



# Fifth Gear

*December 2009*



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

# Toronto Autosport Club

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## 2010 EXECUTIVE:

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

## 2010 COMPETITION CO-ORDINATORS:

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

## 2010 COMMITTEE REPRESENTATIVES:

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

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

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

## GUESTS ARE ALWAYS WELCOME !

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

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

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

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# FROM THE PRESIDENT'S DESK

Last month we had the annual general meeting as well as the Christmas Party/Awards Banquet.

The 2009 Award Banquet was held on Saturday November 28 at the Hilton Garden Inn. The event was enjoyed by everyone. Great food and good company. Thanks go to Ingrid Beck for a great job. The trophy winners are: Race Driver - Tom Harwood, Ice Race Driver - Andrew Vernon, Solosprint - Andy Presswood, Rally Driver - Chris Martin, Rally Co-Driver - Steven Laye, Navigational Rally Driver - Paul Moore, Navigational Rally Navigator - Rita Moore and Most Active Member award went to Nick and Ingrid Beck. The Autoslalom award was not presented this year. Congratulations to all recipients.

At the AGM there were nominations and elections for several positions. Andrew Kinal was re-elected as Vice President, Treasurer is Rita Moore, and Secretary is Graham Tulett. The positions of Competition Director and Social Director had no nominations and are still vacant. Most of the events for 2010 have organizers and dates on the calendar; any additional items will be handled as necessary by the Executive.

A motion was tabled by Malcolm Elston, seconded by Paul Moore to "form a committee within 90 days of this meeting, to create a direction for the club in 6 months, after which the Board of Directors shall convene a special General Meeting in the fall of 2010." I am asking that any members that wish to work on this committee get in touch with me before the January general meeting so we can proceed with formation.

The next event on the competition calendar is the January Jaunt on Saturday, January 16. This is the first event on the ORRC calendar. Start is again at the Royal Coachman in Waterdown. I am the organizer and I am looking for checkpoint workers as well as competitors. Instructions will be for Novice, Intermediate and Expert. The Novice instructions are suitable for beginners that have not done an event before. More information can be found at [www.januaryjaunt.com](http://www.januaryjaunt.com) or contact me.

Then on January 30/31 is the TAC ice race weekend. Andy Hughes is the organizer again. He is looking for workers. Contact him at [andhughes@sympatico.ca](mailto:andhughes@sympatico.ca) or give me a call or email if you can help.

Thanks again to everyone for helping make the club the great success that it is. Remember to renew early and take part in this year's renewal dividend of either a \$20.00 voucher, good at any TAC organized event in 2010, or a long sleeve T-shirt.

Just a reminder that there is no meeting in December. I wish everyone the best for the holidays and success in the new year.

Dietmar

## **ON THE COVER**

Rally of the Tall Pines winners,  
Pat Richard and Alan Ockwell




(Photo by Peter Clifford)




# TAC EVENTS CALENDAR 2010

DATES    CATEGORY    EVENT/LOCATION    ORGANIZING CLUB

## January 2010

9	Awards/Dinner	CARS AGM & Awards Luncheon, Delta Toronto W.		CARS
16-17	Ice Race-Magnum	<b>Ice Race, Magnum Series, Minden</b>		
16	ORRC	January Jaunt Rally, Waterdown		TAC
20	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>		TAC
30-31	Ice Race-Magnum	TAC Ice Race, Minden Fairgroiunds		TAC
30-31	Grand-Am	Rolex 24 at Daytona (24-Hours)		

## February 2010

5-7	CRC/OPRC	Rally Perce Neige, Maniwaki		CASLL
6-7	Ice Race-Magnum	Ice Race, Minden Fairgrounds		
13-14	Ice Race-Magnum	Ice Race, Minden Fairgrounds		
17	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>		TAC
20-21	Ice Race-Magnum	Ice Race, Minden Fairgrounds		
27-28	Ice Race-Magnum	Ice Race, Minden Fairgrounds		

## March 2010

6-7	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds		
6-7	Grand-Am	Homestead-Miami Speedway		
14	F1	BAHRAIN Grand Prix , Sakhir		
14	INDY	Sao Paulo, Brazil		
17	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>		TAC
28	F1	AUSTRALIAN Grand Prix, Melbourne		
28	INDY	Streets of St. Petersburg		

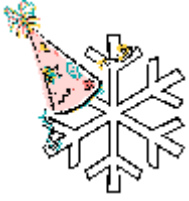
## April 2010

4	F1	MALAYSIAN Grand Prix Sepang		
9-10	Grand-Am	Porsche 250, Barber MSP, Birmingham AL		
11	INDY	Barber Motorsports Park		

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

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

OPRC : Ontario Performance Rally Championship  
CASC : Canadian Automobile Sport Clubs  
ALMS : American LeMans Series  
RA : Rally America



The Toronto Autosport Club presents the  
**2010 January Jaunt**  
Round 1 of the Ontario Road Rally Cup  
Saturday, January 16, 2010



Check the web site for updates: [www.JanuaryJaunt.com](http://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: 2:45 PM  
Driver's Meeting: 3:00 PM  
Car '0' Starts: 3:30 PM  
Car '0' Finishes: 8:30 PM (approx)

The 2010 January Jaunt is the first rally of the 2010 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:*

Dietmar Seelenmayer (416) 250-7082  
[dietmar.s@sympatico.ca](mailto:dietmar.s@sympatico.ca)

[Kurt Seelenmayer \(905\) 690-2584](tel:9056902584)  
[kurt.seelenmayer@cogeco.ca](mailto:kurt.seelenmayer@cogeco.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.*



# ICE RACE 2010

Presented by the Toronto Autosport Club  
at the Minden Fairgrounds  
January 30-31 2010



**AN EVENT IN THE 2010 MAGNUM Ice Race Series**

## **SATURDAY SCHEDULE**

Registration and Scrutineering Opens 8:00 am  
Drivers' Meeting 8:30 am  
Practice Starts 9:00 am

