



# Fifth Gear

*February*



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

# Toronto Autosport Club

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## 2005 EXECUTIVE:

PRESIDENT:	Rob McAuley	(905) 335-3141	president@torontoautosportclub.ca
VICE-PRESIDENT:	Russ Harding		vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford	(416) 590-9495	pclifford@ca.inter.net
SECRETARY:	(position open)		
COMPETITION DIRECTOR:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
SOCIAL DIRECTOR:	Ian MacRae	(416) 466-3229	i.macrae@sympatico.ca

## 2005 COMPETITION CO-ORDINATORS:

RALLIETTES:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
SOLO-II	(open position)		
KARTING:			

## 2005 COMMITTEE REPRESENTATIVES:

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

**Club 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 Miami Restaurant & Bar: 1285 Finch Avenue West, one block east of Keele...

## GUESTS ARE ALWAYS WELCOME !

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

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

### DISCLAIMER

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

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

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



## From the President's Desk

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Welcome back to another fine year of Motorsports!

As almost every member must know by now, this is TAC's 50th anniversary. The club has a lot of history, and this is our year to celebrate it. Plans are coming together for some very special events. Past past President Malcolm is scheming up some special activities to help us remember this special year. Watch this space for future announcements!

Over the last 2 years, TAC has been on a small spending spree. As a non-profit organization, we would not typically be making money, nor carrying much of a balance from year to year. Apparently our government tax folks don't mind if an organization carries 1 or 2 years worth of operating expenses, however we are carrying substantially more than that. This reflects the careful planning of our previous executive and some very well thought out policies.

We expect every event and every series we run to turn a profit. We expect all organizers to prepare a budget with appropriate profit built in. We have had very few major capital expenditures, so our bank balance has been growing. I do not anticipate a change in these policies. By making a small profit on our events, we have the flexibility to spend where we need to. We will also continue to charge for events (though they may be subsidized) to ensure that people who commit to come out, really do so.

Over the past couple of years, we've picked up 2 TAC canopies (available for any event organizer to borrow), an Ice Race Tire Tractionizer, great renewal rewards. Last year's jackets and this year's fleeces cost almost as much as your membership fee to manufacture and ship. That makes TAC one of the best clubs to join for great gear at very reasonable prices.

Two years ago, we came up with the

Volunteer Rewards program. Event organizers are keeping track of everyone helping out at events. Anyone helping will get a credit towards the purchase of some really nice TAC gear. I'm happy to report that the program is back again this year. Come out and help, and at the end of the year, you will be eligible for anything from a winter toque to a leather/wool jacket. Just the items to wear at events organized by those other clubs!

With the programs we're running now, and the cost of our 50th anniversary activities, we will end the year with a bank balance that shouldn't call attention to us. Next year's giveaways may not be as extravagant, but you'll still be part of the best autosports club in the country!

There are a few key dates coming up.

First is the Canadian International Autoshow. Both CASC and RSO will have booths (actually quite near each other). They are looking for people who can do booth duty. Each group will have a car of two to attract passerby's attention. I've enjoyed chatting with people at these events, explaining all about Solo, Ice Race, car prep, as well as what our club is all about. It is extremely rewarding when these same people show up at an event or join TAC. The work is exhausting, but I have more fun working than I do checking out the show when my shift is over. If you are interested in helping out, please get in touch with Scott Ellesworth (CASC VP) or Ray Felice (RSO President). The Autoshow will run from February 18 to the 27th.

The last weekend of the Autoshow is TAC's Ice Race weekend. We'll be up in Minden hosting a great show. Our organizers are always looking for help, so please check with Dietmar if you can assist. Unfortunately I've now got a conflict with the Canadian Synchronized Skating championships, so I'll be in Sarnia cheering on Sarah's team as they try to hold on to the Canadian title!

## From the President's Desk

Next is the RSO AGM on March 26th. Yes, Easter weekend. TAC's own Rich Sullivan is running for RSO President. If you can attend in person, please do so. If you can't attend, please complete an RSO proxy form and get it back to either myself or Kurt Seelenmayer. Any time there is a contested BOD position, we need to ensure that the membership are all contributing. Every member gets one vote, and I strongly encourage you to use it.

The Williams Performance Friction Solo 1 Open House will once again be up at CSC Racing on Sunday April 3rd from 1-4pm. Not only can you meet all the Solo 1 and Solo 2 organizers, but you can also get some great deals at CSC. Sunday is a tax-free day, so everything is essentially 15% off!

Finally, I'm hoping that everyone is checking our web sites. [www.torontoautosportclub.ca](http://www.torontoautosportclub.ca) and [www.casc.on.ca](http://www.casc.on.ca) are being updated on a more regular basis now. Our club site will soon be sporting a discussion forum where you can buy/sell items, ask technical questions, or brag about your latest hot lap! On the CASC web site, you can sign up for events, join the club, or get a licence - all on line. Again, more and more features are being added, so feel free to check back often.

