followed on a wrap-around screen.

Hamilton used it extensively before and during his astonishing rookie season. Williams have something similar that can be seen on YouTube, being tried out by former grand prix racer Mark Blundell.

continued...

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"Simulation is not new but we did bring it to Formula One more aggressively than anyone else, and hopefully that will give us an advantage this season," said Dennis.

"It certainly was a shock to many of the teams when we realised how much money we could save by stopping testing. We think we are pretty fortunate to be strong in simulation at a time when its going to play such a crucial role."

McLaren's new team principal Mar-

tin Whitmarsh, who joined from British Aerospace in 1989, introduced the simulator project a decade ago. "It has become one of the most valuable tools in our technology lineup," said Dennis.

All Formula One teams are also heavily into other forms of simulation, particularly the use of computational fluid dynamics (CFD) – sometimes referred to as a "wind tunnel in a computer."

This allows designers to simulate

how parts of the car deform under load and to measure airflow to increase grip and cornering speeds.

"Probably 95 plus percent of every development on the car in 2008 was the direct result of development and research and simulation that was conducted in-house (at Woking)," said Dennis.

March Field Notes:

Had an interesting drive west-bound across the 401 two weeks ago, coming home from Shannonville. Just after the highway widens to three lanes at Cobourg, I noticed a 'clot' of traffic up ahead. One of those dense bunches of vehicles, usually caused by someone lagging along at 100 clicks, mindlessly speed-matching the transport truck next to them. But from my vantage point in the right lane, I couldn't see any trucks...

As I got closer, I noticed a couple of fast drivers in the left lane suddenly hit their brakes and slow right down... which is usually a good indicator of a police presence.

Sure enough, as I caught up to the clot, there was a dark blue Crown Victoria in the centre lane, doing an indicated 102. On the roof, a whip antennae, on the trunk lid the requisite little 'Police Interceptor' badge, and the black rims were wearing those cute little police hub-caps. Even on a cloudy day the 'ghost' reflective tape was faintly visible along the side.

So I hung back a couple of hundred feet and watched the show. One by one, the cars in the clot got brave, and slowly passed the cruiser. Every so often the clot would clear (traffic was light), but the cruiser stayed steady in the centre-lane, even when the right light ahead of me was empty for a mile or two.

Periodically a faster driver would appear from behind, usually in the left lane, and it was amusing (to me, anyway) to see how close they got before recognizing the cruiser, and braking. People, wake up – you really aren't looking far enough down the road!

But these moments were when I started to notice some un-police-like behaviour; when a speeder was approaching, the cruiser would shift to the left side of the centre lane, often putting his driver-side tires onto the lane-marking lines. This effectively 'squeezed' the space available for the speeder, and resulted in a few over-reacting, sharp-braking moments that were certainly less than safe.

Seeing that I had been following along for some thirty minutes or so, and no tickets or pusuits had occurred –

and some were definitely deserved – I sped up a bit and slowly passed the Crown Vickie.

Inside was an older, overweight man wearing Ray-Bans and a loud Hawaiian shirt, and a woman passenger of similar age and attractiveness, most probably his wife. These were definitely not police, but he was certainly aware of the impact he was having on traffic, and seemed to be enjoying himself immensely, based on his broad grin.

Now I think it is bad enough that the real police will sometimes use intimidating tactics to 'manage' traffic flows, but when you find fake police doing it, that is just flat-out wrong.

So I called it in, and was very surprised by the reaction I got from the dispatcher (after all, this was hardly a 911 emergency!). I was switched over to an officer, who asked me to re-position myself behind the 'fake' cop car again, and to provide exact details about where we were on the highway (sign-by-sign), and exactly what the fake unmarked car was doing. This went on for about five minutes, and then I was told to 'hold station' while they found the nearest 'real' officer.

By now we were approaching Oshawa, and it had started to rain lightly. Also, the traffic was getting a bit heavier. None of which seemed to make any difference to the man I was watching – he stayed resolutely in the centre lane at 102km/h, still making his little 'dekes' to the edge whenever someone faster approached on his left. And presumeably, still grinning merrily.

The first 'real' OPP car joined in at Stevenson road, and sat behind me for a couple of clicks. The dispatcher had told me he was coming, and that he would soon move into the centre lane. This happened, and then another (also unmarked) OPP came into view, this time in the left-lane. After a few more kilometers they'd seen enough, the lights went on, and the 'fake' cop was pulled over and off the highway at the next exit ramp.

I got a surprisingly warm and very genuine 'Thank-you' from the dispatcher, although regrettably they couldn't tell me what the outcome would be, for privacy reasons.

An interesting experience, to say the least!



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rich's ramblings

april, 2009

March 21st – what to do? What to do? The **Canada Cup curling** doesn't start until 5 pm. The **Sebring 12 Hours** doesn't start until 11 am and then it will run until 11 tonight. And there is the fact that my best memory of the **12 Hours** is no memory at all – I got so badly sunstroked at the race back in 1976 (and ain't that a long time ago?!?) that Eloise had to keep me in the motel room all iced down for the next two days. And it wasn't just because we were young and foolish and wanted to!

