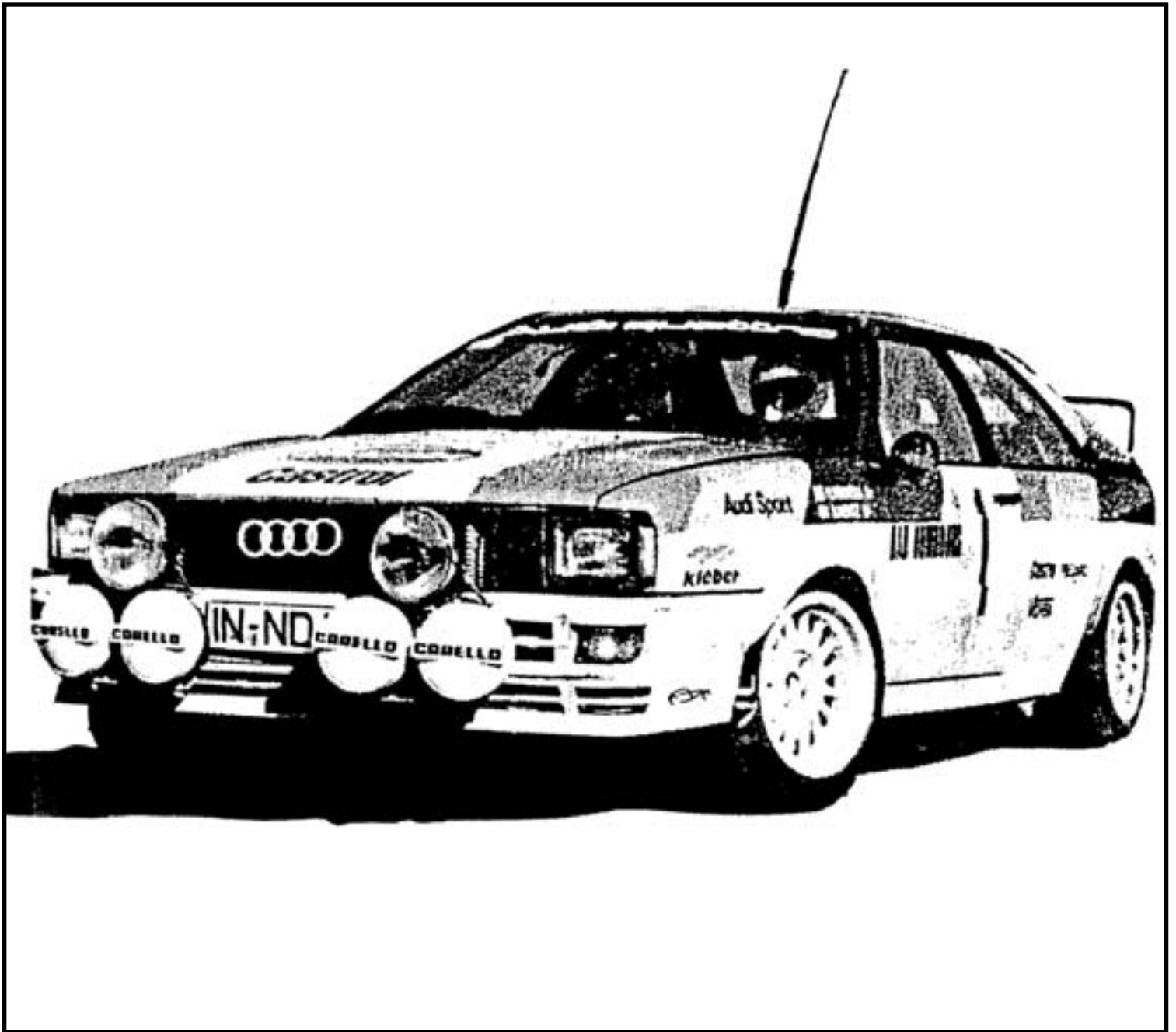




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August



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TORONTO AUTOSPORT CLUB

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The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (except August & December) at 8:00 p.m. at Miami Restaurant & Bar: 1285 Finch Avenue West, one block east of Keele...

GUESTS ARE ALWAYS WELCOME !

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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Advertising rates (per year) : \$150/full page; \$75/half page; \$25/business card size

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FROM THE PRESIDENT'S DESK

After a calm July, August is going hot and heavy.

TAC just co-organized the Agincourt Autohaus Mosport Grand Prix Challenge 2 with OMSC, and it was a very successful school and Solo Sprint event. We ran a one day school at the big track at Mosport, followed by a points-counting Solo 1 event the following day.

Agincourt Autohaus brought out a brand new Audi A3, and had their Shop Foreman and experienced racer, Rolf von Englebrechten, drive it at the event. He did quite well, coming second in class. Even more exciting was having Speed TV's Sports Compact Revolution at the event filming the Audis on the track during the school. Host Al Ayres and Tom Hnatiw commented to me that they'd been able to take shots of Mosport that have never been taken before. They were quite pleased and excited. Watch for the show to be aired in February.

Avi Koifman was organizer for the Sunday event, and did a great job ensuring that things would go smoothly. We had more competitors than we've ever had at a Solo event, but thanks to Avi and his crew, the event ran as smooth as can be expected. The marshals did a great job helping the clerks and timing. In the end, most competitors got in 4 heats. One run group could only get out 3 times, but still had a busy, enjoyable day.

I would like to express my personal thanks to all those that came out to instruct, as well as special thanks to OMSC for handling all the event logistics.

The AAMGPC2 was the fifth event in CASC's Mobile 1 Solo 1 Championship series. This was an event that TAC members excelled in! The overall winner was our own Vice President, Russ Harding. TAC took 5 of the top 10 places, including Andy Presswood, who won Top Novice. TAC cleaned up on the Club Championship points, beating HADA 709 to 603. Unfortunately we are still 700 points behind them in the race this year. We need as many people coming out to these events as we can get!

TAC is doing quite well in the Championship Series. Chris Atkins is in first place overall,

with Avi, Russ, yours truly, and Christian filling in spots 3 to 7.

The other BIG event that we have coming up is our 50th Anniversary Bash at the ALMS weekend at Mosport. Mosport are giving us a corral between turns 2 and 3 on the infield. We'll have the barbecue going, along with some refreshments, then on Sunday - John Hannaford will be preparing his Mosport Gourmet feast #3! This year's theme is foods from the great racetracks around the world. I'm collecting names to get an idea of numbers. If you are interested, please send a note to president@torontoautosportclub.ca. Members can sign up and pay on-line at the CASC web site. Just go to the Members Only area, and click on the "Event Registration" button. Look for a Club Event called TAC 50th Anniversary Celebration at Mosport ALMS.

Note that each member can only register once, and you must be a TAC member to sign up. If you are bringing the family, each member will have to register for the event, but kids under 12 are free.

On a side note, the roll cage is now in my slowly-developing track car. Thanks to Fifth Gear advertiser Raven Performance for building an absolutely beautiful chromoly cage. Not only is the car going to be safe and secure, it will also be solid as a rock. Now I just need my cams delivered so we can start on the engine. I'd love to get the car out on the track this season. I may be able to do some setup at one of the BMW Club driving schools, but it is not looking like I will be doing any door-to-door racing this year.

Best of luck to everyone at their upcoming Solo 1, Solo 2, Race, and Rally events!

Rob McAuley

President, Toronto Autosport Club

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Membership

As of August 15, we have 204 current members, including 130 Primary members. This is a new record, and some memberships are still coming in! Membership fees for the remainder of 2005 will drop to \$25 as of September 5.

Web Site

The 2005 Ralliette results have been added. Brooke is working on a few other changes that I've requested. I've had a quick look at the Xoops site, and it looks good. I'll look into it further, but probably not until mid-September, as I'm pretty busy until then.

Message Forum

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

Sponsorship/Advertising

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

Rally

My first year in Rally continues to go well. The July Ralliette saw Sheryl, my navigator, make a breakthrough, and figured out how to calculate timing on the fly. And it was working well. We still had some errors, but it felt like we were rallying the way its meant to be done. Right up until the final instruction, "Bear right onto Hwy 401 east". Well, I overlooked the "East" part, and muttered something about the instruction being about 200m early. It wasn't early at all. I had simply borne right onto Hwy 401 West! D'oh! So we took a 3 minute penalty on the final section, for a 7.4 minute total. Without that screwup at the end, we would have had 4.4 minutes. Our previous best was 6.4 minutes, so its good to see we're improving. With three wins on the season by Sheryl and I, the pressure is really on Sue and Sarah McAuley to sweep the final two events, or Sheryl and I will take the Novice division! Woohoo!