Enjoy the rest of your winter. I'll see you after skating season's over,

**Rob McAuley,**  
TAC President

**John N.  
Magill**

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# TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>FEBRUARY 2005</b>			
11-13	WRC	Uddeholm Swedish Rally, Sweden	
12-13	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
16	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>
19-20	Rally-ORRC	Ontario Winter Rally	MLRC
19-20	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
26-27	Ice Race-Magnum	<b>Ice Race, Minden Fairgrounds (Rain Date) **NEW**</b>	☞ <b>TAC</b>
<b>MARCH 2005</b>			
5-6	Ice Race-Magnum	Ice Race, Minden Fairgrounds (Rain Date)	
6	Formula-1	Australian Grand Prix, Melbourne	
6	IRL	Homestead-Miami Speedway FL	
11-13	WRC	Corona Rally, Mexico	
16	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>
19	IRL	Phoenix Intl Raceway, Phoenix, AZ	
19	Rally-ORRC	Greenspond Go-Round Rally	MLRC
20	Formula-1	Grand Prix of Malaysia, Kuala Lumpur	
21	School	RSO Rally School Day #1	RSO
26	Meeting	RSO AGM	RSO
28	School	RSO Rally School Day #2	RSO
<b>APRIL 2005</b>			
2	Ice Race-Magnum	Ice Race Banquet, Annandale Golf & Country Club	CASC-OR
3	IRL	Florida Grand Prix, St Petersburg FL.	
3	Solo-I & II	Solo I & II Open House, CSC Racing	CASC-OR
3	Formula-1	Bahrain Grand Prix, Tentative	
4	School	RSO Rally School Day #3	RSO
7-9	School	HRC Race Drivers School , Shannonville Motorsport Park	HRC
8-10	WRC	Propecia Rally New Zealand, New Zealand	
10	CART	Grand Prix of Long Beach	
11	Mini-Rally	Mini Rally	MLRC
16	Rally-ORRC	Spring Runoff Rally	PMSC
20	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>
23-24	RA ProRally	Oregon Trail , Hillsboro (OR)	
24	Formula-1	San Marino Grand Prix, Imola	
27	Ralliette	<b>Ralliette Series Event #1, #400 Service Centre North</b>	☞ <b>TAC</b>
29-01	WRC	Supermag Rally Italia , Sardinia	
30-1	Regional Race	Grand Prix of Ontario, CASC Races #1-Mosport	BARC
30	IRL	Indy Japan 300, Twin Ring Motegi, Japan	
<b>MAY 2005</b>			
7	School	<b>Solo I School #1, Mosport Driver Development Track</b>	☞ <b>TAC/OMSC</b>
8	School	<b>Solo I School #2, Mosport Driver Development Track</b>	☞ <b>TAC/OMSC</b>
8	Formula-1	Spanish Grand Prix, Barcelona	
9	Mini-Rally	Mini Rally	MLRC
13-15	WRC	Cyprus Rally, Cyprus	
14-15	Regional Race	Spring Trophy Races, CASC #2-Mosport	BEMC
14	Rally-ORRC	Blossom Rally	KWRC
15	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; School; Brampton	CASC-OR
18	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ <b>TAC</b>

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

# Vice President's Report

## **Membership**

As of January 16, almost all of the sweaters and memberships cards have been sent out. We ran out of certain sizes of sweaters, and a few members will have to wait while another order is placed. There was a shipping cost of around \$7.50 per package including the packaging materials (bubble envelope for single sweater, 14x14x4 box for multiple sweaters).

We also ran out of membership cards, but I have scanned a blank card, and have just a few more to send out. A number of cards were sent out without an expiry date, my error.

We are almost out of club crests as well. I didn't send any out with renewals. I chose to reserve the crests on hand for new members. If a member requires a crest, please contact me, and we'll see what can be worked out.

We have plenty of TAC decals.

As of February 8, we have 135 current members, including 79 Primary members. Less than half (32) of the Primary members renewed online. I put together a slide show on how to renew, and Nick has printed some of it in the January Fifth Gear. I'll also get it posted on the web site.

We have 56 members from last year who haven't renewed yet, and another 44 from 2003 who haven't rejoined. I believe that most members don't realize that the memberships are based on a calendar year, and not a twelve month revolving calendar. I'm sure many of last year's members will rejoin when their respective racing season gets closer. We finished last year with 165 members. If all members from last year renew (which I know won't happen), we would have 191 members. This would represent an increase of 26 members or 16% over last year. That's not too shabby! We are seeing more Family members signing up this year, which is a good thing. Hopefully we can organize some more events geared specifically to Family members.

I have added new members to the TAC electronic mailing list, and corrected a few typos in the existing list as noted by Rob. I have sent the list of new members to Nick for addition to the Fifth Gear mailing list, and he has completed updating it. Nick has also sent the Fifth Gear Mailing list to me so I can reconcile it with the CASC-OR database.

I have deleted '03 members from the TAC email list, although this was mostly done already; I only needed to delete Marco Cirone.

## **Web Site**

I've requested electronic files from Nick & Kurt to post on the website. I just received these as I get this report ready, and some of it will start showing up on the website in the next few days. Anyone who has some knowledge of

web page development, and would like to work with me on this would be very welcome to contact me at tacvp@rogers.com.

## **Message Forum**

We have a Toronto Autosport Club Message Forum, but its not quite ready for prime time. We need to work out some protocols, and get another moderator or two trained. Again, if any of you have forum experience and would like to help me, please send me a message.

## **Sponsorship/Advertising**

Now that most of the membership workload is done, I will have more time to work on this part of the portfolio. Well, once my ski trips are out of the way.

## **Winter Driving Clinic**

This will be a great event for all members of the family, and also a way to attract new members. I don't believe we'll be able to get one ready for this winter season, but we should be OK for next season.

I have noted that winter driving techniques were taught at Downsview Park. This was done by the BMW Driver Training Program, as part of the York Regional Police launch of Operation Winter Blitz. I put a couple phone calls in to the Program & Events Supervisor, but she wasn't available.

I will contact Toronto Police, Traffic Services, Superintendent Stephen Grant at 416-808-1911 to see if they have similar interest in participating in the clinic.

I have a contact (a fellow I ski with) who would be happy to plow a course, and spray water on it as needed.

I'm going to try to get to Ottawa to check out their winter driving school on Feb 27. If any of you have experience with this type of school, or are a retired ice racer, I invite your input.

## **Collective vision**

Malcolm had some comments in the last issue of Fifth Gear that should be cause for concern for all members. We certainly don't want to lose any members out of sheer apathy. But I can understand how it happens. Frankly, at my first board meeting, I asked the question "Other than getting a competition license, is there any reason to join TAC?". I can honestly say that I joined TAC only because the Mustang club doesn't have CASC-OR affiliation.

