



# Fifth Gear

*August 2010*



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

# Toronto Autosport Club

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## 2010 EXECUTIVE:

PRESIDENT: Dietmar Seelenmayer (416) 250-7082 [dietmar.s@sympatico.ca](mailto:dietmar.s@sympatico.ca)  
VICE-PRESIDENT: Andrew Kinal (519) 315-0082 [vicepresident@torontoautosportclub.ca](mailto:vicepresident@torontoautosportclub.ca)  
TREASURER: Rita Moore  
SECRETARY: Graham Tulett [secretary@torontoautosportclub.ca](mailto:secretary@torontoautosportclub.ca)  
COMPETITION DIRECTOR: (open position)  
SOCIAL DIRECTOR: (open position)

## 2010 COMPETITION CO-ORDINATORS:

SOLOSPRINT /SOLO-I Al Ribeiro [alrib8@gmail.com](mailto:alrib8@gmail.com)  
AUTOSLALOM /SOLO-II (open position)

## 2010 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO: Paul Moore (905)-898-7483  
SOLO I:  
MEMBERSHIP: Andrew Kinal (519) 315-0082 [registrar@torontoautosportclub.ca](mailto:registrar@torontoautosportclub.ca)  
WEBMASTER: Brooke Jacobs (905) 764-1833 [brooke@brooke.net](mailto:brooke@brooke.net)

## Club Mailing Address: 14 Princess Anne Crescent, Etobicoke, Ont M9A 2P1

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 !

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

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

### DISCLAIMER

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

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

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

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# FROM THE PRESIDENT'S DESK

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Here is the report for August.  
Remember there is no meeting this month.

The Infinite Monkeys Rally is running on Saturday August 14. It is the next regional event but also caters to beginners, a good follow-up to the fun rally we had last month, with serious instructions. Organizers are Paul and Rita Moore. Contact Rita at [orrc@ca.inter.net](mailto:orrc@ca.inter.net). A flyer is in this issue.

TAC is having a get together at the ALMS weekend at Mosport, Sunday August 29. This year there will be a pot luck type of lunch. Plan is to have a BBQ and have people bring the rest of the food. We have an offer for some Croatian food. Ingrid Beck is coordinating your donations to the food items. Contact her at [ibeck@ca.inter.net](mailto:ibeck@ca.inter.net). TAC will give a \$20 refund to members that come to the event. This will be given when you come to the BBQ. We plan to be in the area between turns 2 and 3 in the infield. We will set up

one or more TAC flags to identify where we are. The actual BBQ will be in the area also. I will send an email to all members with this arrangement information. Please let me know that you are planning to come to make sure we have enough food.

We have 2 contract rallies coming up. The fee we charge for these events help pay for social events such as the ALMS BBQ and the Christmas party. The Guru Nanak event is on September 26, starting from the Brampton Hospital. Then the Zonta rally is on October 16. Both groups use these events to raise money for Charity.

This month there is no general meeting. We are in the process of finding an alternate location and will advise next month.

Dietmar

## REMINDER

There is No TAC club meeting in August.  
See you at the ALMS this month instead !

