



Fifth Gear

December 2007



www.torontoautosportclub.ca

Toronto Autosport Club

2008 EXECUTIVE:

PRESIDENT:	Dietmar Seelenmayer (416) 250-7082	dietmar.s@sympatico.ca
PAST-PRESIDENT:	Rob McAuley (416) 478-4320	rmcauley@ca.ibm.com
VICE-PRESIDENT:	Andrew Kinal	vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford (416) 590-9495	pclifford@sympatico.ca
SECRETARY:	Nelson Raposo	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR:	Serge Gushin (905) 773-4286	serge_guschin@hotmail.com
SOCIAL DIRECTOR:	(open position)	

2008 COMPETITION CO-ORDINATORS:

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

2008 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	Paul Moore (905)-898-7483	
SOLO I:		
MEMBERSHIP:	Andrew Kinal	registrar@torontoautosportclub.ca
WEBMASTER:	Brooke Jacobs (905) 764-1833	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 Ridgefield 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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FROM THE PRESIDENT'S DESK

Well here it is, the last issue of the year. No more competitions till the New Year.

Elections were held at the AGM in November. Nelson Raposo is our new Secretary, Andrew Kinal the new Vice President and Serge Gushin is staying on as Competition Director. All three positions were elected by acclamation. Peter Clifford and I have another year in our terms as Treasurer and President, respectively.

We are looking for a Social Director as Chuck has resigned due to other commitments. This position is to arrange social events for the club. This does not mean the director organizes all events, but could find someone to do so. It is also another good way to see how the organization works.

The TAC Christmas party was held on December 8 and a good time was had by all. Some car videos were shown of various track and ice racing events. There was also one about a rocket powered Mini on a ski jump. You should have been there!

Awards were presented for the ralliette series winners as well as club awards. Trophies went to Avi Koifman for Solosprint, Ryan Butchart for Autoslalom, Nick Majors for Race Driver. Paul and Rita Moore received the Navigational Driver and Navigator award. Performance Co-Driver went to Brian Maxwell and the Most Active Member award was given to the father and son team of Tim and Steven Laye. Rob McAuley was given the Rollover award for his performance at Mosport. Time to start work on next year!

I recently sent out an email regarding dividend (early) renewals. For those that do not have email I am repeating the announcement here. If you renew your membership before December 31, 2007 you will receive a coupon for a \$20.00 discount on your entry to a TAC organized competition event - Rally, Solosprint or Ice race. The

discount does not apply to social events and the coupon must be used in 2008.

Now we can think about the 2008 season. The first event on the TAC calendar is the January Jaunt rally on January 5. Yes, you can use your coupon. This rally will have beginner friendly instructions. If you wish to compete or help contact Kurt. See the flyer in this issue. Ice racing begins Saturday January 26, weather permitting. The TAC event is scheduled for the first weekend in March.

Oh, yes, the Bus has been found.

I wish you all the best for the Holidays and success in your motor sport endeavors.

Dietmar

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TAC Events Calendar 2007

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
January 2008			
5	ORRC	January Jaunt Rally	 TAC
12	Meeting	CARS AGM	CARS
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
19	School	RSO First Aid Course	RSO
26-27	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
February 2008			
2-3	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
8-9	Rally-CRC/OPRC	Perce Neige Rally	CASLL
9-10	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
16-17	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
16-17	ORRC	Maple Leaf Winter Rally	MLRC
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
23-24	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
March 2008			
1-2	Ice Race-Magnum	Ice Race, Magnum Series, Minden	 TAC
8-9	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
8-9	School	RSO HAM School	RSO
18	Rally School	RSO Beginner Rally School	RSO
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
25	Rally School	RSO Beginner Rally School	RSO
April 2008			
1	Rally School	RSO Beginner Rally School	RSO
5	ORRC	Spring Runoff Rally	PMSC
14	Mini Rally	Mini Rally, Service Centre #400-North	MLRC
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant	 TAC
23	Ralliette	Ralliette Series Event 1, Tim Hortons: Mississauga	 TAC
May 2008			
10	ORRC	Blossom Rally	KWRC

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
2008 January Jaunt
Round 1 of the Ontario Road Rally Cup
Saturday, January 5, 2008



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: 2:50 PM
Car '0' Starts: 3:30 PM
Car '0' Finishes: 8:00 PM (approx)

The 2008 January Jaunt is the first rally of the 2008 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 (416) 522-5224
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.



TAC AWARDS DINNER



The prestigious 'Most Active Member' Award was won by both Tim and Steven Laye.

Paul and Rita Moore take home the Driver and Navigator Navigational Rally trophies.



Avi Koifman received the Solosprint award for 2007.

TAC AWARDS DINNER



Dietmar accepts an award to TAC from CASC-or, commemorating 50 years affiliation, presented by Nick Majors.



Rob McAuley shows off his expensive Rollover award.



TAC AWARDS DINNER

Peter presents Nick Majors with the 2007 Race Driver award.



Paul and Rita Moore also earned the awards for Expert Driver and Navigator in the Ralliette series.



Serge presents Ryan Butchart with the Autoslalom award



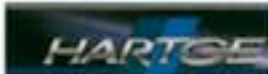
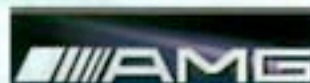
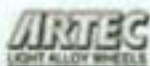


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the Soapbox Derby

...by Malcolm Elston

Well, I'm back – and really happy to be home here in Toronto again. As those who attended the TAC Christmas Party last Saturday night can attest, it was a fun event filled with laughter, the presentation of well-deserved Awards, and lots of good food... and it gave me a chance to catch up with my TACcie friends.

I've been away building a new garage / workshop out at Millrace (our little house in the country, near Shannonville Motorsport Park). The building permit was issued May 1st, and I confidently expected the project to be a six- to eight-week build. The footings went in just fine, but my mason made a minor error with his level while setting a story-board, and the foundation was misplaced by some four inches. While that might not sound like much, it was a huge problem for the overall design.



West view of the garage.

To which the mason agreed, but he could not get back onto the site for ten days, due to other commitments, so that is where the wheels fell off regarding timing. Without the foundation, the framers were stymied... and so that one simple error resonated deeply through the entire project. Talk about a domino effect...