I believe that we can and will do better as a club. By the same token, it is a credit to the various disciplines of racing that there is a sense of community that far exceeds club affiliation. Indeed, if I think about who is the closest to me as a driving mentor, its not a TAC member. Its natural for us to match driving instructors to students with

## Vice President's Report

similar cars. We should also make an effort to match according to club membership as well. Nevertheless, when it came to car modifications, and who I get amped up about competing with, its Taccie Chris Atkins (and occasional co-driver Chuck Atkins) and his noisy Mustang. And what a blast that can be, despite mostly losing to him!

I wonder, if CASC-OR and RSO licensed drivers directly, how would that impact on TAC and other clubs?

One of my pet projects will be the Winter Driving Clinics, as described above. This event has nothing to do with competition, and came to mind while I was trying to think of activities that would be good for the whole (driving) family. I would also support a return to karting, so long as it doesn't conflict with my skiing.

The issue with these, or any initiative, is that we need people to do the work. There are precious few people who are willing to organize activities. I joined a sailing club a couple years ago. There was a mandatory 10 hours of volunteer time required. Failure to meet the requirement would result in a charge of \$10/hour short of ten. Should TAC start something like this? I'd rather not, but suggesting that board directors do more work than they are already handling is a difficult proposition.

I know that Malcolm's comments were meant to spark discussion and debate. I know some of the issues were already being discussed informally at Board meetings. I'm happy that they are now, hopefully, being contemplated by members. I look forward to hearing from other members on how to improve the operation and appeal of the club.



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

~safety harnesses~pyrometers~caster camber gauge~

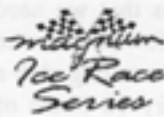
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## 2005 Ice Race Schedule and Daily Race Rotation

Schedules and race lengths may be altered for time and/or weather conditions: check the registration window!

NOW →

Ice Race Advisory 416-667-9500 877-667-9505	Jan 15/16	Jan 22/23	Jan 29/30	Feb 5/6	Feb 12/13	Feb 19/20	Feb 26/27 Mar 5/6
	TAC	TLMC	BARC	DAC	PMSC	BEMC	Rain
<b>Saturday</b> Registration & Scrutineering open at 8:00 Drivers' Meeting 9:00 – BE THERE							
Practice	10 minutes for all rubber classes at 9:15						
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
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	8	STUD	STUD	STUD	STUD	STUD	STUD
Lunch: time for race 7 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	12,13	1,4	2	3	11,14	12,13
11	12	1,4	2	3	11,14	12,13	1,4
12	12	STUD	STUD	STUD	STUD	STUD	STUD
13	12	2	3	11,14	12,13	1,4	2
14	12	3	11,14	12,13	1,4	2	3
15	12	SSC	SSC	SSC	SSC	SSC	SSC
16	12	11,14	12,13	1,4	2	3	11,14
17	12	12,13	1,4	2	3	11,14	12,13
18	12	STUD	STUD	STUD	STUD	STUD	STUD
19	12	1,4	2	3	11,14	12,13	1,4
20	12	2	3	11,14	12,13	1,4	2
21	12	SSC	SSC	SSC	SSC	SSC	SSC
22	8	Heat	Heat	Heat	Heat	Heat	Heat
<b>Sunday</b> Registration & Scrutineering open 11:00, Drivers' Meeting 11:45							
Practice	10 minutes for all rubber classes at 12:05						
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
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
13	12	1,4	2	3	11,14	12,13	1,4
14	12	2	3	11,14	12,13	1,4	2
<b>PLEASE DISABLE YOUR CAR AT END OF EACH RACE DAY</b>							

Classes  
1  
Rear WD  
2  
Front WD  
<2415 mm  
wheelbase  
3  
Front WD  
>2416 mm  
wheelbase  
4  
4 WD  
  
2<sup>nd</sup> 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  
  
SSC  
SS1  
Rear WD  
SS3  
Front WD  
SS4  
4 WD  
  
Heat  
Top 3 cars  
from each  
rubber to ice  
class







# ICE RACE 2005

Presented by the  
Toronto Autosport Club  
at the Minden Fairgrounds  
February 26 & 27 , 2005



## *AN EVENT IN THE 2005 MAGNUM Ice Race Series*

### **HELP WANTED !!**

No experience necessary.

Call the Organiser Andy Hughes  
705-286-6668

or email [andhughes@sympatico.ca](mailto:andhughes@sympatico.ca)  
(or Dietmar Seelenmayer  
at 647-221-7082)

Work one day or both.

Registration, marshalls, gridding, etc.  
Call for more information and direc-  
tions.

### **SATURDAY SCHEDULE**

Registration and Scrutineering Opens	8:00am
Drivers' Meeting	9:00 am
Practice Starts	9:15 am

### **SUNDAY SCHEDULE**

Registration and Scrutineering Opens	11:00 am
Drivers' Meeting	11:45 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



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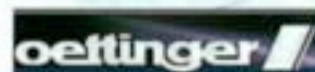
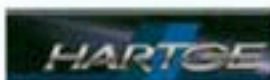
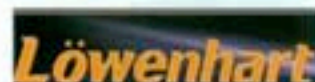
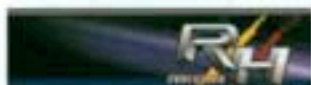


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##### Richmond Hill

11300 Yonge St.,  
Ontario L4S 1K9  
Tel: 905-770-2302

## The Death of Ontario Rallying?

Last month we looked at the state of rallying in Canada - yes, it has suffered some severe body blows, and, yes, some were even self-inflicted, but it did make it through what some were describing as the "make or break" **CARS AGM**. So the demise of Canadian Performance Rallying has seemingly been staved off.

