



Fifth Gear

December 2011



Toronto Autosport Club

2012 EXECUTIVE:

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SOCIAL DIRECTOR:	Jane Worobess		

2011 COMPETITION CO-ORDINATORS:

SOLOSPRINT /SOLO-I	Carsten Gieschen	(416) 792-2804	cgieschen@dynamic.ca
AUTOSLALOM /SOLO-II	(position vacant)		

2011 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(position vacant)		
SOLO I:	(position vacant)		
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The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (except August & December) at 8:00 p.m. at the MOOSE AND FIRKIN, 7600 Weston Road (Unit 15) at Hwy 7, just west of Hwy 400 in Woodbridge (www.mooseandfirkin.com)...

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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



FROM THE PRESIDENT'S DESK

Ready for 2012? We are!

At last month's AGM, we brought in 2 new board members - Social Director Jane Worobess, and VP Paul Moore. Both have great ideas for the coming year, and I'm really looking forward to working with them as we host our various events.

First off will be the January Jaunt rally, to kick off the navigational rally season. This event, organized by Kurt and Dietmar Seelenmayer, runs from Waterdown - near Hamilton - and runs up and down the escarpment. It's a great spot, and there are lots of great roads to choose from.

Following that, we will be hosting a special Ice Race weekend on February 18-20. That is the Family Day weekend, where Monday is a holiday. Minden has asked us to run special activities that day to coincide with their winter festival. Ice races have never been run over a three day weekend, and the CASC Ice Race director, TAC's Andy Hughes, knew it would be difficult to get the day organized. However TAC has stood up to take on the organizing of the event, and is looking forward to making the day fun and memorable for the residents! If you want to come and help out, there is lots to do, and TAC will put you up for the weekend. Feel free to jump in one of the race cars, and experience the action up close!

Beyond that, we will be hosting a Time Attack event, a number of social events, and more as the year unfolds. I hope everyone is busy working on their cars over the holidays!

In addition to our AGM, Dietmar and I attended the CASC AGM last month. The meeting saw Robert Lauder reconfirmed as VP, and Nick Majors elected as Race Director. Robert had been acting in that role, and I know he will continue to do a good job. Nick is a long-time TAC member, and very active racer, so he knows what participants want when it comes to running race events.

The big news came from the Treasurer. He noted that CASC has been losing about \$30,000 per year for the past few years. They have tried to reduce costs, but cannot get them to a point where the administrative functions are funded by affiliation and license fees. They do not want to put sponsor dollars against administration. Sponsors would much prefer to see their contributions go to the participants.

As a result, CASC is looking to raise fees. They have proposed charging clubs based on their size: \$250 for clubs with less than 50 members,

\$500 for clubs with 50-100 members, and \$1000 for clubs with more than 100 members. TAC, with 110 members, currently pays \$300 so our affiliation fee would more than triple!

In addition, license fees for individuals would also rise, going from \$143.36 to \$250 if someone requests a license after April 1. A Time Attack & Ice Race "C" license will increase from \$57.52 to \$75.

There are a few points to consider here. CASC's administrative expenses are relatively fixed. They have rent, and the salary of one office manager. The income from licenses is variable, and depends on the number of participants. If they were able to bring in more competitors, they could cover any deficit. I personally feel that increases of this magnitude will keep people out of the sport - especially at the entry level.

Many people come out to a Time Attack event, and are interested in running, but want to see what it's like. Time Attack prices have increased from \$80 to \$140 in the past few years. They used to offer weekend temporary licenses for \$10. You could get your feet wet for under \$100. Now, a novice would have to join a club (\$50), get a license (\$75+HST), and pay the \$140 fee. That's almost \$300 for a day at the track - a much more serious investment. We have lost our primary feeders for motorsports in Ontario.

CASC has enough funds in the bank to cover administrative losses for many more years. They need to make the investment in lean years, to continue to provide top quality services to attract more people to the sport, so that when the economy turns around, and competitors return, they can expect reasonable fees.

At a minimum, CASC should phase in the increases over a few years to offset sudden changes to our numbers.

While I hate to see our affiliation fees increase three-fold, I would rather see the clubs cover the shortfall instead of individuals. We need to keep the racers we've got, and should make it as easy as possible to get new people signed up, and existing competitors returning.