We also went to the Guru Nanak rally, which is a contract rally organized by TAC. We half expected to be helping to run the event, but Scott figured that he only needed John Charles to work both checkpoints. Since we were also invited to participate, as were all Taccie's, we paid out entry fee, and got into the event. From the outside, Scott was concerned about what would happen is we won. But since this was a "Fun" rally, Sheryl and I didn't expect our rally experience to have much bearing on the outcome. After all, time was not part of the process for determining a winner.

Unless you're early, in which case there's a penalty for speeding. A fun rally is simply a series of questions, with the answers coming from landmarks along the prescribed route. Nevertheless, Sheryl and I agreed that if we did place well, we would accept the trophy, but return the prize for others to enjoy. We didn't even know what the prizes were.

This was my first time at Guru Nanak. I've heard about it for years in my reading of Fifth Gear, but had no idea what it was about. Sounded Eskimo to me. So, for those who are curious, here we go: Guru Nanak Dev was born on April 15, 1469, and he is the founder of the Sikh religion. The Guru Nanak Community Services Foundation raises money for local Hospitals. This year's rally they raised around \$40,000 for the William Osler Health Centre! The hospital's new Emergency Services Department is named after Guru Nanak. A free lunch was available. I couldn't tell you what it was, but it sure was tasty!

The rally started with a long highway run. This put us near Milton, and some scenic countryside with twisty roads. I had been warned that some of the questions were hard, and Scott didn't expect anyone to get them all correct, so there wouldn't be any ties for first place. But we still figured that we'd try to get them all correct. So we were looking at the side of the roads like hawks looking for lunch. Of course, we made a navigational error on the third or fourth instruction in! But we quickly realized the mistake, turned around, and got back on track. The answers to the questions were coming fairly easily. Until about halfway. We went up and down a section of road three times without finding the answer. So we guessed, and carried on, thankful that time was not a consideration. And then we blew past an answer, spoke it out loud, but couldn't get it written down with confidence "what was that again?" Turn around, go get the exact answer again, then get back on track. There were a couple more loop backs. Then, near the end of the rally, confident that the only answer we missed simply didn't exist, we couldn't find another answer to "what are the big happy monsters made of?" Up and down the road we go, looking for the answer that could defeat our bid for perfection. It could be wrought iron, it could be stone or landscaping. We went down a farmer's road because Sheryl thought she saw something way off the road that may have been moved. Nope, that wasn't it. Where were these monsters hiding, and what were they happy about? I even suggested they could be made of hay, as there was a hayfield on one side, but there was no evidence of monsters. So we gave up on that one, thankful that time was not a consideration.

We had a pleasant time chatting with other competitors while we were waiting for results. They had events for the kids and non-competing family members, including inflatable slides, egg-carrying contests, and

the like. There were as many prizes for the families, as there were for the ralliers!

We bumped into John Charles, who let us in on the results as they currently stood. With only 28 out of thirty questions being included (two were dropped), we had a perfect score, along with three others! The tie that wasn't supposed to happen...happened. To break the tie, Scott's idea was to use timing. Looks like time was a consideration after all! D'oh! We'd surely be eliminated now. But wait, one of the four took a penalty for being to a checkpoint early. One point for each minute. So despite our best efforts to post a horrible time, we were informed we finished first, in a close but clear victory! Remember how TAC winning the event wouldn't be a problem? Well, now it was a problem. Since Sheryl and I had already agreed to return any prize, they were quickly satisfied that no one would be upset with our entry. After all, precise navigational and timing skills won't help you figure out what Big Happy Monsters are made of!

So we were presented with a trophy with a plastic 1974 Camaro on top (???), and the many gracious thanks of the organizer. In fact, the Guru Nanak people were very appreciative of the work TAC had done for them, heaping much praise on both Scott and John for their involvement.

In the end, it was a nice way to spend a day, and I look forward to next year. TAC will be invited again, along with other teams, in what I gather will be a separate, "Open" division. That'll be interesting!

SoloSprint

While the rallying is fun, SoloSprint is still what gets my heart pumping. On August 6 & 7, TAC was co-organizing a one day school & one day competition at Mosport on the Grand Prix circuit. I had originally thought my car would do well here, until I saw Christian running 1:38's and even 1:37's with Tony McGrath behind the wheel. The school was excellent. My first session out, I was making an effort to be smooth, to make the instructor feel comfortable. His suggestion: drive smooth! D'oh! That was smooth! Best lap time with Instructor 1 was 1:42.xx. I got a different instructor for the second session. He had some good comments on line, and even adapted to the way the car handled. One time through turn 2 was fun. We were double apexing the corner. Around the first apex, he asked for me to be "on the throttle". No problem with me, give it some gas. Halfway to the second apex, he said "On The Throttle!" I like that he was pushing me, so I give it more gas. This is fun! Then he says "ON THE THROTTLE!!!" I give it still more gas. The car is holding the line well, no twitching. He quickly shouted "SLOW DOWN! ARE YOU CRAZY??!?!%#*6!!", to which I could only give a confused reply, "well you said to get

on the throttle?" "OFF the throttle, I was saying OFF the throttle!" D'oh! By the time we finished turn 3, I was laughing my head off! It took a little longer for the instructor to find the humour in the situation. Hehehe! He later told Rob that it was the fastest he'd ever gone through turn 2, but I think the perspective is different from the passenger seat. My fastest time with him was only a 1:43.xx. I had the third session on my own, and it was good practice. Chris Atkins A student had car trouble, so I took him out for the fourth and final session. Chris and I have had some excellent time chasing each other around the track (well, usually me chasing him), so I felt comfortable enough to give it a full ten tenths. And we were fast! Whether it was getting a four wheel drift through 3, blazing speed through 5a, or a great launch out of 5b, we were both having fun. And we were quite fast through 2, where I found my focus on the exit very helpful in getting the rest of the turn just right. We ran a 1:39.67, my personal best! Sports Car Revolution was there on Saturday, taping for a show to air in February. We were told to act natural, and ignore the camera. So I did. In fact, I barely noticed that they were even there.

So I was looking forward to getting into the 38's on Sunday, and pushing Christian to not make too many mistakes. My first session, right after lunch, was only a 1:40, a bit disappointing, but still second only to Christian. Then my second session was quicker, at 1:39.002, enough to get ahead of Christian. Then I managed a 1:38.381 in my third session! That solidified my lead over Christian. My last session wasn't any faster, but was still in the 1:38's. I was later given a heads up that I had indeed finished first in class! Yay for me! J My second GT1 class victory of the year!

And the other Mustang drivers did very well also. Chris Atkins finished first in SGT3, and fellow Taccie Andy Presswood not only finished first in GT3, but also took home the top Novice trophy! This was particularly amazing since he corded his front tires on Saturday, and had a fellow non-competing SoloSprint driver bring him some loaners. And then the valve stem on one let go before he could get his last session in. Way to go Andy! Another Mustang finished first in SGT2. So four Mustangs, and five trophies...so far. As they were counting down the top ten, I expected to be around sixth or seventh. Since I have an in-car timer, I don't look at the interim postings anymore. They were calling out fourth and third, and I'm thinking I must have missed my name. Until they got to Top Overall, which was me! I was both surprised and thrilled. It was totally unexpected! And it completed the Mustang Domination! All the Mustang drivers won door prizes as well, with mine coming on the very last draw! Winning the event at such an impressive and historic track is the high point of my racing career! And now Chris Atkins is in First Place in the season standings, with

Taccie Avi Koifman in third, just 0.013 points ahead of me, and then Rob McAuley and Christian Sorensen in 6th and 7th respectively. That's five TAC members in the top ten. Not too shabby!

The next round is at Dunnville, the Brake Killer. I don't have high hopes there. It should juggle the standings pretty well, as the lighter cars can perform on this tight track.

Marshalling

I got out and marshalled at the Superbike Weekend. That was pretty crazy! I was posted at turn 3 on Saturday and Turn 2 on Sunday. We had a couple bikes go down on Saturday, but no one was hurt. One rider complained about the tires being great for ten laps, but the race was 16 laps. Not so great. The Women's Cup had several impressive riders, who could easily hold their own against the men. In fact, a couple did race against the men, and did well. Unfortunately, the track went red flag on the very first lap of practice. One of the ladies went down before even getting onto the track. Between the pits and the open track, there is a wall, and the lady went down, and slid into the wall, breaking her ankle, Ouch!

Sunday it rained off and on most of the day. This created lengthy delays as racers changed tires and got extra wet practice. A couple sessions had to be dropped. While cars can race in the rain with little trouble, bikes have a bigger safety concern. You can't fall off a car!

Club Meeting

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

See you at the ALMS weekend!

