



Fifth Gear

December 2006



www.torontoautosportclub.ca

Toronto Autosport Club

2007 EXECUTIVE:

PRESIDENT:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
VICE-PRESIDENT:	Russ Harding		vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford	(416) 590-9495	pclifford@sympatico.ca
SECRETARY:	Todd Presswood		tpresswood@hotmail.com
COMPETITION DIRECTOR:	Chris Atkins	(905) 627-0681	
SOCIAL DIRECTOR:	Chuck Atkins	(905) 627-0681	chuck_atkins@ispnet.ca

2007 COMPETITION CO-ORDINATORS:

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

2007 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(open position)		
SOLO I:	Chris Atkins	(905) 627-0681	
MEMBERSHIP:	Russ Harding		registrar@torontoautosportclub.ca
WEBMASTER:	Brooke Jacobs	(416) 256-5900	brooke@brooke.net

Club Mailing Address: 2267 Lakeshore Blvd. W., Suite 1214 , Toronto, ON M8V 3X2

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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

FIFTH GEAR Editors: Nick & Ingrid Beck
280 Ridgfield Cres., Maple, Ontario L6A 1J6
Editorial: phone: (905) 832-8012
Email: fifthgear@torontoautosportclub.ca

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

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



FROM THE PRESIDENT'S DESK

Well the AGM is now history and after a fierce battle I am the new president by acclamation. I am flattered in the confidence the nominating committee had in choosing me for the post. I am looking forward to the challenge of the position.

While on the subject of the AGM and elections, Peter Clifford is continuing as Treasurer and Chuck Atkins is the Social Director again. With me becoming President the position of Competition Director became vacant and was filled by Chris Atkins. Minutes from the meeting are elsewhere in this issue.

Let me give you a brief background on my involvement with TAC and Motorsport. I started rallying in the early 60s, belonged to a club called St Clair Autosport Club that worked out of the YMCA on Robina Ave near St Clair and Oakwood. Both the Y and club do not exist now. I navigated most of the time as it was difficult to find good navigators. Took a sabbatical in '67 after the birth of Kurt and a transfer to Ottawa. Got back into the rallying part in '84 when Kurt asked me to drive for him (I owned the car). Needed to join a club so the points earned would count and decided I might as well join the club Kurt had joined at age 16 - TAC.

We have competed together for most of the time since then, except the time Kurt spent at university. After the first year competing as a clubman (classes were beginner, clubman and expert) we were moved to expert as we finished second in class. Most of the time I drove and Kurt navigated but at various times I navigated for Kurt and also Ingrid Beck and Peter Fenwick. This year I navigated and Kurt was the driver, my car of course.

I decided to go ice racing after attending and working a TAC ice race and getting a ride with Nick Beck in his Mini. Bought a mini from

Kurt for \$100, he needed money, and started competing in '87 in rubber class and am still ice racing. The mini lasted about 5 years, have had other cars since then including a Colt Turbo that ran in studs for several years. My latest vehicle is an Audi 4000 Quattro that I am campaigning in street studs class.

During my time with TAC I have also held the executive positions of secretary, treasurer and vice president.

In general competition, things seem fairly quiet right now, all events have finished for 2006. The New Year will bring our first event of 2007 on January 6 with the running of the January Jaunt rally organized by Kurt and myself. I competed in January Jaunts organized by DKWOC, TAC's founding club, in '61 and '62. This event is the first in the ORRC series and will offer beginner as well as expert instructions. Please let Kurt or me know if you can assist or wish to enter.

Our next event is an ice race on the February 24/25 weekend. The organizer is Andy Hughes and I know he is looking for volunteers.

Other Solo events as well as rallies will follow during the year as they did in 2006. Check the events calendar in Fifth Gear or the CASC and RSO web sites.

I am looking forward to meeting more of our membership.

I wish you all the best for the Holidays and success in your motorsport activity.

Dietmar Seelenmayer

TAC EVENTS CALENDAR 2007

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
JANUARY 2007			
o-tba	Ice Race-Magnum	Scrutineering for Ice Race, Minden Fairgrounds	CASC
6	ORRC	January Jaunt Rally	TAC
13-15	Meeting	CARS AGM & 50th Anniversary	CARS
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W)	TAC
20-21	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
20?	School	RSO First Aid Course	RSO
27-28	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
FEBRUARY 2007			
2-4	CRC/OPRC	Perce Neige Rally	CASLL
3-4	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
10-11	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
16-25	Show	Toronto International Auto Show	
17-18	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
17	Rally-ORRC	Not the OWR (NOWR)	MLRC
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W)	TAC
24-25	Ice Race-Magnum	Ice Race, Magnum Series, Minden	TAC
MARCH 2007			
3-4	Ice Race-Magnum	Ice Race, RAIN DATE, Minden Fairgrounds	
3	Rally-ORRC	End of Winter Rally	MCO
10-11	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
10-11	School	RSO HAM School	RSO
19	Rally School	RSO Beginner Rally School	RSO
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W)	TAC
24	AGM/Awards	RSO AGM & Awards	RSO
26	Rally School	RSO Beginner Rally School	RSO
APRIL 2007			
2	Rally School	RSO Beginner Rally School	RSO
7	ORRC	Spring Runoff Rally	PMSC
9	Mini Rally	Mini Rally	MLRC
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W)	TAC
25	Ralliette	Ralliette Series Event #1, #400 Service Centre North	TAC
MAY 2007			
5	ORRC	Blossom Rally	KWRC
14	Mini Rally	Mini Rally	MLRC
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W)	TAC
23	Ralliette	Ralliette Series Event #1, #400 Service Centre North	TAC
25-26	Rally-CRC	Rocky Mountain Rally	CSCC
JUNE 2007			

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

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

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



The Toronto Autosport Club presents the
2007 January Jaunt
Round 1 of the Ontario Road Rally Cup
Saturday, January 6, 2007



Check the web site for updates: www.JanuaryJaunt.com

Entry Fee: \$45
Start/Finish: The Royal Coachman
1 Main Street North (at Dundas)
Waterdown, Ontario
Registration Opens: 2:00 PM
Beginner's Meeting: 2:30 PM
Driver's Meeting: 2:45 PM
Car '0' Starts: 3:00 PM
Car '0' Finishes: 8:00 PM (approx)

The 2007 January Jaunt is the first rally of the 2007 season. It is a winter navex, providing real rally instructions, on real navigational rally roads. Because this event is held in the winter, more challenging driving conditions can be expected.

- It is **strongly** recommended that you have snow tires.
- All competitors must carry a safety triangle.
- It is recommended that all competitors carry a winter safety kit (e.g. shovel, blanket, candle, bottled water).
- Any auxiliary lights should be controlled through a single switch that also disables high beams.

Please contact the organizers for more information:

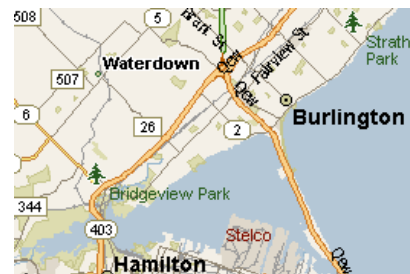
Kurt Seelenmayer (905) 690-2584
Kurt.Seelenmayer@cogeco.ca

Dietmar Seelenmayer (416) 250-7082
dietmar.s@sympatico.ca

From Toronto, take QEW west to Brant Street, then north to Dundas Street, then west. Alternatively, take Highway 407 or Highway 403 to Dundas Street, then west.

From everywhere else, take Highway 6 to Dundas Street, then east.

The Royal Coachman is at the corner of Dundas and Main, in downtown Waterdown. Parking lot entrance off Main.



the Soapbox Derby

...by Malcolm Elston

WHY WON'T **SOMEBODY** JUST **DO SOMETHING** ABOUT THE DRIVERS?

It's been a busy few weeks, fellow TACciers, and the news ain't good. It's bad. Really bad.

If you don't like what you read below, don't blame me – just be glad that you got the warning. Pick up a pen or a keyboard and fire off a letter or six if you're upset... car clubs generate action, I think...

November 27th, 2006:

The Ontario Government (represented by Donna Cansfield, Minister of Transportation) and **MADD** (Mothers Against Drunk Driving) announced a joint undertaking to erect roadside memorial signs to people killed by impaired drivers. **MADD** noted they will sell the signs to the families of the dead for \$535 per sign, and that each sign will also carry the **MADD** logo and their Red-Ribbon icon.

The original Gov. of Ont. Press release was posted at ogov.newswire.ca/Ontario/GPOE/2006/11/27/c8628.html

OK. Where to start?

1) if the Memorial signs can be read from the road, then they will be a distraction that will take a drivers' eyes off the road. Which is not a good idea.