So, what to do? Why..! Why....! Why not go to the **RallySport Ontario Annual General Meeting and Election**? Well, why not?

Up at 7 am, breakfast, into the car and off by 8 am. Getting away by then got us to the meeting hall in Peterborough by 10 so we averaged just on 80 km/h for the 160 kilometers of the trip. Not bad. Over the course of the trip we also averaged just over 41 mpg so the Focus is definitely more economical than the old Pontiac Sunfire was. A lot has to do with the over-drive transmission - the Sunfire only had a 3-speed auto and was the difference ever noticeable when coasting downhill, and there were a lot of hills! Interestingly, the price of gas had a real range to it. To help you remember – on **CP24** that weekend they noted that **"...the price of gas has risen by 2 cents in the GTA to 85.7 cents on average"**. In Barrie as we left gas was going for 85.6 on Bayfield Street – wow, cheaper than TO. Unbelievable. By the time we got to Orillia it was all the way down to 74.9! And then in Peterborough it was 83.6. Since the same truck fills the tanks at the Sunoco in Orillia and Barrie I'm still trying to figure out how he does it so much more economically in Orillia! The price held in Orillia all day so we were able to tank up on the way home, some 292 kilometers after passing the station that morning.

We managed to survive the trip to Peterborough, but "seat time" was beginning to

build up. Two hours in the car. Then we would sit for another two hours in the seats at the meeting hall, and wind up with an hour in a seat at **Red Lobster** for lunch before eventually another two hours in the car on the trip home. Seven hours of *numb bumming* certainly made an impression. The weather for the drive over was smashing – sun rising, blue sky; the CDs (**Beach Boys**, appropriately for the coming of *Spring*) kept the background music pleasurable; the type of pavement made the trip enjoyable, whatever mix the MTO used, it did not conflict with the car's snow tires and they were hardly noticeable, unlike some stretches of the 400 and 401; the snow melt of the middle of March made the scenery look at least not all uniform white, just a whole bunch of varying browns!

The RSO meeting, although being called for a beginning at 10am, actually started at about 10:20 – good thing or we would have been late! Some of you may remember getting e-mails for proxies, or seeing the proxy in last month's **Fifth Gear** (thanks, Nick, for getting that in there). At the **RSO AGM** they needed 10% of the total clubs' memberships to call a quorum – this amounted to 97 votes either in person or by proxy available at the meeting. With seven clubs listed as "member clubs" in 2008 (**BEMC, KWRC, MCO, MLRC, PMSC, SPDA, TAC**) there were 970 members that should have been available to attend. Of that total, 144 were represented at the meeting, but there were only about 35 bodies in the whole room. And I thought attendance at a **TAC AGM** was dismal; this brought a whole new meaning to the word "**abysmal**"! (Of course, we're still not as bad as the other rally club in TO. As I write this their 2008 **AGM** has had to be called and reconvened three times now! Talk about your lack of interest.) At the **RSO AGM** there were a total of 3 bodies with forty proxies from **MCO** (apparently the largest club in **RSO**). From **SPDA** (second largest) there was one person with 42 proxies. Boy, the big boys' clubs really are turned on by rallying,

aren't they? **TAC** had six bodies and **KWRC** had at least six that I recognized (don't know about proxies from either club). That's 16 of the 35. A quick count got me to 8 for **MLRC** (although I don't know all the faces any more, so there may have been more from **KWRC** and **MLRC**). This means the "host club" of **PMSC** probably had somewhere in the range of 10 or so people there. Gee. So the question has to be - why the heck do they continue to hold these things off in the middle of freaking nowhere? (This is the third time the **RSO AGM** has been in and around Peterborough in the last five years by my reckoning.) Why not have it somewhere between Pickering and Guelph? The attendance could not be any worse.

To the meeting: between the usual bump about *what a great job the directors did* and their reports saying so, and the adjournment at 12:03 (thus an **AGM** of slightly less than an hour and three-quarters) there were the financial report, the three motions mentioned in the last issue of **Fifth Gear** and the elections of six people. One of the problems with any AGM - all the reports seem to be available only at the start of the meeting. This gives anyone who might want to question anything very little time to see what was actually done, or said to have been done. For example: It took 9 minutes to whip through the *Welcome*, the *Approval of the Agenda*, the *Introduction of the RSO Board*, the *Approval of the '07 AGM Minutes* and the *Directors' Reports*. Whew. And then came the *Financial Report*.

The financial report had a couple of "**funnies**" in it (okay, so lots more than a "*couple*"), but there being so little time to find them, they really went unquestioned, never mind getting answered. Here's what I found strange:

- **RSO** got back a \$500 cheque that was *NSF* (and no explanation from where or why). Wonder what they did for \$500 for someone, someone who then didn't bother paying **RSO** for doing it?

- There were \$270 of 2007 year membership fees *written off*, presumably as "*uncollected*". (Given that only clubs paid membership levies

of \$300 per year by 2007, that was interesting, but also not explained.) So \$30 of a club's affiliation fee was paid? How can that be?