## **SUNDAY SCHEDULE**

Registration and Scrutineering Opens 11:00 am  
Drivers' Meeting 11:30 am  
Practice Starts 12:05 pm

CALL CASC-OR at (416) 667-9500 or 877-667-9505  
for Ice Race hotline Friday before each race weekend

## **HELP WANTED !!**

No experience necessary.  
Call Dietmar Seelenmayer at 647-221-7082  
(or Organiser Andy Hughes via email  
[andhughes@sympatico.ca](mailto:andhughes@sympatico.ca))

Work one day or both.  
Registration, marshalls, gridding, etc.  
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**TAC member Tom Harwood**  
(at Indian Summer race weekend)



# rich's ramblings - december 2009

Well now. There's another year gone by and you've hardly had to put up with me at all ! Aren't you the lucky people. But all good things must come to an end and so, here I am.

On November 18<sup>th</sup> Eloise and I and a dozen or so friends of **TAC** gathered for the annual bun-fight, otherwise known as the Club's *Annual General Meeting*. Things must still be going reasonably well in **TAC**-land, since there were only about 16 or so present, and another half dozen or so represented by proxy. For a club totalling over one hundred members the representation seemed to be somewhat lower than ideal. But, thankfully, the creators of the **TAC Constitution** took apathy into account when they wrote up the necessities for "*quorum*". It was reached and the meeting was a legitimate one. Now, I'll not be boring you with all the ins and outs of the *Annual General Meeting*, nor of the *Election of Officers Meeting* which is an integral part of the evening. Rita was taking Minutes so I'm hoping that if you could not be at the meeting you will take the time to at least look over said Minutes. On the way down to TO (from Barrie for those who have forgotten) Eloise and I touched briefly on the "*what if ...*" of there not being enough interest to fill the important positions on the Executive. I'm not sure if we agreed that I could (*should?*) be willing to step up for something (there's a lot to be said for having served a number of years as *veep* and *pres* and *veep* again - I've done my time!) but it all worked out anyhow - while there still exist vacancies for the positions of *Competition Director* and *Social Director* the other positions had willing candidates. Hoorah!

One of the interesting things to come out of the *AGM* was a commitment to form a committee (this being Canada after all, we need more "*committees*"!) to look into where **TAC** members would like to see the Club going in the future. I'm going to make a personal choice. Based on the fact that **TAC** at the moment does

not have any active club level competitive activities going on (unlike years gone by, say, when there were beginner rallies, autoslalom, go-karting for Club members) I am not sure that a *Competition Director* is an absolute necessity, again, at the moment. Of course, this could be the proverbial "*chicken-and-egg*" thing - which comes first, the competition or the Director to drive the competition? That could very well be a major part of this formative committee's search. However, I do think the Club actually needs a viable *Social Director*; and, I do think we need to look at the manner in which the Club conducts its meetings.

I wonder if the monthly meetings, well the ten that occur during the year, and the *AGM* really do meet the needs of the Club membership. After all, the monthly meetings seem to draw about a dozen or so stalwarts. And we could easily see where the *AGM* hardly piqued much more interest. I would like to suggest that the meeting cycle be changed to ensure a more social aspect to our motorsports - make the meetings occur in conjunction with some major motorsport event or occasion and only have three or four meeting times a year. Make the meeting involve not only the activities of a club meeting but also some sort of social celebration. Move the meeting to a Saturday afternoon, say after ice racing, before Solo I and track racing begins, on the occasion of a major televised race. Use another locale than *Miami's* (or whatever it is now called) (*Fox and Fiddle:ED*), somewhere where the room can be dedicated to **TAC**, not shared with boxing and pool and the like. Bring in videos, games. Move the meetings around - north, west and east of TO so members can partake without always having to go so far. Hell, make a fun rally to get to the meeting, have it available through the computer before the meeting so people can see if they want to try it on the way to the meeting. Anyhow, my suggestions.



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## **Rally of the Tall Pines**

Then, three days later Eloise and I were up before the crack of dawn – at 5:30 am on a Saturday! – to go to the *Rally of the Tall Pines* in Bancroft. This year's event had over 50 starters in the National and Regional portions, an on-going battle for the National championship and the Regional one too. What was not to like?

With a 9 am start for Car 1 (Frank and Dan Sprongl in a special deal with *Subaru Canada*) and over 200 kilometers to put in before we got there, the just before 6 time out of our driveway seemed prudent. In the pitch black we finished loading the Focus and set off. Light was another hour later – Tory Hill and Gooderham were finally visible without the headlights – but at least the rain and bad weather that had beset us on the Thursday and Friday before the rally had disappeared. The day was, in fact, near perfect for rallying – cool, but not extremely so, dry, and little or no wind. Only thing really missing was the sun – and, of course, it was out in full glory on the Sunday after the rally! It had been some time since we'd made the run to Bancroft so it was a pleasant surprise to find that the various counties had been extremely busy with their paving endeavours. Lots of nice new tarmac, smooth roads and the strangest places for long lengths of low (ie, 60 km/h) speed limits. The trip was a lot more enjoyable at 80 posted limits a few years back. But we made it to the start just before 8:30. Time to note the really muddy vehicles used on the Friday for the rally *recces* (Paul Moore told me that his Subaru was on its second scrub down already, and he hadn't even got to start as *Course Closing* yet!), check out the washrooms at the recreation centre, talk to Martin and Paul and Rita and a whole gang of others. And even some old-time **TAC**cies – Martin Donnelly and Dave Marzetti (and Dave was driving! Guess he was worried about his co-driver pulling a *Stevie* if they swapped seats!) were back in performance rallying; and from a long time ago there was Lawrence Renaud! He's now down in Virginia. Talking to Steve Martin there was concern that Chris' car could have trouble

making the necessary distances in some of the legs. He's running what seems to be the only *E85* fuelled rally car in Ontario and the range per unit of that stuff is much less than on gasoline. Once I saw the results I realized they must have been able to work it out – Chris would go on to win the Ontario Regional event and finish in the top ten in the National. Congratulations.