2) if the signs are to be placed so they can't be read (therefore, not a distraction) – then what's the point of this program?

3) any object placed adjacent to a roadway is a physical hazard to all drivers. There is no "safe location" to install an obstacle, just a 'preferred' location. Having no unnecessary objects at all is the only 'safe' option.

4) further, how is the victim of a drunk driver more worthy of commemoration than, say, those

innocent drivers killed by flying transport truck wheels... or illegal street racing? Or can we expect equal opportunity for these victims, as well? And if not, why not? Your tax \$\$\$ at work...

5) the press release states that these signs will only be installed "only... after a drinking and driving conviction has taken place". Since all criminal charges are dropped when a defendant dies (or are never laid if the drunk driver also dies at the scene of the crash), then any victims of that particular drunk driver will not be eligible to have a memorial sign erected. This is inequitable, and will lead to legal challenges that will involve taxpayers' money. Think about that a bit.

6) I know that there are specific rules restricting commercial advertising along Ontario highways. I understand that the previous government decided to sell advertising space ("Attractions" listings) adjacent to off-ramps, which themselves constitute a new series of hazards, and were a bad idea. However, **MADD's** logo will appear on each memorial sign; that constitutes advertising.

7) I suspect that union rules (and common sense) will necessitate that **MADD's** signs be erected by highway workers, not **MADD** volunteers. Will **MADD** be billed for this labour, or are we taxpayers going to be on the hook? Offered to surviving family members at the bargain price of \$535 per sign, I really doubt this could include the costs associated with the Ministry approving each and every erection site, then actually performing the erection.

If this joint announcement annoys or offends your common sense gland, please see the bottom of this section for useful contacts.

Please don't just sit there and shake your head – **DO** something about all this silliness! We need voices, folks... strong objections!

My own letter to the Premier generated a reply which included the following insight: "*Ontario's roads are among the safest in North America. Our government remains committed to working closely with municipalities, the police, and other safety partners to make our roads even safer.*"

So what part of point 3) above did Dalton not get?

continued...

NOTICE: Views expressed in this article are those of the author alone and do not necessarily represent the views of the TORONTO AUTOSPORT CLUB or its Directors.

Late November, 2006:

Terri Callaway, a mother of four young children, was killed while jogging near her Lake Wilcox home. Allegedly, by an impaired driver who was speeding.

December 8th, 2006

The Globe & Mail reported on page A18 that the drunk-driving statistics are up.

“Whether the increases reflect stepped-up police vigilance or more drunken-driving is moot. What’s for sure, however, is that the real number of drunks on the road is greater than the figures suggest, and not merely because charges laid and collated at Reduce Impaired Driving Everywhere (RIDE) roadblocks are on top of the disparate ones generated during routine police work.”

"As well – though few motorists realize it – the totals are artificially low because the portable breath-analysis machines deployed at these roadblocks do not give an exact blood-alcohol reading but rather an approximate one..."

The G&M article continues and points out how the road-side machines are intrinsically inaccurate, but still remain a powerful tool for deterrence (and 12-hour suspensions of drivers' licenses). Which takes a drinking driver off the road.

“We basically give the public a break,” said Constable Bishop, who has handed out thousands of 12-hour suspensions over the years and, while doubting most recipients realized their good fortune, thinks the system works.”

“I’d say every single one of [those suspensions] has been a wake-up call for that person, although it might only be a short-term wake-up call. The most common response I’ve got is, ‘Well, I guess I drank more than I thought.’ “Others, such as Mothers Against Drunk Driving, are less sure, and there have been periodic calls to lower the criminal threshold to .05.”

“Because Canada has some of the toughest drunken-driving laws in the world, the accused have reason to fight the charges. Along with a lifelong criminal record, which, among other things, will prohibit the person from crossing the U.S. border, the convicted drunk driver can expect to shell out at least \$20,000 in legal fees, years of swollen insurance premiums and other costs. And that’s for a first offence.”

“Since Ms. Callaway was mowed down last week, at least 14 drivers in Toronto have been charged with blowing above .08, a slight increase from the same period last year. More startling, however, are the 64 12-hour suspensions imposed since this year’s seasonal RIDE campaign began in the city. That’s roughly three times the number in last year’s campaign...”

December 9th, 2006

The Toronto Star devoted their front page story, in a big banner headline, above the fold...

‘MADD’s ‘exorbitant costs’ anger charity volunteers’

And the article goes on to show how MADD spends .81¢ of every dollar they collect to pay for fundraisers and administrators.

It was a stunningly compelling article, and The Star devoted a full one-and-a-half pages to it. They included direct quotes from Elizabeth Tromp, the director-general of the Canada Revenue Agency’s Charities Directorate, who confirmed that the accounting practices used by **MADD** are not allowed; “When a professional fundraiser has been retained, it can reasonably be inferred that the intent of the expenditure is fundraising.”

MADD is accounting for these costs as part of their ‘education’ program.

Last year **MADD** collected \$5.4 million from telemarketing; 76% (\$4.1 million) was retained by the telemarketers, as commission. Another 24% (\$1.3 million) of this sum was eaten up by other expenses such as administration.

Oh, yeah... **MADD** refuses to disclose the salaries of its’ administrators, or to list the number of ‘Mothers’ on its’ Board.

SO, LET’S RE-CAP:

- Ontario is about to waste bucketfuls of our tax dollars to subsidize a **MADD** road-side advertising campaign that will physically make driving more dangerous for all of us.
- impaired driving is on the increase in Ontario, according to the Globe and Mail
- **MADD** is a crooked charity, according to the Toronto Star.

USEFUL CONTACTS:

Dalton McGuinty, Premier
Donna Cansfield, Minister of Transportation
Michael Bryant, Attorney General
John Tory, Leader of the Opposition
Jim McCarter, the Auditor General

All of 'em can be written to
c/o The Legislative Building,
Queen's Park, Toronto
M7A 1A1

If you don't complain now, then
don't ever complain again.

HOW BAD CAN IT GET?

The following piece of legislation is what we should all fear...

"In the Nuts (unground), (other than ground nuts) Order, the expression nuts shall have reference to such nuts, other than ground nuts, as would but for this amending Order not qualify as nuts (unground) (other than ground nuts) by reason of their being nuts (unground),' * ‡

* this is easier to understand if you remember that ground nuts are peanuts. Or, maybe not.

‡ pg. 60, 'The Return of Heroic Failures', by Stephen Pile, published 1988 by Penguin Books

THE WORLD OF F1

By the time you read this, M. Bourdais (3-times CART champion) will have just completed his first test in a Toro Rosso F1 car. A team which has not yet decided upon its '07 drivers... but of course, M. Bourdais announced several weeks ago that he is

looking forward to his fourth year with his winning CART team.

Uh-huh. Chance'd be fine thing. And from M. Cosgrove; F1 News-U-Can-Use:

LONDON, Dec 5 (The Voice) Anthony Hamilton was so overjoyed when McLaren announced that his son would be their second driver for the 2007 F1 season that he injured his leg celebrating.

Anthony told the Voice of Sport that all the years of hope and expectancy came out in one big tide of emotion that made him leap in joy and relief.

It had been a long, hard road navigating his son's career from karting enthusiast to F1 rookie, but he says it was all worth it, as his son has a special talent

Like any parent, Anthony has amazing belief in his son Lewis making a big impact on the F1 circuit next year. He refused to make any predictions, but he says that people will be surprised at how well Lewis does.

Chronicling Lewis's journey into the elite ranks of motor sport, Anthony recalled the days when he didn't realistically believe his son would be where he is today.

He said: "No, I didn't think when we started out that this would culminate in an F1 contract.

When we started out I was thirteen years younger, and I was a poor guy living in a council house and working on the railway. All I wanted was for my son to be better than I was, probably no different to any other parent.

"I have never had a negative or low point. It has been tough, but it has always been about helping my two boys to take advantage of the opportunities that are presented to them. "I think that is one of the things that a lot of kids seem to miss out on in life. An opportunity is there for the taking, but sometimes you need support if you are to take it, and sometimes you need somebody that's strong mentally to do so.

"I am probably one of the weakest people, but I have taught myself to be strong and positive so that others think that I am, so that they have that same kind of approach.

"Up until the Friday when it was announced that Lewis had got the drive, life was tough for me. Because you do all this work and still wonder: Is my son going to make it? Finally he makes it and it's just sheer relief.

"It was an amazing feeling. I pulled my muscle jumping when I saw him on the television. I said: "That can't be real." The pain was worth it though. It was amazing."