- The 2008 affiliation fee income was listed as \$2,180, which is a truly interesting total since it cannot be the \$300 levy from seven clubs plus the levy of \$50 returned by **CARS** for each of the seven Ontario clubs that are listed as affiliated with them. That would total \$2,450. Nor does it seem to be six clubs at \$300 plus the same \$350 levy from **CARS**. That would total \$2,150. So I wonder where the other \$30 comes from? Could there be some way for **TAC** to save on levies here? Is this like the \$30 causing me confusion from 2007?

- Net income from the **ORRC** (\$134), the **OPRC** (\$1,109) the *Rallycross* series (\$387) and the various Schools (loss of \$169) totalled **\$1,461**. This seemed to me to be a far cry from the **\$6,583** listed as "*Advertise promotion*" in "*Operating Expenses*". It seems to me when one is spending four times as much on promotion as one is earning back from what is being promoted one is on the short path to stupidity. And looking into the various *Directors' Reports* gives no clue as to where the spending of the money was expected to increase the well-being of **rallying** and **RallySport Ontario**. Strange. With a *Growth Committee* in place for years now perhaps it is time for a review and report of said group's direction and effectiveness.

After 22 minutes on the *Financial Report* we went straight into "*Old Business*". Here we dealt with the **Dissolution Resolution**. This was posted on the **RSO** website back in February and Nick had it in this month's **Fifth Gear** (way to go, again, Nick). Discussion was opened at 10:51 and the issue was carried at 10:59. So I was somewhat surprised when a **KWRC** member tried to say *at the noon-hour closing of the meeting* that he really thought the plan should have been discussed. We did - for eight minutes. And unlike a lot of other things that have occurred over the years **RSO** did have this available to review and formulate questions for the 30 days prior to the meeting.

A quick *Confirmation of the Acts of the Board* – I abstained – and at 11:01 we were into "New Business". (No fooling around with these guys – no coffee break, bio-break – nada. Those of us from "away" sat with our legs tightly crossed for fear of missing something! If I thought it was bad with the 2 hour drive from Barrie, I could just imagine how the guy with the 4 hour drive from London for **KWRC** was feeling! His eye teeth must have just about been floating!)

Here we dealt with the other two motions as detailed in **Fifth Gear** last month. The motion regarding quorums (based on number of clubs represented) was carried; but the motion limiting the number of proxies per representative was defeated. During the meeting I had watched the **SPDA** representative use his proxies. He was given a card saying "43" on it - his vote plus his 42 proxies. All the members of **SPDA** must have given him the same instructions since he never split his voting pattern, only voting all 43 votes as one block, every time he voted. I wondered if the 42 members had actually read and formed an opinion on the three motions.

After that came the *Elections*. In quick order the three people for the *Dissolution Committee* (Dennis Wharton, **KWRC**, Peter Gulliver, **RSO** Treasurer and **PMSC**, and Alasdair Robertson, **TAC** - I think) were acclaimed. As to the **RSO** Board openings: The *Treasurer* (Peter Gulliver) was acclaimed for another two-year term. The *Vice President of Performance Rally* (Rob MacKenzie, **PMSC**) was also acclaimed for another two-year term.

And there actually was a vote for the *President* - Ray Felice was nominated by the *Nominating Committee* and then Peter Watt, **PMSC**, was nominated from the floor. Peter said as he accepted the nomination that he had only been approached to run that very morning. That got me to wondering, *why bother?* He had had absolutely no chance to prepare a platform, to try and let others know that he was going to run and to tell enough people why and what he would like to do differently. And then I also wondered, *how would this work out with the proxy holders?* How was the guy holding all the

SPDA proxies supposed to check and see how his members wanted him to vote? As far as I was concerned this was a mockery. The only chance this would have had any effect was if the incumbent, Ray, then decided to step aside. And that did not happen. So Ray, from **MLRC**, is *President* for a fifth two-year term.

And that was it for the **RSO AGM**. We took off for lunch and to check out a few things in Peterborough before winding our way back to Barrie. Not sure if I'd do it again.

Okay, Malcolm, are the "powers-that-be" in **F1** really that clueless? A whole two weeks before the season opener they announced the changes to how to win the *F1 Driver's Championship* – most wins gets it, points don't count except in a tie; then a week before the season opener they announce that well, really, the change will be in **2010** but that *we really thought everyone was behind this proposed change*. What gives? That was just about as stupid as the way things are done in **NASCAR** for cryin' out loud. And, since I'm wondering, why was the need to alter the championship-winning formula only necessary for the *Drivers' Championship*? The *Constructors' Championship* was not being changed at all. Were the "powers-that-be" only miffed because a McLaren driver won the *Drivers'* while *Ferrari* still won the *Constructors'*, or were they miffed because **Lewis Hamilton** won? Notice that the Canadian representatives to the **FIA** have been all over this with explanations, etc., etc., etc. (he said, tongue firmly in cheek!).

Governing bodies – ya gotta just love 'em!

That's it for me. Take care of yourself.

Rich

To All RSO Club Presidents and Club Reps.