CASC will be hosting discussions on their fee changes starting in January, with a decision in February. TAC will expect them to show how they are trying to keep costs down, and not scare away people interested in joining the sport.

Rob McAuley

TAC 2012 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<hr/> <i>JANUARY 2012</i> <hr/>			
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
21-22	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BEMC
28-29	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BARC
7	ORRC	January Jaunt , Waterdown	TAC
<hr/> <i>FEBRUARY 2012</i> <hr/>			
11-12	Ice Race-Magnum	Ice Race, Magnum Series, Minden	PMSC
15	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
18-20	Ice Race-Magnum	Ice Race, Magnum Series, Minden NEW DATE	TAC
25-26	Ice Race-Magnum	Ice Race, Magnum Series, Minden	DAC
4-5	Ice Race-Magnum	Ice Race, Magnum Series, Minden	TLMC
<hr/> <i>MARCH 2012</i> <hr/>			
10-11	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
16-18	F1	AUSTRALIAN GRAND PRIX (Melbourne)	
21	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
23-25	F1	PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	
25	INDY	Streets of St. Petersburg	
3-4	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
<hr/> <i>APRIL 2012</i> <hr/>			
1	INDY	GP of Alabama, Barber Motorsports Park	
13-15	F1	UBS CHINESE GRAND PRIX (Shanghai)	
15	INDY	Streets of Long Beach	
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
20-22	F1	GULF AIR BAHRAIN GRAND PRIX (Sakhir)	
29	INDY	Streets of Sao Paulo, Brazil	
<hr/> <i>MAY 2012</i> <hr/>			
11-13	F1	GRAN PREMIO DE ESPAÑA SANTANDER (Catalunya)	
16	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
24-27	F1	GRAND PRIX DE MONACO (Monte Carlo)	
27	INDY	Indianapolis 500	
<hr/> <i>JUNE 2012</i> <hr/>			
20	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
22-24	F1	GRAND PRIX OF EUROPE (Valencia)	
23	INDY	Indy 250, Iowa Speedway	
3	INDY	Streets of Belle Isle, Detroit	
8-10	F1	GRAND PRIX DU CANADA (Montréal)	
9	INDY	Texas Motor Speedway, Ft Worth	

More events to appear as 2012 Schedules are released.

For more information on any event, please contact the organizing club or sanctioning body directly.



The Toronto Autosport Club presents the
2012 January Jaunt
Round 1 of the Ontario Road Rally Cup
Saturday, January 7, 2012



<http://www.januaryjaunt.com>

Twitter: @JanuaryJaunt

Entry Fee: \$45
Start/Finish: The Royal Coachman
1 Main Street North (at Dundas)
Waterdown, Ontario
Registration Opens: 1:30 PM
Beginner's Meeting: 2:20 PM
Driver's Meeting: 2:40 PM
Car '0' Starts: 3:00 PM
Car '0' Finishes: 9:15 PM (approx)

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

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

Please contact the organizers for more information:

Kurt Seelenmayer (905) 628-1063
kurt.seelenmayer@gmail.com

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

From Toronto, take QEW west to Hwy 403 to Hamilton and exit at Waterdown Rd. North to Dundas Street, then west 1 block to Main St.

From points west, take Highway 6 to Dundas Street, then east to Main St.

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



TAC ANNUAL AWARDS DINNER



Some of the Attendees at the Awards Dinner, at Santorini in Thornhill.

Right, the table with some of the door prizes.



and *Below*, Rob is a happy door prize recipient.
(Janet is just happy she didn't win that one)





Some of the Award Winners who were there:

TOP– **Paul Moore** received the **Navigational Rally Driver** award from Deitmar.

CENTRE– **Rita Moore** earned the matching **Navigational Co-Driver** award.

BOTTOM– Rob McAuley presented **Dietmar Seelenmayer** with the **Most Active Member** award.





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The First Annual Paul Sheppard Memorial Races

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CASC-Ontario Region

In conjunction with Minden Hills Winterfest 2012.

**Family Day Monday February 20th 2012
at the Minden Fairgrounds.**

Racing Starts at 10:00am Admission is free.



Don't just stand on the banks and cheer the guys and girls on, you can be a part of the racing action! You can bid on a seat in one of your favourite cars in a real race as a passenger.