After we watched the Start, we got out the maps from long gone marshal days and figured out a way to get into a back corner of the rally. This let us see the cars at speed (the corner in question was in Stage A6 – *Mayo Lake* and it was a downhill acute right off a rough road onto a very fast very smooth hard road. Great spectating place.), with very few others. Actually, with the marshal there were eight of us there. And one of those eight turned out to be Clarke Paynter, Steward of the rally. He too had got out the maps and found his way to this corner. Since he's a member of the *Bluenose Autosport Club*, and so was Eloise, it was like a down-home meeting. Eloise and I had run a *BAC* navigational rally last time down to Nova Scotia and we had all met when we all went to the *2001 Maine Forest Rally* for its 120 car entry, so there was lots in common to talk about. When the cars did arrive, there were considerable changes from the starting order off the ramp. The Sprongls had started first, now they were running fourth. Antoine L'Estage had started third but was up to first on the road with fifth place starter Pat Richard hot on his heels. As these two were the ones fighting for the *Canadian Rally Championship*, it was only fitting they be that close together. As we got deeper into the field we actually had occasions where one car would be right on the tail of another. Given that the cars started a minute apart fifteen kilometres or so back, some people were really peddling! The action was fast, no one went off in front of us and all was done just before 3 pm. Bonus – we got to pull up stakes and hit *Timmie's* (surprise, surprise) before heading for home. Heck we were back home, car unloaded by 7:30. My kind of rallying.



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In the final analysis, Antoine and Patrick had a hammer-and-tongs battle going right up until the last stage. And then Antoine's *Mitsu* suffered clutch problems which cost him major time. And that settled the rally results – Patrick won the *2009 Rally of the Tall Pines* and with it the *2009 Canadian Rally Championship*. And because Antoine lost so much time and dropped to 5<sup>th</sup>, Andrew Comrie-Picard got past him into 2<sup>nd</sup> position and this gave Andrew the *2009 North American Rally Championship*. As I mentioned, Chris Martin finished in 7<sup>th</sup> and the past **TAC**cies finished 8<sup>th</sup> (Martin Donnelly), 23<sup>rd</sup> (Lawrence Renaud) and 25<sup>th</sup> (Dave Marzetti). And the winning crew of the last two *Targa Newfoundland* events, Roy Hopkins and Adrienne Hughes, finished in 22<sup>nd</sup> position; albeit in a 1987 VW Golf rather than the intriguingly coloured BMW they've used in the *Targas*. In the Ontario *Performance Rally Championship (OPRC)* rally within the *Tall Pines*, Chris Martin took first overall and the *OPRC Championship*; Martin was 2<sup>nd</sup>, Lawrence 10<sup>th</sup> and Dave 12<sup>th</sup>. Congratulations to all. Look for the *Rally of the Tall Pines* to be broadcast on TSN at noon on the 19<sup>th</sup> of December with a *2009 CRC Series* review and 2010 preview at noon on the 26<sup>th</sup>. Times valid as best as I can tell as of the end of November.

### **Sundry Other Things**

Circumstances have me doing this before the **TAC Awards Party** this year. So here's my prognostications for that evening:

- 1 – enough people will show up to make the Party a great success and thereby prove my suggestion from page 1;
- 2 – the **TAC Performance Rally Driver of the Year** will go to Chris Martin – winning the *Ontario Championship* should seal that one;
- 3 – the **TAC Navigational Rally Driver and Navigator of the Year** awards will go to Paul and

Rita Moore – winning the *Expert* class of the *Ontario Championship* should do it.

The "*Future of TAC Committee*" has a lot to cover. It's supposed to be up and running by February and be able to make a report by September. One of the major reasons I think my guesses for winners of awards were possible is because they were the only members of **TAC** competing in the rally series in those positions. **TAC** put on 3 events in the *ORRC* series in '09, and is supposed to do the same in 2010 although as of November 27<sup>th</sup> I haven't seen the *RSO* calendar, and yet only one crew consistently entered events. Thankfully (?) with only the one driver in *OPRC* on a consistent basis **TAC** was not involved in the organizing of any event. Should the Club be? Will that increase the Club's profile? Are representation and organization attempts that dismal in other motorsport endeavours? I wish the members of the committee well. They have a tough slog ahead of themselves, whomever they may be.

It's been over a month now since the use of cell-phone law went into effect. Have you noticed you use your devices less? How about others around you when you're on the road? I still see a fair number with something pressed to their ears. And police seem to be amongst the worst. With their radio telephones held tight to their left ear, their right hand playing with the keys on the computer on the tranny hump it's small wonder they never seem to signal for turns or turn lights on in inclement conditions. But why should I think something makes them different from any other GTA driver. Right?

So that's it for me. All the very best of the coming holiday season to you and yours. See you out there somewhere, sometime.

*Rich*



# **GS MOTORSPORTS in 2010 - RISE OF THE COBALTS**

In the wake of mounting competition from top-flight ST outfits representing a variety of manufacturers with new and seriously quick race cars, GS Motorsports will be taking on the 2010 KONI ST season with a fresh breath of life into its Chevrolet Cobalt program. Team principal and driver Gunter Schmidt has a great deal of confidence in the platform, and in Grand-Am's efforts to make the Cobalt competitive in light of some pretty impressive new machinery in a super-competitive ST class. "The KONI Challenge has developed into a world-class race series. The quality of the competition, from the drivers to the crew to the manufacturers to the officials and Grand-Am support staff, sets a new benchmark in production based sports car racing."