This year RSO has decided to offer an incentive to Rally School students to enter ORRC events. Therefore all students will receive a coupon for \$5 off entry fee in any ORRC event in 2009. This \$5 will be covered by RallySport Ontario. If a participant presents the coupon at registration at any of your ORRC events, please discount their fee by \$5 and return the coupon to RSO. Your club will be reimbursed the amount.

Attached is a sample of the coupon. They will be approximately 4x6", on cream coloured cardstock with a silver border.

Secondly, a reminder: as clarified in the June 2008 RSO Board minutes, the 'self-declaration' registration form is not to be used for ORRC events. Self declaration is only applicable to performance events. ORRC participants must present valid proof of ownership and insurance, and permission if using a vehicle not owned by the competitor. Please ensure your registration checks for these legally required items.

Thank you.

Rita Moore, RSO Navigational VP



This coupon entitles the bearer to
\$5 off
the entry fee at any
2009 Ontario Road Rally Cup event.
(Event organizer, submit this coupon to RSO
for reimbursement.)
Expires Dec 6, 2009



U-HAUL “ADVENTURES IN MOVING”, A CAUTIONARY TALE

by Rita Moore

Now that the ice racing season has come to a close, and we are left with cars that need moving from Minden to places where they can be refurbished, it seems like a good time to tell my story of the last time I rented a dolly for our little race car.



Things started out pretty well: the dolly was reserved for our nearest U-Haul location in Newmarket, and we even received a confirmation notice the day before saying that the dolly would, in fact, be available at that location. This in itself is quite remarkable, because it has often in the past occurred that a dolly reserved for Newmarket must be picked up in Mississauga/Port Perry/Sudbury/you name it. So we arrived at the U-Haul at their 7:00am opening time in good spirits. The fact that it was 7:20 before the manager, who lives on the property, actually arrived to open the doors was a bit disappointing,

but not surprising. What was more surprising was the way the manager was stinking of booze-- never a promising sign at that time of day.

OK, so paperwork in hand, we were taken to the dolly and the U-Haul assistant hooked it up to my truck. Lo and behold, one of the dolly's tail lights did not work: the wire running into the lens was hanging loose. The assistant said, "it was working when it got checked in from the last rental" and went to get the manager. The manager came out, and without looking at the tail light proclaimed that the wire harness in my truck was no good. Pointing out the broken wire and the fact that the truck was only a few weeks old at the time, did not stop him from getting a tester and probing the truck's trailer connection for about 15 minutes. Finally he acknowledged that the dolly was not roadworthy and said he would have to find us another dolly.

We went back to the office. Since he had no other dollies on the property, he phoned around to see if any other U-Haul had one we could get. At last he announced that there was one at a location about 40 minutes away: however that location did not open until 10:00. Having envisioned being on our way back from Minden by that time, we were not really pleased with this plan. So since we knew what was wrong with the dolly, I naively asked if the tail light on it could not just be repaired instead. Whoops!! The manager started screaming aggressively, "I don't have the parts to fix it and I AM NOT F**ing FIXING THAT DAMN DOLLY!!!!". OK, ok, I get that he's busy and all. So I make another offer: I will take the dolly, get the parts to fix it at the nearby Princess Auto, and do the work myself. That will still put me ahead of waiting 2 hours for a distant location to open. All I ask is that the price of the rental be discounted by the cost of the parts I will buy.

No sooner had I made this suggestion, than the fellow literally LUNGES out of his chair at me, yelling "I will not do that!! Get the F*** out of here right now!!". No kidding, Paul had to put an arm out to block the guy from shoving me, at which point he turned on Paul and started chest-butting him, screaming, "Get out!! I'm gonna call the cops!". Our response was to please go ahead and call them--this guy was getting scary really fast. However we could not 'get out' immediately, because the defective dolly was still attached to my truck. The manager eventually figured this out and came storming out to remove it. I waited in the truck, but at first he tried to argue that he would not remove the dolly unless I got out of the truck, which I did not do. Finally he went ahead and detached his equipment, cursing all the time, but when he unplugged it from my wiring adaptor, he flung the adaptor (a 3.5 x 1.5 piece of hard plastic) at Paul's head, fortunately missing.

Off we went to wait the two hours for the next location to open. During the wait we phoned the U-Haul head office to report our unfriendly alcoholic, and they said they would look into the incident but in the meantime, our reservation was definitely in place at the new location.

Fast forward to 10am and 40km south. A closed location. We wait. We wait. 10:40am and a man pulls up and opens the door. Oh well, at least he is friendly and does not smell of alcohol. He enters our information in his computer, and then, just as he hits the last button to print out the paperwork, his screen comes up with "E-Alert! No U-Haul location in North America to rent any equipment to this customer!". He cannot override this screen, cannot proceed with his booking, or delete the alert. Finally he asks Paul to phone U-Haul's head office to figure it out.