Interestingly, all the *fire-works* that were to take place at the **Canadian Association of RallySport's Annual General Meeting and Extraordinary General Meeting** seemed to have fizzled. How else to describe it? The actions of the **CARS** Board (and thus their chosen President, who was re-elected under the terms of the **CARS** Constitution) were approved by a majority. Now rumour has it that it was a very *minor majority*, but it still was a *majority*. If the vote was that close, I wonder why those who thought they were so correct to lead the dispute against the Board's actions were unable to sway any of the abstainer votes (and, yes, there were apparently a number of clubs who could neither accept nor reject the motion to accept the Board's actions - I wonder, why bother showing up if you're not going to get involved?). I also have wondered what the dissidents had planned to do should their tactics have been successful. Certainly there seems to have been nothing circulated through the **CARS** member clubs detailing what their alternatives were to be.

Does this mean that *peace and tranquility* will soon settle into Canadian performance rallying? I doubt it. The "*losers*" will still whine. For the next year too, then it happens all over again. Here's to the next **CARS AGM!**

But here in Ontario, where most of the *whiners* seem to have come from at one time or another, how is rallying getting along?

### Not very well at all.

In the years since **RallySport Ontario** came into existence, (1991/2) there have been three clubs leave the **RSO** "fold". Two of those clubs are still listed as being **CASC-OR** member clubs. So obviously for one reason or another, **RSO** could not offer enough to those clubs to keep them in the rallying fraternity. But one club has entered into the **RSO** realm - and it organized two events in the 2004 *Ontario Road Rally Cup* series and then dropped out of the

organizing fold for 2005. Not exactly a resounding vote of confidence, I would think. So the club total is still "down".

Since the early '90's there have been five performance rallies which were on the *Ontario Performance Rally Championship* calendar at one time or another but which are no longer there. All of those events ran for at least two years or more, and three of them ran concurrently with two of the three Ontario-based events now on the schedule. So there were, at times, five Ontario-based *OPRC* events in a year. One of the missing events was also part of a *National-series* event, much like the *OPRC* event inside *MLRC's Rally of the Tall Pines*, so Ontario has also lost one event in the *Canadian Rally Championship*. And only one *Regional-series* event has come along in Ontario to replace all the lost events. Ontario is losing events a lot more often than it is replacing them!

The using of Quebec-based events to fill out the *OPRC* series, while intriguing, does not really seem to be a viable alternative to having events in Ontario. Yes, the *Rallye Perce Neige* has been a mainstay in the *OPRC* series for many years. But will the new additions really improve matters? 2004 saw the addition of the *Rallye defi Ste-Agathe*, and 2005 will see the addition of the *Rallye Baie des Chaleurs*. If a Toronto-resident member of **TAC** wanted to compete in the *OPRC*, half of the events are in another province, and they are quite a distance away - over 550 km (one way!) for *Perce Neige* and *defi Ste-Agathe*, and 1500 km for *Baie des Chaleurs*. Would you drive to **New Liskeard** for two *Regional-series Solo I* or *Solo II* events? How about **Thunder Bay** for a third one? But in order to compete in 50% of the *OPRC* series that, seemingly, is what the competitors must do. **RSO** should be leading by example - get back into organizing events if clubs cannot be found. After all, in October 2004 the Committee was told that **RSO** had a bank balance of "*approx \$36K*". Why not spend some of it on "*seeding*" events in Ontario?

Unfortunately, the kerfuffle at the *National* level has taken away from the extremely dire straits that **RallySport Ontario** has allowed itself and Ontario performance rallying to descend into. With the **RSO** President and the **RSO** Vice-President of Performance Rallying both being actively involved in the **CARS AGM/EGM**, and

## The Death of Ontario Rallying - page 2

all the build-up to it, the status of rallying in Ontario has seemingly been pushed way back into the background.

Now is the time to really get working on performance rallying in Ontario. Not, as seems to be about to occur, further "studying". In the **RSO** meeting minutes from December 24 - "OPRC Future Growth Planning: Jeff & Ross will discuss where & when etc., Will be followed up in January." And in January they decide to "... try for March date ..." for a meeting.

I think the time for another bunch of meetings to *study the issue* is way passed. This just sounds like another delay and more inaction.

The **RSO AGM** is coming up in March. And yes, I know, it is on the Saturday of the Easter holiday weekend in Ontario. Why the conflict? Who really knows. Some could say this is one way of telling people that religious holidays are not an issue in the secular world of rallying. Or it could just demonstrate that someone forgot to look at a calendar before scheduling the meeting. Either way, that is when the meeting is.

The **AGM** has been scheduled to take place in Peterborough. Now, if the meeting is put on anything like the one two years ago by **PMSC**, it is well worth attending - they really did a bang-up job. But then the joys of the Awards Banquet will be missing (and it was a great meal put on in Peterborough last time), since **RSO** did theirs in conjunction with the **CARS** banquet in January this time around.

Along with the **AGM**, there is the *Elections of Officers Meeting*. This could prove

to be very interesting. Under normal circumstances, the *President*, the *Vice-President for Performance Rallying* and the *Secretary* would be the three positions up for filling. The Presidency is currently held by Ray Felice of **MLRC**, and Ray has said he will seek a second two-year term. The VP Perf Rally is held by Ross Wood also **MLRC**, who really wanted to reduce his involvement as of the last time he was talked into the position, two years ago. So I'm not really sure where he will lean this time. Two years ago Ryan Huber of **MCO** was going to be the "Assistant VP Perf Rally", but last year he moved over to be *VP for Road Rally*. Also two years ago the Secretary position was taken by Nina Schafrick of **KWRC**, but she walked away from rallying completely last fall. And the position has been filled by Kurt Seelenmayer of **TAC** in the interim. Kurt is on the **RSO Nominating Committee** to find people to run for these positions, so he may be actively seeking someone who will want the position on a more permanent basis. And also up for filling is the position of *Treasurer*. Dennis Wharton of **KWRC** took the position at last year's *Elections Meeting*, but he had walked away from the **RSO** Committee by last summer. In the interim, the position has been filled by Alan Ryall of **MLRC**, assisted by Sandy Hygate who is, apparently now, also from **MLRC**.