Russ Harding

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7TH ANNUAL GURU NANAK CAR RALLY

For the seventh time in as many years, TAC contracted with the Guru Nanak Community Services (GNCS) group in Bramalea to design and conduct this annual fundraising event for the William Osler Health Facility in Brampton.

This year John Charles stepped down as the event organizer, but he was present to receive the warm regards and grateful praises from people who have come to see him as a true friend and partner in the charitable work they do.

I, too, congratulate John for the faithful service he has provided over the years, and hope I will be able to carry the torch with the same success.

Sunday, July 31 was sunny and hot; a beautiful day for a drive through the twisty roads around Rattlesnake Point.

There was a good turnout of 27 cars, making it a very competitive rally, and everybody said they had a great time and loved the route.

It was a "Scavenger Hunt" type of rally, where competitors were required to find the answers to a set of 30 questions, which could only be found by correctly following the route instructions.

The level of difficulty is generally low for this rally, with simple sentence instructions like ".5km - TL onto Derry Road".

Few participants would be up to the challenge of a true TSD rally.

On the other hand, those who have participated for a number of years have started to tire of the simple instructions and needed a bigger challenge.

So, with that in mind, I prepared an additional set of instructions that did not include the street names.

This of course requires the competitor to pay much greater attention to distances on their odometer, and boosts the level of difficulty slightly.

As it turns out, having "Advanced" instructions was effective in levelling the field between previous winners and beginners, but it raised an unexpected problem.

In TAC rallies, it is a badge of honour to compete with Intermediate or Expert instructions.

To succeed with more difficult instructions is a testament to your skills, and can be a great source of pride.

But the perspective is very different when there are high-priced prizes for the top finishers.

What competitor will voluntarily choose the more difficult instructions when a new Home Theatre system or HDTV is on the line?

So, we decided to assign the "Advanced" instructions to winners from previous years and have them start

first so they wouldn't see the Regular instructions of the other cars.

It was a good plan in theory, but Darshan Bilkhu, the GNCS convener for the event, decided that he would personally select those teams just before the start of the rally.

This caused a little confusion at the beginning as we sorted out teams, car numbers, and instructions, but eventually everybody received their papers and the rally was under way. (I would definitely do this differently next time!)

Another new thing in this year's rally was Timing.

Darshan wanted to minimize the speeding and reckless driving witnessed in previous years, so I added a timing element.

I didn't want to make it as stringent as a normal TSD rally, so penalties were only incurred for being early to the checkpoints, not for being late.

It turns out the timing was a real lifesaver too, because after John and I finished tallying the results, there was a 4-way tie for first place!

Despite my best attempts to make finding all the answers very difficult, four cars spotted them all and had a perfect score.

One car received a time penalty, but that still left three, and I had no planned method of breaking the tie.

After wishing for a moment that I had doled out penalty points for being late at the checkpoints, the solution jumped out from the time sheets; Simply calculate the time it took to correctly drive the route! A minute later, we had distinct 1st, 2nd, and 3rd finishers.

Well that took care of the technical stuff, but now suddenly, another unexpected situation arose, and this one was a real hot potato!

A couple months ago, when I first met Darshan and began planning the rally, he asked me to encourage TAC members to enter the rally.

I told him I would place the ad in the 5th Gear, as had been done in previous years, and made a light comment about experienced teams competing with novice teams.

He shrugged it off at the time, but in retrospect, I should have pressed him on it.

Well, you guessed it! The First place team was TAC's own VP Russ Harding and Sheryl Graham. (I even made sure he had the Advanced instructions!)

You should have seen Darshan's jaw drop when I told him the result. He got very serious all of a sudden and said, "This won't look good!"

7TH ANNUAL GURU NANAK CAR RALLY

But Russ and Sheryl instantly de-fused the awkward situation by graciously volunteering to return the prize to the Guru Nanak Community.

They were awarded the trophy for 1st place, but the Grand Prize of a Home Theatre system was awarded to the 2nd place finisher.

Kudos to Russ and Sheryl for their diplomacy.

For the record, here are the top finishers:

- 1 - Russ & Sheryl
- 2 - RJ & Sasha Minhas
- 3 - Gursharan & Gurcharan Singh
- 4 - Gurnham & Amandeep Sekhon

After many speeches and awards from other activities of the day, Darshan called me up to receive a

beautiful plaque thanking TAC for organizing the event.

He also presented a similar plaque for last year. I thanked them all for allowing TAC to participate in their day, and it was my pleasure to assist.

Russ noted that it's too bad TAC doesn't have a clubhouse. We really don't have a place to display trophies and plaques like this. They just end up in Malcolm's basement! ;>

Thank you to Dietmar Seelenmayer for green-crewing the rally, and a big thanks to John Charles for manning checkpoints, assisting in the tally, and providing moral support when the pressure started to rise. It was the first time I have done this, and there were a few stumbles.

But when all is considered, it was a successful event, and I look forward to next year.

Cheers! Scott Merrithew

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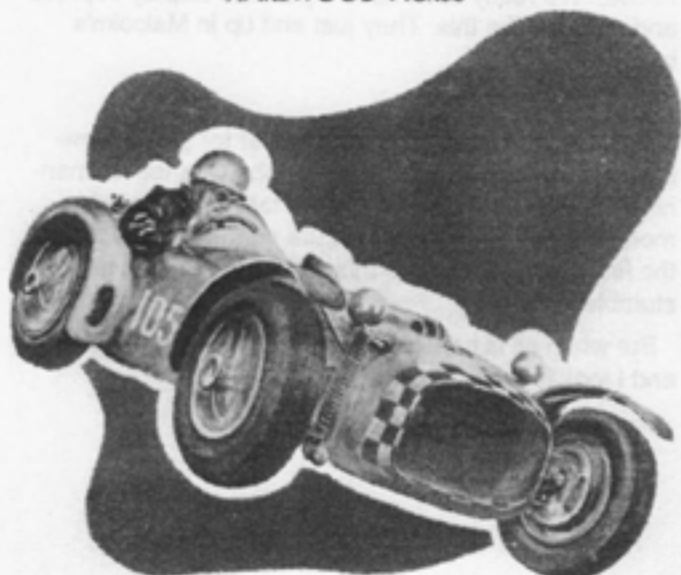
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CASC Ontario Donates Historical Collection

The CASC Ontario Region Board of Directors have agreed to donate the archival records of CASC Ontario – including records from the inception to demise of the defunct national CASC organization - to the Canadian Automotive Collection's archives. The archives are overseen by a committee of the CAC, who also operate the **Canadian Motorsport hall of Fame and Museum**.

The bulk of records, artifacts and press information have been collected over several decades previous to 1990, when ASN Canada FIA assumed national sporting authority.



Included are articles from the early car and motorcycle events, through Canadian motorsport's glory days of **Can-Am**, the **Players 200**, **Canadian** and **Sundown Grands Prix**, through to the successful 'showroom stock series' of the eighties.

Records will be organized into the CAC archives, which are located at the rear of CASC Ontario's region office.

The CASC collection was long overseen by Bob Brockington, who had supported the donation. (See related story below).

Bob Brockington

Bob Brockington passed away on July 6th at his home in Don Mills.

Bob was a good friend of the sport. CASC Ontario's longtime archivist and historian passionately pursued decades of involvement in racing, and will be fondly remembered.

Toronto Motorsports Park SoloSprints Postponed

Ontario SoloSprint Director Christian Sorensen has confirmed that the 2005 Mobil1 SoloSprint Championship will be unable to maintain scheduled dates for rounds 5 and 6 at Cayuga, Ontario's Toronto Motorsports Park. The July 23-24 doubleheader has been postponed to August 27th and 28th, and designated as the series' 6th and 7th rounds.

Registrations for July 23/24th will be carried over to the new dates. The change introduces a number of conflicts with the Mobil1 Solo2 AutoSlalom Championship, and a small number of cancellations will necessarily be accommodated as a result.

The series scoring system remains unchanged, with each competitor's best six of nine rounds scored.

Mobil1

2005 Solo1 Championship Series

Big Shootout at Shannonville

The Canadian Racing Drivers Association's Shootout at Shannonville race weekend garnered a surprisingly large field this June. Neither the club, nor the region's Race Director have identified a single major influence, and the turnout is likely attributable to a combination of factors.



The 2005 season is the first in many that hasn't begun with the traditional Spring Fling Shannonville tests, and the Shootout's Friday test marked the season's first crack at the circuit for many race competitors.

Supplregs Finalized for War Bonnet 3-Hour

Supplementary regulations for September's War Bonnet 3-hour, hosted by the British Empire Motor Club on Indian Summer Trophy weekend, have been posted to the club's website, at bemc1928.ca.