Lewis's career in F1 is bound to be a circus similar to the one that surrounds Venus and Serena Williams in tennis and Tiger Woods in golf. But where the Williams sisters' and Woods' sporting success was groomed from an early age, with competing at the higher echelons of their respective sports the ultimate goal, Anthony says that Lewis's involvement in racing came about almost by accident.

continued...

He said: "I never gave it any thought and we never had any plan. Lewis had a remote control car for his birthday when he was about six and he kept asking me to change his batteries, but I was so into my own thing and I kept telling him to leave me alone.

"One day I thought I would take him down to a club where he could race his remote control car. It really spiralled from there. He had incredible hand-to-eye co-ordination and he was one of only two kids in the class, the rest of the people were guys my age.

"He came second in the first year with the battery car and first with the big petrol car. I thought maybe this kid had something more, so I took him to the go-kart track and we have never looked back."

Lewis won a host of karting championships up until the age of 15, when he moved onto the Formula Renault championship. His talent was obvious for all to see, but Anthony maintains that had it not been for Ron Dennis recruiting his son onto the McLaren development programme, Lewis may not have made it to where he is today.

He said: "Without the help of Ron we would have been lost. I had a family that didn't have much money and I couldn't afford to risk spending the thousands of pounds on motor racing that you have to. I'm not like a lot of people who have tried and not made it, I look after my family first. So if Ron hadn't stepped in we wouldn't be here right now."

LONDON, Dec 11 (The Times)

Lewis Hamilton may be the first black driver ever signed to a Formula One team. But back home in Tewin Wood, Hertfordshire, he's a long way from fast-living Monaco and the glamorous trappings of the F1 circus; here the small-town boy drives a little Smart Forfour.

It is a sporty version, though, as the 21-year-old is quick to point out. "It's a 177 bhp specially tuned Brabus and it's seriously quick," he says. "It has a big turbo with all the performance you need. Before that I owned a Smart Roadster for two years."

But it's still piddling compared with the 750 bhp packed by a modern F1 car. And he's crashed it. "I've had a couple of accidents," he admits, "including one where I didn't see a corner in time and went off the road."

MEANWHILE, BACK HERE ON THE ONTARIO ROADS;

A new group, called the Southern Ontario Gateway Council has been formed.

"Due to long-term underfunding and lack of investment, the region's transportation system is now facing some very critical pressures," said Richard Koroscil, chairman.

Apparently, demands on Ontario's roads and railways will increase by close to 70% over the next fifteen years.

And we think traffic is bad right now? Wrong, bucko...

The report also includes some unorthodox ideas to keep

goods flowing through the region, which handles 94% of Ontario's exports to the U.S.

Instead of just having H.O.V. lanes, why not "goods-only" lanes to keep freight moving in congested traffic?

Ontario Transportation Minister, Donna Cansfield, an honorary co-chair of the council, said the idea is worth a look.

"It should be on the table to talk about. You should talk about everything."

M. Cansfield, only partly in jest, also suggested that instead of just **GO** trains and **GO** buses, Ontario should also have a **GO** boat, which would ferry suburban commuters into Toronto from the west, circumventing clogged roads.

"If you get stuck on the QEW, what are the alternatives? One answer may be **GO** boat," the minister said. "I just keep saying, let's think outside the box."

In other words, we're getting more High Occupancy Vehicle lanes (northbound on the 404, and on the QEW in Oakville, and the 417 in Ottawa) **PLUS** we're looking at **TRANSPORT TRUCK ONLY LANES**. Those'd be on the right side of the highway, of course.

Should make exits interesting, especially in a smaller car.

I'm no Lewis Hamilton, but carving my own smart fortwo across the bow of a 100,000lb transport sounds like just the recipe to get me one of them there **MADD** Memorial Signs. As long as the trucker is Impaired, of course. Otherwise, I'm **S.O.L.**

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PART OF YOUR TEAM

John Magill

Direct Tel: 416 643 8801
jmagill@torkinmanes.com

Matt Tevlin

Direct Tel: 416 777 5401
mtevlin@torkinmanes.com

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Announcement : 50th Celebration of the Canadian Rally Championship

Friday, January 12, 2007 through Sunday, January 14, 2007

Toronto, Ontario

The CARS Board has approved plans for the 50th Celebration of the Canadian Rally Championship. Arrangements are being made to secure a hotel in the Toronto Airport area for three days to remember. The 50th Celebration will feature the people who have been part of rallying in this country and, in particular, the Canadian Rally Championship.

The three day celebration will include invitations to all the past winners of the CRC since the first national champions were crowned in 1957. Les Chelminski and Les Stanley, the very first Canadian Rally Champions, will be invited and will hopefully attend the gala dinner where the 50th Canadian Rally Champions will be crowned. Several other past champions have already indicated they will be attending including Taisto Heinonen, Randy Black and Tom Burgess. Presently, plans for the three days will include several theme rooms where past artifacts will be on display, films and videos shown and round table discussions held. As well, there will be a room set up where people can just go to sit and talk to renew old acquaintances.

There will, of course, there will be some usual business to be attended to with the annual general meeting of CARS taking place on the Saturday morning. The main feature will be the gala dinner where all the past champions (driver, navigator/co-driver and marque) will be presented along with past administrators of the sport and organizers of past events. The winners of the 2006 Canadian Rally Championship season will be presented their awards during the weekend. There also some surprises being planned, so the three days should be full of excitement and good times.

In the coming days and weeks, you will find announcements being made and details concerning the arrangements being put in place. The CARS web site will be the place to watch for the latest news (<<http://www.carsrally.ca/>>www.carsrally.ca).

Please, come and join in the celebration. I look forward to seeing you there.

Terry Epp
National Series Manager
Chair, 50th Celebration

50th Celebration Announcement #2

Thursday, November 23, 2006

Preparations for the 50th Celebration of the CRC (and Canadian Rallying) are underway and some details are outlined below.

Celebration Logo Created: A 50th logo for the Canadian Rally Championship was commissioned and has been adopted for the 50th Celebration. While the 50th anniversary of the Canadian Rally Championship is the focal point of the celebrations planned for January, the celebration will be an opportunity to gather together in Toronto to reflect in the history of the sport, its clubs, events and especially all the people who have been part of the sport since the first Canadian rally. (Does anyone have any idea when that might have been?) We hope you will plan to be there to join in the celebration.

Hotel and Dates Confirmed: The celebration will be held the weekend of January 12-14, 2007 with guest and delegate registration opening on the Friday evening. The hotel will be the DoubleTree International Plaza Hotel, 655 Dixon Road, Toronto, Ontario, M9W 1J3. There is a room block in place with a rate of \$129 per night (1-800-668-3656 or 416-244-1711) and there is a free shuttle available from the nearby Pearson Airport.

Past Overall Champions to be Honoured: Contacts have been made with some of the past Canadian Rally Champions. Everyone contacted so far has indicated they will plan on being at the 50th Celebration. Hope to see you there.

Terry Epp
Chair, 50th Celebration Committee

50th Celebration of the Canadian Rally Championship

**Saturday, January 13 – Sunday, January 14, 2007
DoubleTree International Plaza Hotel
566 Dixon Rd, Toronto, Ontario**

Email Notifications and Communications

The 50th Celebration Committee is establishing an email communications list where all 50th Celebration update notices and announcements will be sent. When you reserve your ticket(s), your email address will be added to the list.

Materials Needed

The committee is looking for artifacts, articles, pictures and other memorabilia that we could use for the 50th Celebration. In particular, we are looking for such memorabilia from the early years of the Canadian Rally Championship as well as any information on Canadian Rally before the start of the championship in 1957. The celebration, while occasioned by the 50th anniversary of the CRC, will also celebrate Canadian rally heritage. We know there were many clubs across the country and many different rallies of various lengths. We would like to know more. We realize there must be a great deal of such memorabilia out there and we are anxious to ensure the history of Canadian Rally is gathered together and documented not only for the 50th celebration, but for the future.

We will strive to protect donated materials from harm and will return all loaned materials. If you wish to donate your material, we will establish a way for it to become part of rally's history and legacy. In the case of photographs, we would prefer that the photographer and the subjects be identified. However, we will provide a means for participants to help identify the event, photographer and subjects of any pictures where such information is missing.

Spreading the Word

The 50th Celebration Committee would like to spread the word to as many people and give them an opportunity to participate in the celebration. If you could let acquaintances and past ralliests know of our plans, it would be appreciated. You could direct them to the **CARS** web site (www.carsrally.ca) or the **CARS** office for more information.

Stay tuned, there is much more to come in the days and weeks ahead. (43 days and counting!)