The "customer service" person on the phone informs Paul that we have been banned from doing business with U-Haul because we physically assaulted one of their managers. It would seem that our drunk fellow had sobered up enough to realize that he could be in trouble for his behaviour, and tried to adjust the story. We now said to the customer service that this incident was already reported to head office --by us-- and there was no assault. If there had been an assault, why is there no police report? "It's just your word against his", she says. Yes, but he is drunk and we are not. Paul is put on hold. After some longer time, he is asked to give a phone number where they can call him back. He gives the number of the U-Haul location where we are standing. The friendly man gives us a seat and we wait. We wait. At long last, some time near noon, they call back and tell the friendly man how to remove the E-Alert, and he finally completes our rental.

When U-Haul uses the slogan, "Adventures in Moving", the irony could nearly kill you. And so might their manager. Meanwhile we are shopping for a used car dolly. We can't really afford one, but we figure it will be worth it just for the comfort of knowing that we will never have to deal with U-Haul ever again.

March 10th – T.A.C. Board of Directors Meeting

@ Casey's (Trinity Common Mall, Brampton)

Attendance: Dietmar.S, Peter.C., Serge.G, Andrew.K

Meeting brought to order @ 8:40pm

1. T.A.C.'s secretary, Nelson Raposo submitted his resignation, due to other commitments.
2. From Competition Director:
 - no upcoming competition events
 - Solo Sprint open house @ CSC April 15th. Those interested should visit the solosprint website
 - Solo Sprint meeting this week; rule book for the 2009 season to be distributed
 - Ice racing results are posted on-line and will be printed in T.A.C.'s upcoming 5th Gear
3. Proposal – send 5th Gear to all T.A.C. members via the internet as .pdf files with an attached note to all stating the following: if members wishes a hard copy of 5th Gear this request will be accommodated, however, after 4 issues have been “put to press” no response from recipients regarding their preference, 5th Gear will email to members as .pdf files.
4. From President:
 - B.O.D. conference calls will be attempted via ‘Skype’ First attempt at establishing communication between all b.o.d. members will commence next month (April 8th)
 - Suggestion put forward to have T.A.C.'s website updated through a professional web designer. President will investigate the cost(s).
 - CASC presidents meeting last Sun in March – Deitmar unable to attend, Peter.C and Serge.G will attend. Meeting to be held at 2:00pm at the CASC office.
 - Ice Race director Sharon Feeney has asked clubs to donate \$133.00 for ice race jackets. Jackets are used as prizes for the various race class winners. CASC, Magum, Tire Craft, CSC are also donating
 - Ideas for T.A.C.'s annual Christmas party – new venue locations were discussed
5. From the Treasurer:
 - Ice Racing Levies are paid \$871.50 (including taxes)
 - **Current Balance \$ 18133.90**
6. From the Vice President:
 - current club membership: Total 81 - 43 Primary, remaining 38 are family
 - Submit to Nick Beck updated T.A.C. roster to ensure 5th Gear is mailed to current T.A.C. membership – the issue of 5th Gear's being returned to sender was discussed

Meeting adjourned @ 9:30pm

RSO AGM NEWS

At the 2008 RallySport Ontario Annual General Meeting held on March 21 09 in Peterborough, there were two significant changes approved to the RSO Bylaws.

The first is a plan to create a Board of Trustees (BOT) consisting of three people, each serving a three year term with one Trustee being replaced each year by election at the RSO AGM. This BOT is charged with the responsibility of disbursing the assets of RSO in a manner that would be in the interest of rallyists in Ontario, in the unlikely event of the dissolution of RSO. The first BOT will consist of Dennis Wharton, Alasdair Robertson and Peter Gulliver.

The second Bylaw change revised the conditions of meeting a quorum for holding an RSO AGM or Special AGM. The revised clause re quorum now states that a majority of member clubs, officially represented at any meeting by a member carrying his/her club's proxy, at any meeting of RSO shall constitute a quorum. This change resolves the ongoing problem we have had of rounding up enough votes of individual members to form a quorum. Note - this change relates only to forming a quorum to legally hold a meeting; there will be no change to the voting system for business arising at the meetings i.e. each individual RSO member will continue to exercise a vote and each club will have one vote. Individual members may still carry proxy votes for other RSO members.

Three Board positions were elected at the AGM, each for a two year term. Ray Felice was re-elected as President, Rob MacKenzie as Vice President of Performance Rally and Peter Gulliver as Treasurer. The remaining two positions on the Board with one year remaining in their term are Rita Moore as Vice President of Navigational Rally and Ross Wood as Secretary.

Ross Wood, RSO Secretary.

Report of the CASC-OR Presidents Meeting

The meeting was held on the afternoon of Sunday, April and TAC was represented by Peter Clifford. The topics of discussion fell into five categories: ASN Advisory Board Meeting, Financial Update, Office and Staffing, Club Affiliation and Sponsorship.

ASN Advisory Board Meeting

From the point of view of TAC members who are actively competing, one of the more interesting items at this meeting was a discussion of the safety equipment review which is taking place at ASN Canada FIA. Specific standards are to be aligned with FIA regulations and this will require a corresponding alignment of CASC-OR regulations. In addition, it was emphasized that when purchasing a helmet, a competitor must be sure that it is properly fitted. Improper helmet fitting can result in the loss of the helmet during an incident - apparently the ARAI company has prepared a good video on the subject of proper helmet fitment.