# TAC EVENTS CALENDAR 2010

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>August 2010</b>			
14	ORRC	<b>Infinite Monkeys Rally (ORRC) Newmarket</b>	TAC
18	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
21	Club	KWRC SNATR #4	KWRC
21	SoloSprint	Solosprint Lapping ; Mosport	SPDA
22	INDY	Infineon Raceway	
22	SoloSprint	SoloSprint Event #6; Mosport	SPDA
27-28	Grand-Am	Circuit Gilles Villeneuve	
28	INDY	Chicagoland Speedway	
28-29	ALMS	TAC Get-Together & Lunch for MOSPORT ALMS	TAC
29	F1	BELGIAN Grand Prix, Spa-Francorchamps	
<b>September 2010</b>			
4	INDY	Kentucky Speedway	
4-5	Regional Race	BARC Labour Day Weekend, Mosport	BARC-OC
10-11	CRC	Rallye Defi, Ste Agathe	CASDI
11-12	Grand-Am	Miller Motorsports Park, Tooele UT	
11	SoloSprint	SoloSprint Event #7 ; Shannonville Fabi Track	HADA
12	F1	ITALIAN Grand Prix, Monza	
12	SoloSprint	SoloSprint Event #8 ; Shannonville Long Track	HADA
15	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	TAC
18-19	Regional Race	BEMC Indian Summer Trophy , Mosport	BEMC
19	INDY	Twin Ring Motegi	
26	Club	MLRC RallyCross	MLRC
26	F1	Singapore Grand Prix	
<b>October 2010</b>			
1-2	CRC	Pacific Forest Rally, Merritt	WCRA
2	INDY	Homestead-Miami Speedway	
2-3	Regional Race	Celebration of Motorsport , Mosport	
4/3	F1	JAPANESE Grand Prix, Fuji	
16		Work day for Tall Pines Rally	MLRC
17	Club	MLRC RallyCross	MLRC
17	F1	KOREAN Grand Prix	
20	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	TAC
23	ORRC	President's Prize Rally (ORRC)	PMSC
26	RSO	RSO Calendar Meeting	RSO
31	F1	ABU DHABI Grand Prix	
<b>November 2010</b>			
6	ORRC	Open Road Rally (ORRC)	MCO
13	SoloSprint	SolosprintBanquet ; Location TBA	CASC-OR
13	Awards/Dinner	CASC Ontario Region Awards Gala	CASC-OR
14	F1	BRAZILIAN Grand Prix, Interlagos	

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  
 RA : Rally America



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# Infinite Monkeys Rally



Saturday, August 14, 2010

**The Monkeys are ready for another car rally, and you're invited!!  
It's the 4th Annual "IMR"!!**

**New roads!  
New fun and games!  
Same popular start location!  
Another bunch of Monkeys!  
(and doesn't everybody want to win a Monkey?)**

**More prizes than ever!**

(awards to 4th place in Novice and 3rd place Touring plus the ever-popular

Top Banana and Unstoppable awards)



OK, it's not an infinite monkey, it's my brother's infinite orangutan. Close enough!

--If an infinite number of monkeys drove an infinite number of cars, they may actually follow this route -- anon.

This is an Ontario Road Rally Cup navigational car rally, presented by the Toronto Autosport Club and sanctioned by RallySport Ontario. All levels of competitors from total beginner to expert are welcome, and will receive separate instructions of appropriate ease/difficulty. The route is approximately 250 km long, and you will spend about 4.5 hours on the road. Navigational car rallies take place on open public roads and respect all the laws of the Ontario Highway Traffic Act. You will be driving on gravel roads for a lot of this event. Speeds on the route will never exceed 95% of the posted speed limits--to win, you'll need to drive to *precise* speeds, not *high* speeds, and this event is suitable for any street legal vehicle.

Start location:

**Tim Horton's  
855 Mulock Dr, Newmarket  
(College Manor Plaza)**

Registration Opens: 9:30am  
Beginner's Tutorial: 10:00am  
Crew Meeting: 10:30am  
Car Zero Out: 11:00am

(for you GPS people, that should be:  
N 44°02.736', W 079°26.264')

Entry Fee: \$50 per car,  
or \$40 if TAC member.

Other things you'll need:  
vehicle ownership, valid insurance and plates, driver and navigator, notepaper, pencils, calculator, an accurate digital watch.

**Organizers:** Paul and Rita Moore  
vpnavigational@rallysport.on.ca

905-898-7483

up-to-date Monkeys website: <http://pages.ca.inter.net/~guildsman/imr10.html>



## **Toronto Autosport Club**

### **Mosport ALMS Weekend and Lunch**

### **Revised Final Version**

**An opportunity to see the ALMS racers and have a lunch party with other TAC members.**

**TAC will have an area on the infield between turns 2 and 3.**

**Look for TAC flags.**

**BBQ and a pot luck for lunch on Sunday August 29.**

**There will be hamburgers and sausages and a special Croatian dish.**

**TAC members pay the entry for Sunday (\$50 - this includes the BBQ) and get a \$20 refund from the club at the event.**

**Contact Dietmar Seelenmayer to let me know that you are coming at [dietmar.s@gmail.com](mailto:dietmar.s@gmail.com) or 647-221-7082.**

**We want to be sure that there will be enough food.**

**Contact Ingrid Beck regarding the pot luck at [ibeck@ca.inter.net](mailto:ibeck@ca.inter.net)**

## ChumpCar Shannonville Shuffle

Last month I attempted to chronicle some last year's exploits at the 24 Hours of LeMons race at Nelson Ledges and the upcoming endurance races on the Victoria Day weekend.