However, by mid-May we had the first foundation peeled off, and a second (correct) one installed, and things went pretty well as planned from there – at least from the construction perspective. Timing was further set back because I had booked a number of private clients and track-teaching

gigs for August, September, and October (after all, with the original schedule the building should have been finished by mid-July, at the latest!).

And if I wasn't on site, none of my Trades or Labourers were, either. That's a 'control' thing, I admit, but I was the 'General Contractor' for this project...

As you can see from the pictures, the building is substantial; 26' x 52' on the exterior (1352 sq.ft.). At the west end are two 9' wide doors, for parking our street cars. Inside, that garage space is 24.5' wide by 20' deep. On the south face is another garage door and a 'person-door', which lead into the workshop section, which is 24.5' wide by 31' long. The garage and the workshop are separated by a solid, insulated partition wall, but that partition is not load-bearing and could be removed at a later date, making one great big space of about 1,275 sq.ft.

The garage side is pretty simple, with two fluorescent light fixtures, five outlets, and its own thermostat.

The workshop side includes a very tiny bathroom (3' x 5') tucked into the corner, eight fluorescent lights on four circuits, LOTS of plugs on four different circuits, and at the centre of the workshop an area (8' wide by 18' long) of the ceiling is raised to 12'2" in height – which will accommodate a hoist (eventually).

The workshop also has its' own thermostat, and the propane-powered, radiant heat floor has five 'zones'; two under the garage, three under the workshop floor, so I can set different temperatures in each part of the building. There are also two storage areas up in the attic, totaling 180 sq. ft. of space.

Due to the late completion, I did not get either the Mini or my Triumph motorcycle into the building before the snow flew, but our '51 Chevy coupe was installed on December 7th.

So that's what I did for my summer vacation. If you're coming out to Shannonville next year, give us a call and feel free to visit... we're only 8 minutes from the track!

South view of the workshop.



continued...



Being briefed for my first run in the Ariel Atom

Sometimes – when life gives you lemons – you can make some lemonade! During the waiting period between the first and second foundation builds, I was able to experience the Ariel Atom, as they were auditioning instructors for their new 'Experience' program...

If you've seen Jeremy Clarkson's (Top Gear, BBC TV) take on these cars, you'll understand why I jumped at the chance to drive 'em. The location was Shannonville's Fabi track, the day dry and warm, and the cars truly are incredibly quick, and scary-fast!

But given the basic specs, what else would you expect...

- weight: 1,400 lbs. / 635kg
- power: 245 HP Supercharged (2.0L GM Ecotec Engine)
- torque: 215 lbs. / ft.
- GM 5 Speed Transaxle (Quaife LSD)
- Wilwood 4-Piston Brake Package
- Yokohama A048 DOT Track Tires

My overall driving impressions were very positive, although the short wheelbase, light-weight, and ready power made the Atom twitchy; get-

ting the power down at the apex required a really gentle throttle roll-on. However, once it was pointed straight you can snick-up through the gears and experience acceleration rates that are totally in super-car league.

You put this car on the way you would pull on a pair of fine leather gloves – carefully, with no rush... the cockpit is small, but there are enough adjustments to fit virtually anyone. The seats are pure race car, ditto the six-point harness – and the removable steering wheel is a necessity for entry and exit; there are no doors. Once on-board and settled in, firing the car gives further evidence that this thing is a serious weapon; you can feel the mechanicals vibrate your bones. Not because of roughness, but because of proximity – you know that the mill is right behind and just below your shoulder blades.

The primary controls (throttle, brakes, shifter, and steering wheel) are as expected; top quality, great direct feel, efficient. It is when you peer down into the footbox to confirm the pedal locations that it first dawns on

you that there isn't any body-work down there – besides the floor.

Which makes for great apex accuracy on right-handers, because you can glance down and see the lower control arm, and the contact-patch, and the curbing flying by...

A full-face helmet is required in any Atom, because there is no wind-shield... and the bugs were out and about, as you can see in the picture of Jordan Marrison's helmet.

Most of the cars had the quarter-bubble wind-deflectors fitted in lieu of something more substantial, and these made a huge difference as you crossed through into the 100mp/h / 160km/h zone; without them, your helmet / head was getting a real buffeting, and you had to try to scrunch-down in your seat... or lift off the gas, ad where's the fun in **THAT?** With the deflectors, you were much better off and the entire cockpit seemed calmer.



Being of a certain vintage, I do remember the curved-tube formula cars that John Cooper designed and built in the 'fifties, and I felt a bit nostalgic when I first laid eyes on the Atoms parked in the Fabi pit-lane. But upon closer examination, it became apparent that these cars are built to a standard that old John could have only dreamt about. These are meticulously built cars, demonstrating the best tube-bending, bird-mouthing, and welding I have ever seen... and I'm including Formula One cars built before the current era of honeycomb and carbon-fibre construction.

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Was it fun? Damn straight. Would I be comfortable sitting next to a wanna-be race driver taking one out for a test? Unequivocally, **NO!** A few of Canada's finest and most experienced advanced-driver trainers were with me that day, and most of us agreed that these cars require a lot of 'getting-comfortable' time, and that they are very demanding to drive well.

Totally, totally rewarding when you came to terms with the Atom's demanding personality, but a steep learning curve, with little (if any!) forgiveness.

Competitors? Well, perhaps one of those 240hp Vauxhall-powered Caterham 7 HP models with the six-speed sequential 'box (like Neil Williamson has). And – in a different way – the current Lotus Elise (for nimbleness, and exacting expectations). But there is little else I have driven that can compare to the Ariel Atom, and if extreme cars appeal to you, save some \$\$\$ and book yourself into ArielAtomExperience.com.

I will guarantee you that it will be a very memorable day.



The push-rod front suspension on the Ariel Atom is definitely trick!

.....
Thinking of memorable days, regular 'Derby' readers know that I run a few discreet track days at Mosport's 'Grand Prix' track every summer. And – over the years – I have had a few clients who have made a 'driver error' or two, thereby incurring some rather hefty bills for the subsequent repairs.
.....
This spring, one of my regular clients brought his new Ferrari 430 Stradale
.....