GS Motorsports is pleased to welcome KONI ST Championship winning team leader Mike Kuznicki from Georgian Bay Motorsports as its new team manager. Also joining Mike will be his former chief mechanic Chris Ruigrok. To complete the trio of new team members, GS Motorsports is especially pleased to announce that 2008 KONI ST driving Champion Jamie Holtom will be back in a Cobalt for the 2010 season. He will be sharing driving duties in the team's No. 138 Cobalt with driver Andrew Danyliw.

Rounding out a two-car effort, the team's No. 137 machine will be piloted by veteran California racer and regular KONI ST Cobalt competitor Tom (and his wife Robyn, of course!) Lepper, together with Canadian road racing legend Gunter Schmidt. "Gunter has done a great job putting together a solid Championship effort for 2010. Robyn and I are happy to be a part of it," enthuses Tom Lepper.

"It is great to be joining my good friend Gunter and the rest of the guys at GS Motorsports, and I'm looking forward to working with Chris and Jamie again," comments Mike Kuznicki. "Jamie is a great Champion and he and Andrew will get every 10th possible out of that Cobalt. I think that we can really make things happen with the Cobalts and mix it up with the top teams and drivers in ST in 2010," concludes Kuznicki.

From Ottawa, and with a long family racing heritage, Jamie Holtom is representative of the Championship quality talent that Canada has produced. "My experiences racing the Cobalts in Grand-Am with Mike, the GM Performance guys, the Georgian Bay team and drivers like Eric, Lawson, Andy, Kirk and Ashley have been great," reflects Jamie Holtom. "Having taken a little step back in 2009 to focus on school, it is great to get back into the Cobalt full-time with some old friends and some new ones. 2010 is shaping up to be a really great season in ST and GS." Holtom has established himself as one of the pre-eminent young road racing talents around. He is

presently completing his final year of undergraduate studies at Queen's University in Kingston, Ontario.

Grand-Am has done a great job in creating a level playing field for its competitors, which is also great for the fans. Nowhere is this more evident than in the ST class of the KONI Challenge. It is no secret that the KONI Challenge has consistently provided some of the best racing in Grand-Am. Furthermore, the Series has made great strides in making the sport more accessible to the fans. The 2010 ST season will see 9 out of 10 races televised on Speed TV and for these 9 races. The KONI Challenge will be sharing the weekends with the Grand-Am Rolex Series, building further on healthy increases in television ratings and viewership through the 2009 season.

"As a driver, it is easy to lose track of what just showing up to compete really means to the fans," remarks Andrew Danyliw. "One of the most gratifying parts of our race weekends have been the pre-race fan walks. Interacting with the fans, especially the younger fans, has been great! The chance to get up close to the race cars and drivers adds another special dimension to the racing fan's experience at the track."

GS Motorsports will be at the Daytona Test in early January and will be kicking off the KONI Challenge season with their two car effort at the Fresh From Florida 200. "We have been working on our 2010 plans for a while. The key to success in this Series really is the people," continues Schmidt. "We look forward to giving our new team, partners, sponsors and the fans great racing moments all year long!" With the likes of defending Canadian based KONI ST Champions Compass 360, Turner and a strong supporting cast of the BMW runners, APR, Freedom, the Minis, Porsches and most recently the Kias, all of the ST teams will have their hands full if they want to run at the front of the pack.

"I'm looking forward to having Mike, Chris and Jamie working with us next season," reflects Schmidt. "It has been great working with GM Performance over the years, and even though times have changed, we have confidence in their product, our team, our drivers and the people who give us the chance to display our talents."

The 2010 KONI Challenge season begins at Daytona International Speedway on January 29<sup>th</sup> in a 3 hour endurance race combined with the KONI GS class cars. See you in January!

*(Submitted by TAC member Andrew Danyliw)*

## **2009 Rally of the Tall Pines - Bancroft, Ontario, November 21**

### **National Results**

<b>Pos'n</b>	<b>Team</b>	<b>Car</b>	<b>Class</b>	<b>Time</b>	<b>Gap</b>
1	Patrick Richard/Alan Ockwell	2008 Subaru WRX STi	Open	1:53:48	-----
2	A Comrie-Picard/Jeremy Wimpey	2008 Mitsubishi EvoX	Open	1:56:44	2:56
3	Frank Sprongl/Dan Sprongl	2008 Subaru WRX STi	Open	1:57:10	0:26
4	Leonid/Urlichich/Martin Headland	2007 Subaru WRX STi	Open	2:02:51	5:41
5	Antoine L'Estage/Nathalie Richard	2009 Mitsubishi EvoX	Open	2:03:43	0:52
6	Simon Losier/Francois Morin	2005 Mitsubishi EvoVIII	Open	2:07:25	3:42
7	Chris Martin/Phil Narini	1993 Subaru Impreza	Open	2:10:52	3:30
8	Martin Donnelly/Dave Shindle	2007 Subaru WRX	Open	2:16:10	5:15
9	Bruno-Pierre Allard/Karen Wagner	2004 Subaru WRX STi	Open	2:18:00	1:50
10	Nicola Narini/Massimo Narinin	1998 Subaru RS	Open	2:19:32	1:32
11	Michael Hordijk/Jessie Amend	2000 VW Golf TDI	G5	2:21:14	1:42
12	Randy Zimmer/Ken Nazeer	2000 Subaru Impreza	Open	2:23:14	2:00
13	Martin Walker/Ferd Trauttmansdorff	1991 Nissan 240SX	G5	2:25:14	2:00
14	Peter Kocandrie/Jimmy Brandt	1991 Suzuki Swift GT	G2	2:25:52	0:41
15	David Allan/Benjamin Slocum	2004 Subaru WRX	PGT	2:32:48	6:53
16	Jan Zedril/Jody Zedril	2003 Mitsubishi Lancer ES	G2	2:35:50	3:02
17	Alain Lavoie/Mathieu Fortin	1993 Subaru Impreza	Open	2:42:52	7:02
18	Matt Barnes/Andrew Wallbank	1993 Toyota Paseo	PS	2:43:14	0:22
19	Vincent Landreville/Chuck Storry	1986 VW Golf GTI	G2	2:43:41	0:27
20	Jim Stevens/Rebecca Stevens	2004 Suzuki Swift+	G2	2:44:13	0:32
21	Michelle Laframboise/Erik Lee	2001 Mitsubishi EvoIV	Open	2:44:48	0:35
22	Andrew Frick/Ryan Scott	2001 Ford Focus	G2	2:46:04	1:16
23	Lawrence Renaud/John Hall	2002 Subaru Impreza WRX	Open	2:49:33	3:29
24	Roy Hopkins/Adrienne Hughes	1987 VW Golf	PS	2:50:22	0:49
25	Dave Marzetti/Jeff Hagan	1983 Volvo 244GT	G5	3:08:03	17:41
26	Jeffrey Dowell/Emily Dowell	2009 Mitsubishi Lancer DE	PS	3:14:03	6:00