The ChumpCar World Series is similar in concept to LeMons – low buck, high fun endurance racing in \$500 cars. This is really their first full season and they are trying to build up a more serious racing rather than comedy focused competition. There is no bribing of the judges!

Having learned from the inaugural run that the night before the race isn't the best time to shake down the car, 3 of 4 drivers managed to practice the weekend before. As the test concluded, it was apparent the brand new donated clutch was slipping when beaten hard. Miraculously something a bit beefier was procured (thanks Auto Camping Inc) and with wing nuts on the transmission the car was ready Thursday night. The Falken RT-615 were heat cycled and rested. With day of vacation, the car was at the track by noon Friday. I think we were second in line through scrutineering behind a 12 cylinder Jaguar.

I must admit I found the long engine a bit intimidating and was thinking of protesting on the grounds that a tune-up would cost more than \$500 in plugs and wires. However we decided to see what would happen on the track.

The field was disappointingly small at about 17 entries, not all of which were running at the start. There was the usual tale of woes with people arriving with uncooperative cars. After a 20 minute warm up to get everyone familiar with the track, the seven hour Saturday race started officially about 9:19 am with the flag randomly falling on the Jaguar. The car ran like a charm and it was easy to settle into a rhythm. Endurance racing tends to be car against track until the last hour or so and then you start to concentrate on other cars. It was relatively uneventful with no big crashes, major mechanical failures although the exhaust did break again.

The focus was on ensuring we all got equitable track time so we switched after about 50 minutes. Unfortunately the transponders and some of the trophies didn't make it across the border and the race had to be manually scored rather than with the AMB X-260 Transponders.

I shouldn't sound surprised after my fearless prediction regarding the podium in my last article, but when the checkered flag fell, we were pleasantly surprised to see we had in fact finished third!

The car felt fine but the front tires were finished. As we had only one set of new tires, when we swapped the rears to the front it was apparent we were going to run out of tire on Sunday.

[Editor's Note: Apologies to Graham Tulett, as this article should have been published a while ago.]



Despite constant reminders that we wanted to save the tires, we got bit by the racing bug too many times and succumbed to racing when a car of comparable speed was on the horizon. By mid race we only running about 7<sup>th</sup>. As the car was sliding dangerously in all directions we elected to mount some dead full tread rains on the front, the better RT 615's on the rear and live with the understeer. Amazingly the fronts held up despite the chunking and the car was reasonably controllable.

Our dead tires remained in our pit until some other competitors showed up with tires on the cords who begged for our junk to finish the race. We willingly obliged, hoping they wouldn't sue us when our tires gave up completely.

This race had more drama with a couple of light impacts on a new, never before seen track configuration with lots of low speed hair pins. This certainly helped the small cars.

In no time at all the race was over and I think we ended up 7<sup>th</sup> with Tony McGrath just ahead of us despite being five seconds a lap faster given a penalty and a broken axle on the last lap.

This was a very satisfying event – we actually won \$250 USD, three bottles of wine, a great trophy and a special award for an extremely slow lap.

As for the jaguar, I believe it had about as many laps behind the tow truck as under its own power and was never an issue except to avoid when passing!

Although I'm sure the event lost money, the organizers have vowed to come back next year. Start to prepare a car and a team because it will be a lot of fun. In fact, we may even try to sneak in another event in August at Gingerman Raceway in Michigan. Please contact me if you are interested in getting involved. An old ice racer would probably be a good start.

# TAKING IN STELVIO

The McAuley family went to Italy to do some sight-seeing and driving the mountain passes. We were going for 2 weeks - the last week in May and the first week in June. The price of flights jumped astronomically if we pushed our departure out at all, so our dates were firm. I now believe that the airlines know when the mountain passes open, and jack up their prices in anticipation of all the keen drivers that come to visit!

With no internet connection, and no easy way of determining if the various passes were open, we headed out on a full day driving adventure during the first week of our stay. As I documented in last month's article, most of the high passes were closed. We (well, I) had fun trying to get around barricades, but we didn't get to drive Stelvio, the highest pass in Italy, and featured on BBC's Top Gear.