Ariel Atoms can be modified, too... this example has a fully adjustable front and rear wing...



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out, and lent his 17-year old son the family Maserati for Juniors' first introduction to a race track. It was good for both of them, until – late in the afternoon – Dad made an error and backed his Ferrari into the wall.

Suffice it to say that the repairs cost more than a new Ariel Atom, and both of those figures are bigger than my bill for the Millrace garage & workshop project.

So now I have a new definition of courage and commitment, because – when my client finally got his car back on a September afternoon – he brought it directly to Mospport the next morning. No problems that day, and I have a happy client again.

That old saw about getting right back on the horse if it throws you apparently applies to 'prancing stallions' as well.

.....
During the 6 months that I've been O/O (Otherwise Occupied), it seems to have been nothing but bad news from our Ministry of Transportation.

- The MADD signs designed to distract & maim & perhaps even kill... still on.
- Donna a goner, Jim in. "REV" is now an inappropriate word. Thanks Jim.

A short sample of (reasonably current) plates I find questionable...

- LUV 269** (on an MGB)
- BLU BALS** (on a Camaro)
- QQQQ 2** (on a Firebird)
- VIVA CHE** (on a BMW @ the '07 TAC Christmas party)
- NO TAX** (on a Jaguar)
- AMMOMTOH** (on a Cayenne)

Given the 'license plate council' now in place, it is entirely possible that renewing CARSPORT on my 40hp smart fortwo might be deemed an incitement for Racing, Solo, or Rally. As a cop once inquired of Gail, does WHT RBT refer to drugs – or speed?

A very wise man once said "Thank God we don't get all the government we pay for." Amen, brother, Amen to that.

Bill 203 – NO MORE RACING !!

This, (the '50-over' Bill) is a foul piece of self-serving legislation. It gives far too much power to the police, empowering them as both judge and jury – and completely doing away with due process.

But we (as individuals) don't appear to care, nor are we willing to pitch up and get involved. Near Millrace there are two completely illegal speed zones. I know they are illegal, and I have confirmed that with the OPP, but because the illegal speed signs were put up by the township (at the citizens' request), the OPP will not interfere with the placement.

But should they ever choose to enforce these limits (since the roads are under their jurisdiction)... it would be easy pickings to get a few "50 over" charges. But the accused (after a car-less and license-less week) might elect to hire a lawyer (big \$\$\$). And of course (if their lawyer is competent), the accused would not get the \$2,000 fine, because the posted speed limit is illegal... but the accused driver would be out-of-pocket for a weeks impound, a towing charge, and a whole lot of inconvenience...

This whole Bill 203 effort stinks, and I blame Julian. His Baldness is letting his insecurities show.

.....
As a support for the above, I hope you all read Tim Chisholm's column in the Wheels section of the Toronto Star a couple of weeks ago.

Remember that horrific crash at the Stouville Rd. and Yonge St. a couple of years back? A couple who had been celebrating their wedding anniversary were killed by two 'Street Racers' heading north on Yonge. The newspapers referred to Police notes of the racers traveling at 150 or more km/h. And the poor orphaned daughter, the only child of the celebrating couple?

The truth finally came out this summer...

• the alleged 'racers' "might" have hit a top speed of 113km/h (no 'hard' facts are available... that number is a 'best-guess' from the forensic team). The speed limit on that road section is 80km/h, so 33km/h over... not 'racing' as currently defined in Bill 203...

• the dead driver made a left-hand-turn in front of on-coming traffic; in other words, he failed to yield the right-of-way, and therefore he was in complete violation of the Highway Traffic Act... even if the oncoming traffic was speeding, he was at fault for causing the crash.

• the dead driver who made the left-hand-turn was drunk... he had over twice the limit of Blood Alcohol Content (BAC) as proscribed by the Criminal Code.

But the Police withheld this information for a year or more, and they encouraged the media to spin the "Street Racers" story into an ITEM, and of course the Ontario Government (read 'Ministry of Transportation') reacted, and now we are all stuck with a new set of Draconian Legislation that was caused by a drunken driver making an ill-advised left turn.

Interestingly, that same left-hand-turn driving error cost a taxi-driver his life on Mt. Pleasant Road a couple of winters ago... and the young men driving the two Mercedes were charged with 'street racing'... can you see a pattern developing here?

If not, think about the RCMP and that taser-death at Vancouver Airport... Until a video proved beyond any doubt that their initial RCMP reports were total lies. As we all saw on the news, that poor Polish immigrant never fought, never resisted... but he is now dead. His killers have not been charged, and I doubt they ever will be.

Me? I'm disgusted. I think it is high time to re-examine the role of the police in our society, since they are appearing to operate above the laws that they are sworn to uphold.

CASC 2008 Magnum Ice Race Schedule and Daily Race Rotation

Schedules and # of laps may be altered for time and/or weather conditions: check the registration window!