50th Celebration of the Canadian Rally Championship

Saturday, January 13 – Sunday, January 14, 2007
DoubleTree International Plaza Hotel
566 Dixon Rd, Toronto, Ontario

Schedule

Fri., Jan. 12

18:00-22:00 - Registration for Celebration attendees

Sat., Jan. 13

08:00-9:00 - Registration of Club AGM Delegates

08:00-18:00 - Registration for Celebration attendees

09:15-11:00 - 2006 **CARS** *Annual General Meeting*

09:00-18:00 - a) Theatre room (continuous showing of past films, Championship television videos)

b) Artifacts and historical display room

11:00-12:30 - Symposium #1 -CRC as Navigational Rallies

14:00-15:30 - Symposium #2 -CRC transition to Stage Rallies

16:00-17:30 - Symposium #3 -Major Rallies (Shell 4000, Canadian International Winter Rally, Canadian WRC rounds, BC Centennial Rally, BP Economy Run...)

18:15 - Reception and Cocktails

19:00 - 50th Anniversary Dinner – keynote speaker, Presentation of 50th Canadian Rally Championship Trophies, Presentation of 50 years of Champions

Sun., Jan. 14

08:00-15:00 - Registration for Celebration attendees

09:00-15:00 - a) Theatre room

b) Artifacts and historical display room

09:00-10:30 - Symposium #4 -Getting started in Rallying/Rally Car 101

10:45-12:15 - Symposium #5 -Targa Newfoundland

13:30-15:00 - Symposium #6 –The Future of the CRC

Ticket Prices

All Access Pass (Saturday, Sunday and 50th Dinner) - \$ 130

50th Celebration Dinner Pass - \$ 100

All Exhibits Pass (Saturday and Sunday) - \$ 40

Saturday Exhibits Pass - \$ 30

Sunday Exhibits Pass - \$ 20

All passes can be ordered through the **CARS** office, by phone or email, effective December 1. The All Access Pass and the 50th Celebration Dinner and Presentations Pass must be ordered by Sunday, January 7th as the hotel requires 5 days notice of numbers. However, all exhibit passes (less the 50th Celebration Dinner) can also be ordered through the CARS office. Exhibit passes will also be available for purchase at the registration table. (**CARS**: 905-640-6444 or by email to: office@carsrally.ca) Since the 50th dinner will be reserved seating, participants may reserve for tables of 8, 9 or 10. (The sooner reservations are made, the closer to the front of the ballroom you will be seated.)

Hotel Accommodations

The DoubleTree International Plaza Hotel has set aside a room block for our participants. The room rates are as follows: Queen, 2 beds -\$129; Queen, 1 bed -\$129; King Suite -\$258. The room block is under the **Canadian Association of Rallysport** as well as **CARS**. The room block will be held until Wednesday, December 13 after which time the rooms will be released and will be available at the available daily rate. (Hotel: 1-800-668-3656 or 416-244-1711)



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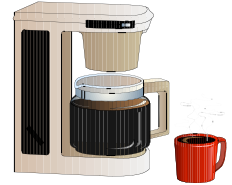
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Rich's Ramblings

- December 2006 -



Wow. A whole year gone by. There are probably **TAC**cies out there who have never even seen a **Rich's Ramblings**, and there are others who will be saying, *Lucky them. Here he goes again!*

It has been a quiet year for motorsports hereabouts. The **2006 January Jaunt** was actually the last activity I had been to before the **TAC AGM** last month. So I can say, *Lucky me!* Following **F1** on tv, trying to figure out what is happening on the **World Rally Championship** scene or almost any other rally series for that matter, did on occasion pique my interest, but that was just about it. And it was quite nice actually. After the better part of two decades, a year *off* was just what the doctor ordered (since my initials are D R and since I still get calls from people who seem to think that DR after a surname in the phone book must mean I'm really a *doctor*, I have self-prescribed myself!). So I started to ease myself back into the motorsport scene with what I hoped would be the *soft route* - the **TAC AGM**.

Since my first **AGM** in 1987, this year's might have been the easiest one I have ever attended. Of course having been nominated for and elected as Vice-President at my first **AGM** (and I still remember to say, *Thank you!* to Ian for that!), and not even being nominated this year, may have had something to do with it. Even so, getting through a monthly meeting as well as an **AGM** and then being able to get home to Barrie by shortly after 11 was telling - not much controversial or earth-shaking at either meeting! I can recall one Wednesday night not too many years back when the two meetings took so long it was 2 ayem on Thursday before I got home. I liked this year much better. And I got to meet with lots of old friends and associates. Great night.

I reckon the fact that only 14 people showed up for the **AGM**, but 14 more people in *proxy* let the quorum for the **AGM** be met, can be taken either as the Club having a disinterested membership or as the Club being so well run that everyone is happy with the status quo. I'll take things as being the latter. And any club that can get four previous Presidents to its **AGM**, and joined by a fifth by the end of the **AGM**, might, perhaps, be doing some things correctly. Thanks to a nameless person and the prodding of out-going President **Rob** the various Executive reports were, by and large, available in last month's **Fifth Gear**. That certainly made things move very smoothly. And with a full slate of candidates available for the incoming Executive even the *Elections of Officers* portion went by quickly. With luck a full set of Minutes will be available elsewhere in this issue, but I would like to offer my congratulations to Rob, as out-going President, for his leadership of the Club for the past two terms; and my wishes to Dietmar for as much success in his coming term as our new President.

With the **Canadian Rally Championship** showing up on tv again, after a couple of years absence, it was time to see if going to an event would stir any desires to be more involved once again. (For those who want to catch what's left of the series to air, it is on the A-Channel series of CHUM stations. That would be Barrie's Channel 3 for the GTA people; at 5:30 pm on Sundays. The *Pines* is due sometime in January, I think.) So I made arrangements to go to this year's **Maple Leaf Rally Club's Rally of the Tall Pines** on November 25. Then, of course since it never rains but it pours, **TAC** announced its annual banquet on the evening of the same day. So I had to choose, and a miss at the banquet was what came up.

I went to the rally with Martin Loveridge of the **Kitchener Waterloo Rally Club**. Since he had already volunteered to do some work at the rally, he came up from south-western Ontario on Friday night and stayed in Barrie so we could get an early morning jump off to the rally. I say *early* but really, a quarter to 6 in the morning is a good hour and a half later that what Maeghan, Jennifer and I used to leave from Barrie when we were working the early stages of the rally. A quick stop at **Tim's** in Orillia for breakfast and a coffee and we were on our way to Bancroft. The trip was foggy here and there, but there was no rain and the complete lack of

Rich's ramblings - page 2

snow really had me wondering if this was the *Pines* I was going to! Ten years ago the girls and I took our two Samoyeds to the rally and every time the dogs lay down there was so much snow we could only find them by looking for their dark eyes and noses! Two years ago it was cold and wet. This year? Sunshine eventually and close to 13°C. Downright tropical. Maybe there really is something to this *global warming* thing!

In Bancroft we were at rally hq shortly after 8 ayem, plenty of time for Martin to get the arrangements made for his functioning as part of the reseed team for the first service of the rally cars. I was along purely as a spectator, or so I kept telling anyone who asked, but I did help as Martin's runner taking the times back and forth for the timing crew. One of the pluses of being with Martin was how many members of *KWRC* were there as either competitors or workers. Having met a lot of them in the years when **TAC** and *KWRC* worked together on the *Rally of the Voyageurs*, and having worked a couple of dozen other performance rallies over the past 20 years myself, we were able to spend a lot of time before the rally's ceremonial start schmoozing and the like. Once things got going we did Martin's first reseed task at the hq/service location, after stage 2, and then decamped to the end of stage 3 for a second timing control job. Here Martin got the times from the third stage for each competitor and I radioed them back into the hq for another reseed. By now it was close to 11 ayem and the sun was shining, the wind was hardly there. Indeed, balmy.

After that, Martin's workload was done and we went off to spectate. Thanks to lots of experience at the *Pines* (I think I've worked 15 or so of the last 20 events) we slipped into a *back road* mode and watched from a marshal location on the Egan Creek stage. This was the last stage in daylight (by now it was 2 in the afternoon) for both the National and Regional competitors running together on the road. And we just happened to have picked the location where car #28 had its right front suspension fall apart. While the left front wheel pointed straight down the road, the right one was as if it was turning a 90° corner. Not conducive to getting anywhere. And it had to happen where the road was very narrow and dropped off to water on both sides. We had to use the following competitor's tow hook to yank the broken car as we pushed it to the very tight shoulder so the following half dozen or so cars could squeeze by. But it still cost the competitors a whole bunch of time. By then the Sweep team, thank goodness for the *BBFC* and all its members, was there and 28 was hooked up, the right front tied up with tie-down straps, the co-driver in the left corner of the trunk for ballast, and off for a 6 km trip up and down a rally stage road we went. Not quickly I can tell you, but the road was in better shape than the logging trail Martin and I had taken to get to the marshals' station. So the time for us to get out was probably the same and the ride was a lot nicer! Once we made the main road (Hwy 62) we headed back into Bancroft to top off the gas tank, hit a place to get a quick bite then it was on the road into the fast setting sun for the trip back to Barrie. And home a few minutes after 7. Now that was the way to do a rally. On our way home we were able to listen to the ham network and heard the crews working to set up the last 4 night stages (Eels Lake South and North) all the way to Barrie. Some kind of weird atmospheric thing going on. In fact, Martin listened all the way to Cambridge on the 401 before the reception was not good enough to follow. He was able to tell me about the various *offs*, crowd control problems and the like that occurred when the night stages got running. Quite the day.