At the end of our second week, we had one more chance to hit the Alps. We were driving from central Italy back to Munich, where we would spend a couple of days before flying home. According to the GPS Nav, the trip would be about 6 hours via the boring Brenner Pass and various motorways. We'd already driven the Brenner a few times during our explorations when we were in a hurry to get where we needed to go, so I really didn't want go that way. A quick check on the now available Internet confirmed that the passes were now all open! I wasn't sure how the family would react to another day of driving some twisty roads, so I secretly plotted a couple of different routes, and planned on suggesting a picnic in the mountains during the drive. Luckily, Sue brought it up as we were loading the car!

As soon as we turned off the motorway towards the mountains, I noticed many more motorcycles, and sportier cars. Seems others had the same idea as we did! We started a slow climb into the mountains, and hit the Passo del Tonale ski area. It wasn't as busy as it was 2 weeks earlier, but there were still skiers there. We turned off, as we had previously done, for the Passo di Gavia. This time, the barrier was up. The road was extremely narrow, and we ran into cars a couple of times, where one of us would have to wait at a wider part to let the other go by. Snow at the side of the road was taller than the car at some points, so I can see why it would have been closed. I'd hate to be the plow operator up here!

The pass dropped us into Bormio, then it was up to Stelvio. The view of the road ahead was amazing. 49 switchbacks, most of them visible as you climb up a steep, narrow valley between 2 peaks. At one point, we ran into a car coming the opposite direction in a very dark tunnel. We had motorcycles behind us, and the other car had a few other cars behind it. The kid driving looked terrified, so even though we were close to his end, I backed up to get out of the tunnel, and let him by. Sue was screaming as we came close to the edge a couple of times. I swear she almost jumped out of the car, but I think the steep drop kept her inside. As we retried the tunnel, another car came along - this time not as large, so we were able to pull over far enough to let it by with about a centimetre to spare. We hustled to get to the other end before anyone else came along.



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At the top, we stopped for drinks and to take in the view. There were hundreds of motorcycles parked everywhere. We saw an E-Type Jaguar with a huge movie camera mounted on it, along with a chase car. Not sure what they were filming, but I'm sure it will be interesting. The Italian National Ski Team was there practising. Interesting that the ski hill only opens in the summer, when the passes open! We sat outside, and had a drink, and worked on our tans. We set off to go down the other side of the Stelvio pass into Italy, but I hoped we could stop, and get turned around to actually do the Umbria pass into Switzerland. It too was closed earlier, so I wanted to see what I had missed. We started over the top of the pass, but were met by a huge snow drift!

It turns out that the pass was only open from the west side to the top. We found a great vantage point, and took some photos of the snow covered road down the other side. It was an incredible view.



**The view of the closed road from the Stelvio Summit.**

Instead of turning around, we headed for the Umbria pass - from just shy of the summit, and down into Switzerland. It was a great mix of long runs clinging to the mountainside and many switch-backs. It was much less busy, and we saw lots of mountain goats, waterfalls, and amazing views into the Swiss valleys.

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We had just 2 more passes to do, then it would be motorway into Munich. It turns out that the passes between Italy and Austria, and Austria and Germany are pretty small in comparison - all below the tree line - so we hardly noticed them. We picked up the autobahn at Garmish, and cranked up the A6's little 2.0L diesel engine. We were following a BMW 3 series, doing about 180kms/hr, but he started pulling away from us. I sped up, but at 200kms/hr, an alarm went off, and a "High Speed Warning" flashed up on the car's display. I backed off, and the warning went away. Unfortunately, it kept going off everytime we hit 200km/hr. Besides the BMW 3er, we were passed by only one other car; a BMW 7 series that drove by us like we were standing still. What a great system. Cars pulled out of the fast lane as we approached. It was like the parting of the red sea! The last bit of the trip went much faster than planned, and we got to Munich ahead of schedule. Everyone was thrilled with the Alps, but I know the girls were glad to finally get out of the car.

For the rest of the trip, we took in the sights of Munich: BMW World Headquarters, the BMW Museum, and Hofbrauhaus, the largest beer hall in the world!

Next time, we have to arranged for European Delivery of some new BMW. There are many more passes that we didn't get to. I know I'll be keen. Not so sure about the others in the family!