### **Non-finishers:**

<b>Team</b>	<b>Car</b>	<b>Class</b>	<b>Stage Out</b>	<b>Reason</b>
Richard Burton/Dean Hopkins	2002 Subaru WRX	Open	12/15	roll-over
Marc Bourassa/Daniel Paquette	2002 Subaru Impreza STi	Open	12/15	mechanical

## National Results – Non-finishers (cont'd)

Hardy Schmidtke/Adam Vokes	2002 Subaru Impreza WRX	PGT	12/15	stuck in water
Jonathan Strack/Evan Holt	1991 Lada Samara	PS	11/15	max early
Jack Laan/Jane Laan	1999 Subaru Impreza	Open	9/15	medical
Neil Wright/Lorna Wright	1988 Mazda RX-7	Open	9/15	electrical
Ugo Desgreniers/Erik Kirby	1998 Subaru WRX	Open	8/15	mechanical
Nick Mathew/Kelly Mathew	2005 Subaru WRX STi	Open	8/15	mechanical
Mark Williams/Jeff Secor	1995 Subaru Impreza	Open	7/15	co-driver ill
Bruno Carre/Yvan Joyal	2002 Subaru STi	Open	7/15	fuel
Maxime Losier/Philippe Poirier	2005 Mitsubishi EvoVIII	Open	6/15	roll-over
Nuwan Dantanarayan/Dan Buehler	1992 Subaru Legacy	Open	5/15	transmission
Paul Hartl/Alexei Stapinski	1999 VW Golf	G2	5/15	suspension
Robin Fleguel/Jodie Shay	1991 VW Golf	Open	5/15	mechanical
Craig Henderson/Lynne Murphy	2007 Subaru WRX STi	PGT	4/15	illness
Gervais Simon/Lynn Gosselin	2006 Subaru Impreza RS	PGT	3/15	suspension
Mark Galperin/Alex Khmel	1990 VW Golf GTI	G2	2/15	suspension
Dov Aronoff/Jen Horsey	1997 Subaru Impreza STi	Open	2/15	suspension
Ian Crerar/Doug Draper	2002 Subaru	Open	1/15	mechanical
Philip Deans/Carmel Burke	2003 Mitsubishi Lancer	PS	0/15	sheared wheel

46 Starters: 26 finishers, 20 DNFs



*Car #38 – Andrew Frick, Greer, SC and Ryan Scott, Columbus, OH*

*2001 Ford Focus, naturally!*

*Stage A6, Mayo Lake*

## **2009 Rally of the Tall Pines - Bancroft, Ontario, November 21**

### **Ontario Regional Results**

<b>Pos'n</b>	<b>Team</b>	<b>Car</b>	<b>Class</b>	<b>Time</b>	<b>Gap</b>
1	Chris Martin/Phil Narini	1993 Subaru Impreza	Open	1:36:14	----
2	Martin Donnelly/Dave Shindle	2007 Subaru WRX	Open	1:40:41	4:27
3	Nicola Narini/Massimo Narinin	1998 Subaru RS	Open	1:44:13	3:32
4	Martin Walker/Ferd Trauttmansdorff	1991 Nissan 240SX	G5	1:48:18	4:05
5	Peter Kocandrie/Jimmy Brandt	1991 Suzuki Swift GT	G2	1:48:49	0:31
6	Alexandre Oulette/Nicholas Oulette	1999 Honda Civic CX	PS	1:55:52	7:03
7	Vincent Landreville/Chuck Storry	1986 VW Golf GTI	G2	1:57:48	1:56
8	Michelle Laframboise/Erik Lee	2001 Mitsubishi EvoIV	Open	2:00:06	2:18
9	Jim Stevens/Rebecca Stevens	2004 Suzuki Swift+	G2	2:00:52	0:46
10	Lawrence Renaud/John Hall	2002 Subaru Impreza	Open	2:05:51	4:49
11	Eric Mckinnon/Matt Waters	1985 VW Scirocco	PS	2:11:11	5:20
12	Dave Marzetti/Jeff Hagan	1983 Volvo 244GT	G5	2:21:52	0:41

### **Non-finishers:**

<b>Team</b>	<b>Car</b>	<b>Class</b>	<b>Stage Out</b>	<b>Reason</b>
Jonathan Strack/Evan Holt	1991 Lada Samara	PS	11/12	max early
Rodrigo Monterey/Sergio Monterey	1994 Nissan Sentra SE-R	PS	9/12	out of fuel
Jack Laan/Jane Laan	1999 Subaru Impreza	Open	9/12	medical
Neil Wright/Lorna Wright	1988 Mazda RX-7	Open	9/12	electrical
Nick Mathew/Kelly Mathew	2005 Subaru WRX STi	Open	8/12	mechanical
Lee Wildman/Ozgur Simsek	1987 VW Golf GTI	G2	5/12	oil leak
Paul Hartl/Alexei Stapinski	1999 VW Golf	G2	5/12	suspension
Robin Fleguel/Jodie Shay	1991 VW Golf	Open	5/12	mechanical
Dov Aronoff/Jen Horsey	1997 Subaru Impreza STi	Open	2/12	suspension
Damir Akik/Sebastian Fudalej	2000 Subaru Impreza	Open	1/12	mechanical
Ian Crerar/Doug Draper	2002 Subaru	Open	1/12	mechanical
Philip Deans/Carmel Burke	2003 Mitsubishi Lancer	PS	0/12	wheel