Results of the *Pines* are elsewhere in this issue (I hope). And congratulations go to **TACcie Brian Maxwell** for co-driving Frank Sprong! to 1st overall in the *Ontario Performance Rally Cup* portion of the event. They even made 5th in the *Canadian Rally Championship* portion of the event B in a *Production 2 Class Suzuki Swift+*, behind four much higher performance all-wheel drive *Open Class* cars! Way to go guys, and ahead of a fair number too.

A couple of thoughts on organizing a rally such as this year's *Pines*: an awful lot of work goes into organizing a performance rally anyway, and this event really tries to put on an extremely impressive event. From the ceremonial start ramp to the dinner and party at the awards-giving late in the evening there are a lot of people working very hard. Perhaps too hard? I've seen the

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Rich's ramblings - page 3

same people in the hierarchy of the rally for a decade and more and I worry that the desire to put on as spectacular a show as they can, and do, has got to be taking its toll on them. All the spectator stages and the spectators themselves require a great number of workers and co-ordination. Having four and five roads hot and ready for the rally crews increases the number of marshals needed and adds to the stress. And when all this is done for just 30 cars I do have to ask myself, *Why?* Twenty years ago an entry level like that was a full regional-only event. Now it is a National plus a Regional event. And while all the gloss and the like is nice, and could perhaps have been justified at the time of *big bucks* sponsorship (although, having been involved with organizing National events from the late eighties to the turn of the century I don't really remember any event I was involved with recouping any of those *big bucks*!) it certainly would seem to add a lot of work with almost nothing in return. The spectators come, cause hassles (especially at late night stages where alcohol seems to be the fuel of choice, and not for the rally cars), require lots of marshals, paid-duty police, glossy spectator guides, major clean-ups of the spectator areas afterwards and yet are not charged for admission or even expected to contribute anything to defray the costs they generate. The road where Martin and I spectated at was a 22 km stage. It required work crew effort before the event, probably some repairs after the event, a whole crew of bodies to keep it safe and yet it was only used once during the whole event. Planning and getting ready for that required way more effort than the actual running time returned to the rally. Again, *Why?* The size of the entry is going down. In the last 5 years I have seen very few new cars and new club members to justify the expense and cost of glossy events. So the output is not generating a return commensurate with the effort required. And the number of events in Ontario and Canada is definitely dropping. Perhaps it is time to retrench and become more grass-roots in the approach to events such as the *Pines*. I wish *MLRC* and its members well. And I hope they had a big bank account before the event. It would certainly have to have been to put on this year's rally.

Results of the decision to go to more events? That will have to be decided eventually. But not yet.

And that's it for now. Or almost. Don't forget that Dietmar and Kurt have **TAC's *January Jaunt Rally*** the first weekend in the new year. And **CARS** is having some great celebratory thing for 50 years of rallying in Canada at its **AGM** in Toronto the weekend after that. Maybe someone will even tell us where in Toronto. See you at one or the other? Or both?

Take care of yourself. The very best of the season to you. See you out there, somewhere.

Rich

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2006 RALLY of the THE TALL PINES – Ontario Performance Rally Cup

Pos'n	Driver	Co-driver	Car	Class	Time	Gap
1	Frank SPRONGL	Brian MAXWELL	'04 Suzuki Swift+	P2	1:26:00	
2	John VANOS	Alan OCKWELL	'00 Subaru Impreza	Open	1:26:43	0:43
3	Ted MENDHAM	Lise MENDHAM	'02 Subaru WRX	P4	1:29:41	2:58
4	Nicola NARINI	Massimo NARINI	'92 Subaru Legacy	P4	1:33:23	3:42
5	Alan RYALL	Bruce LEONARD	'02 Subaru WRX	P4	1:33:28	0:05
6	Matt BARNES	Alex KOROVKINE	'93 Toyota Paseo	P2	1:38:47	5:19
7	Raymond DAPENG WONG	Bryan JIANBO JIN	'02 Subaru WRX	Open	1:40:47	2:00
8	Ian CRERAR	Fred WEIDNER	'77 Porsche 911	G5	1:47:49	6:02
9	Jack LAAN	Jane LENNOX	'91 Honda Civic	P2	1:47:17	0:28
10	Antoine BESSETTE	Genevieve ROCRAY	'86 VW GTI	G2	1:47:30	0:13
11	Rick WILLIAMS	Peter WATT	'67 Ford Cortina	G2	1:50:32	3:02

DNFs

Driver	Co-driver	Car	Class	Reason	Stages
Phillip JEFFRIES	Matt JEFFRIES	'90 Eagle Talon	P4	Rolled	7/11
Rob MACKENZIE	Jef HAGAN	'00 Honda Civic	P2	Off road	7/11
Peter REILLY	Ray FELICE	'94 VW Golf awd	Open	Drive shaft	7/11
Anthony TREMBLAY	Ryan HUBER	'81 VW Scirocco	G2	Electrical	7/11
Robert JEKOSZ	Tomasz KARZYNSKI	'07 Subaru STi	Open	Off road	7/11
Martin WALTER	Ken LAGAREC	'91 Nissan 240SX	G5	?	7/11
Jim STEVENS	Rebecca STEVENS	'92 Suzuki Swift GT	P1	Clutch	7/11
Andrew WALLBANK	Stuart LUMSDEN	'91 Isuzu Impulse RS	Open	?	7/11
Martin DONNELLY	Robin FLEGUEL	'07 Subaru STi	Open	Transmission	4/11
Ivan MALO	Kent MISSIONS	'83 VW Rabbit	G2	Cooling system	0/11
Andrew COMRIE-PICARD	Marc GOLDFARB	'97 Mitsubishi Evo IV	Open	Electrical	0/11

2006 RALLY of the THE TALL PINES – Canadian Rally Championship

Pos'n	Driver	Co-driver	Car	Class	Time	Gap
1	Antoine L'ESTAGE	Nathalie RICHARD	'03 Hyundai Tiburon	Open	1:46:28	
2	Richard WONG	Dave SHINDLE	'96 Subaru Impreza	Open	1:50:44	4:16
3	Jean-Paul PERUSSE	Martin HEADLAND	'01 Mitsubishi Evo VI	Open	1:51:40	0:56
4	John VANOS	Alan OCKWELL	'00 Subaru Impreza	Open	1:56:28	4:48
5	Frank SPRONGL	Brian MAXWELL	'04 Suzuki Swift+	P2	1:56:32	0:04
6	Maxime LABRIE	Jean-Francois GUITTE	'98 Honda Civic	G2	2:00:23	3:51
7	Ted MENDHAM	Lise MENDHAM	'02 Subaru WRX	P4	2:01:38	1:15
8	Simon LOSIER	Catherine WOODS	'97 Honda Civic	G2	2:06:23	4:45
9	Alan RYALL	Bruce LEONARD	'02 Subaru WRX	P4	2:09:51	3:28
10	Raymond DAPENG WANG	Bryan JIANBO JIN	'02 Subaru WRX	Open	2:15:57	6:06
11	Ian CRERAR	Fred WEIDNER	'77 Porsche 911	G5	2:21:10	5:13

DNFs

Driver	Co-driver	Car	Class	Reason	Stages
Phillip JEFFRIES	Matt JEFFRIES	'90 Eagle Talon	P4	Rolled	11/15
Rob MACKENZIE	Jef HAGAN	'00 Honda Civic	P2	Off road	11/15
Peter REILLY	Ray FELICE	'94 VW Golf awd	Open	Drive shaft	9/15
Robert JEKOSZ	Tomasz KARZYNSKI	'07 Subaru STi	Open	Off road	8/15
Jim STEVENS	Rebecca STEVENS	'92 Suzuki Swift GT	P1	Clutch	7/15
Frederic BEAUSOLEIL	Myriam LEVERT	'03 Subaru WRX	P4	Electrical	6/15
Nuwan DANTANARAYANA	Ivan Di PIETRO	'92 Subaru Legacy	Open	Suspension	6/15
Martin DONNELLY	Robin FLEGUEL	'07 Subaru STi	Open	Transmission	4/15
Andrew COMRIE-PICARD	Marc GOLDFARB	'97 Mitsubishi Evo IV	Open	Electrical	0/15

RALLY OF THE TALL PINES



Antoine L'Estage /
Nathalie Richard,
'03 Hyundai Tiburon -
overall winners

Richard Wong /
Dave Shindle,
'96 Subaru Impreza
- 2nd overall



Pete Reilly (ex TAC) /
Ray Felice,
'94 VW GTI awd - DNF



Ian Crerar / Fred Weidner
1977 Porsche 911
- 8th OPRC, 11th Overall



Cover Photo: Frank Sprongle/Brian Maxwell, '04 Suzuki Swift+
5th overall and 1st overall in the Ontario Performance Rally Cup

All Photos courtesy of Rich Sullivan.