Bids will start at just \$10.00!

All proceeds will be forwarded to the Minden Food Bank.

All regular ASN waivers must be signed before participation.



THE TOWNSHIP OF
MINDEN HILLS
IN SEASON, EVERY SEASON



Andy Hughes
CASC-OR Ice Race Director
TAC Ice Race Organiser
andhughes@sympatico.ca



The First Annual Family Day Enduro



December 14th 2011.

Fellow Racers,

After much deliberation and organisation over the last year or so I am pleased to announce that there will be a family day event this coming February on Monday the 20th. Thanks in large part to the Toronto Autosport Club's willingness to switch weekends with the Peterborough club so as to save some costs incurred. Therefore TAC will be organising the Fifth round of the series instead of the fourth then host the Enduro on the subsequent Monday. Kudos also to PMSC and Len Arminio for all the legwork and agreement on the switch.

The official name of this event will be the "Paul Sheppard memorial Races". Many of you may have met Paul; he was a great proponent of the Ice Races and saw what it did for the community in general in the otherwise bleak months of winter. Paul was also instrumental in pressing the Minden Kin club to put forth for the National Service award and subsequent win in 2008. Paul was a mentor and friend to many within the Kin ranks and will be fondly remembered.

The format for the races on the Monday will be of an Enduro style, that is, three 30 min races with 30 or so min breaks in between, with mandatory driver changes. So, one car, and two or three drivers. Instead of scoring car #14, we will now be scoring Team #14. The entry fee will be per driver. The fee amount has not been finalised as of yet till we get the final costs of insurance but I believe it will be very reasonable. For ease of scoring I believe we may have to cap the entries at thirty or so cars. The races will be open to rubber to ice classes only, with all three running together.

Along with the races, in conjunction with Minden Hills Winterfest, the public have been/or will be, invited to participate by bidding on rides as a passenger. During the breaks these same spectators would be taking rides in the other group cars and bidding per lap. All the monies raised will be going toward the Minden Food Bank.

This will also be a media event. With politicians of local, provincial and federal status being invited, you can be rest assured that the media will tag along.

All participating drivers, crew, volunteers and passengers will be required to sign the regular ASN waivers as usual.

I have been in touch with many racers through PM's on the Forum, through Email and even phone calls all expressing the need to give something back to the community of Minden Hills and indeed the County of Haliburton. After all, the series has been in the Minden area for four Decades, and as we enter our 37th year at the Fairgrounds I can only assume that the relationship we have with the township and community can only get better from here.

I encourage you to have your say on the Forum at:
<http://www.casc.on.ca/forums/forumdisplay.php?s=&daysprune=&f=28>

Yours on the Ice!

Andy.

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Report from Wales - The final stage of the WRC

–Rob McAuley

My uncle, David Crawley, has been a rally fan for as long as I've known Sue. He lives in the UK, and recently moved to Wales. He's been a navigator at a number of RAC events, and even took Sue and I to the Scottish leg of the RAC championship quite a few years ago. In those days, Colin MacRae was running as an amateur, and the Mazda GT's (turbo, 4WD ice racing stars) were brand new.

On moving to Wales, he hooked up with the North Wales Car Club, and volunteered at the WRC event in November. His report could be typical of anyone working at a CARS event:

I had volunteered to help out with the rally working with the Equipment Officer for the North Wales Stages, the Llandudno Start, and "Parc Ferme" including the Monday pre event recce (competitors get a 50mph maximum speed run on all the stages in "normal" road cars to prepare pacenotes for the rally proper).

Monday I was doing the countersigning of the competitors authority cards on the Great Orme start line.

Wednesday, I was part of a 4 man gang, laying out the spectator areas on the Orme and Thursday (the day of the stage proper) I helped hand out the Marshalling Packs at the Arrival Time Control.

Two hours prior to the stage start, the Stage Commander asked me to go and sort out a parking issue (concession stands and local VIP hospitality area about 2 miles into the stage) and then remain in that location as the crowds were beginning to flood into that area. That meant I got to watch some of the best action on the course!

I'd packed my Canon 7D body with a Canon IS 4L 70-200 zoom and a 1.4x multiplier. Most of the shots were taken on Av at 5.6 and ISO 400 (all were handheld!).