**24 Starters: 12 finishers, 12 DNFs**



# 2009 RALLY OF THE TALL PINES



*Patrick Richard – at the Start*



*at TC 30, Mayo Lake, A6*



*Antoine L'Estage – at the Start*



*at TC 30, Mayo Lake, A6*



*Andrew Comrie-Picard, TC30*



*Dave Marzetti, TC30*



**Both these cars had "FOR SALE" signs in the window! Rumour had the Lada going for under \$5Gs!!**



**The "clean up" crew. Paul and Rita Moore in Car 99 - "Course Closing"**

### Chris Martin Wins 2009 Ontario Provincial Rally Championship

Congratulations to TAC member Chris Martin along with co-driver Phil Narini (OMSC) on their strong 7<sup>th</sup> overall finish at this year's Rally of the Tall Pines. This result enabled them to clinch the Ontario Performance Rally Championship with Chris carrying off awards for top Overall Driver as well as top Novice Driver.

Overall winner of the Tall Pines was Patrick Richard with co-driver Alan Ockwell. The victory enabled the pair to clinch the 2009 Canadian Rally Championship. Second overall were Andrew Comrie-Picard and Jeremy Wimpey with third being taken by returning former champions Frank and Dan Sprongl.



# MORE TALL PINES

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The Martin/Narini Impreza in Service

Martin/Narini on Course



More action...

Photos by Peter Clifford



the

# Soapbox Derby

...by Malcolm Elston

All the best for the Holiday Season to each and every one!!

## What Are They Thinking?

Busted. For speeding. Certainly not the first time, and hopefully not the last, either! Yes, I have sent in my payment and am not contesting the charge.

But the incident was nonsensical enough to prompt a letter to the Chief, the text of which appears below... I'll let you know if I get a reply!

*"Dear Chief Blair;*

*On Sunday morning, November 29th, I had an encounter with one of your officers that has me baffled, and so am writing for clarification.*

*My wife and I were driving northbound in the curb lane on Mt. Pleasant Road, approaching Elm Ave. in Rosedale, just past the Rosedale Valley bridge. It was a few minutes before 10am, traffic was very light, the weather clear and dry, and we were in my wife's car, a semi-luxury mid-sized Saab sedan. A man dressed in black stepped into the roadway ahead of us, and waved me over. I pulled onto Elm Ave., and he approached the drivers' door, holding a small electronic device. He showed me a display screen that had the number 68 on it, and asked for my license, ownership, and insurance documents.*

*A few minutes later he returned, and issued me a ticket (0186484A, photocopy enclosed). I had been charged with the offence of speeding, specifically with doing 55 in a 50km/h zone.*

*Given that I have long been active in the fields of road safety and driver training, perhaps you can understand my confusion. Assuming I was indeed doing 68, then applying discretion might have warranted a ticket for 65km/h.*

*I do understand the need for officers to have discretion when issuing tickets, and I don't object to the philosophy behind that empowerment.*

*I also know that there are no 'quotas' for issuing tickets, although I fully understand the subtlety of measurable performance on a comparative basis when it comes time for an officer's annual review.*

*So, having eliminated the two most obvious factors, perhaps you can shed further light on how I ended up with the ticket issued... 55km/h in a 50 zone.*

*Clearly, a fine of \$12.50 (\$27.50 with surcharges) has minimal – if any – corrective effect. No points are involved, although there certainly would have been if the ticket had been for the alleged speed indicated (68km/h) on the device. And obviously this was not a cash grab.*

*Chief Blair, I look forward to your comments regarding the above. I am well aware that I can appear before the JP and plead guilty to a higher speed and accept a greater penalty, but that isn't realistic.*

*So – what do you think happened here? Are enforcement parameters being diluted for polite grey-haired white guys driving nice cars (and is that reverse profiling)? I honestly don't know, but find myself bothered by the implications. I look forward to your reply."*

I have long argued that there is are no longer any real, posted speed limits – each individual police-person sets their own limit, and enforces it their own way; it is a completely uneven playing field. It varies day-to-day, cop-to-cop. My recent experience is a prime example.

This isn't law enforcement, it is law-mockery – a 20% reduction in speed! C'mon. Applying the same reduction at 140km/h would earn you a ticket for 110 – and we all know that ain't going to happen!

## Sauber back for 2010

I was very pleased to see that BMW sold their F1 Team back to the man who built it, and from whom they bought it. Peter Sauber is one of the true gentlemen in F1.

And I was also pleased that the FIA didn't make a big fuss about letting the Sauber F1 Team onto the grid for the 2010 season. They could have, but they didn't... a nice change of behaviour – perhaps Max Mosley has really, truly gone. Certainly, Jean Todt seems to delivering a more reasonable attitude.





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## Photo-Rallying

It was good to see John Charles at the TAC Annual General Meeting, and he and I had a good chat after the meeting wrapped. During which he introduced the concept of photo rallying, which was new to me... but which might make a new variant for our competition or contract rallies.

Here's how John explained it in a subsequent e-mail, and he included a couple of sample photos...

"Regarding the Photo Rally that my Miata club put on. The way it works is:

The organizer picks an area for the rally with nice driving roads and for which there are tourist type maps available.