OAP1 (Ontario Automobile Insurance Policy) and its provisions regarding "race or speed test" were discussed with a view to having a unified and consistent approach to lobbying in all provinces. This is of concern to all those involved in Solosport where licensed and insured street vehicle might be used in competition.

Finally, member clubs were reminded that they must be affiliated in accordance with CASC policies and events must appear on a regional calendar and be sanctioned or authorized. Any incident report filed with ASN Canada FIA must be copied to CASC-OR.

Finances

Candace Calder presented the financial report (unaudited) as of November 2008. CASC-OR ran at a small loss for the year but the financial situation is stable and the organization is solvent. The costs associated with on-line payment of memberships etc, was discussed and it was indicated that an effort would be made to reduce these costs. Currently, CASC-OR pays these costs although in the past they were deducted from payments to member clubs.

Art Mosely presented the report of the Financial Review Committee (on which your the TAC Treasurer played a very minor role). In summary it is the view of the FRC that although the finances are sound, as a matter of course an audit should be undertaken and, in addition, CASC-OR should em-

Report of the CASC-OR Presidents Meeting

ploy the services of a bookkeeper on a two day per week basis. The board of directors indicated their intention to proceed on these recommendations.

Offices and Staffing

The Canadian Motorsport Hall of Fame completed their move out of CASC-OR offices in November. Negotiations with the current landlord were unfruitful and a search for new premises is underway. This move to new premises is to be completed by the end of June at the latest.

Additions to current staffing are proposed which include a bookkeeper (mentioned above), a web developer, a forum administrator (this is a volunteer position and has been filled) and a sponsorship coordinator (also a volunteer position).

Club Affiliation Requirements

The requirement that must be met for a club to maintain its affiliation with CASC-OR in good standing were restated: Those in attendance were reminded of the annual filing requirements in this regard. Clubs which are not in compliance face the prospect of not having valid insurance and not being able to organize events, while members may not hold licenses or hold CASC voting rights.

Sponsorship

CASC-OR has a new media partner for 2009 with announcement that a three-year agreement has been signed with Performance Racing News (PRN). All affiliated members who indicate that they will accept sponsor offers will receive a complimentary subscription (however, members will not received any other promotions). Toyo Tire has renewed its sponsorship at the same level as in 2008 and agreements for 2009 with Mobil 1 and CSC Racing for 2009 are expected shortly. New is an agreement CASC-OR has signed with iRacing as "Official Simulation Service". All affiliated members will be eligible to join iRacing at preferred pricing.



Report from the President & CARS Board Representative – Ray Felice

RSO worked hard this year promoting and educating the general public on the safe aspects of our sport as well as working with the communities and their local charities. As always, we endeavour to continue to communicate all RSO business in an accurate and timely manner. Minutes are not only posted on our web site within 72 hours but also distributed to club Presidents and official club Representatives for distribution to their respective clubs directly. Minutes always include the date of the next exec meeting and all RSO meetings are always open to any member who wishes to attend.

Promotion & Awareness

RSO decided to opt out of the Toronto Auto Show this year and elected to try a different venue to promote rally in Ontario in an attempt to bring awareness to a different demographic and encourage more new growth in rally. RSO teamed up with Targa Newfoundland and put on a great display at the Canadian Motorsport Expo in March. Attendance for the three day event was hampered by a snow storm for the first two days and a lack of promotion by the event promoter. Vehicles were provided by Martin Donnelly, Peter Reilly and Andrew Comrie-Picard's EVO fresh from a rally showing extensive damage. This not only showed the strength and toughness of rally cars but also the press on regardless attitude of rallyists.

For 2009 RSO was back again at the Toronto Auto Show teaming up with Targa Newfoundland team.

Schooling, Growth & Exposure

The annual RSO Navigational Rally School was held over three days in early spring. Students learn the basics of navigational rally as well as how to be a safe and responsible rallyist. They are also taught the basics of and what it takes to get involved in performance rally. Thanks again to Paul Henshal for co-ordinating the event.

In January RSO again ran our annual First-Aid course with 15 successful candidates receiving their first aid certificate. RSO also put on another HAM radio course and we have added 9 more new licenced Ham radio operators to the region.

RSO Growth Committee was in attendance at many events throughout the year promoting and attracting new people to the sport. These events included not only automotive but non-automotive events such as malls and fairs.

Financial

Financially RSO is in good shape as we have most of its investments in GIC's which allowed RSO to avoid problems in the current market. RSO has continued with its program of paying for road improvements and repairs to MNR roads used for Rally.

Generally

Yearly RSO provides training, schooling, and support for its clubs, events and members. We will also work on promotion, road development and sponsorship. All this is possible with the support of our army of volunteers.

Thank you to RSO executive, organizers, The RSO Sweep team, planners, scorers and volunteers for all your hard work. It is you that make it all possible for everyone to enjoy this sport we do.

Thank you.