You can no doubt get a flavour of the stage from the video: <http://www.best-of-rallylive.com/en/2011/11/11/video-the-first-leg-of-the-wales-rally-gb/>, a bit like Corsica but with a high side-walk just to catch you out - and it did! One car rolled and many damaged tyres and wheels. The top cars, however, were actually jumping the right front onto the sidewalks on right handers!

Unfortunately, Loeb and Elena crashed out during a transit stage, when a Spanish spectator driving a rental car swerved to the right instead of the left when they came face-to-face on a one lane road. He damaged his radiator, and couldn't continue - though they still the won the World Rally Championship.



Car 1 - The Citroen DS3 of Eight times World Champion Sebastien Loeb and Daniel Elena. It crashed out after splitting radiator in a road crash with a Spanish spectator driving a rental car.



Car 6 - Ford Fiesta RS WRC of Mads Ostberg and Jonas Anderson. They finished 2nd overall.



Car 52 - The NEW PRODRIVE MINI of Kris Meeke and Paul Nagle. They finished 4th in the event, having had various teething troubles. The car has run only 5 events this year, with a full world championship assault planned in 2013.



Photos by David Crawley

(Also on this month's cover)
Sebastian Loeb and Daniel Elena working hard - prior to the unfortunate transit stage.

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Business Plan – 2012



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THE OBJECTS OF INCORPORATION OF THE CANADIAN AUTOMOBILE SPORT CLUBS ONTARIO REGION

- To develop automobile sport in Ontario
- To encourage the development of good driving practices both on public highways and in competition
- To provide for the interchange of information
- To assist in the formation of local clubs
- To provide uniform regulations and controls of the sport
- To provide a stronger and more effective voice in support of the sport
- To assist in establishing for Ontario and Canada, a recognized place in international automobile sport
- To encourage Ontario and Canada participation in international automobile sports events, and to encourage international participation in Ontario and Canadian events
- To purchase, lease, or otherwise acquire and hold, real and personal property and rights or interests therein
- To take a leadership role in advocacy of motorsport issues to the general public and to keep Region members and license holders and others in the motorsport community informed and educated on all issues of significance to motorsport in Ontario

I. OVERVIEW

A. Mission

The mission of Canadian Automobile Sport Clubs – Ontario Region is to provide leadership, management, advocacy, and the administrative services, facilities and equipment necessary to enable its membership to maximize their enjoyment of, and participation in, motorsport in all its forms and at every level. Any activity, policy or regulation shall be designed and implemented to provide a positive return on the emotional investment of the membership.

B. Background

In 1958, Canadian Automobile Sport Clubs - Ontario Region (CASC-OR) was formed to develop motorsport in Ontario, assist in the formation of local clubs, and provide uniform regulations and controls for the sport. Since then, CASC-OR has evolved as an umbrella association servicing the needs of its member clubs while providing an environment conducive to the growth of all motorsport activities within its mandate. The legal form of CASC-OR is a not-for-profit, Limited Liability Corporation without share capital, located at 1100 Barmac Drive, Toronto, Ontario, M9L 2X3.

CASC-OR through its Board Of Directors constantly evaluates its current activities against its mission statement, scope, the current issues within the business and the changing needs of the membership.

Using this evaluation, organizational objectives are set on an annual basis, and consistent policies and procedures are put in place to satisfy those membership needs.

A natural outcome of this evaluation is that organizational priorities are adjusted to align with situations, which need to be addressed.

II. OBJECTIVES FOR 2012

A. MARKETING AND PROMOTION

CASC-OR needs to grow in terms of increasing participation in the sport; specifically in event entries and license applications from Ice Racing right up to Regional road racing and everything in between. In this context, the Region is looking to increase participation in its schools, grow license sales and event entries both directly and on behalf of its affiliated organizing Clubs.

Each respective Series that the Region promotes and organizes is the pinnacle of sanctioned competition in each respective category or Division. The underlying theme of the marketing activations the Region will undertake in 2012 will be to present each respective Series in this light. Promotion of the Region's schools will be channeled through enthusiast magazines, websites and marketed at shows and will target consumers that have never participated before with prizes involving school entries. We will take some of the pure advertising Dollars that we have traditionally spent and redirect these funds to programs that will have a broader reach with greater readership than pure display advertising can accomplish. We will be approaching demographically appropriate magazines, newspapers, local cable TV stations and website editors with a more collaborative strategy and work with them on activating these contests as part of their own promotional plans. We intend to work with these editors to activate contests where we will give away as prizes School and event entries to raise awareness of them. Our traditional advertising plan will focus more on encouraging attendance at open houses and registration for our respective schools and events as well as participation in each Divisional Series than ever before.