So, four of the five positions are up for grabs. Why not take a run at one yourself? I think I will.

*Rich Sullivan*

**Peugeot 307 WRC and the 2005 Rallye Monte Carlo**



## Rich Sullivan - for President of *RallySport Ontario*

I am asking you to support me as the next **President of *RallySport Ontario (RSO)*** at the upcoming ***RSO Elections of Officers Meeting***, Saturday, March 26th in Peterborough.

I feel it is time to change the focus of ***RSO*** to a governing body which covers all aspects of rallying in Ontario. A change of focus from a governing body which has concentrated on Ontario's position in the Canadian rallying scene to one which is concentrated on improving the rallying scene in Ontario.

I have competed in many *Ontario Road Rally Cup* series' events since joining the ***Toronto Autosport Club (TAC)*** in 1987. In the same time I have organized close to twenty ***ORRC*** events.

I have been organizer, co-organizer, route master, chief marshal, property officer, marshal and general "dog's body person" for a dozen performance rallies in the *Ontario Performance Rally Championship* and in the *Canadian Rally Championship*. I helped develop the *Performance Rally Marshal Training seminar* which was recognized and awarded for innovation by ***RSO***. I have held an ***RSO Steward*** licence and a ***CASC-OR Clerk of the Course*** licence.

At the club-level, I have served as President and Vice-President of ***TAC***, been the Editor of the Club newsletter and organized Club social events.

And I have been, and continue to be, an active (*life-time awarded*) member of ***TAC***, and ***RSO***-series events.

I ask for your support, either in person or by proxy, to build a more inclusive, member-oriented ***RallySport Ontario***.

*Rich Sullivan*

*approved by the committee to elect Rich Sullivan*



Pat Richard on his way to victory at the 2005 Sno\*Drift Rally

## **RSO ELECTION OF OFFICERS, March 26**

Having announced my decision to run for the position of **PRESIDENT, RALLYSPORT ONTARIO** (see bulletin elsewhere in this issue), here are some of the items that I believe can help **TAC** Members support my candidacy in the **RSO** elections.

### **1 - Communications**

- a) I believe the President of **RSO** should have at least yearly meetings with the Executives/members of each **RSO** club. I would try to get the first set of meetings completed within three months of the elections.
- b) **RSO** Committee "face-to-face" meetings could change to quarterly meetings, provided one or more telephone conference calls kept Committee members informed in the interim.
- c) Agenda for meetings should be available at least ten days before the meeting.

### **2 - Open Meetings**

In addition to the Spring *AGM*, there should be a Fall meeting to give the **RSO** clubs and members an opportunity to discuss the calendar setting; possible changes to the **RSO Rally Rules & Regulations, Bylaws**; to give the clubs and members an opportunity to give the **RSO** Committee a "report card".

**3** - Make greater use of the existing channels of communications that clubs have to reach all of the members of **RSO**.

**4** - Have the President of **RSO** prepare a one page (maximum) summary of each **RSO** meeting including a monthly status report. Do this for each club and for the **RSO** web-site.

**5** - Continue to expand and improve the contacts with all of the governing bodies - **CASC-OR, CARS, ASN Canada FIA**.

### **6 - RSO Series**

Begin with meetings involving the appropriate **VP** and the organizers in each **RSO** series. Set up guidelines and expectations for all events which will ensure the quality of events remains high and appropriate for **RSO** series standing.

#### **a) OPRC**

- increase the number of events in Ontario by adding one event in each of '06, '07.
- discuss with organizing clubs the benefits to events of having **RSO** look after certain common roles - advertising, pre-registration, results publication.
- involve clubs and events in the *Marshal Training* scheme.

#### **b) ORRC**

- use the offices of the **VP Road Rally** to increase publicity for the series and each event.

### **7 - Finances**

Use the **RSO** levies taken from entries into **RSO** series events to give the clubs that organize the events an adjustment on the actual **RSO** affiliation fees for the club. This will be used to encourage greater participation of clubs and thus more events.

### **8 - RSO Committee**

#### **a) Planning**

- establish the goal of "Management by Objectives" for all future **RSO** Planning. Set goals and standards to use as measurements on reaching those goals. Have contingency planning in place. Produce the three/five year plan that **RSO** needs to quantify these measures, and have it available for discussion by the Fall Town Hall Meeting.

#### **b) Decision Making Process**

Be inclusive. Use all available resources to arrive at the decisions necessary for the betterment of rallying in Ontario.

**RICH SULLIVAN**



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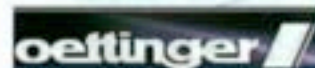
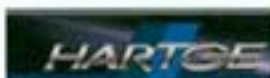
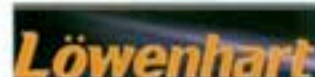
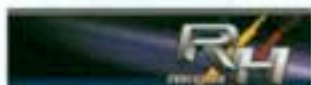


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# the Soapbox Derby

by Malcolm Elston

Toronto, Sun. Jan. 30th, 6:20 PM

Gail and I were southbound on Bayview Avenue, right by the Salvation Army college – a bit south of Lawrence and one set of lights north of the Sunnybrook Health Sciences Centre.

We were in the curb lane, traveling in the 60 to 65km/h range (the limit is 50). Ten car lengths ahead of us was an older Camry (white). In the left lane, about six car lengths in front, was an older full-size Buick (black). These two cars were traveling at virtually the same speed as us.

At that moment, we were the only three southbound cars on that road segment.

It happened so fast – and with such inevitability – that Gail only had time to gasp, and I said something inane like “Ooooww”.

The driver of the white Camry signalled left, briefly touched his brakes, and immediately swung into a full U-turn.

The driver of the black Buick never even got to his brake pedal.

The initial point of contact was the right front of the Buick into the leading edge of the drivers’ side rear wheel of the Camry.