TREASURER'S ANNUAL REPORT

FISCAL YEAR ENDING OCTOBER 31, 2006

The final results for the year 2005 show a loss for the club in the amount of \$14519.

As anticipated, the most important factor contributing to the large loss in club operations was the 50th Anniversary banquet which had a net cost of just over \$10000. Also significant were the membership renewal incentive and volunteer rewards programs, which together cost \$5740. Costs associated with the club's new logo amounted to \$1411.

Expenses for 5th Gear were slightly less than a year earlier, but unfortunately no advertising revenues were collected. These may be recoverable to some extent in 2007 but have not been accrued as receivables in this year's report. Also slightly down from 2005 (due to lower attendance) was the cost of the Hannaford/Phillips/ALMS gourmet race event at Mosport. As of October 31 there are approximately \$890 in unpaid expenses for this event; this amount has been entered as a liability.

Contract rally was the only aspect of club operations that turned a profit, with numbers for Zonta and Guru Nanak very close to previous years. Revenues for contract rallies include a \$500 deposit for the CFI rally which ultimately was not run.

On the competition side, the ice race was again a bright spot for club finances. Due to slightly lower expenses and slightly higher entry fees in 2006, the two day event returned a profit of \$2500, the largest profit in the last five years. Although the two ORRC rallies did reasonably well, there were lower participant numbers in Solosprint, Autocross and Ralliette. Final numbers from Solosprint are not available, however, it is anticipated that revenues will be much smaller than in 2005. An amount of \$300 for Solosprint has been accrued as a receivable.

In all, competition events produced a profit of \$3224, down 49% from last year.

In November 2005, a redemption from the investment account was requested in order that the club be ready to pay expenses related to 50th Anniversary activities. The response from the bank was that no redemption was possible, the stated reason being that the signing officers were not the individuals named on the articles of incorporation. We were advised that the only available solution, in the short term, was to collapse the account. This was done on November 21 and the entire balance of \$21604.96 was transferred to the chequing account.

Member equity, including liabilities, currently stands at \$19105, down 46% from 2005. In the near term, the club will likely see reduced discretionary spending in areas such as club apparel and the annual banquet. Nonetheless, TAC remains financially secure and ready to meet its obligations for the coming year.

Peter Clifford, Treasurer
November 5, 2006

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TORONTO AUTOSPORT CLUB INCOME STATEMENT

Year Ending October 31, 2006

<u>CLUB OPERATIONS</u>	2006	2005	2004
Club	(4661)	(1603)	(3833)
Contract Rallies	2038	3112	1632
Fifth Gear	(3784)	(4116)	(2610)
Social	(1160)	(1203)	(1115)
Banquet	(10176)	(2485)	(1029)
TOTAL CLUB OPERATIONS	(17743)	(6295)	(6995)
<u>COMPETITION</u>			
Ice Race	2500	1207	1824
Karting	0	0	0
ORRC Rallies	193	718	11
Ralliette	36	399	566
Solosprint/Solo 1	300	3177	1577
Autoslalom/Solo 2	195	1086	731
TOTAL COMPETITION	3224	6569	4709
<u>NET PROFIT (LOSS)</u>	(14519)	274	(2246)
<u>ASSETS</u>			
Chequing Account	19327		
Receivables	668		
TOTAL ASSETS	19995 **		
<u>LIABILITIES & EQUITY</u>			
Liabilities	890		
Member Equity	19995		
TOTAL LIABILITIES & EQUITY	19105 **		

**These amounts do not include TAC's share of Solosprint equity which stands at \$4362.

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**Toronto Autosport Club
 Monthly Members Meeting Minutes
 Wednesday, November 15, 2006
 8:07PM**

Present:	Board - Rob McAuley, Peter Clifford, Dietmar Seelenmayer, Todd Presswood, Chuck Atkins TAC Membership – Graham Tulett, Christian Sorensen, Nick Beck, Chris Atkins, Rob Jones, Janet Tse, Rich Sullivan, Peter Fenwick, M.J. Fenwick.
Regrets:	Russ Harding,
Guests:	None
Recorder:	Todd Presswood
Location:	Fox and Fiddle – 1285 Finch Ave West. (at Keele St.)

Items/Discussion	Tasks/Deadline
<p>1. Presidents Report</p> <ul style="list-style-type: none"> - The CASC-AGM was interesting. It was unfortunate to see the Board's internal fighting about how the sponsorship portfolio should be run. - Rob provided an update on changes to the CASCAR and Champ Car series. - ASN gave \$11,200 back to CASC last year. This year's amount is still to be determined. - CASC is looking at hiring auditors to review their books and even the most basic review will have a material cost to the organization. - Graham T. added that the CASC financial review committee appointments have been put off to the next meeting. 	
<p>2. Social Director's Report</p> <ul style="list-style-type: none"> - 27 members have signed up for the year end banquet. - We will be looking for an apartment party room (or equivalent) for next years party in order to keep costs in line. - Chuck asked the members if they like the idea of changing meetings from Wednesday nights to Sunday afternoons. The idea was turned down because of family and racing engagements on Sundays. - Christian suggested adding \$10 to the membership fees and adding it to the bus for regular meetings as an incentive for more members to come out. - Chuck called for ideas for social events or meeting ideas for the coming year. 	<p>- Dietmar to look into a 'slotcar track' meeting.</p>
<p>3. Competition Director's Report</p> <ul style="list-style-type: none"> - Northern Lights Rally is running on Saturday. - January Jaunt is coming up on Sunday January 7. Dietmar is looking for workers. Please contact Dietmar if you are interested in helping out. - The Ice race organized by TAC is at the end of February this year. <p><u>SoloSprint Director's Report</u></p> <ul style="list-style-type: none"> - Christian Sorensen has stepped down as the director of SoloSprint. - The new SoloSprint director is TAC's own Chuck Atkins. - TAC needs to put together a proposal for the Mosport Nationals within the next few weeks. - TAC is looking for organizers for this weekend. Todd volunteered to help organize. 	
<p>4. VP Report – Russ not able to attend, Rob covered the following items</p> <ul style="list-style-type: none"> - TAC's total membership stands at 225 members. - Russ finish's his Wednesday night classes in December. 	
<p>5. Treasurer's report</p> <ul style="list-style-type: none"> - Peter has evaluated the cash flow for TAC and determined that our annual gross expenses are approximately \$18,000. - The Board has agreed to move the bank account to another institution but changing the signing officer restrictions has made this difficult. - We are now close to our target bank balance for the club (equal to 1 year's gross expenses) and it may make sense to look at an investment account in the future 	

again.	
6. New/Other Business - There is no member's meeting in December. The next members meeting will take place on Wednesday January 17, 2006. - Year-end party at the Toronto Board of Trade set for Saturday November 25. - Rich suggested that the members list be published on a semi-annual basis. The membership agreed that a list should be published in Fifth Gear consisting of the Names and City of residence only. Additional requested information would have be requested through a Board Member.	- Nick to add this members list to a future edition of 'Fifth Gear'.
7. For Sale or Wanted - None.	
8. Loonies in the Bus - Won by Rich Sullivan	
9. Adjournment - There being no other business, the meeting was adjourned at 21:05 hours.	

Next scheduled TAC Members meeting is located at the Fox & Fiddle commencing at 8:00PM on Wednesday January 17, 2007.