Rob McAuley

## Toronto Autosport Club – Amended Minutes of April 2010 General Meeting

Meeting Date: April 21, 2010 Meeting Opened: 8:05 pm Attendance: 11

- 1) Treasurer's report: Chequing account balance \$22,322.68 with a couple of cheques not cashed.
- 2) Membership: VP unable to attend but around the 77 mark.
- 3) Competition:
  - a. Congrats to Paul & Rita on recent election to RSO BoD. TAC now has 1/3 of elected positions.
  - b. Solo Sprint – open house held recently. TMP weekend being co-hosted by TAC. Weekend sponsors and organizer / volunteers are being sought.
  - c. OPRC – Shannonville rally held, Black Bear will be next.
  - d. Rallycross to start in July
- 4) Social:
  - a. A fun ralliette is proposed for this summer
  - b. A beer and wine making night can be arranged
  - c. A pot luck BBQ at the ALMS weekend at Mosport is being planned
- 5) Old Business: Rob McAuley has reported on the activities of the committee on the where the club is heading. Committee lacked quorum. Member survey will be conducted.
- 6) New Business: Although the TAC's incorporation status was confirmed officially confirmed by the Ministry of Government Services for insurance purposes, there was discussion concerning the listed Officers & Directors. Paul Moore will check.
- 7) Fifth Gear: a listing of complementary subscriptions was provided with 13 copies mailed out. Cost is approximately \$2 per copy.
- 8) For Sale / Items Wanted: None
- 9) Loonies in the bus: Paul Moore required an armoured car to haul away his winnings.
- 10) Adjournment: meeting closed at 8:45 pm.

Minutes recorded by G. Tulett



## Toronto Autosport Club – Minutes of May 2010 General Meeting

Meeting Date: May 19, 2010 Meeting Opened: 7:57 pm Attendance: 12

- 1) April Minutes accepted with amendment to include both Paul and Rita Moore. Secretary to send minutes to Fifth Gear.
  - 2) Treasurer's report: Chequing account balance reported as \$20,955.20 due to new memberships and sale of a T-shirt. Some conference call bills to be paid.
  - 3) Membership: Six new members signed up. Membership now ahead of last year.
  - 4) Competition:
    - a. DOCR to be held June 5. Checkpoint crews are required.
    - b. Solo Sprint – School was held last weekend with 33 of 36 spots filled. TAC co-organizing June 18/19 Event at Toronto Motorsports Park.
    - c. Chump Car endurance races to be held at Shannonville Motorsport Park this weekend.
  - 5) Social:
    - a. A fun ralliette will start from Derry Road & Goreway on July 11 and end at a restaurant in Northern Brampton.
    - b. A beer and wine making night can be arranged
    - c. A pot luck BBQ at the ALMS weekend at Mosport on August 29 is being planned
  - 6) Old Business:
    - a. Direct access through the Ministry of Government Services is no longer available. The Secretary was directed to obtain the official record of Officers & Directors at 375 University Avenue to check on the need to update.
    - b. An email has been circulated suggesting TAC's status as a club is declining. Rob McAuley will respond.
    - c. Website rework is presently on hold as Brooke has been organizing the DOCR.
  - 7) New Business: nil
  - 8) Fifth Gear: correspondence received from Lant Insurance
  - 9) For Sale / Items Wanted: None
  - 10) Loonies in the bus: Nick Beck was the happy recipient of the grand prize.
  - 11) Adjournment: meeting closed at 9:00 pm.
- Minutes recorded by G. Tulett



# Membership Application

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

**Email:** [registrar@torontoautosportclub.ca](mailto:registrar@torontoautosportclub.ca)

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

(You may also JOIN or RENEW ON-LINE; Please see below...)

- TAC Membership includes CASC-OR (Race, Solo) & RSO (Rally) affiliation for the year
- Family rate is limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number [# ] (if known)
- Assigned membership numbers will be reserved until February 1st.
- All memberships and affiliations expire December 31.
- Please be aware that membership data is shared with CASC-OR

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 need a mailed copy

**PAYMENT METHOD:**

Cash  Cheque # \_\_\_\_\_ Amount:  \$50  Other \$ \_\_\_\_\_ TOTAL \$: \_\_\_\_\_

To pay by Credit Card, please apply On-Line at: [www.casc.on.ca/clubs.php](http://www.casc.on.ca/clubs.php) and navigate to the Toronto Autosport Club entry. For renewals, log on first, using the “Members Only” menu tab.

**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 Please indicate three areas that you can autosport interests for the coming year. help with this year

- |  |   |
|--|---|
| <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    |