Sponsor programs will also be more oriented to attracting new participation. We will be asking our sponsor partners how they can help us reach out to their wider customer bases and audience pools to see if we can draw in some new participation from enthusiasts that currently don't compete at the Region level of each category.

The overall marketing campaign will also involve an aspirational theme to it designed to elevate the stature of our respective divisions and to challenge car enthusiasts to join our Series to test their skills against our competitors and champions. There will be a greater focus on promotion of our Divisional Champions, highlighting their accomplishments and positioning them as the best of the best. Posters and postcards will be produced as part of the region's marketing collateral. These will be distributed at events attended by CASC-OR volunteers promoting each respective Division with emphasis on the message of relative affordability and ease of participation in sanctioned competition, responsibly playing on the enthusiasts' need for speed. These will also be provided to the affiliated Clubs for distribution in their own communities to extend the reach we can accomplish.

Immediately after the AGM, a Marketing committee will be formed comprising of volunteers from the affiliated Clubs. The committee's job will be to form the details of the grassroots-marketing plan for 2012 and to guide the Region on how to maximize its advertising and promotional resources. We look forward to leveraging the interest from Club members in assisting in this promotional plan.

Our current contracted relationship with Performance Racing News ends this December 31st. We will not be pursuing the same type of "official media" partnership in the future. We will be asking each media outlet that wishes to promote to our community to provide an RFP that will encompass the marketing and advertising that best suits CASC-OR needs.

B. FINANCIAL REPORTING

It is the BoD's intention to have the basic costs of administering the organization covered by licencing and club affiliation fees. Revenues from sponsorships and funds directly generated by each division will be applied to the operations of the divisions. Within our operating bylaws there is a requirement for each division to budget for (produce) an operating profit of 10%. While this may not be possible for all divisions at this time, it is a financial goal we will be actively working towards.

If there is interest and a request from the clubs at the 2012 Presidents Meeting, we will begin publishing financial information on the website following whatever directions we are given: monthly, quarterly, or annually.

C. WEBSITE/INFORMATION TECHNOLOGY

In March 2011 we launched the new CASC-OR website using a content management system. The launch was relatively successful in that it changed the appearance of the site to a more up to date one and made it possible for authorized people to add and update content. We did encounter issues where a small group of authorized users could not log in. This was limited to a small group of people and has been rectified as of October 2011.

Also during 2011, the credit card processing on the site has been changed (transparently to end users) to use a processing service, which should save several thousand dollars in processing costs annually.

For 2012, there are several initiatives planned for the website

- Increase utilization of the site by clubs (posting club event schedules, news, etc.)
- Support more rich content (image galleries, embedded video)
- Additional personalization of content (i.e. division image at head of division pages)
- Improved integration between main site and member area

Since the revamping of our main site, the back office functionality (member functions like joining clubs, obtaining licenses, entering events, as well as club administration) has been accessed through the temporary URL dev.casc.on.ca. This will soon be replaced by the new URL members.casc.on.ca and we have had an ongoing process of enhancing the security and functionality of that area.

We have equipped ourselves to produce photo licenses with data encoded on the card which we will investigate using to streamline processes at events.

Requests from individuals and clubs for changes and enhancements to the site will be prioritized based on the additional value they will generate for the clubs and their members relative to the effort required implementing the suggestions.

All of the work done so far has been accomplished at minimal cost to CASC (the commercial value of the work performed in 2011 would be well in excess of \$10,000) and the work contemplated for 2012 will have minimal cost as well.

D. INTERNAL PROCESSES

Given that the current President, Vice President and Treasurer have only completed one year on the board, the need to document internal processes and enforce controls on payables, receivables, and allocation continues to be important to the uninterrupted efficient operation of CASC-OR. This will be a main priority in the coming months ahead.