The War Bonnet is this season's second 3-hour endurance race, and will be held entirely during daylight hours, starting at 3PM on Sunday, September 18th. Supp Regs for the race are largely based on those prepared by Ontario Race Director Gunter Schmidt for May's Sundown Grand Prix. Notably, the time penalty for FIA-approved fuel rigs has been maintained.

INSIDE TRACK
MOTORSPORT NEWS

Inside Track Cash Award Winners

Inside Track Motorsport News' Mystery Position Award program continues into the 2005 season, providing cash award to randomly selected entrants in the open categories for both closed-wheel and single-seater groups.

Winners at the recent Shootout at Shannonville round were rookie Alec Chahvardjian (Acura Integra Type R), and last year's Formula F1st champion Guy Bellingham, who campaigns the #1 plate in this year's ISSECO Formula 1200 series.

Minden Sim Released for Grand Prix Legends

Magnum Ice Racing Series Director David Hiron announced the beta release of the Minden Fairgrounds track for the Grand Prix Legends racing sim. The file is compressed in RAR format, and can be unzipped with a free trial version of the RAR file archiving system. Download it at: www.casc.on.ca/UploadedFiles/Minden4GPI.rar.

AMB Lap Timers Tested

A select number of CASC Ontario Touring GT Championship drivers have been testing a new product from AMB-it, manufacturers of the region's race timing system and software. The DisplayT units have been offered to the CASC Ontario for sale to racers on a consignment basis.

The Ontario Challenge Cup GT Sprints' ban on in-car lap timing persists, though pit-to-car radios are still allowable within OCC rules.



July/August Events

Visit www.casc.on.ca for information on tickets, schedules and supplementary regulations.

Jul 2-3	MCO Race Driving School	Shannonville Motorsport Park
Jul-10	Mobil1 AutoSlalom Championship Series Round 4 (Hosted by PMSC)	TBA
Jul 16-17	DAC Trillium Trophy Races	Shannonville Pro Course
Jul-17	Mobil1 AutoSlalom Championship Series Round 5 (Hosted by COMP)	Bronte GO Station, Oakville
Jul-23	Mobil1 SoloSprint Series Round 6 (Hosted by COMP)	Toronto Motorsports Park
Jul-24	Mobil1 SoloSprint Series Round 7 (Hosted by COMP)	Toronto Motorsports Park
Jul-30	Mobil1 AutoSlalom Championship Series Round 6 (Hosted by TAC)	Brampton Centre for Sports & Entertainment
Aug-06	SoloOntario Lapping School Day 3 (Hosted by TAC & OMSC)	Mosport International Raceway
Aug-07	Mobil1 SoloSprint Series Round 5 (Hosted by TAC & OMSC)	Mosport International Raceway
Aug 13-14	BARC Canadian Touring Trophy Races	Mosport International Raceway
Aug-14	Mobil1 AutoSlalom Championship Series Round 7 (Hosted by HADA)	TBA
Aug-27	Mobil1 AutoSlalom Championship Series Round 8 (Hosted by SPDA)	Corel Centre, Kanata
Aug-28	Mobil1 AutoSlalom Championship Series Round 9 (Hosted by MCO)	Corel Centre, Kanata
Aug 27-28	CRDA/VARAC Regional Race	Mosport International Raceway

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The HADA Take It Off the Streets Autocross Series is only \$30 for competitors and free for spectators.

Event Dates:

May 22
June 12
September 3
September 17
October 8



All events will be held at the Brampton Centre for Sports and Entertainment, 7575 Kennedy Rd, Brampton, ON. For more information: hadamotorsport.com/soic2/



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On The Grid '05 Stand-Alones Now Available

The third issue of *On The Grid*, Canada's Sports Car Competition Authority, was released to *Inside Track* magazine subscribers with the June issue of IT. A special run of stand-alone copies of *On The Grid*, featuring CASC Ontario race, vintage, solo, ice race and volunteer activities, has been made available to Ontario region clubs and event organizers. Contact the region office to obtain a bundle of copies for your club.



HADA Take it off the Streets Autocross Series



Title sponsors:

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CSC Racing Hours Changed

Newmarket's CSC Racing Products, supporters of several CASC Ontario sporting divisions, have updated their Saturday operating hours. See the ad elsewhere in this issue.

Safety Committee Releases Witness Statement Writing Guidelines

Aiming to improve report writing, the region's Safety Review Committee has issued a document which explains the process of rule infraction investigation and penalty assessment, and the importance of factual, accurate reports.

The document will be sent with worker's licences beginning with the 2006 Magnum Ice Race Series, but can be previewed via download from the CASC Ontario region website's Bulletins and Rules page, or by direct download at:

<http://www.casc.on.ca/documents/WitnessStatementPrep071205.pdf>



Comstock GT40 on the grid at Davidson, SK, 1967

Chuck Rathgeb 1921-2005

CHUCK RATHGEB, best known to motorsport as the patron of the successful Comstock racing team and Sadler sports cars, passed away peacefully at home in Toronto on June 24th, at the age of 83.

Comstock dominated Canadian motorsport in the sixties with factory support from Ford, and also made serious efforts in the US and Europe, with entries at Sebring, Le Mans and as Eppie Weitzee' officially listed entrant in the F1 Canadian Grand Prix at Mosport. Ludwig Heimrath, Craig Fisher, Bob McLean and John Cannon were among Comstock's drivers. All, including Rathgeb himself, were inducted to the Canadian Motorsport Hall of Fame in the hall's first years.

Chuck is survived by his loving wife and friend of 58 years, Rosemary Clarke, originally of Montreal, and nephew Thomas Scoats, his wife Fabienne and nieces Charlotte and Martha.

Club Member and Vote Totals

At June 27, 2005		REPORTED	EXPIRED	PENDING	VOTES
1	Vintage Automobile Racing Association of Canada (VARAC)	219	222	32	20
2	British Automobile Racing Club (BARC)	217	101	4	20
3	BMW Club of Canada - Trillium Chapter (BMWCC)	200	217	5	19
4	Toronto Autosport Club (TAC)	197	66	8	18
5	Ontario Z Car Owners Association (OZCC)	154	106	3	14
6	Subaru Performance Drivers Association (SPDA)	129	0	0	11
7	Motorsport Marshalling Services (MMS)	105	43	53	9
8	Oshawa Motor Sport Club (OMSC)	103	42	2	9
9	Deutscher Automobil Club (DAC)	100	49	0	9
10	Motorsport Club of Ottawa (MCO)	97	245	4	8
11	Toronto F-Body Motorsports (TFBM)	97	74	4	8
12	British Empire Motor Club (BEMC)	89	17	0	7
13	HADA Motorsport Club (HADA)	87	34	0	7
14	Thunder Bay Autosport Club (TBAC)	76	0	0	6
15	Twin Lakes Motor Club (TLMC)	73	53	1	6
16	Canadian Race Communications Association (CRCA)	68	27	1	5
17	Maple Leaf Rally Club (MLRC)	67	80	5	5
18	Peterborough Motor Sports Club (PMSC)	64	37	0	5
19	Western Ontario Sports Car Association (WOSCA)	63	19	2	5
20	Canadian Timing Association (CTA)	33	1	1	2
21	St. Lawrence Automobile Club (St. LAC)	33	36	0	2
22	London Auto Sport Club (LASC)	13	0	4	1
23	Competition Corvette Club (COMP)	11	1	0	1
24	Canadian Racing Drivers Association (CRDA)	7	4	1	1
25	HRC Horizon Racing Club Inc. (HRC)	6	37	28	1
26	Mazda Sportscar Owners Club (MSOC)	1	11	0	1
27	Kitchener Waterloo Rally Club (KWRC)	0	26	0	0
28	St. Catharines Motor Club (SCMC)	0	7	0	0
29	Thousand Islands Zed Car Club (TIJCC)	0	19	0	0
30	Underground Miata Network (UMN)	0	78	0	0

BAC, DN & MIA

The Burlington Autosport Club (BAC) and DriftNation (DN) failed to submit affiliation documents this year, and are both assumed to be defunct.



The Burlington Automobile Club was first affiliated to CASC in 1960, and had been involved in Solo activities in recent years.



DriftNation affiliated at the end of 2004, in anticipation of its DriftAttack Canadian Championship programme in 2005, but have seemingly disbanded since.

Accessing Your Online Member Profile

As a member of an affiliated Ontario region motorsports club, your access to the members area at www.casc.on.ca allows you to update your contact information, communication preferences, and member interests.

Members Only



You can also register for events (RaceOntario events are currently the exception), and apply for licences and credential upgrades.

Click the 'Members Only' link from the organization's homepage, and enter the e-mail address you have on file with the club, or as entered on your most recent licence application.

If your club hasn't given you a password for your online profile, contact your club's Membership Director for a password update.