Ice Race Advisory 416-667-9500 877-667-9505	Jan 26/27	Feb 2/3	Feb 9/10	Feb 16/17	Feb 23/24	Mar 1 /2	Mar 8/9
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Mar 15/16
	PMSC	DAC	BEMC	BARC	TLMC	TAC	Rain
Saturday Registration & Scrutineering open at 8:00 Drivers' Meeting 8:30am SHARP- BE THERE!							
Practice	5 laps Toronto Tirecraft SSC 9:00am						
Practice	10 minutes for all rubber classes						
Practice	5 laps	STUD	STUD	STUD	STUD	STUD	STUD
Race # 1	10	3	11,14	12,13	1,4	2	3
2	10	11,14	12,13	1,4	2	3	11,14
3	10	SSC	SSC	SSC	SSC	SSC	SSC
3A	10	SSC	SSC	SSC	SSC	SSC	SSC
4	10	12,13	1,4	2	3	11,14	12,13
5	10	1,4	2	3	11,14	12,13	1,4
6	10	2	3	11,14	12,13	1,4	2
7	10	STUD	STUD	STUD	STUD	STUD	STUD
Lunch: time for race 8 start to be posted on the registration window.							
8	12	3	11,14	12,13	1,4	2	3
9	12	11,14	12,13	1,4	2	3	11,14
10	12	SSC	SSC	SSC	SSC	SSC	SSC
10A	12	SSC	SSC	SSC	SSC	SSC	SSC
11	12	12,13	1,4	2	3	11,14	12,13
12	12	1,4	2	3	11,14	12,13	1,4
13	12	STUD	STUD	STUD	STUD	STUD	STUD
14	12	2	3	11,14	12,13	1,4	2
15	12	3	11,14	12,13	1,4	2	3
16	12	SSC	SSC	SSC	SSC	SSC	SSC
16A	12	SSC	SSC	SSC	SSC	SSC	SSC
17	12	11,14	12,13	1,4	2	3	11,14
18	12	12,13	1,4	2	3	11,14	12,13
19	12	STUD	STUD	STUD	STUD	STUD	STUD
20	12	1,4	2	3	11,14	12,13	1,4
21	12	2	3	11,14	12,13	1,4	2
Sunday Registration & Scrutineering open 11:00, Drivers' Meeting 11:30am							
8 Laps	12:00pm LTB Memorial Shootout (Top 3 from races 14 to 21 Saturday) Rubber tires only						
Practice	5 laps Toronto Tirecraft SSC						
Practice	10 minutes for all rubber classes						
Practice	5 laps	STUD	STUD	STUD	STUD	STUD	STUD
Race # 1	12	3	11,14	12,13	1,4	2	3
2	12	11,14	12,13	1,4	2	3	11,14
3	12	STUD	STUD	STUD	STUD	STUD	STUD
4	12	12,13	1,4	2	3	11,14	12,13
5	12	1,4	2	3	11,14	12,13	1,4
6	12	SSC	SSC	SSC	SSC	SSC	SSC
6A	12	SSC	SSC	SSC	SSC	SSC	SSC
7	12	2	3	11,14	12,13	1,4	2
8	12	3	11,14	12,13	1,4	2	3
9	12	STUD	STUD	STUD	STUD	STUD	STUD
10	12	11,14	12,13	1,4	2	3	11,14
11	12	12,13	1,4	2	3	11,14	12,13
12	12	SSC	SSC	SSC	SSC	SSC	SSC
12A	12	SSC	SSC	SSC	SSC	SSC	SSC
13	12	1,4	2	3	11,14	12,13	1,4
14	12	2	3	11,14	12,13	1,4	2
DISABLE YOUR CAR AT END OF EACH RACE DAY							
RACES 3A, 10A & 16A ON SATURDAYS AND 6A & 12A ON SUNDAYS RESERVED FOR SPLIT SSC RACE DEPENDING ON CAR COUNT							

- Classes**
- 1**
Rear WD
 - 2**
Front WD
<2415 mm wheelbase
 - 3**
Front WD
>2416 mm wheelbase
 - 4**
4 WD
- 2nd Driver Classes**
- 11**
Rear WD
 - 12**
Front WD
<2415 mm wheelbase
 - 13**
Front WD
>2416 mm wheelbase
 - 14**
4 WD
- STUD**
- S1**
Rear WD
 - S3**
Front WD
 - S4**
4 WD