That impact brought the Camry into a hard, full-sideways crash across the nose of the Buick, and then the Camry was spat off to the left, ending up facing north in the no-man’s

land leading to the southbound left-turn lane ahead of us.

We stop. Four-ways on. Check my watch – 6:21. Triangle out, and placed to alert others. I call 911, later to find that was duly registered at 6:24 on the official headquarters clock. The ambulance took fourteen minutes to arrive, the Police considerably longer. A tow-truck split the difference. In between, we re-positioned our car and re-positioned the triangle to further slow southbound traffic and keep it out of the rather extensive debris field.

When the ambulance crew were ready to take the driver of the Camry out of the wreck (he had finally decided to look where he was going just at the moment of impact, so his face went through his own side window), the crew had to extricate him through the passenger side front door.

They requested help to protect them from north-bound traffic, so I asked the tow-truck to re-position at a 45° angle facing south-east, mostly blocking the left north-bound lane, with all his lights on. This completely shielded the ambulance crew. I stood in the illuminated area in front of the tow truck, waving energetically to slow down approaching cars.

Finally, the police arrived and took over. By the time we left we’d been there for almost an hour.

The driver of the Buick (a man in his late 40’s) had his daughter (late 20’s) beside him; both were wearing their belts and certainly had been shaken and stirred, but they didn’t appear to be really ‘injured’. Ironically, they were on their way to visit his father at Sunnybrook. Seems that old gaffer had *his* car crash on Friday, sustaining injuries that make it unlikely he’ll ever walk again...

So why should you – or anyone else reading this – care?

Well, let’s rough-out an invoice...

Two older cars, both written off – the insurance payouts will probably run to \$4K for the pair.

Two shaken and bruised people – the Camry’s insurance will probably settle for about \$7500 each.

One Camry driver with a freshly-hamburgered face, and who-knows-what-else. I think it would be a bargain at \$10,000 for the immediate medical costs. Lost time from work? Disability insurance claim? Follow-up medical care such as Physio? Who knows?

Ambulance cost – apparently about \$1,000 per call. (as an aside, after watching these folks at work, we don’t pay ‘em enough)

Two Police cars, three officers, the statements, the time to take measurements, write reports, make a trip to the hospital to lay a Careless Driving charge (after the offender has been sewn up enough to be recognizable), the inevitable court appearances... could we agree that \$5,000 might cover all that time, equipment, training, and follow-through?

Bringing us to a conservative total of at least \$35,000.

Worth remembering the next time you complain about the high cost of your car insurance, or wonder why there are never enough health care dollars for simply sick people.

A momentary lapse in judgment generates a huge price tag that each of us has to pay for.

Oh, yeah – it was a clear and dry evening, yet the lead investigating officer – who’d only started his shift at 5:00 PM – told me this crash was the fourth one he’d been called to in just 90 minutes.

continued...



Now, here's the **REAL** question – how much longer do you think you can afford to keep on paying for Ontario's current driver licensing standards?

**THE WORST DRIVER IN CANADA**

The upcoming 'Worst Driver in Canada' T.V. show is not about Canadian road safety, it is about television viewers. Period.

The Discovery Channel should be **VERY** ashamed, but it is not - it is simply whoring itself for audience. Ethical contents aren't the issue here – ratings are.

Last December I was invited to participate in this show. As a Certified Ontario Driving Instructor, and a well-respected advocate of advanced-driving techniques, I initially appreciated the flattery of their call. However, once I understood the concept, I simply laughed at the producer, and hung up. This show is completely counter-productive to improving road safety, and I can only hope that no self-respecting, professional driving educators will risk their reputation by going anywhere near it.

As described to me, WDiC is a (pseudo) 'Reality' show, where a group of nominated 'Bad' drivers are counseled - and judged - by 'Driving Professionals'. The drivers who learn from the professionals end up being voted off the island, and the last man standing (and it WILL be a man) gets to be the 'Worst Driver in Canada'.

Bully for him.

Let's examine what is really happening here; the 'Bad' drivers who learn better skills get sent away.

The 'Worst' driver, who doesn't learn anything, gets rewarded. Prizes, fifteen minutes of fame, and bragging rights at his local bar are the incentive - and his reward.

Pretty easy to consistently be the worst driver, considering what some of the folks on 'Fear Factor' have to eat to get *their* fifteen minutes of TV time!

But... any 'Driving Professionals' who got sucked in and who are earnestly - and honestly! - trying to help these 'Bad' drivers will surely end up being ridiculed; they are the butt of the joke that is at this programs' core. Since these 'Professionals' apparently can't teach everybody, then all of their teachings are suspect. The unteachable gets the Prize.

Can you spell counterintuitive?

'Bad' drivers get the splashy reward, and a cool rep for NOT learning how.

'Improved' drivers who have learned to be safer get nothing - except an early exit from the show.

So why should any driver ever try to be better, good, or excellent?

Thanks, Discovery. May you or someone in your immediate family participate soon in Ontario's annual \$9 Billion Road Trauma costs; your very own personal benefit from cynically promoting 'Canada's Worst Driver...'

**RICH FOR RSO PRESIDENT !**

I've worked with him on the TAC Executive. I've known him for over fifteen years. I think Rich is the right man for the RSO job, and I strongly urge you to vote for him.

**QUOTE OF THE MONTH**

'Most of my friends who are my age are divorced. Their ex-wives live in their houses and receive large maintenance payments. I, on the other hand, have 100 per cent of my income'

Austrian Dieter Mateschitz, the owner of the Red Bull formula one team – and a confirmed heterosexual billionaire bachelor – is #406 on Forbes list of the 500 richest people...

**RALEIGH, N.C., Jan 26** - A medical examiner studying a body in a morgue was startled when the man took a shallow breath.