AGINCOURT AUTOHAUS MOSPORT GRAND PRIX SOLOSPRINT EVENT - AUGUST 6TH & 7TH, 2005

Thank you to all who contributed to the success of this event. The Agincourt Autohaus cars were both well presented and filmed extensively for an upcoming episode of "Sports Car Revolution" (likely to be shown sometime in February '06). Special thanks to the crew from Sports Car Revolution (Tom Hnatiw, Al Ayre, Jeff Lorrman, et al), Atlas Tire and Continental (Peter Gregory) for the great tires, those Continentals really held up! Thanks to the Toronto Autosport Club for hosting and running a great event (particular thanks to John Paczynski and Rob McAuley).

The Audi A3 and the new Jetta proved themselves to be remarkable sports sedans that like to be driven.

And finally, a special thanks to the crew at Agincourt Autohaus who made this possible, including: Peter Menzel, Ken Laird, Ian Clarke, Ian Neumeyer, Jayson Van Eerdewijk, Eli Edwards, Adesh Harry Paul and the rest of the special people on the team at Agincourt Autohaus!

Thanks,
Rolf von Engelbrechten

PS - the Audi A3 finished 2nd in class GT4



From: Covell Brown
Date: Tuesday, August 16, 2005
Subject: BARC

This last weekend at Mosport, (Aug.13/14) at the BARC event, was particularly well managed. Those involved deserve our commendation at the organizational level as well as individually. It was a highly professional show.

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Toronto Autosport Club presents the 2005

Ralliette Series

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

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

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

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

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

<u>CONTACTS:</u>		
Dietmar Seelenmayer 416-250-7082 dietmar.s@sympatico.ca		Russ Harding 416-259-1809 vicepresident@torontoautosportclub.ca
www.torontoautosportclub.ca		



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

The Toronto Autosport Club Ralliette Series Results for July 2005

Thanks to everyone for attending the July Ralliette.

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

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	Fin	Tot	Pos
4	Russ Harding	TAC	Sheryl Graham	TAC	N	1.9	0.5	0.1	0.1	0.1e	1.2	0.4	0.1	3	7.4	1N
6	Susan McAuley	TAC	Sarah McAuley	TAC	N	3.0	0	4.9e	0.9e	8	8	8	8	5	45.8	2N
2	Brian Crockatt	TAC	Gail Walker	TAC	O	0	0	0.2	0.4	0.1	0.9	0	0.9	0	2.5	
5	Paul Emmerson	TAC	Cheryl Emmerson	TAC	I	3.8	0.3e	0.4e	0.1e	0	0	0.1e	1.2	0	5.9	1I
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0	0.6e	0	0	8	1.6	0	0	10.2	1E
3	Niels Jensen Sr	TAC	Niels Jensen	TAC	E	0	0	.1e	.2e	0	8	0.6e	0.6	1	10.5	2E

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

Checkpoint 1 was a little late so Cars 1, 2 and 3 were routed in to cp 2. Also had a problem with the Intermediate/Expert instructions so cp5 was scrubbed and 6 became a route in.

Thanks to John Charles for Green crewing. Thanks to John, Brooke Jacobs, Rob McAuley and Kurt Seelenmayer for checkpointing.

Next event is at **the Petrocan service Centre on Hwy 400 Northbound, north of Major Mackenzie**, on August 24, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2005 RALLIETTE SERIES STANDINGS

x = ignore best 4 of 6 count

Beginner Driver **April May June July Aug Sep Total**

Russ Harding	TAC	10	9	10	10			39
Susan McAuley	TAC	9	10		9			28
Ralph Grabenheimer				9				9
Sean Smith			8					8
Mike deBruin		8						8
Andrei Glotov			7					7

Beginner Navigator

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

Intermediate Driver

Paul Emmerson	TAC		10	9	10			29
Garth Thompson	MLRC	10	9	8				27
William Horne				10				10

Intermediate Navigator

Cheryl Emmerson	TAC		10	9	10			29
Matthew Thompson		10	9	8				27
Tom Sikora				10				10

Expert Driver

Niels Jensen Sr	TAC	7	10		9			26
Paul Moore	PMSC			10	10			20
Sandy Robertson	MLRC	10	9					19
Peter Fenwick	TAC	9	8					17
Ed Richardson	MLRC	8		9				17

Expert Navigator

Niels Jensen Jr	TAC	7	10		9			26
Rita Moore	PMSC			10	10			20
Alasdair Robertson	MLRC	10	9					19
John Charles	TAC	9	8					17
Eric Richardson	MLRC	8		9				17

the Soapbox Derby

by Malcolm Elston

As I write this on Sunday, August 14th, gas prices in the GTA have just hit \$1 a litre. As I only use Premium, I've been shelling out \$1.06 or so for the past six weeks or so, which is now rising to \$1.12 for Sunoco 94. Still less than half the cost of bottled water at retail, and given the (relative) scarcity of oil – not to mention the complexities of refining and transporting gasoline – a veritable bargain in comparison.

And I believe that high gas prices will contribute more towards vehicle down-sizing, lessened traffic, and more alert drivers..

I predict prices will stay up until mid-September, then drop a bit through the fall and winter. But heating oil and natural gas prices will rise, eating up any gasoline savings you might be anticipating!

Ooops!

Minardi has attributed the tire failures that accounted for the retirements of both of its drivers at the French G.P. to 'finger trouble' by the mechanics – as opposed to a problem with the Bridgestone rubber itself.

Patrick Friesacher suffered a left-rear deflation at the Adelaide hairpin on lap 35, but managed to steer the car to safety. Team-mate Christijan Albers was less fortunate as an identical failure occurred just as he turned in to the fast Estoril right-hander, pitching him off the road and hard into the barriers. The Dutchman escaped with only a grazed hand.

Subsequent investigations revealed that both incidents were caused by valve caps not being refitted at the previous pit stops. "It's disappointing," said Minardi boss Paul Stoddart. "In co-operation with our tire partner Bridgestone, we will be investigating the issue further, to understand why it happened and to ensure there is no repeat of the problem."

US G.P. Rebate

We have received a nice letter from the folks at the Indianapolis Speedway confirming that we will be getting a rebate for our tickets, but asking for patience. They are dealing with same-day sales, and other one-offs before processing the refunds for all of us 'regular subscriber' types. Fine by me, and I'll keep you posted on further developments if and when...

On a related note, I offer the following – without comment:

MAGNY-COURS, France, July 1 (Reuters) - Formula One may have had a lucky escape in not having a proper race at Indianapolis this month, Bernie Ecclestone said on Friday.

The 74-year-old Briton, publicly apologising to the fans, complimented Michelin for their decision to refund the cost of the tickets and to buy a further 20,000 tickets for the 2006 race, although he had hoped for more.

"They have stood up like men and said we made a mistake and we're prepared to pay for it," he declared. "But really there weren't any options. If there were, we'd have taken them."

Asked what good might come out of the fiasco, Ecclestone said: "You have to look for the good in everything, even in the bad you look for the good. There's nothing really positive except the fact that we've probably all learned a lot of lessons. And we're well known in America now."

Senior Drivers

Last week there a fatal crash on Hwy. 400 near Barrie, was caused when a 69-year-old man made a U-turn on the highway, and headed in the wrong direction. His Jeep Cherokee crashed head-on into a mid-sized car, critically injuring the woman driver. The Jeep driver was declared dead at the scene.

So far, there is no known reason for the man's action, but his age might be a factor. An in-depth article in the Globe and Mail on August 13th ('End of the Road', Section F, front page) discusses cognitive impairment, an insidious condition that can be brought on by stroke, certain heart conditions, and dementias such as Alzheimers, which are most common in old age. Research shows that one senior in four suffers from some cognitive impairment.

The article goes on to document the research done by Dr. Dobbs from the University of Alberta, and it talks about the highly-accurate testing techniques he has created for the DriveABLE program.

We all have parents and grandparents who drive, and we all know how important their freedom to drive is to their sense of self-worth and freedom. And we will have to confront the probability that 25% of them are going to – or perhaps already are – suffering from cognitive impairment, and it is our responsibility to monitor them as safe drivers.

This article is the best I've ever seen on this subject, and I urge you to read it.

Winter Car

I've ordered a new car, so my '92 Legacy Turbo will be for sale in mid-October. Automatic, everything works, and it comes with 215/40R17 summer tires and rims, and (virtually new) 195/60R15 winters on the original Subie alloys. Call me if you're interested (416) 705-9232.



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From The Archives ...

What a long, strange trip it's been. Some history that caught my attention this month ...

.....

DON'T FORGET TO ORDER YOUR TICKETS FOR OUR MOSPORT LeMANS PARTY ON THE LABOUR DAY WEEKEND!

.....