The organizer finds a variety of sites along the route with a distinctive object - a sign, shop-front, landmark, etc. and takes a photograph of his/her car and/or companion posed in front of/beside/on the object in question. They can be indoors or outdoors. Usually about 30-40 photos in total.

Each team is given a booklet with the photos in it, and a map of the area at the start. There can be a massed start, or teams sent out at intervals: 1 minute apart?

The object of the rally is for each competitor to reproduce the photos as near as possible, using their car/companion and a digital camera within a given time frame – say 4 to 6 hours. At the finish checkpoint, usually in a restaurant, the cameras are handed off to the organizer(s) who check the photos and scores them while the competitors eat and bench-race.

The team with the most complete photos is the winner."



*John Charles in action. Too much 'Goats Do Roam??*



## Renault To Go?

Well, late-breaking news suggests that Renault will be the next manufacturer to depart from the F1 circus, although it would seem that they are planning a strategic reduction rather than out-right quitting (Like Honda, Toyota, and BMW did).

Speculation is that Renault will sell its chassis making operation in Entstone, England, thereby withdrawing from the series, but continuing to build and provide Renault engines to that team and to Red Bull. In other words, Renault would simply return to the same state of involvement that it had when it happily powered Benetton and Williams to several world titles in the 1990s.

Further good news here is that the first man in line to buy the package – and he has the cash-in-hand – is David Richards, who rally fans know well from his very successful ProDrive entrants... which include all those Subaru WRC championships, amongst others. We also must remember that David served as the team boss at both BAR and Benetton in the past. He knows Formula 1.

And let's not forget that he is currently the Managing Director of Aston Martin.

## Bad Joke

What goes 'clip-clop, BANG! Clip-clop, BANG!?

A Mennonite drive-by shooting...

## Canadian GP in June

The Grand Prix is returning to Montreal, which spells good news for local merchants who admit they felt the pinch when the glitzy race took off to Turkey last June.

Considered a cash cow for restaurateurs along the city's famed Crescent Street party district, the week-long Formula One event was known for drawing a who's who of glamorously trashy American and European tourists with cash to burn.

But the 2009 event was moved after the city refused to meet F1 boss Bernie Ecclestone's price tag - \$175 million over five years.

Two weeks ago federal, provincial and municipal officials announced they reached a deal to bring the Formula 1 back at the relative discount price of \$75 million in public tax money.

The race will return to the Gilles-Villeneuve circuit next June 13 and every year after that until 2014.

"Today Formula One says 'yes' to Montreal and Montreal says 'yes' to Formula 1 – but not at any price," Mayor Gerald Tremblay said during a news conference.

"We wanted a world class event but we wanted that our investment respect the capacity to pay of our taxpayers."

Under the deal, the federal government and Montreal's tourism bureau will each kick in \$25 million over five years, while the province will spend \$20 million, and the municipal government will contribute \$5 million.

In return, the city and its partners will receive a 30 per cent share from ticket sales. The event is expected to generate \$18 million in federal and provincial tax revenue each year, overall economic spinoffs of \$89 million and 75,000 overnight hotel stays.

"This is a win-win situation for the Quebec taxpayer, for the Canadian taxpayer," Quebec Finance Minister Raymond Bachand said.

Few Montrealers blamed the city for losing the race which had been a mainstay since 1978. Despite the lost revenue, most merchants dismissed Ecclestone's demands as being unreasonable.

Still, the Grand Prix's absence, coupled with a rising Canadian dollar, a global economic crisis and lousy spring weather, took a nasty bite out of already slumping businesses.

It prompted some merchants to make concessions or even close their doors for good.

The last Grand Prix in 2008 drew a record crowd of 121,000 spectators. Another 300-million people in 144 countries tuned in via TV.

## Raikkonen to Rally in 2010

On December 4 it was announced that Ferrari's 2007 Formula One world champion Kimi Raikkonen would switch to rallying after agreeing to a one-year deal with Citroen.

The French manufacturer said the 30-year-old Finn would take part in 12 of the 13 championship events in 2010 for its Red Bull-backed junior team.

"I always wanted to compete in rally, especially in the world rally championship at some point in my career," said Raikkonen. "This is a new but very exciting challenge. For the moment we have a one-year contract and we will see how it goes for the future. I am really looking forward to testing and taking the start of the first event.

Raikkonen's problems with negotiating a 2010 F1 ride were partly connected to money. The Finn had received a pay-off of \$10 million from Ferrari for the premature end to his contract (to make room for Alonso). The other top-flight F1 teams did not want to pay him what would have amounted to two salaries.

Kimi's switch from the champagne glamour of Formula One to the mud-spattered world of rallying will be watched with considerable interest by his rivals in both series, I suspect.

Going in the other direction, Citroen's six-times WRC champion Sebastien Loeb tested convincingly for Red Bull last year and had hoped to compete for sister team Toro Rosso in last month's Abu Dhabi Grand Prix – but was not granted the super licence he needed.

# **MINUTES OF THE TAC GENERAL MEETING**

Wednesday, November 18, 2009 at the Fox & Fiddle, Finch Ave, Toronto

Meeting opened at 8:10pm. Minutes recorded by Rita Moore.

Present: Dietmar Seelenmayer, Andrew Kinal, Rita Moore, Peter Clifford, Paul Moore, Rob Jones, Janet Jones, Nick Beck, Ingrid Beck, Peter Fenwick, Margaret Fenwick, Rich Sullivan, Eloise Sullivan, Rob McAuley, Graham Tullett, Malcolm Elston.

Previous Minutes: It was r/m/s/c that the Oct/09 minutes be accepted as published.

We welcomed our guest John Charles.

It was announced that tickets for the upcoming awards dinner, and TAC tee shirts, were available at this meeting for anyone interested.

## Membership:

- 2009 membership was 115, with 69 of these as primary members.