- Street Stud Class**
- SS1**
Rear WD
 - SS3**
Front WD
 - SS4**
4 WD

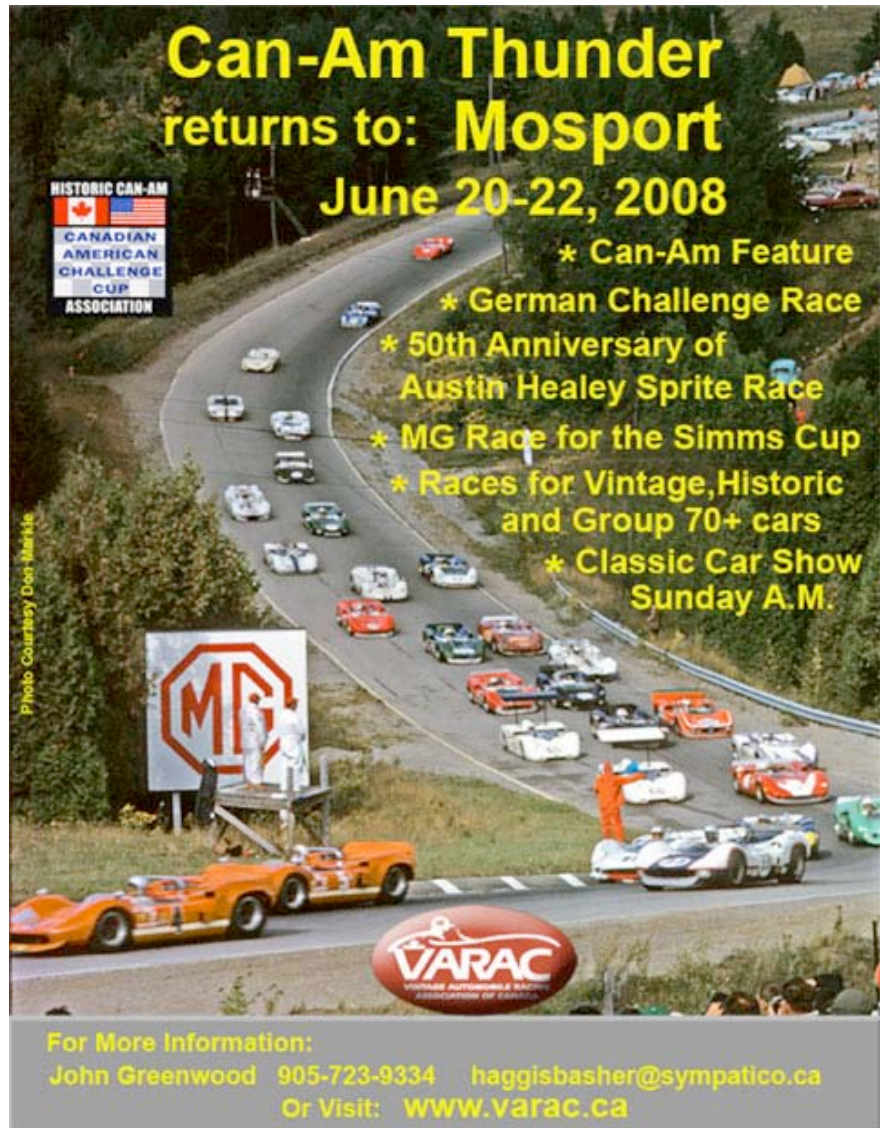
MOSPORT HISTORIC CAN-AM

The Mosport Historic Can-Am event promises to be the event of the year. After a very long break, fifteen years to be precise, Historic Can-Am will return to Mosport. Brian Blain, one of the participants back then said "when the Historic Can-Am was there many years ago I found the track and the people made this one of my favorite Historic Can-Am weekends. After last year's Formula One Feature at Mosport, Formula One Driver Davina Galica said it was the best event she had ever attended. Writer and notorious ride mooch Burt Levy had this to say about Mosport "It is simultaneously and without reservation, the most exciting, dramatic, rhythmic, and demanding stretch of roadway I've ever encountered. Period. I heartily recommend the Mosport experience to anybody who wishes to consider their North American Race Driver Portfolio even remotely complete."

As I'm sure most of the members of the Historic Can-Am association are aware, Mosport held the third ever Can-Am September 24, 1966. Mark Donohue won that in a Lola T70. It's significance is recognized by the Lola Heritage Group in selecting the Mosport Festival to feature Lola cars as part of the Worldwide celebration of Lola's Fiftieth Anniversary . One of the truly significant Lola's that we have been told will be participating is Johan Woeheide's T70, the car that Dan Gurney drove to victory in the second ever Can-Am at Bridgehampton. We expect a huge turnout of Lolas to help celebrate this momentous occasion. Can-Am Lolas will have the option of parking in the "Can-Am" paddock or the "Lola" paddock.

Among those who have already indicated they will be attending is the previously mentioned John Woerheide; Dave Handy and Jim Simpson, both in McLarens; Tom Stephani in the "Vinergaroon" and Tom Simpson in his McKee, and this almost eight months prior to the event. Judging by the inquiries and the enthusiasm about Mosport it promises to be a huge turnout. I've even had reports of at least three driver's in the market to buy cars just so they can make the event!

The border crossing into Canada is no big deal as long as you are courteous and prepared. Most of the questions you will normally get are more like you would get from any race fan who is curious about your car. Almost half of the 250 entries at last year's Mosport Festival were from the US and I heard no complaints about border crossings. Some tips are on the VARAC website at: http://www.varac.ca/Festival/fest_travel.html. At this writing passports are not required for land reentry into the US and there is no plan to require them to enter Canada.



**Can-Am Thunder
returns to: Mosport
June 20-22, 2008**

- * Can-Am Feature
- * German Challenge Race
- * 50th Anniversary of Austin Healey Sprite Race
- * MG Race for the Simms Cup
- * Races for Vintage, Historic and Group 70+ cars
- * Classic Car Show Sunday A.M.

Photo Courtesy Don Hankle

VARAC
Vintage Automobiles & Race Cars
Association of Canada

For More Information:
John Greenwood 905-723-9334 haggisbasher@sympatico.ca
Or Visit: [WWW.VARAC.CA](http://www.varac.ca)

TACcies Go Rallying in 2007

Nationally:

Canadian Rally Championship

Brian Maxwell 3rd Open Class Co-driver
4th Overall Co-Driver

In Ontario:

Ontario Performance Rally Cup

Brian Maxwell 2nd Open Class Co-driver
4th Overall Co -driver



Ontario Road Rally Championship

Paul Moore 1st Expert Class Driver
Kurt Seelenmayer 2nd Expert Class Driver
Navigator
Peter Fenwick 7th Expert Driver

Rita Moore 1st Expert Class Navigator
Dietmar Seelenmayer 2nd Expert Class

Brooke Jacobs 6th Expert Navigator
Nick Parry 7th Expert Navigator

Tim Laye 1st Novice Driver
Sheryl Graham 28th Novice Driver (tie)

Steven Laye 1st Novice Navigator
Russ Harding 31st Novice Navigator

Congratulations! And continued success in '08.

FOR SALE

1994 Ford Probe GT

V6, 5-Spd, 16" Alloy rims,
Alpine CD
165k. Needs paint.
\$1,900 OBO

Alloy Rims and Tires

for 2001 Honda Civic Si \$150 each

5-Spoke Pony Rims

from 2000 Mustang GT
with Bridgestone Blizzaks 245-45 R17 \$175 Ea

Goodyear Slicks

11.5 x 26.5 x 18, \$25 each

Please leave message Peter Baggio (519) 827-1928 or
peter.baggio@linamar.com

For Sale

WHEELS going cheap!

All rims are 13" diameter.

SET No 1.

Qty. 5 Chevy "Corvair" steel rims, 5.5" wide.
4 mounting holes on about 114-115 mm P.C.D.
2.625" hole in centre of rim,
offset about 1.09"

These rims need refurbishing and painting. Not bent.
Last used on Datsun PL510.

Will fit Toyota Corolla of similar vintage
(1970-1980).

SET No 2.

Qty.4, Shelby Alloy rims, 5.5" wide.
4 mounting holes on 114 mm P.C.D.
2.69" hole in centre of rim, offset about 0.31"
These rims have 5 "kidney-shaped" slots and require
special nuts for mounting to car. Have sufficient
nuts available with M12x1.25 thread
Will fit Datsun PL510. or similar.

SET No 3.

Qty 4 Alloy rims, 6.25" wide
4 mounting holes on 113.5 P.C.D.
2.56" diam hole in centre, offset about 0.44"
These rims have 5 "kidney-shaped" slots, and require
special nuts for mounting to car. Have sufficient nuts
available with M12x1.25 thread.
Rims are currently fitted with Dunlop 195/70SR13
"For Rally Use only" tyres, which are absolutely shot.
If you buy the rims you get the tyres too.
These rims were last used on Datsun PL510.

Contact:--
Peter Fenwick.
416-438-2287
pmjfenw@pathcom.com

Torkin | Manes
Barristers & Solicitors

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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Focused on the path ahead.