This month I was looking back through past Club newsletters, and I found comparing the issues and the Club's progress interesting. I hope you do, too... somethings change, and somethings don't, over 40 years !!

'DEEK DIARY, April 1964: Cover: A DKW, Mini, and Vauxhall ice-racing at Minden. Size: 5.5" x 8.5", 8 pages.

The President's message ran for 3 pages (40%!) and included a plea for a member to loan a fourth slot-car racing set so the Club could have a 'Grand Prix Night' at an upcoming meeting. He also covered the competition news, focussing on the Vitesse Rally, which was a 220 mile (356km!) Club event. The CBC Car Club (who knew?) presented their Hard Top Rally, which seems to have been fraught with more than a few routebook errors... There is also a well-reasoned opinion-piece about why seat-belts are a good idea (and he notes that while fitting them will allow entry into certain CASC Rallies, that alone should not be the reason...) and he discusses the merits of lap-belts, lap-and-shoulder belt sets, and harnesses. The Editor (George McCullough) asks for contributions to the newsletter, and also appeals for someone to step forward and take responsibility for finding advertisers. Alex Ling was the Treasurer in 1964, and his report indicates a bank balance of \$373.49.

Fifth Gear, April 1984: Cover: Fiat 124 (Abarth) 'yumping' at a Rally. Size: 8.5" x 11", 22 pages

The President's Message focused on the CASC; the November '83 AMM was re-convened in March, but a quorum was not present, so the meeting was for 'information only', with another meeting be necessary. It was noted that CASC was 'down' some \$70,000 and was being sued by Bob Hanna for wrongful dismissal. Terry Epp, CASC Region Rally Director, reported that the Black Bear and Georgian Trials rallies will "probably have TV coverage on 'Thrill of a Lifetime'." This issue also included details of the '84 Ralliette Series, and announced an upcoming 'Spring Auction Night' for this month's meeting. The Competition Director reported on the Spring Runoff and the upcoming Erie Shores rallies, and asked for help organizing the Ralliettes, so Paul & Cheryl didn't have to do them all! There is also a mention of an upcoming driving school, although no details are given. Membership is at 34, and the Club finances show a ballance of \$3352.80.

Fifth Gear, April 2004: Cover: a smart car in rally trim, crossing the Sahara desert. Size: 8.5" x 11", 24 pages

The President's Message led off with details of the Solo I Open House, and the upcoming School at Mosport's DDT track. The Ralliette series is back, with Dietmar at the helm, and the 'TAC Rewards' program is announced for Club volunteers – and John Charles is recognized for volunteering the most time to date. A 'Dyno Night' for Solo I competitors (and other interested TACCies) is announced, and four-and-a-half pages are given over to the Ice Racing results for the '03 / '04 season. Interestingly, there are no notes regarding recent General membership or Executive meetings, no reports from the Competition Director or the Treasurer, and no word from the Vice-President so the Club's financial position or membership levels are unknown. There is no contribution from the Social Director or Editor, either.

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Rules? What Rules?

Acquaintances often get excited when they discover that I rally. They have visions of helicopter shots of cars on windy, dusty roads plus the occasional spectacular crash. Their level of awe drops when I explain that rallying is really a sport of precision where every distance is measured to the hundredth of a kilometer and drivers must stay within a 6 second window for the entire event. Unfortunately, the word precision could not be applied to the July Ralliette.

The Rule: *Ralliettes start at 8:00 sharp.*

What Rules?: The organizer chose to delay the start until 8:15 to accommodate an entrant stuck in traffic. We stood around waiting and chatting with checkpoint crews. The latecomer had not appeared but all of a sudden instructions were handed out with only minute to leave. We scrambled to the car and got on the road.

The Rule: *ODOMETER CALIBRATION a) A specific and readily identifiable object of a permanent nature must be described in the instructions as an "Odometer Check". This check must be at a minimum distance of 10 kilometers. The route prior to the odometer check must be defined in the instructions so as not to rely on accurate Distances.*

What rules?: For those of you who do not rally, the odometer check is used to calibrate your odometer with the rally master. The variance can be quite significant at times as the entrants odometer is likely calibrated to the last event rather than a real measure of a kilometer. I was quite surprised to be asked to commence traveling at a specified average speed prior to the odo check. Is that the speed based upon my own odometer (with everyone being different) or the odometer that I am soon to be calibrating with?

The Rule: *c) Restricted Communities -All roads leading to and from the following communities are restricted:*

- a) Belfountain - Town of Caledon, Peel Region*
- b) Cataract - Town of Caledon, Peel Region*
- c) Forks of the Credit - Town of Caledon, Peel Region*
- d) Terra Cotta - Town of Caledon, Peel Region*
- e) Effingham - Town of Pelham, Niagara Region*
- f) Kettleby - Township of King, York Region*

What Rules?: I looked up during Section 2 when we commenced a particularly slow speed. We were passing a number of cute little houses on well cared for lots. "Where are we Brian?" "Belfountain and the Forks of the Credit." Sure enough, in another minute we were making wicked hairpin turns on a steep downhill. Worse yet, later in the rally, we made a second pass on this route.

The Rule: *e) i) a competitor's Time out will be b) (for scored-to-the-tenth-of-a-minute, use "plus two minutes*

What Rules?: An Expert driver was manning one checkpoint and gave us an out time less than a minute after our arrival. Thinking that it was a notation error, I sent Brian back for a correction. No way – take the time and go!

The Rule: *24.5 INFORMATION a) At all controls where time is recorded the official control number, section, distance, elapsed time and precise due time of car "0" must be available to competitors.*

What Rules?: At another checkpoint, the sticker declared the distance for the checkpoint to be somewhere beyond the distance that the section was to end. Rather hard to confirm that the Terratrip is working well and we are where we think we are!

The Rule: 23.10 ELAPSED TIMES a) An elapsed time, or time in addition to the average speed, should be given at any point where a delay may reasonably be expected (eg: a traffic signal, one-way bridge, lift bridge, traveling through a built-up area, etc.)

What Rules?: There were 10 traffic signals on the route. Not one of them had a pause. Every time a competitor stopped for a red light, they were required to exceed the speed limit before they could get back into the magic six-second window.

The Rule: 27.1 ROUTE CHECK a) Instructions, including timing calculations and control locations, must should be checked by someone other than the writer route master so that ambiguous statements and errors may be found and corrected.

What Rules?: I have been a rally master many times and I know that it is easy to miss a detail or two (although the above examples are well beyond reasonable). I don't know who or even if there was a green crew for this event. If there was, shame on them. For the whole event, shame on TAC.

Gail Walker
The White Rabbit

Autophile

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2005 Mobil 1 SoloSprint Event #1 Organizer's Report



The first event of the 2005 Mobil 1 SoloSprint season is in the books! The Toronto Autosport Club (TAC) was pleased to be the organizer of the first event of what promised to be an exciting and successful season. Grisdale Racing Products was our sponsor for the weekend, and their contribution is warmly received. I hope everyone had a chance to see the offerings. The event took place on May 28, 2005, at Shannonville Motorsport Park, on the Pro Track.



There was a lot of smack talk leading up to this event. Especially by the novices! Curiously, all the boasting and bragging quieted down in the final days before the event. Was this anxiety? Or were the competitors busy doing the final preparations for their car?

As first, it looked like Mother Nature would put a damper on the competition. Forecasts of 60% chance of rain were being published up until a couple days before the weekend. Rain would have challenged the smoothness of the drivers, and especially would test the throttle and braking skills of the high horsepower drivers. Then, things started looking up. On Friday, the chance of rain was down to 20%. Saturday at dawn, it looked like a perfect day ahead. In actuality, I don't think there was a single drop of rain. Woohoo! In fact there was a fair bit of sun, and warm temperatures. Although cool at night, it wasn't nearly as cold as last year.

Registration opened a few minutes after 7:30am, and found TAC President Rob McAuley really missing fellow Taccie, Ana, the SoloSprint Series Registrar. I hope her move went well. Her absence was compounded by a large turnout of competitors. On top of that, there were numerous cars that hadn't been classed yet. And since many of the competitors were new this year, there was a lot of data to enter into the registration system. This all resulted in registration being open until past 9:30am. Thankfully, Peter Clifford (TAC) and Hanif Premji (HADA) gave Rob

some help. The coffee and donuts were fetched by Taccies Chuck and Chris Atkins (can you believe we spent around \$250 for two days worth?). They had to be amongst the earliest risers to have the goods available this early in the morning!

Despite the long lines at registration, the track opened on time at 8:30am. The track was in excellent condition, a tribute to the fine work done by the folks at Shannonville Motorsports Park (SMP). Matt from SMP was on time, and quickly distributed fire extinguishers, flags, and radios. Chuck and Chris Atkins were also quick to get the cones out on the corners.