Emergency medical technicians had declared Larry Green, 29, dead almost two hours earlier, after he was hit by a car. Medical examiner J.B. Perdue was called to the accident scene Monday but did not examine Green then. Later, he was documenting Green's injuries when he noticed the man was breathing.

"I had to look twice myself just to make sure it was there, that's how subtle it was," Perdue said.

Green, 29, was taken to Duke University Medical Center in Durham, where he was in critical condition Tuesday.

Several members of the Franklin County emergency medical service have been suspended pending an investigation, said Darnell Batton, the county attorney.

**Got a friend or a family member who is a new driver, or who has startled themselves with a skid, a slide, or a crash? Direct them to the final 2005 DrivAbility Car Control Clinics in Toronto on March 12 & 13.**

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# A View from the Hill

by Robert Roaldi

Last night the rally club here had a tour of a Transport Canada Road Safety division; a couple of the members work there.

We saw some videos of accidents and air bag/seat belt behaviour.

Then they exploded an air bag on a table top as a



Segway

demonstration. Scary loud business, and the fumes it let loose were

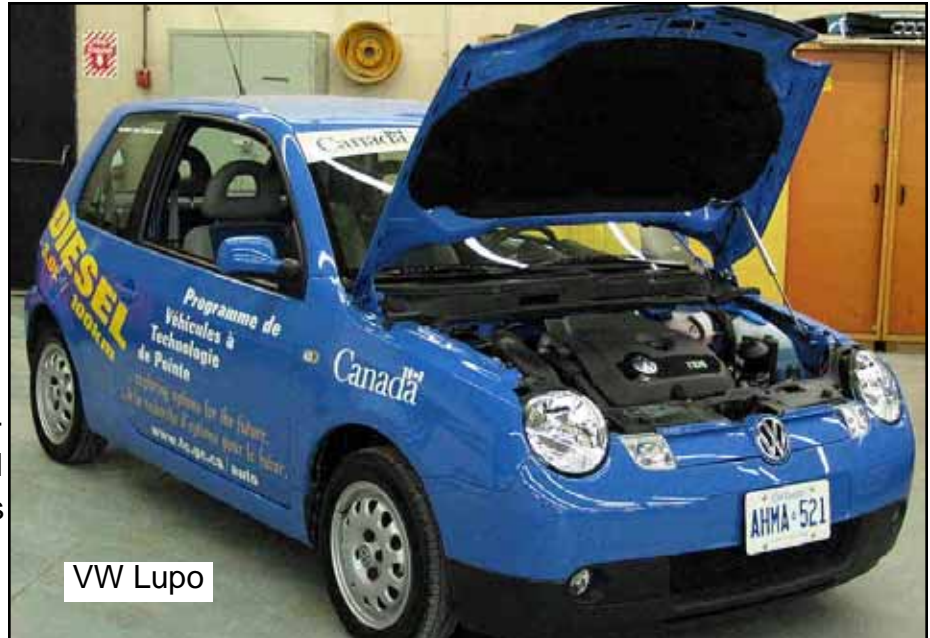
pretty choking - an asthmatic person would have a terrible time breathing in the car after an accident. I had to walk away.

They also have an

advanced technology department that buys cars from all over the world and tests them.

They had a bunch there and I took the attached pictures.

The VW Lupo direct injection turbo-diesel gets a real 3.0 liters per 100 km; that's close to 80 miles per gallon. It's a little smaller than the original Rabbit, maybe similar to late-80's



VW Lupo

Civic. Apparently it's pretty sluggish to drive, OK to get around in, but slow acceleration. I think it has a 1.0 liter engine. There are no plans to import it.

The Audi A2 is also a direct injection turbo-diesel, and one went from Halifax to Vancouver on \$84 of fuel. This one is reported to be a blast to drive, like a gas powered Golf... not the fastest thing on the road, but good enough for anybody who's more mature



Audi A2

than a teenager. It's about the size of an Echo sedan, tons of rooms inside. Again, no current plans to import.

The Ligier is an under 1 litre France-only car. It's so slow that you don't need a regular driver's license there to drive one - it's a city

## A View from the Hill



Ligier

core toy. The manufacturer, Ligier, used to have a Formula One team. The two seater Daihatsu is a 600 cc turbo-gasoline car. Micro class, I think they call them in Japan. Cute as a damn button. No plans to import.



Phantom

disabled people, that is. I say that if they can design a contraption that can stand up by itself and carry a human being, then they can bloody well design a lawn-mowing robot!

The 3 wheeler Phantom is a death trap. Even at slow speeds it will tilt on 2 wheels in a corner. It's got dead teenager written all over it. An interesting outing, and lots of neat cars - but the Audi A2 is the best of the lot. They'd probably sell thousands of them if they brought it in. It's much better looking and feeling than the pictures convey.



Daihatsu

They had a bunch of Smarts, including the two-seater sports car. We were told that it, to, is a blast to drive. No plans to import before the 2007 model change.

The electric motorcycle and the electric Nissan are here for examination only. The Transport Canada opinion is that an electric-only vehicle is a no-go for Canada.



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# From The Archives ...

*What a long, strange trip it's been. Some history that caught my attention this month...*

It pays to be nice. A few years ago I spotted a broken-down TR3, and while offering assistance the owner and I got talking. Which lead to a discussion about Car Clubs. And his belief that he had some old DKWOC materials in his house somewhere. To make a long story short, last year I dug out Brian Foote's card, re-connected with him, and finally we got together again in January. His cousin, David Foote, was a DKWOC President in the mid-'Sixties, and both were active members; the TAC Archives are now richer for having a number of "DEEK DIARIES" included (plus some other memorabilia to be disclosed later..).