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2007 Rally of the Tall Pines
Round 6 of the 2007 Canadian Rally Championship
November 23/24, 2007 – Bancroft , ON

<i>Pos'n</i>	<i>Driver</i>	<i>Co-driver</i>	<i>Car</i>	<i>Class Pos'n</i>	<i>Time</i>	<i>Behind leader</i>
1	Antoine L'Estage, QC	Nathalie Richard, QC	2007 Hyundai Tiburon	1st - Open	2:00:22	---
2	Frank Sprongl, ON	Brian Maxwell, ON	???? Mitsubishi EVO	2 nd - Open	2:01:32	1:10
3	Craig Henderson, QC	Lyne Murphy, QC	2002 Subaru WRX	3 rd - Open	2:10:10	9:48
4	Martin Gauvin, QC	Daniel Duchesneau, QC	2002 Subaru WRX	1st - P4	2:11:10	10:48
5	Ted Mendham, US	Lise Mendham, US	2002 Subaru WRX	2 nd - P4	2:14:21	13:59
6	Leonid Urlichich, ON	Dave Shindle, US	2006 Subaru WRX STi	4 th - Open	2:14:56	14:34
7	Peter Reilly, ON	Philip Assad, ON	1994 VW Golf	5 th - Open	2:17:33	17:11
8	Martin Losier, QC	Francois Morin, QC	1999 Mitsubishi EVO	6 th - Open	2:18:33	17:51
9	John Cassidy, US	Dave Getchell, US	2003 Subaru WRX STi	7 th - Open	2:19:02	18:40
10	John Vanos, ON	Jeff Secor, US	2006 Subaru WRX STi	8 th - Open	2:19:10	18:48
11	Simon Losier, QC	Maxime Losier, QC	1997 Honda Civic	1st - G2	2:20:19	19:57
12	Martin Donnelly, ON	Adam Vokes, AB	2007 Subaru WRX	9 th - Open	2:22:06	21:44
13	Jean-Louis Weil, QC	Eric Champagne, QC	1999 Subaru Impreza	10 th - Open	2:22:59	22:37
14	Nicola Narini, ON	Massimo Narini, ON	1992 Subaru Legacy	3 rd - P4	2:24:17	23:55
15	Christopher Martin, ON	Philip Narini, ON	1993 Subaru Impreza	11 th - Open	2:25:44	25:22
16	Glen Clarke, ON	Ray Felice, ON	1991 Subaru Legacy	12 th - Open	2:30:02	29:40
17	Rejean Losier, QC	Philippe Poirier, QC	2005 Mitsubishi EVO	13 th - Open	2:30:18	29:56
18	Vittorio Bares, US	Kristin Chute, US	1987 Audi 4000	14 th - Open	2:31:29	31:07
19	Rob Mackenzie, ON	Greg James, ON	2000 Honda Civic	1st - P2	2:34:39	34:17
20	Ian Crerar, ON	Doug Draper, ON	1995 Ford Escort Cosworth	15 th - Open	2:35:15	34:53
21	Jan Zedril, MB	Jody Zedril, MB	2003 Mitsubishi Lancer ES	1st - P3	2:40:56	40:34
22	Dave Mirra, US	Alan Ockwell, ON	2002 Subaru WRX	16 th - Open	2:46:56	46:34
23	Rick Williams, ON	Peter Watt, ON	1967 Ford Cortina GT	2 nd - G2	2:50:07	49:45
24	Dmitri Kishkarev, US	Malcolm Swann, NS	1997 Mitsubishi EVO	17 th - Open	2:54:23	54:01
25	Martin Walter, ON	Ferdinand Trauttmansdorff, ON	1992 Nissan 240SX	1st - G5	2:56:09	55:47
26	Jim Stevens, ON	Rebecca Stevens, ON	1992 Suzuki Swift GT	1st - P1	3:05:15	64:53

dnf's

<i>Driver</i>	<i>Co-driver</i>	<i>Car</i>	<i>Class</i>	<i>Reason</i>
Mark Williams, US	James Drake, ON	1995 Subaru Impreza	Open	Engine
Alan Ryall, ON	Bruce Leonard, ON	2002 Subaru WRX	P4	Off road
Peter Thomson, ON	Rod Hendricksen, US	2006 Mitsubishi EVO	Open	Off road
Andrew Frick, US	Michael Hordijk, US	2001 Ford Focus	P3	Off road
Andrew Comrie-Picard, ON	Marc Goldfarb, US	2006 Mitsubishi EVO	Open	Off road
Paul Stanczak, ON	Brian Bourbonniere, NS	2004 Mazda RX-8	P3	Rolled
Ken Block, US	Alex Gelsomino, US	2006 Subaru WRX STi	Open	Off road
Simon Gervais, QC	Olivier Maltais, QC	1990 Audi 90	Open	Brakes

2007 Rally of the Tall Pines
Round 6 of the 2007 Ontario Performance Rally Championship
November 23/24, 2007 – Bancroft , ON