Those who were at registration early, were rewarded with an empty track when it first opened. This was the first event where the organizer had the option of permitting passing during practice, and I didn't hesitate to take advantage of the new option. Passing was allowed on both the Fabi and Nelson straights. We welcome cars of all types to SoloSprint, and during competition they are grouped according to lap times. But practice sessions are a free for all, and often saw wagon trains develop behind the slower cars. So it was great to see the slower car drivers wave by the faster cars, allowing to fully explore the potential of the vehicles. I saw and heard of no problems with passing, so I was pleased that everyone was well behaved. I look forward to other organizers allowing for passing at future events. There was some question as to how many vehicles we could allow on track at one time. Matt indicated that where SMP is providing the insurance, 24 cars would be permitted on the Pro track (and 12 for either Fabi or Nelson). But, since we were providing our own insurance (through ASN Canada), we could have as many cars on the course as we deemed safe. Chuck Atkins was great at controlling the cars during the practice, and ensured everyone got plenty of time behind the wheel. A few people managed to spin their cars during practice, and were obviously



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pushing a bit too hard. While this took away some track time, we were able to clear the track pretty quickly. Thanks again to Chuck and Chris Atkins for use of the dually for pulling cars around.

The pre-gridding was an exercise in both science and black magic. We had 78 competitors (77 made it to grid), including a whopping 24 novices! We had 62 pre-registered, and I believe that five were no-shows. So we had 21 walk-in competitors. Perhaps some were waiting to see what the weather would be like? Novices were driving everything from a Factory Five Roadster (1965 Shelby Cobra replica) to a brand new C6 Corvette to more modest cars like Volkswagen Gold and the ubiquitous Honda Civic. Even series regulars like Adam, Steve, Pierre, and others, were showing up with different cars. So you see how estimating ranking and therefore the initial grid would likely be more black magic than science.

Unfortunately, an original Shelby Cobra broke in the paddock. Although the break was not major, it was enough to keep him off the track. Hopefully we'll see him out at a future event.

The morning practice got extended as the timing and pre-grid volunteers, including Christian Sorensen (TAC) and Chris Pacynski (HADA), huddled around the Ouija board setting the cars in order. When I first "How Long?", the answer was 30 minutes. Later when I asked the questions again, I got the same answer, 30 minutes. Hmmmmm. checking my watch, it didn't seem that time had stood still. Still later, after asking for another update, and getting the same response for yet a third time, I thought it would be best to stop asking, or it would never get finished! Morning practice went on until well past 10:30am. The P.A. system was useful for communicating the updated schedule to competitors. I hope everyone got plenty of seat time before the event!

The driver's meeting started around 10:50am. Joe Smiley (OMSC) spoke on behalf of the weekend Sponsor, Grisdale Racing Products. Martin Gydczynski (HADA) spoke on behalf of series sponsor Affirma Innovations (computer "stuff", hehehe!). And Raj Deol (HADA) smiled on behalf of series sponsor Discover Auto Collision. Chief Scrutineer Joe Smiley was introduced (again), along with fellow scrutineers Norm Evans (OMSC) and John Pacynski (HADA). Dave Barker (OMSC) acted as Chief Clerk, and explained the use of flags. Chief Marshal and TAC member John Charles explained

what was expected of the competitors for marshalling assignments. Sonia Tanney, the official SoloSprint Series photographer, discussed how to show off when she was around so you could get some good pictures later on. ☺

Then, the competition got started. We had split the field into three run groups. The first session of each group had its normal share of yellow flags, as the ranking went from those determined by the clairvoyant pre-gridder's guess, to something approaching reality.



While the competition was running, I was able to take the broken radar gun, and "MacGyver" it back together. Although it doesn't appear in the posted numbers, I know that TAC member Marco Cirone was clocked at 196kph in his powerful Lingenfelter 383 stroker Corvette. What a beast! But a novice, Riaan Van Vuuren (WOSCA) was close behind in his supercharged 03 Mustang Cobra, at 192kph. In fact, the top six speeds were recorded by three Corvettes, and three Mustangs, in alternating order, all of them 180kph or higher! This included Del Bruce (OMSC) and Joe Smiley on the Corvette side, and Ron Billings (TAC) and Chris Atkins on the Mustang side.



Due to the late start, we skipped lunch time lapping. The SMP restaurant was gracious enough to stay open late for those who were marshalling until around 1:30pm. The marshal change went smoothly, and I didn't hear much about competitors missing their assignments.

Once the marshal change was completed, and things were going smoothly, I decided to fire up the P.A.



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system, and start announcing some results. Martin Gydzynski and Derek Trefry (HADA) were standing on duty at the exit road handing out lap times to the drivers, but no one in the pit lane or paddock would be aware of the actual results. Credit goes to John Pacynski for suggesting the running commentary. I had some good feedback, and I hope everyone enjoyed the feedback. With a little preparation, and someone with a good radio voice, we should be able to put on a nice show at the SoloSprint Nationals in September.

We ran late on competition. Thanks to the "Battle Endless" organizers and SMP for letting us finish the competition.

In keeping with the theme of the day, our BBQ got off to a little bit of a late start. Actually, if the burgers were normal sized, we would have been OK. But these were "Bronto" Burgers, and took some extra time to cook. I didn't see anyone going up for a second! Special thanks go out to my GF and TAC member Sheryl Graham, for picking up the perishable food, and helping with the BBQ. She made a special trip from Toronto to serve the Solo community. Did you all like her home-made hummus? Mmmmmm! We also had Italian sausage and seasoned pork skewers, but the burgers pretty much filled the hole, even after a long day of racing.

On to some results. New track records were set in six different classes, testifying to the excellent track conditions and weather, not to mention the lack of early season cobwebs. The CG Lock "Sit Tight - Go Fast" Novice Award went to Riaan Van Vuuren in his SGT 2 classed 2003 Mustang SVT Cobra. Great first outing Riaan!



The Wheel and Tire Zone Pole Position Award for the Overall top scoring competitor went to a familiar face, defending champ Chris Pacynski (HADA), in his GT4 classed Honda CRX. He had a class win

(100 points) with a backup of 99.647. Chris Atkins was very close behind with a class win and a backup of 99.639.



We didn't have the Club Standings ready at the time of writing. It will be close. TAC had 24 competitors, and both HADA and OMSC had 18 competitors. HADA took the top four places in GT3 and top five places in T1. TAC had four of the top six places in GT1 and three of the top five in GT2. OMSC had class winners in T2, SGT1, Modified, and Open Modified.

The fastest lap time was recorded by John Smeets (OMSC) in his 1980 Tiga Spec Racer, at 73.704s, narrowly beating Marco Cirone at 73.940s.



We had several women at the event, which is great to see. Maybe Danica Patrick's publicity and success will encourage a few more women to try their hand at the sport. And the age of competitors ran anywhere from 16 to 70+! So the first event was truly well represented.

Thanks to all those who helped with the event, and I'm sorry if your name wasn't mentioned. The event could not have been run if it weren't for the selfless help offered by you.

See you at the Track!
Russ Harding, Organizer
Toronto Autosport Club

Top Ten Tax Tips

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

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

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

2. Receive your tax deduction automatically every month.

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

3. Take advantage of Income Splitting Opportunities:

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

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

5. Pay the premiums on your disability insurance.

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

7. Make use of your investment losses.

8. Defer tax on severance or retiring allowance.

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

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



Mark Hudon is a Certified Financial Planner (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 mhudon@gpcapital.com or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

RSO Board/Executive Meeting Minutes
July 20, 2005



LOCATION – Snelgrove – Paul H's house 7pm dinner
 – 8pm meeting

NAME	POSITION	PRESENT
Ray Felice	President	Yes
Jeff Hagan	Vice-President – Performance	Yes
Ryan Huber	Vice-President – Navigational	Yes
Ross Wood	Secretary	Yes
Alan Ryall	Treasurer	Regrets
Paul Henshall	Executive Assistant	Yes
Sandy Hygate	Assistant Treasurer	Regrets
Rob MacKenzie	Assistant V.P Performance	Regrets
Roger Sanderson	Scorer	Regrets
Rob Metcalfe	Chief Scrutineer	Regrets
Brian Sharp	Chief Scrutineer	Regrets
Alasdair Robertson	RSO Rep. to CARS ByLaw Committee	No
Robin Fleguel	RSO Growth Committee – Database	Yes
Stephen Rodger	RSO Growth Committee – Navigational Rally	No
Ray Felice	RSO Growth Committee – Performance Rally	Yes
TBA	BEMC Club Representative	No
Christina Chinn	KWRC Club Representative	Yes
Craig Hamm	MCO Club Representative	Regrets
Ross Wood	MLRC Club Representative	Yes
Peter Watt	PMSC Club Representative	Yes
TBA	TAC Club Representaive	No
Guest	John Vanos	Yes

Agenda

- 1) **Approval of/additions to Agenda – 9 (g) added – approved as amended**
- 2) **Approval of May 30,2005 meeting minutes – approved as published**
- 3) **Treasurer's Report**

(a) Report

The June Bank Statement has been reconciled. Our corrected bank balance is close to \$19,500. The June 30th balance includes ORRC funds from the first 5 events and Perce Neige from the OPRC series. We differ from plan as the Black Bear moved from June to July. Cheques for the June ORRC (Discover Ontario) will be reflected after June 30th.