RSO Board/Executive Meeting – March 10, 2009 Minutes

LOCATION – Conference Call meeting 7:30 PM – contact Ross Wood for call-in details

16/03/09



NAME	POSITION	PRESENT
Ray Felice	President	Yes
Rob MacKenzie	Vice-President – Performance	Yes
Rita Moore	Vice-President – Navigational	Yes
Ross Wood	Secretary	Yes
Peter Gulliver	Treasurer	Yes
Paul Henshall	Executive Assistant	
Jeff Hagan	Assistant V.P Performance	Regrets
Roger Sanderson	Scorer	
Mark Ockwell	Chief Scrutineer	
Christina Chinn	RSO Growth Committee	
Alasdair, Robertson	Legislative Affairs	
Jeff Lantz	OPRC Classic Class Coordinator	
Ross Wood	RallyCross Coordinator	Yes
TBA	BEMC Club Representative	
Christina Chinn	KWRC Club Representative	
Jeannie MacGillivray	MCO Club Representative	Yes
Ross Wood	MLRC Club Representative	Yes
Rob MacKenzie	PMSC Club Representative	Yes
Nuwan Dantanarayana	SPDA Club Representative	
Paul Moore	TAC Club Representative	Yes

Agenda

- 1) **Approval of/additions to Agenda** – as amended – Gulliver/Moore
- 2) **Approval of January 27, 2009 meeting minutes** – as published – Moore/MacKenzie
- 3) **Treasurer’s Report** – as presented – Gulliver/Wood
- full report is ready for AGM
- 4) **CARS Update** – insurance rates will be unchanged for 2009 with exception of a new Rally category for closed venue (track) events - \$30 per vehicle
anyone needing a CARS Rulebook should request from Ray F. – note – the Rulebook is posted on the CARS website
clarification re U.S. vehicle eligibility – U.S. vehicles can run in CARS events but will be classed according to CARS Class Rules
- 5) **Old Business - (a) RSO AGM & Awards Banquet – March 21, 2009**
- venue – Baker’s Hill Banquet Centre, Peterborough, 555 Parkhill Rd. (SW corner of Television Rd. & Parkhill Rd. – across from former A1 Shell where numerous PMSC events have started) 10 AM AGM; 12:30 cocktails; 1:00 Awards Banquet
Proposed Bylaw changes re voting and quorum at AGM plus a proposal handling the dissolution of RSO in the unlikely event that should occur
positions up for election are President, VP Performance & Treasurer – Nominating Committee is being headed up by Ross Wood
- (b) **RallyCross/RallySprint**
- MLRC has set up a series with 5 RX events – 2 winter and 3 summer – dates are January 25th, February 15th, July 26th, September 27th & October 18th venue will be Bancroft with exception of September being at Burnt River

RSO Board/Executive Meeting – March 10, 2009 Minutes

second event was another huge success with icy winter conditions so the course was sanded providing excellent conditions – had 31 entries – Results posted at

http://www.mlrc.ca/rallycross/results/2009/Rallycross-Feb.15.09_WEB.pdf

- MCO is planning 3 RallyCrosses in the Summer & Fall

- (c) **Canadian International (Toronto) Auto Show** – February 13-22 - RSO had a booth booked – on the 100 level of the Rogers Centre – right by entrance of all traffic to the building - shared with Targa and HotBits – had two cars on display and a Rally simulator
- (d) **RSO Calendar Cards** – printed – were distributed at the Auto Show
- a few changes were suggested for 2009
- (e) **HAM Radio Course** – 12 attended – 10 passed – course run by Roger Sanderson and Rob Metcalfe
- (f) **RSO Rally School** – March 23, March 30 & April 6 – Caledon Village Hall – all Attendees will receive a \$5 coupon to use at any 2009 ORRC event contact Paul Henshall to register – paul@hslrallysport.ca

6) OPRC

- (a) **Series Standings** – to be posted soon
- (b) **Perce Neige Rally** - Feb. 6-7 – Maniwaki – 42 started – 16 OPRC – great competition - lead changed several times – road blockage in final stage
- (c) **Shannonville Rally** – April 4, 2009 – plans shaping up well – Senior Steward will be Alasdair Robertson – clarification re tires posted – discussion re track rental fee – Ray F. to follow up
- (d) **Lanark Highlands Forest Rally** – May 9 – shaping up well – Supp. Regs almost done – entries coming in – Stewards will be Ross Wood & Peter Gulliver
- (e) **Black Bear Rally** – June 13 – still working on approval for moving to Bancroft area –
- good reception from many in the area
- (f) **OPRC Series** – changes – complete as printed in previous minutes
- (g) **Organizers' Forum** – MLRC will host an OPRC Organizers' forum on their website
- Ross is collected names and email addresses of participants
- (h) **Door Panels** – RSO Regional events will use the CARS door panels with a Regional sponsor (Hotbits) decal on it
- (i) **Galway Cavendish Forest Rally** – same route as 2008 – website is ready – one free early bird entry by draw