<i>Pos'n</i>	<i>Driver</i>	<i>Co-driver</i>	<i>Car</i>	<i>Class Pos'n</i>	<i>Time</i>	<i>Behind leader</i>
1	Frank Sprongl, ON	Brian Maxwell, ON	???? Mitsubishi EVO	1st - Open	1:30:59	-----
2	Craig Henderson, QC	Lyne Murphy, QC	2002 Subaru WRX	2 nd - Open	1:38:02	7:03
3	Martin Gauvin, QC	Daniel Duchesneau, QC	2002 Subaru WRX	1st - P4	1:38:53	7:54
4	Ted Mendham, US	Lise Mendham, US	2002 Subaru WRX	2 nd - P4	1:41:05	10:06
5	Dmitri Kishkarev, US	Malcolm Swann, NS	1997 Mitsubishi EVO	3 rd - Open	1:43:24	12:25
6	John Cassidy, US	Dave Getchell, US	2003 Subaru WRX STi	4 th - Open	1:43:54	12:55
7	John Vanos, ON	Jeff Secor, US	2006 Subaru WRX STi	5 th - Open	1:44:31	13:32
8	Martin Donnelly, ON	Adam Vokes, AB	2007 Subaru WRX	6 th - Open	1:45:42	14:43
9	Nicola Narini, ON	Massimo Narini, ON	1992 Subaru Legacy	3 rd - P4	1:46:36	15:37
10	Glen Clarke, ON	Ray Felice, ON	1991 Subaru Legacy	7 th - Open	1:51:36	20:37
11	Vittorio Bares, US	Kristin Chute, US	1987 Audi 4000	8 th - Open	1:54:28	23:29
12	Rob Mackenzie, ON	Greg James, ON	2000 Honda Civic	1st - P2	1:55:03	24:04
13	Ian Crerar, ON	Doug Draper, ON	1995 Ford Escort Cosworth	9 th - Open	1:58:05	27:06
14	Rick Williams, ON	Peter Watt, ON	1967 Ford Cortina GT	1st - G2	2:06:57	35:58
15	Nuwan Dantanarayana, ON	Daniel Buehler, ON	1992 Subaru Legacy	10 th - Open	2:07:59	37:00
16	Luis Melo, ON	Jeff Hagan, ON	1991 Lada Samara	2 nd - P2	2:09:15	38:16
17	Nigel Mathew, ON	Kelly Mathew, ON	2005 Subaru WRX STi	11 th - Open	2:10:09	39:10
18	Martin Walter, ON	Ferdinand Trautmansdorff, ON	1992 Nissan 240SX	1st - G5	2:14:15	43:16
19	Jim Stevens, ON	Rebecca Stevens, ON	1992 Suzuki Swift GT	1st - P1	2:20:09	49:10
20	Doug Tompsett, ON	Rachel Steels, ON	1984 VW Scirocco	2 nd - G2	2:41:54	1:10:55
21	Richard Szmidt, ON	Mark Legault, QC	1976 BMW 2002	2 nd - G5	2:51:14	1:20:15

dnf's

<i>Driver</i>	<i>Co-driver</i>	<i>Car</i>	<i>Class</i>	<i>Reason</i>
Mark Williams, US	James Drake, ON	1995 Subaru Impreza	Open	Engine
Alan Ryall, ON	Bruce Leonard, ON	2002 Subaru WRX	P4	Off road
Anthony Tremblay, ON	John Gardhouse, ON	1981 VW SCirocco	G2	????
Andrew Comrie-Picard, ON	Marc Goldfarb, US	2006 Mitsubishi EVO	Open	Off road
Ivan Malo, ON	Sebastian Fudalej	1983 VW Rabbit	G2	Off road
Paul Stanczak, ON	Brian Bourbonniere, NS	2004 Mazda RX-8	P3	Rolled
Phil Jeffries, ON	Matt Jeffries, ON	1990 Eagle Talon	P4	Mechanical

Next events:

Canadian Rally Championship – Rallye Perce Neige, Maniwaki, QC, February 8/9, 2008

Ontario Performance Rally Championship – Rallye Perce Neige, Maniwaki, QC, February 8/9, 2008

Rules to Live By

For MEN ...

1. Call.
2. Never tape any of her body parts together.
3. If "*guys' night out*" is going to be fun, invite the girls.
4. The correct answer to, "*Do I look fat?*", is never, ever "*Yes*".
5. ***Victoria's Secret*** is good. ***Frederick's of Hollywood*** is bad.
6. Dishsoap is your friend.
7. Attention is good. Stalking is bad.
8. A grunt is not an acceptable answer.
9. None of your ex-girlfriends were ever nicer, prettier or better in bed.
10. Her cooking is excellent. ...This isn't an excuse for you to avoid cooking.
11. Buying her dinner is not foreplay.
12. Answering "*Who was that on the phone?*" with "*Nobody*", is never going to end that conversation.
13. Two words: clean socks.
14. You're sorry ... and you're wrong!
15. Don't assume PMS is the cause for every bad move.
16. "*No*" means **NO**. "*Yes*" means **Yes**. Silence could mean anything.
17. "*But, we kiss ...*" is not justification for using her toothbrush. You don't clean plaque with your tongue.
18. Chivalry and feminism are **NOT** mutually exclusive.
19. Pick her up at the airport. Don't whine about it, just do it.
20. Don't let your friends pick on her.
21. Don't tell her you love her if you don't. If you love her, tell her often.
22. Always suck up to her brother.
23. Think boxers ... silk boxers.
24. Her haircut is never bad.
25. Don't lie. Ever.

In conclusion ... the rules are never fair.
Accept it.

For WOMEN ...

1. Learn to work the toilet seat: if it's up, put it down!
2. Don't cut your hair. Ever.
3. Don't make us guess.
4. If you ask a question you don't want an answer to, expect an answer you don't want to hear.
5. Sometimes, he's not thinking about you. Live with it.
6. He's never thinking about "*The Relationship*".
7. Get rid of your cat. And no, it's not different, it's just like every other cat.
8. Dogs are better than ANY cats. Period.
9. Sunday ' Sports. It's like the full moon or the changing of the tides.
10. Let it be! Shopping is not everybody's idea of a good time.
11. Anything you wear is fine. Really.
12. You have enough clothes.
13. You have too many shoes.
14. Crying is blackmail. Use it if you must, but don't expect us to like it.
15. Your brother is an idiot.
16. Ask for what you want. Subtle hints don't work.
17. No, he doesn't know what day it is.
18. Share the bathroom.
19. Share the closet.
20. *Yes* and *No* are perfectly acceptable answers.
21. A headache that lasts for 17 months is a problem. See a doctor.
22. Please say what you need to say during commercials.
23. I am in shape. Isn't *round* a shape?
24. Check you own oil.
25. Don't give us 50 rules when 25 will do just fine.

In conclusion ... Yes, I know I have to sleep on the couch. But did you know that men don't actually mind this? It's just like camping.