~wilwood~rebro~bell helmets~roll bars~roll cages~books~
~scales~fuel cells~tape~books~neck braces~



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Toronto Autosport Club
51st Annual General Members Meeting Minutes
Wednesday, November 15, 2006
9:20 PM

Present:	Board -Robert McAuley, Chuck Atkins, Peter Clifford, Dietmar Seelenmayer, Todd Presswood TAC Membership – Graham Tulett, Christian Sorensen, Nick Beck, Chris Atkins, Rob Jones, Janet Tse, Rich Sullivan, Peter Fenwick, M.J. Fenwick.	
Regrets:	Russ Harding	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Fox & Fiddle, Finch and Keele.	
	Items/Discussion	Tasks/Deadline
1. General	<ul style="list-style-type: none"> - Rob called for all proxies to be given to Todd. - Todd reported that we have 14 members present and 14 valid proxies submitted. - The constitution requires 15 members to be represented for a quorum. 	
2. President's Report (Rob McAuley)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. - Rob commented that over his 4 years as TAC President that he accomplished the things he set-out to do. The final year of the term was a calm one although it did include some important events and successes. - TAC implemented a new logo this year and has marketed it wherever possible. - The ALMS was once again a big success. The weather wasn't great but the food and company more than made up for it. - TAC purchased some new canopies and flags for TAC organized events. - Rob graciously thanked each of the Directors on the Board as well as Nick for his great commitment to the Fifth Gear publication that looks so great every month. 	
3. Vice President's Report (Rob McAuley for Russ Harding)	<ul style="list-style-type: none"> - Please refer to the V.P. Annual Report available to the membership. (please contact Todd if you would like a copy of this report) - The report was passed out to the members. - Russ was not able to attend the meeting today. - Rob commented that Russ had managed the website for TAC, getting our Fifth Gear newsletter on line, and setting up a forum. We will be changing our website hosting company to Affirma Innovations in the near future. 	
4. Social Director's Report (Chuck Atkins)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. - Chuck spoke about the success of the ALMS weekend as well as the Year-End banquet coming up at the Toronto Board of Trade. - He would like to have a few more fun 'Social' things on the 2007 calendar for the club and is open to suggestions from the membership. 	
5. Secretary's Report (Todd Presswood)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. - Accomplishments for this year included modifying the TAC brochure for the Toronto Auto Show, updating the TAC Inventory list, and participating and recording minutes for both the monthly members meetings and the Board meetings. 	
6. Competition Directors's Report (Dietmar Seelenmayer)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. - Dietmar spoke about the various motorsports TAC is involved with and how we organized at least one event for each of Ice Racing, Auto Slalom, SoloSprint and Road Rally. - Currently, we are planning to organize an event for each of these different events again next year. 	
7. Fifth Gear Report (Nick Beck)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. - Fifth Gear was published 11 times in 2006 with only August being missed due to a vacation. - Our highest monthly number of outgoing prints reached 151 in one month. - Nick made special mention that he needs content in order to make the publication work well. If any member has pictures/stories etc. that they are willing to share. Please forward to fifthgear@torontoautosportclub.ca. 	
8. Treasurer's Report (Peter Clifford)	<ul style="list-style-type: none"> - Please refer to the 2006 November Edition of Fifth Gear for a copy of the written report. 	

<ul style="list-style-type: none"> - Peter commented on how pleased he is with how well our BoD works together. - In Fiscal 2005/06: <ul style="list-style-type: none"> - The 50th Anniversary Banquet cost approximately \$10,000 - Clothing for rewards cost \$5,500 - The new logo cost \$1,500 - Competition revenue's were down significantly this year. - A question was raised about the reporting of assets owned by TAC that are held by CASC. - Rich Sullivan motioned – Peter to add a notation at the bottom of the financial statement indicating that a nebulous amount of money is owed to TAC by SoloSprint and the value is not known at the time of year-end. <ul style="list-style-type: none"> - A discussion ensued - Rob proposed to amend the motion that after a discussion with the CASC Treasurer, Peter will add values to the spreadsheet and a notation, if necessary. - Rich motioned to close the discussion. - Graham motioned to approve; Second by Rob - Motion voted and passed. - Rob Jones asked Peter if he is aware of any issues that have not yet been raised. - Peter Clifford indicated that he does not see anything to be alarmed about. He added that it is important that we recognize that the club can no longer afford to spend the same amounts on club gear going forward. - Peter said that our budget plans forecast \$18-19K/annum in gross expenses. - Nick suggested we look at making TAC gear available for sale next year. - Rob J. suggested we remove karting from the financial statements. Peter indicated that it was intentionally left on in an attempt to drum up support from members. 	
<p>9. Procedure</p> <ul style="list-style-type: none"> - Rich motioned to accept the Director's reports as presented. <ul style="list-style-type: none"> - Peter Fenwick seconded - Motion voted and passed. 	
<p>10. Elections (President)</p> <ul style="list-style-type: none"> - Rob reported that the nominating committee consisted of the BoD. - Rich moved to nominate Rob Jones as returning officer. Second by Peter Fenwick. Motion voted and passed. - Dietmar has been approached by the committee and will be running for President. - Dietmar accepted the nomination - Rob Jones asked for nominations from the floor. (none came forward) - Nominations are now closed. - Dietmar is acclaimed as the new TAC President. (2 year term) 	
<p>11. Elections (Treasurer)</p> <ul style="list-style-type: none"> - Peter has been approached by the committee and will be running for Treasurer. - Peter accepted the nomination - Rob Jones asked for nominations from the floor. (none came forward) - Nominations are now closed. - Peter is acclaimed as the TAC Treasurer. (2 year term) 	
<p>12. Elections (Social Director)</p> <ul style="list-style-type: none"> - Chuck has been approached by the committee and will be running for Social Dir. - Chuck accepted the nomination - Rob Jones asked for nominations from the floor. (none came forward) - Nominations are now closed. - Chuck is unanimously voted in as the TAC Social Director. (2 year term) 	
<p>13. Elections (Competition Director)</p> <ul style="list-style-type: none"> - This position was left vacant by Dietmar, as he is the new TAC President. - Chris A. has been approached by the committee and will be running for Competition Director. - Chris A. accepted the nomination - Rob Jones asked for nominations from the floor. (none came forward) - Nominations are now closed. - Chris A. is acclaimed as the new TAC Competition Director. 	
<p>14. Procedure</p> <ul style="list-style-type: none"> - Rich motioned to close the elections. Second by Rob M. Voted and passed. - Rob Jones was thanked for acting as returning officer. - Nick motioned to Ratify and Sanction the actions of the previous year. Second by Rich. Voted and Approved. 	

15. New Business - Rich asked about RSO and a small discussion ensued.	
16. Adjournment - Motion to adjourn by Rob M. Second by Chris A. Voted and approved. - There being no further business, the meeting was adjourned at 10:22PM.	

The next scheduled members event is the Year-End Party on Saturday November 25, 2006 at the Toronto Board of Trade.



**Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Monday, December 4, 2006
8:00 PM**

Present:	Todd Presswood, Dietmar Seelenmayer, Chuck Atkins,	
Regrets:	Russ Harding, Chris Atkins, Peter Clifford,	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
17. General		
	<p>Today's meeting was shy a few Board members and in light of the BoD being together three times over the past month, it was decided that today's meeting will be handled as an open discussion.</p> <p>'Limited' notes from the discussion:</p> <ul style="list-style-type: none"> - Ice race organizers have held a meeting and will be having more as we get closer to the event date. There are a few items that need to be sorted out. Outstanding questions include tire rule change (studded vs non-studded) as well as how gridding will be handled. - The final Rally of the year was recently completed. Dietmar finished in second but TAC's top novice pair had a rough day. - The January Jaunt (event date: Saturday January 6th) is fast approaching. If you are interested in participating or volunteering, please contact Dietmar. - Chuck reported that early renewals rewards is being looked after by Russ. He is getting a cost on the umbrella's and will be setting up dividend renewals. - It was agreed that the next meeting would be in person to prepare for the coming year. Todd is going to investigate and propose a location in the 427/QEW vicinity. 	
18. Adjournment		
	- There being no other business, the meeting was adjourned at 20:45 hrs.	