7) ORRC

- (a) **Series Standings** – current as posted on RSO site
- (b) **Maple Leaf Winter Rally** – 19 entries – great conditions – went well – pending Steward's report
- (c) **Organizer's Points** – Novice Organizers will be awarded points same as Expert & Intermediate
- (d) **Self Declaration Registration** - reminder that this is not to be used at ORRC events

8) Growth Committee - (per Christina Chinn)

- no report – Ray F. will follow up

New Business –

- (1) **Etiquette** – reminder that while acting in any way as a representative of RSO we must be mindful of any statements or actions that might reflect poorly on RSO or rally in general
- (2) **Board History** – Rita M. is working on a history of RSO Board members from its inception to the present time

10) Club News

MLRC (per Ross Wood)

- second and third Mini Rallies have been held – entries slowly growing -new Start/Finish venue (Husky Service Centre at Hwy. 400 & 88), simplified instruction format is working out well
- second Winter Rallycross was run on Sunday, February 15th - in Bancroft on the Golton property (new Pines Spectator Stage) – 31 entries in great winter conditions
- MLWR (Maple Leaf Winter Rally) – all night ORRC event was run out of Bancroft on the night of February 21-22 on the great traditional winter rally roads – ideal winter driving conditions – 19 cars entered - also featured

RSO Board/Executive Meeting – March 10, 2009 Minutes

a run around the RallCross course for a non-scoring warm-up section – see details on the MLRC website at www.mlrc.ca

- Pines Committee is holding its first meeting on March 14th – anyone interested in joining the committee should contact Mike Koch at mike@tallpines.com
- the Black Bear Committee is hard at work – very warm reception from numerous parties in the Bancroft area
- have a Test Day scheduled for March 17 on the Galway Cavendish Rd.

TAC (per Paul Moore)

TAC members are now celebrating their successes with the close of the ice racing season. The cars have now been placed in hibernation until they are pulled out of storage next January, at the last minute, and the owner suddenly remembers last season's incomplete "to do" list! Congratulations to the 23 TAC members who finished in the top ten in their classes! Ice racing runs for six consecutive weekends (weather permitting) starting the third weekend in January in Minden, Ontario.

Did anyone see the 32-page March 2009 issue of TAC's Fifth Gear? On page 12 are three interesting views of ice racing. Who would have thought you could use the hoist on a garbage bin truck to straighten the frame of a car enough between races to go out and win the next race? Also, what happens when small cars meet BIG snow banks? Fifth Gear will be available on the TAC website soon.

TAC member are eagerly awaiting the return of the warm weather and the various forms of pavement racing that goes along with it. Would you believe people actually race cars on....pavement?! Weird, eh?

Preparations are also under way for the two remaining TAC rally events, the Discover Ontario Rally in June and the Infinite Monkeys Rally in August. Brooke Jacobs returns as the organizer of the "DOCR" this year after a two-year "vacation" to develop some insidious instructions for the intermediates and experts. It should be fun!

MCO (per Jeannie MacGillivray)

We now have four more HAMs in the Rally Group, and we thank the RSO for providing this course every year!

Most of our efforts have been on the upcoming Lanark Highlands Forest Rally (LHFR), and to complement the event we are holding a Saturday-morning course for new co-drivers on March 28. We have 17 students signed up so far. The course will be given by Mike Koch and Jane Laan, at the Tifosi Lounge at St. Anthony's Soccer Club in Ottawa.

The LHFR committee has been busy on just about all aspects of the event. To date, we have 10 entries and are preparing our Supplementary Regulations. (The organizer and I regret that this has happened in reverse order!)

We had 10 attendees at our February Rally Group meeting.

The road rallies, known as the Open Road Rally series, will kick off with a school for navigators in May, given by Robert Roaldi. Date to be announced. The organizer is Glen Clarke.

Greg van Dalen will again be organizing rallycrosses at Augusta, with three being planned for 2009. Some Rally Group members competed in the MCO's Snowcross series (not organized by the Rally Group). The series standings will be posted soon.

KWRC (per Christina Chinn)

PMSC (per Rob MacKenzie)

The Peterborough Motor Sport Club has 41 members to date.

PMSC had 18 Club members run in the CASC-OR ice race season.

March social meeting will have jacks mini rally on March 25th.

The Shannonville Stages Rally plans are coming along well and expect a large turn out.

The GCFR has its Sponsorship in place and is well on its way to another successful event.

Louis is back this year to organize one of his classic ORRC Spring Run Off's. This event will run April 18th.

SPDA (per Nuwan Dantanarayana)

11) Next Meeting – TBD at the AGM



2009 Membership Application

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

Email: registrar@torontoautosportclub.ca

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

JOIN or RENEW ON-LINE : JOIN-> www.casc.on.ca/joinAClub.php
 RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2009 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2008 membership numbers will be reserved until February 1st, 2009.
- All memberships expire December 31 2009. Date: _____

1st Member _____ [#] Home Phone (____) _____

Address _____ Bus. Phone (____) _____

_____ Postal Code _____

First Member _____ [#] email: _____

2nd (Family) Member _____ [#] email: _____

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____/____ Cardholder 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 your 2009 Please indicate three areas that you can autosport interests help with in 2009

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