~wilwood~rebco~bell helmets~roll bars~roll cages~books~

~safety harnesses~pyrometers~caster camber gauge~

~scales~fuel cells~tape~books~neck braces~



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TREASURER'S ANNUAL REPORT FISCAL YEAR ENDING OCTOBER 31, 2007

After a year in which TAC's financial activity was marked by significant extraordinary expenses and a large operating loss, the club's finances returned to normal in 2007. Revenues and expenditures were very nearly balanced with the year end showing an overall gain of \$129. Monthly 5th Gear publication was the largest single expense item in club operations with expenditures (\$4146) being offset by only \$100 in advertising revenue. Social expenses incurred in running the ALMS weekend barbeque and gourmet lunch resulted in a net expense to the club of \$1137. Once again in 2007 an incentive for early renewal was offered to the membership; the resulting bill for the umbrellas was \$1841. On the positive side of club operations, organizing of contract rallies was again a strong point. This year in addition to the Guru Nanak and Zonta rallies, TAC organized a third contract rally for the IAG group. In total these three events produced a gain of \$3365.

On the competition side, TAC's ice race weekend was once again a financial success with normal revenues and expenses closely in line with those of the preceding year. During the ice race season, the opportunity arose to purchase from Tom Prentice all remaining spare parts for the tractionizer owned by TAC. After this \$700 special expense, the ice race resulted in a net gain of \$1724. TAC involvement in the ORRC was strong in 2007. In addition to the January Jaunt and the DOCR, the club also organized the Infinite Monkeys Rally in August. Entries were somewhat low for both the DOCR and the IMR resulting in a loss of \$127. Ralliette showed an improvement over last year with a gain of \$449. No autocross event was organized by TAC this year and ultimately there were no shared revenues distributed by Solosprint to the organizing clubs.

The \$550 fee for the Zonta rally and the \$1000 balance owing from the IAG rally are shown as receivables. As well, TAC paid for the Solosprint National Championship trophies on behalf of SoloOntario. This amount of \$314.12 which is owed by SoloOntario is also shown as a receivable. Liabilities include a firm commitment of \$1000 to the Fox and Fiddle for the year end banquet, as well as an unknown amount relating to club expenses incurred but not yet submitted by the Vice-President.

Looking forward, TAC's financial position has stabilized after large expenditures in 2006. Although no Solosport revenue was seen this year and no significant amount is expected for next year, the strong results of Contract Rally, Ice Race and, to a lesser extent, Ralliette, have helped provide a solid base for club finances. However, this was not sufficient to run the volunteer rewards program in 2007 and at this point we do not anticipate running the program in 2008. In addition, it is likely that the membership early renewal incentive program will be scaled back as well. Despite these somewhat reduced expectations, TAC's finances are healthy and the club is ready to meet its obligations for the coming year.

Peter Clifford, Treasurer

November 18, 2007

TORONTO AUTOSPORT CLUB INCOME STATEMENT

Year Ending October 31, 2007

<u>CLUB OPERATIONS</u>	2007	2006	2005
Club	271	(4661)	(1603)
Contract Rallies	3365	2038	3112
Fifth Gear	(4046)	(3784)	(4116)
Social	(1137)	(1160)	(1203)
Banquet	(370)	(10176)	(2485)
TOTAL CLUB OPERATIONS	(1917)	(17743)	(6295)
 <u>COMPETITION</u>			
Ice Race	1724	2500	1207
ORRC Rallies	(127)	193	718
Ralliette	449	36	399
Solosprint	0	0	3177
Autocross	0	195	1086
TOTAL COMPETITION	2046	3224	6569
 <u>NET PROFIT (LOSS)</u>	 120	 (14519)	 274
 ASSETS			
Chequing Account	17494		
Receivables	1864		
TOTAL ASSETS	19358 **		
 LIABILITIES & EQUITY			
Liabilities	1000		
Equity	19358		
TOTAL LIABILITIES & EQUITY	18358 **		

**These amounts do not include TAC's share of Solosprint equity which stood at \$4362 as of 31/10/06.

RALLY SPORT ONTARIO

NOMINATIONS FOR THE BOARD

"The **RSO AGM** and Awards Banquet will be held **March 15th, 2008** at a location to be determined. In the meantime, in preparation for said **AGM**, I have been appointed a nominating committee of one to find people interested in joining the **RSO Board**.

There are two positions up for Election: **VP Navigational Rallying** and **Secretary**.

These positions will be filled on the basis of being two-year terms, at least we hope they will be.

The descriptions of the duties of each position as laid out in **RSO By-Laws** is:

Vice President - Navigational Rallying

9.2 The Vice Presidents shall, in the absence or disability of the President, perform the duties and exercise the powers of the President, either jointly or individually by mutual agreement. They shall administer or cause to be administered all rallysport events organized by the Corporation in the Province of Ontario. They shall oversee or cause to be overseen all rallysport activities sanctioned by the Corporation.

(Additionally, the VP Navigational Rallying oversees the ORRC series events.)

Secretary

9.3 The Secretary may be empowered by the Board of Directors, upon resolution of the Board, to carry on the affairs of the Corporation, generally under the supervision of the Officers thereof, and shall attend all meetings and act as Clerk thereof and record all votes and minutes of all proceedings in the books to be kept at the head office for that purpose. He/she shall give or cause to be given notice of all meetings of the members and of the Board of Directors, and shall perform other such duties as may be prescribed by the Board of Directors or President under whose supervision he/she shall be.

Would anyone interested in running for either of these positions please contact me, Peter Gulliver, Treasurer, **RSO** at: gulliver@nexicom.net or phone 705-292-7232. Remember without a strong, involved Executive we cannot have a strong Sport.

ON THIS MONTH'S COVER:

Ice Racing is just around the corner. (Photo by Peter Clifford)



2008 Membership Application

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

Email: registrar@torontoautosportclub.ca

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

JOIN or RENEW ON-LINE :

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

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

- TAC Membership includes 2008 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2007 membership numbers will be reserved until February 1st, 2008.
- All memberships expire December 31 2008. Date: _____

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____/____/____ Cardholder Signature _____

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

TAC works only because volunteers make autosport happen!

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

Please indicate your 2008 autosport interests

- Solosprint (Solo 1)
- Autoslalom (Solo 2)
- Navigational rallying
- Performance rallying
- Road racing
- Vintage Racing
- Ice racing
- Karting

Please indicate three areas that you can help with in 2008

- Solo (1/2) 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



Toronto
Autosport
Club