Next scheduled BoD meeting is an in-person meeting commencing at 8:00PM on Wednesday January 3, 2007. Location TBA



**Toronto Autosport Club
Special Board of Directors Meeting
Wednesday, November 20, 2006
8:00 PM**

Present:	Dietmar Seelenmayer, Russ Harding, Todd Presswood, Chuck Atkins, Peter Clifford, Chris Atkins	
Regrets:	None	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Conference Call	
	Items/Discussion	Tasks/Deadline
1. Year-End Party	<ul style="list-style-type: none"> - Total holiday party expense is \$2156 - \$1000 deposit previously paid. Peter agreed to get the cheque remaining balance of \$1556.60 to the Toronto Board of Trade by Thursday November 23. Russ to co-sign. - Rob has arranged roughly 10 prizes to be given out. - Chuck to bring some TAC clothing for prizes. - Announcements of annual awards winners to take place at the Party. 	
2. Treasurer's Report	<ul style="list-style-type: none"> - Peter presented a budget for fiscal '06/07. Many Board members did not have a copy of the file so Peter explained specific points. - The Board agreed that the aim will be to end next year with a balance similar to where it currently sits; ~\$19K 	
3. Membership Renewals	<ul style="list-style-type: none"> - The Board discussed incentives to returning members and what should be offered this year. - Russ reported that 69 members renewed early last year. - The idea of offering discounts on memberships fees to early renewing members was tabled. When TAC membership fees are compared to other clubs, we are already inexpensive. Agreed not to pursue this option. - The idea of offering a golfing umbrella for early renewals was tabled by Chuck. Russ is going to look into this. <p>Volunteer rewards</p> <ul style="list-style-type: none"> - Russ suggested that we add additional options for the members to use volunteer rewards points in different ways. Specifically, entry to the year-end banquet as well as the ALMS weekend as an option. The board agreed with this proposal. 	
4. Other Business	<ul style="list-style-type: none"> - Dietmar suggested adding Rob back to the BoD e-mail list in the near term. Russ agreed to take care of this change. - The Board agreed to move the next conference call meeting to Monday December 4. 	
5. Adjournment	<ul style="list-style-type: none"> - There being no other business, the meeting was adjourned at 20:55 hrs. 	

Next scheduled BoD meeting is a conference call commencing at 8:00PM on Monday December 4, 2006.

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 – Dec 11, 2006

Agenda

LOCATION – Paul Henshall's house - Guelph. – 6:30 pm dinner

7:30 pm meeting



Revised 11/12/06

NAME	POSITION	PRESENT
Ray Felice	President	Present
Jeff Hagan	Vice-President – Performance	Present
Rita Moore	Vice-President – Navigational	Present
Ross Wood	Secretary	Present
Peter Gulliver	Treasurer	Present
Paul Henshall	Executive Assistant	Present
Rob MacKenzie	Assistant V.P Performance	Present
Roger Sanderson	Scorer	Present
Rob Metcalfe	Chief Scrutineer	Present
Brian Sharp	Chief Scrutineer	Regrets
Christina Chinn	RSO Growth Committee	Present
TBA	BEMC Club Representative	
Christina Chinn	KWRC Club Representative	Present
Greg van Dalen	MCO Club Representative	Regrets
Ross Wood	MLRC Club Representative	Present
Rob MacKenzie	PMSC Club Representative	Present
Nuwan Dantanarayana	SPDA Club Representative	Present
Russ Harding/Dietmar Seelenmayer	TAC Club Representative	
Bryn Epp	Guest	Present

Agenda

- 1) **Approval of/additions to Agenda** – as amended – Gulliver/Moore
- 2) **Approval of October 3, 2006 meeting minutes** – Moore/Gulliver
- 3) **Treasurer's Report** – as sent in advance to Board - - draft budget for 2007 – accepted as present - Gulliver/Wood
- 4) **Old Business**
 - (a) **RSO Board/Exec. Job Descriptions** – need one more to be complete
 - (b) **Communications** – still seeking volunteer to head up public relations communications – contact any Board member for info.
 - (c) **RSO website** – seeking new webmaster – have an offer re a new website – Roger S. and Peter G. to investigate
 - (d) **Toronto Auto Show** – dates February 16-25 –have booked the same location as 2006 – will be sharing again with Targa & CASC-OR – rally cars being arranged for display – need lots of volunteers – contact Christina Chinn at christina.chinn@sympatico.ca
 - (e) **Subaru sponsorship** – final cash awards list has been posted at <http://www.casc.on.ca/forums/showthread.php?t=9961>
 - (f) **Organizers' Seminars** – V.P.'s will poll Organizers re date (March 24th proposed)
 - (g) **Bill C19** – Street Racing legislation – Alasdair Robertson appeared before the Senate Justice Committee on December 14th along with three other representatives of motorsport – urged that sanctioned motorsport be specifically exempted in the bill
 - (h) **2005 ORRC Trophies** – Rita M. will distribute outstanding trophies
 - (i) **RSO 2007 Calendar of Events** – finalized and will be published ASAP

CARS Update – 50th Anniversary Celebration is shaping up very well – Jan. 13-14 -response excellent from past champions re attendance – will be various symposiums – cars from each decade will be on display – visit the CARS website to register <http://www.carsrally.ca/CARSRally/Default.aspx?tabid=128>

- four Region Directors have been elected at AGM's – Atlantic – Clarke Paynter, RSQ – Eric Tremblay, RallyWest – Keith Morison, RPM – Glyn Trafford
- MLRC has nominated Jorge Dascollas for CARS President

5) OPRC

- (a) **Series Standings** – final standings posted
- (b) **Rally of the Tall Pines** – review – extremely warm weather – very well organized - loads of spectators – 31 entries – low - Steward's Report - pending
- (c) **Perce Neige** – Supp. Regs have been posted – need volunteers
- (d) **Regional Seeding/Starting Order** – report from Jeff H. – several options compared, results similar – may not be required if suggested Rule Change approved re Start Order
- (e) **Series Scoring** (i) 2006 – as posted on website (RSO Rulebook needs to be updated to match (ii) 2007 & beyond – wording to be clarified – must score stand-alone Regional events
- (f) **Classic/Historic Class proposal** – for 2007 RSO will score and award a Classic class – details to be worked out
- (g) **Safety – Unofficial Spectator Areas** – proposal - tabled
- (h) **Event Entry Levels** - tabled
- (i) **Co-drivers' Course** – proposal to be considered next meeting
- (j) **First Aid Course** – to be held on January 20th
- (k)
- (l) **ORRC**
 - a. **Series Standings** – final standings posted – awards to top 3 in each class – three event grace period for Novices to be clarified for 2007
 - b. **President's Prize** – Steward's report accepted as presented
 - c. **Northern Lights** – Steward's report accepted as presented
 - d. **January Jaunt** – Supp. Regs have been posted
 - e. **MLRC event February 17** – will be called "Not the Ontario Winter Rally (NOWR) – Organizer will be Ryan Huber – likely Start & Finish in Lindsay – 300-350 km into Kinmount/Minden area – former OWR roads – easy navex
 - f. **Emergency Instructions (red cross)** - tabled
 - g. **Green Crews** – need volunteers – contact Rita M. at vpnavigational@rallysport.on.ca
 - h. **Tour Rally Proposal (Craig Hamm)** – details next meeting
- (m) **Growth Committee** - open to all suggestions – random competitor/worker interviews at events – will be training volunteers for T.O. Auto Show

9) New Business

- (a) **RSO AGM & Awards Banquet** – will be held March 24 in Newmarket – awards banquet at the Veteran's Hall – meeting at Girl Guide Bldg – announcement forthcoming with all details
 - elections – President (2 year term), VP Performance (2 year term), Treasurer (2 year term), Secretary (1 year term – Note – Secretary's term has become misaligned – 1 year term will correct it)
- (b) **RSO Award Winners 2006** – determined – list to be posted
- (c) **RSO Rulebook Review** – Peter Gulliver with assistance from Jeff Hagen will review and update the RSO Rulebook
- (d) **HAM Radio Course** – (i) dates – March 10 & 11 – online Registration (ii) RSO purchase two Study Guides to lend to participants
- (e) **Listing Fees & Performance Bonds** – listing fees - OPRC \$75, ORRC - \$25 – Performance bonds may be required – Road Damage fees - \$60 Regional, \$90 National – ORRC levy \$10 per car, OPRC levy \$35 per car
- (f) **Calendar Cards** – will be prepared for 2007
- (g) **Team Promotion** – RSO will support team self-promotion – with Board approval
- (h) **Reflective Vests** – very inexpensive source found – will purchase 25
- (i) **RSO Scrutineer** – Kris Krepski approved as third official RSO Scrutineer

11) Next Meeting – Monday, February 12 – tentatively at Jeff Hagen's



2007 Membership Application

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

Email: registrar@torontoautosportclub.ca

New or Renewal Members – Single or Family \$50.00

JOIN or RENEW ON-LINE :

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

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

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

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

First Member _____ [] **email:** _____
2nd (Family) Member _____ [] **email:** _____
Additional Family Member _____ [] **email:** _____
Additional Family Member _____ [] **email:** _____
Additional Family Member _____ [] **email:** _____

PAYMENT METHOD:

Cash **Cheque** **MasterCard #** _____

Mastercard Expiry Date: ____/____ **Signature** _____

TAC works only because volunteers make autosport happen!

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

Please indicate all of your 2007 autosport interests;

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

Please indicate three areas that you can help with in 2007;

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