E. VOLUNTEER RECRUITMENT

The volunteer base in each of the competition divisions is dwindling each year. The clerks, marshals, stewards and other volunteers are being overworked and in some cases we do not have enough personnel to run events at certain tracks. It is our intention to develop a closer working relationship with the WRRRC Committee to assist wherever possible in marketing and recruitment of new people to alleviate the current and forecasted strain on these valuable human resources.

The priority will be to identify methods and programs we can implement to raise the visibility of CASC-OR. Public events, auto shows, job fairs, advertising and increased use of electronic media (ie Kijiji) are just a few concepts that have been tabled to date. Incentives to recruit new members as well as retain our current volunteer base are currently being developed.

III. MANAGEMENT TEAM

Our management team currently consists of the Board of Directors (BoD) and a CASC-OR Administrator and should include men and women with extensive business experience as well as considerable experience in CASC-OR motorsport activities. The CASC-OR Administrator reports to the Board of Directors and will be evaluated by the Executive Committee on an annual basis. The member clubs elect all other positions for a two-year term. These positions and their duties and responsibilities are detailed in the CASC-OR Bylaws and Policy Manual. BoD members are encouraged to attend member club meetings and each BoD member should attend at least two such meetings a year, bringing observations and issues raised by the clubs and their members back to the BoD. The BoD is responsible for the overall direction of CASC-OR and will use its mandate to investigate long-term issues and initiatives and implement plans accordingly. The respective divisions and the CASC-OR Administrator will handle normal day-to-day activities.

A Marketing and Promotions Committee, under the direction of the CASC-OR Vice President, Board of Directors and Administrator, will be responsible for the design and implementation of the advertising, promotion and public relations programs including feedback mechanisms such as member and non-member questionnaires.

IV. SUMMARY

CASC-OR enjoys an established reputation in the motorsport community. This reputation will be further enhanced by the ongoing activities of the Marketing and Promotions Committee and the implementation of this business plan by its executive, divisions and member clubs.

V. PLANNING SCHEDULE

Item	Schedule	Responsibility
Business Plan	Revise Annually for AGM	BoD
	Review quarterly	BoD
Budgets	Review Monthly	Divisions & BoD
	Prepare Next Year's Budget Within 30 Days Of AGM	Divisions & BoD
Schedules Of Events	Within 30 Days Of AGM	Divisions
Sponsorship Plans	Within 30 Days Of AGM	BoD & Divisions

FOR SALE: 1983 PONTIAC PHOENIX LJ 2.8L V6.

One owner. Only 87,600 original km. \$200!

Want to be an Ice Racer? No more excuses! This car is your entry waiting to happen! All it needs is the removal of the stock lights and reflectors, and the installation of a rear facing amber running light and red brake light as required in the ice race rulebook. Then tractionize your tires, put a number on the roof, and you are ready to enter Class 3 (front wheel drive, long wheelbase). You can even share the cost with a partner and they can enter Class 13 (front wheel drive, long wheelbase -- second driver). Or go all out and buy street stud tires to enter Class SS3 instead!



This car has belonged to my mom since it was new, and has only 87,600km on it. It still starts and runs like a charm, and easily passed its last emissions test. Most importantly, the heater and the wipers work great! With its rather heavy engine and front wheel drive, it's always been great in the snow. Maintenance has been kept up on it all its life with regular oil changes and mechanical repairs as needed (most recently, all new brake lines and new battery). It is currently insured and still in regular use getting groceries around town. However, the paint and body have not held up as well, and for that reason it would be unlikely to pass a safety standards inspection. Luckily, you don't need one to ice race!

Contact Rita Moore, 905-898-7483, orrc@ca.inter.net



Membership Application

Mail: 275 Court Street,
Newmarket, Ontario, L3Y 3S6

Email: registrar@torontoautosportclub.ca

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

(You may PAY ON-LINE or by Cash or Cheque; 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 may be shared with CASC-OR and/or Rallysport Ontario.

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____

_____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

To pay by PAYPAL/Credit Card, please visit the Club website at: www.torontoautosportclub.ca.

This Application Form must also be filled out and submitted so we have your information.

You should begin receiving the FIFTH GEAR newsletter within 2 months. Please let us know if you don't.

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

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 autosport interests for the coming year :

- TimeAttack (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 this year :

- 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