## Competition Reports:

### Rally:

- one event in the Ontario Road Rally Cup series left to go, the First Frost on Dec 5.
- Tall Pines performance rally is this weekend, the final OPRC and National event.
- TAC's January Jaunt is coming up soon on January 16, 2010.

### Ice Race:

- workers wanted for the TAC weekend on Jan 30-31, Andy Hughes is the organizer.

### Race:

- Graham reported on "24 Hours of LeMons"

## Treasurer's Report:

- Zonta contract rally payment and expenses taken care of
- Expense from DOCR and trophies have been accounted for
- Guru Nanak payment still outstanding. A discussion on this took place, in which it was agreed that 50% should be prepaid and 50% paid on the day of the event.
- All but one 5th Gear advertiser has paid their bill
- Current balance is \$19,962.54

Old Business: none

New Business: none

Items for Sale/Wanted: Malcolm had some rechargeable hand warmers for ice racing, which were taken by a member present.

Loonies in the bus: Winner was Margaret F.

Meeting Adjourned at 8:45 pm.



# **MINUTES OF THE TAC ANNUAL GENERAL MEETING**

Wednesday, November 18, 2009 at the Fox & Fiddle, Finch Ave, Toronto

Meeting opened at 9:00pm. Minutes recorded by Rita Moore.

Present: Attendance was taken, and it was determined that 1 guest and 16 members were present, and there were 9 proxies submitted. Quorum calls for 15 members' votes. Therefore we had a quorum and the meeting proceeded.

## Previous Minutes:

A motion that the previous minutes, from the 2008 AGM, be accepted as published.  
R. Sullivan/McAuley.

## Executive Reports:

Dietmar's president's report was published ahead in 5th gear.  
Treasurer and Vice President's reports were available and distributed at the meeting.  
From the Treasurer's report, it was requested to find the up-to-date value for "TAC's share of Solosprint Equity". The Solosprint rep will be asked to do this.  
A typo on the date of the Treasurer's report was corrected.  
A motion was then moved, seconded, and carried to accept all reports. R. Sullivan/P. Moore

A motion was moved, seconded, and carried to sanction the actions for the outgoing Board.  
R. Sullivan/McAuley.

## Elections:

Rob McAuley was appointed as the Returning Officer.  
For the position of Treasurer, the nominating committee identified Rita Moore. Rita accepted the nomination. No other members were nominated, and Rita was acclaimed as Treasurer.  
For the position of Social Director, no candidates were identified. The position was tabled.  
For the position of Secretary, the nominating committee identified Graham Tullett. Graham accepted the nomination. No other members were nominated, and Graham was acclaimed as Secretary.  
For the position of Vice President, the nominating committee identified Andrew Kinal. Andrew accepted the nomination with the understanding that he will not be able to personally attend all meetings. He was questioned from the floor regarding fulfilment of the duties of the position and responded well. No other members were nominated, and Andrew was acclaimed as Vice President.  
The Returning Officer then stepped down.

## New Business:

Malcolm questioned why TAC seems to have few new members lately, considering TAC was the instrument that allowed HADA to form. Malcolm wanted TAC to form a committee to increase membership within a year. A lengthy discussion took place about why members are not active. In the end, a motion was made to "form a committee within 90 days of this meeting, to create a direction for the club in 6 months, after which the Board of Directors shall convene a special General Meeting in the fall of 2010" was regularly moved, seconded, and carried. Elston/P. Moore

Meeting Adjourned at 10:30 pm.

## NOTE

The Annual General Meeting of the Canadian Association of Rallysport is to be held Saturday, January 9, 2010 at 09:15 at the:

*Delta Toronto Airport West  
5444 Dixie Road  
Mississauga, Ontario  
L4W 2L2  
1-800-737-3211 or 905-624-1144*

The Awards Luncheon for the winners of the 2009 Canadian Rally Championship and the 2009 North American Rally Cup will be held on Saturday January 9, 2010 at 12:00 at the:

*Delta Toronto Airport West  
5444 Dixie Road  
Mississauga, Ontario  
L4W 2L2  
1-800-737-3211 or 905-624-1144*

Reserve your ticket (\$TBA) by contacting the CARS office at 905-640-6444 or by email at [office@carsrally.ca](mailto:office@carsrally.ca).

In order to obtain the special CARS rate (single/double) of \$112 per night, reservations must be made with the hotel by December 9, 2009.

## NOTE

L'assemble générale annuelle de la Canadian Association of Rallysport aura lieu samedi, le 9 janvier 2010 à 09:15 au:

*Delta Toronto Airport West  
5444 Dixie Road  
Mississauga, Ontario  
L4W 2L2  
1-800-737-3211 or 905-624-1144*

Le déjeuner des champions pour 2009 aura lieu samedi le 9 janvier 2010 à 12:00 au:

*Delta Toronto Airport West  
5444 Dixie Road  
Mississauga, Ontario  
L4W 2L2  
1-800-737-3211 or 905-624-1144*

Soyez des nôtres pour rendre hommage aux champions CARS. Réserve votre billet (\$ à déterminer) - 905-640-6444 ou [office@carsrally.ca](mailto:office@carsrally.ca).

Pour profiter du taux spécial CARS (simple ou double) de 112 \$ par nuit, vous devez faire vos réservations auprès de l'hôtel avant le 9 décembre 2009.



# Membership Application

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

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

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

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

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

**EARLY RENEWALS** will receive a \$20 Voucher for Entry into a 2010 TAC event, or Long-sleeve T-Shirt.

Date: \_\_\_\_\_

1st Member \_\_\_\_\_ [# ] Home Phone (\_\_\_\_) \_\_\_\_\_

Address \_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_

Postal Code \_\_\_\_\_

First Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

2nd (Family) Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

3rd Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

4th Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

5th Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

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

**PAYMENT METHOD:**

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

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

**TAC works only because volunteers make autosport happen!**

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

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

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