After the close of June \$5,000 was received in sponsorship money. This will be reflected in accounts 4030 (OPRC) and 4040 (ORRC) in July entries. There are funds still to come as follows:

Sponsor Stickers \$1200
 Sponsorship \$1000
 CARS Affiliation Fees \$300
 CARS Licences \$1300 est.(was budgeted)

- (b) Quarterly Reporting Recommendation –** the quarterly report was presented. A copy of that report will be sent to Club Presidents by the RSO Treasurer. Note – It is expected that the quarterly report will not be published in Club newsletters etc. due to sensitivity of sponsor money etc. The Treasurer's recommendations re quarterly reporting were approved.

4) CARS Update

RSO Board/Executive Meeting Minutes

July 20, 2005

- (a) **Bylaw Committee** – The committee is well along in its work. An extension to September 1st has been granted for them to report to CARS and the clubs.
 - (b) **Rules Change Process** – strut top rule clarification (Production cars) submissions have gone in to the Rules Committee on this topic for 2006. In the meantime the RSO Scrutineers will follow the 2005 rules. Production car owners must be able to verify that their vehicle complies.
- 5) **RSO Rules Committee** - ongoing
- 6) **OPRC**
- (a) **Series Standings** – current & posted
 - (b) **Baie report** – 21 OPRC entries – good event – RSO clubs gained new members as a result of this event being included in the OPRC – some safety issues
 - (c) **Black Bear Rally Report** – rescheduled to July 23rd due to severe road damage from a storm – roads repaired – expect 23 or 24 entries (down from June) – very short on workers
 - (d) **GCFR** - similar to 2004 event with one pass recce – Supp Regs now posted – have new sponsors – planning severe penalties for speeding in recce
 - (e) **OPRC 30th anniversary** – a celebration is being planned – headed up by Jeff Hagan - may be held in conjunction with the March RSO Awards Banquet – Jeff is looking for volunteers to assist him – will need memorabilia
 - (f) **Stewarding issues – appointments** – the issue of conflict of interest was discussed – Jeff Hagan will address it with the people concerned
 - (g) **Compensation** – the RSO policy re compensation of Stewards for travel expenses for OPRC events was revised - \$150 maximum will be paid for events within Ontario and \$300 maximum for events outside Ontario
 - (h) **Regional Seeding/Starting Order** – there are concerns about the current seeding system, particularly for Regional events – RSO will investigate how other Regions are dealing with it and will discuss further
 - (i) **Pines – notes & recce** – a request from the Tall Pines committee was approved – they are planning to have organizer-provided notes and one pass for notes familiarization
- 7) **ORRC**
- (a) **DOCR & Automapic event & Steward's reports** – verbal report given for DOCR – good event – RSO greencrew missed an error in the instructions – written report to follow. There was no Steward present at the Automapic.
 - (b) **Brain Buster** – KWRC to decide by July 23rd if event will be in ORRC or not
 - (c) **Series Standings** – current & posted
- 8) **Club News**
- (a) **PMSC** – (per Peter Gulliver and Peter Watt)
PMSC membership has hit a recent years record of 70 members. While this is in part due to out of Province/Country Rally members it is also due to the large number of Solo 2 competitors.
June 22nd we held a Mini Rally organized by Peter Watson aka Dr Demento. Peter again proved his nickname by while giving extremely simple instructions created a very challenging event. The instructions required that competitors cross 14 bridges that pass over Indian River using shortest possible route. Competitors could choose there own route but had to prove passage by recording 911 numbers closest to bridge ends. Eleven teams competed and a great time was had by all.
GCFR plans are moving ahead. PMSC are pleased that Planet Motorsport have joined us as presenting sponsor. We are also receiving individual stage sponsorship from Hot Bits, Indel Control and Bacon Motorsports. We are hoping that we can obtain three more stage sponsors prior to the event.
Currently we are short of workers for the event
Presidents Prize Rally. Route is done, organizers Rita and Paul Moore are working on timing etc
This Friday evening, several PMSC members will be racing mini stock cars at Kawartha Downs Speedway. This is part of a unique racing package that was purchased at a United Way Sports Auction last November.
 - (b) **MCO** – (per Craig Hamm)
The first MCO Summer Night Rally, 29 June, organised by Robert Roaldi, had 10 Novice teams and 4 Expert teams. To date our best ever attendance for a summer rally. All teams reported having 'a blast' and want to come back.

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July 20, 2005

The next SNR is 27 July, organised by Patrick Leclerc (first rally organised) and is all paved, targeting those with 'shiny cars' that despise gravel. We are hoping for upwards to 30 teams. It remains to see how summer vacations etc will affect that.

The last SNR is slated for 31 Aug, organised by Ian O'Halloran (first rally organised) and will return to gravel/paved.

MCO is setting 3 December for the return of the Golden Pine Rally, (Renfrew-Barry's Bay-Renfrew) as it's first running as an overnight drivex. Aprox. 360km. Organised by Ferdinand Trattmansdorff (first rally organised). It is mostly in hand at this early date!

Other rallies on MCO schedule are: 24 Sept. Fall Night Rally (R. Roaldi) as a night navex.

29-30 Oct. Lanark Highlands Rally

(c) MLRC – (per Ross Wood)

The Mini Rally Series under Glenn Hamilton is progressing well – average entry in the 20's – Next event is on August 8th

The July RallyCross was rescheduled to October 16th due to change of date of the Black Bear Rally. First event is on August 28th. On-line registration available soon at www.mlrc.ca

The Black Bear Rally is shaping up well for the new date of July 23rd. Roads are repaired and in fantastic condition, thanks to emergency funding granted by the MNR. Routebook and Stage notes have been re-written following road repairs. Entry should be around 30 – very good all things considered.

(d) KWRC (per Roger Sanderson)

KWRC stands at 53 members. The Automapic drew 12 competitors, and went well. There should be more info in the ORRC report.

Our last meeting was a Karting night at Hamilton Indoor Kartway. About 20 members and friends showed up and had a great time watching and racing. The Karts are quite fast. Each driver got two 20 lap heats, and the top 8 drivers battled it out for 12 minutes (about 33 laps) in the final. I do mean battle, as there was some "nudging" going on. A great time was had by all. The RSO President even came out and showed his prowess.

(e) TAC (per Rob McAuley)

We've got our next Ralliette event coming up next week, Wednesday July 27, 7pm at the Shell service centre, just east of Winston Churchill on the eastbound 401. All are welcome.

9) Old Business

(a) Five Year Plan Review – RSO President to discuss with the CARS Board

(b) July 1st Rally Display – was part of the City of Mississauga Canada Day celebration – two rally cars were on display

(c) RSO AGM follow-up – report to be given next meeting

(d) RSO Board/Exec. Job Descriptions - tabled

(e) RSO stationery & business cards – ordered, received & distributed

(f) RSO membership issues – discussed briefly – to be discussed fully next meeting

(g) RSO Corporation papers – updating package just received

10) New Business

(a) RSO official communications – five means of communicating with members (1) meeting minutes sent to Club Presidents and Club Reps. (2) meeting minutes posted on RSO website (3) Club Reps attend meetings (4) e mail (5) phone

(b) Toronto Auto Show 2006 – plans already underway to obtain a high profile location at the 2006 Auto Show -

(c) High Resolution logo(s) – will investigate placing on the RSO website

(d) RSO ad sales – web etc – will investigate the logistics of selling advertising on the RSO website

(e) Next Meeting – Date/Location

Monday, September 26th at Alan Ryall's house in Georgetown



2005 Membership Application

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

Email: registrar@torontoautosportclub.ca

Fax: (519)- 893-0423

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

1st Member _____ Home Phone (____) _____
 Address _____ Bus. Phone (____) _____
 _____ Postal Code _____

First Member _____ email: _____
 2nd (Family) Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____

PAYMENT METHOD:

Cash Cheque VISA or MasterCard # _____

VISA/Mastercard Expiry Date: ____/____ Signature _____

Amount: \$50 TOTAL : _____

TAC works only because volunteers make autosport happen!

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

Please indicate all of your 2005 autosport interests;

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

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

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



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