1	Snow and Ice Rally - DAC 1. Team - DKW Juniors 2. Overall - Klaus Boss - Helmut Teubler DKW Junior 3. " - Ed Kohl " " 4. " - Alfred Toelke " " 29. " - Frank Hagy - Frank Maulson " " 21. " - John Alken " "
2	January Jaunt - DEWOC 1. Team - DKW Juniors 1. Overall - Klaus B. Boss DKW Junior 15. " - Alfred Toelke - Helmut Teubler " " 11. " - C.L. Mason - Frank Hagy " " 22. " - Ed Kohl " "
3	Trail of the Comestoga - GVOC 3. Overall - Klaus Boss DKW Junior
4	SCC Night Naver - SCC 2. Overall - Klaus Boss DKW Junior
5	Canadian Winter Rally - HEMC 1. Private Team 11. Overall - Klaus Boss - H. Teubler DKW Junior 17. " - Ed Kohl " " 49. " - A. Toelke " "
6	Trophy Races (Ice) - TLAC 4. Overall - A. Toelke DKW Junior
7	No Tenths Rally - HEMC 4. Overall - A. Toelke DKW Junior 28. " - John Alken - Lois Alken " " 37. " - F. Hagy - F. Maulson " "
8	Rally Des Neiges - GSCC 1. Overall - Klaus Boss DKW Junior
9	De Alagany Rally - GYOC 3. Overall - Helmut Teubler Seab
10	Tour De Sent - GYOC 3. Overall - Lois Alken DKW Junior
11	Quebec Rally - GAC 2. Overall - Klaus Boss DKW Junior
12	1000 Islands Rally - St. LAC 12. Overall - Paul McEwan - E. Kohl DKW Junior 14. " - Klaus Boss " " 22. " - Helmut Teubler Seab 1. " in high speed driving skill test Klaus Boss - DKW Junior.
13	Flat Hill Climb - HEMC 40. Alfred Toelke DKW Junior
14	Autocross - HEOC 4. In class - Bert Ter Haar DKW 900
15	Autocross - HEOC 5. Bert Ter Haar DKW 900
16	High Speed Driving Skill Test - HEMC 5. Bert Ter Haar DKW 900
17	Autumn Leaves Rally - DAC 6. Overall - Klaus Boss Peugeot
18	Northern Lights - GVOC 1. Overall - Klaus Boss DKW Junior
19	Fall Trophy Rally - HEMC 1. Overall - Helmut Teubler Seab 2. " - Klaus Boss DKW Junior
20	HEMC Night Naver - HEMC 6. Overall - Klaus Boss DKW Junior

This is the 1963 DKWOC member activity list, showing 40 events where members placed in the results. From the Shell 4000 mile car rally (#21) to Driving Tests, Autocross, Hill Climbs - clearly DKWOC members were just as active across the motorsports spectrum as TAC members are today, forty-one years later...

21	Shell 4000 - Shell 20. Overall - Klaus Boss DKW Junior
22	1st Teaspoon Rally - HEOC 1. Overall - Dave Foote - Bruce Taylor Morris 1000
23	Battle Snake Hill Climb - SCC 1. In class - A. Toelke DKW Junior 8. " - John Alken DKW Junior
24	Presidents Rally - GYOC 20. Overall - Klaus Boss DKW Junior
25	Invitational Rally - GYOC 1. Overall - Lois Alken - John Alken DKW Junior
26	Redwood Hill Climb - GVOC 4. In class - John Alken DKW Junior 7. " - A. Toelke " "
27	Harrington Trophy Races - DAC 14. John Alken DKW Junior
28	DEWOC Club Man's Rally 1. Overall - Dave Foote - Bruce Taylor Morris 1000 2. " - E. Kohl DKW Junior 3. " - George Sirosh - Alex Ling Ford Dajays
29	DEWOC Club Man's Rally 1. Overall - Peter Yardley - Jean Yardley DKW Station W 2. " - Tony Klase - Bob Allen " 900 3. " - Claire Stuart " 1000
30	Rally Prose Sans Fanatiques - GYOC 1. Overall - John Alken DKW Junior
31	Chatham Sports Club Rally - HEOC 1. Overall - John Alken DKW Junior
32	Fall Rally - HEOC 12. Overall - George Sirosh - F. Bell Ford Dajays
33	Driving Skill Test - HEOC 2. Overall - A. Toelke DKW Junior
34	November Night Rally - DEWOC 1. Overall - John Alken DKW Junior 2. " - George Sirosh HSC Price 4. " - Dave Foote - Bruce Taylor Morris 1000 7. " - Paul McEwan DKW 900 12. " - A. Toelke " Junior 11. " - Tony Klase - E. Allen " 900 13. " - E. Sirosh " Junior 18. " - Bert Ter Haar Peugeot
36	Chatham Hill Climb - GYOC 1. Helmut Teubler DKW Junior 2. Ed Kohl " " 6. Ed Kohl Seab 7. Helmut Teubler " " 8. John Alken DKW Junior
37	Climes Rally - DAC 1. Overall - Klaus Boss DKW Junior 4. " - Dave Foote - Bruce Taylor Morris 1000 15. " - Frank Hagy DKW Junior 20. " - Kurt Deuts - Frank Maulson V8 20. " - Ed Kohl - Helmut Teubler Seab - DKW Junior
38	Southern Cross - GYOC 1. Overall - Klaus Boss Peugeot 18. " - Frank Maulson Porsche
39	Christmas Rally - VCC 24. Overall - Klaus Boss Triumph
40	Turkey Shoot - GYOC 2. Overall - Klaus Boss DKW Junior

# From The Archives ...

*Some more history that caught my attention this month ...*

.....

**The June, 1964 cover...**  
**(especially for Nick Beck, Editor of Fifth Gear)\***



\* From the July, 1964 Deek Diary:

"A word of Explanation - You may wonder how we came to sport a 'girlie' cover last month? Quite simple. The cover we had planned did not turn out. As we had no great abundance of other material we could either print a blank page - or what you received. Next time we face this problem we will likely give you a blank sheet; so let's have some cover pictures."

Ed. (George McCullough)

# CONTEST TO DESIGN LOGOS FOR THE CANADIAN AUTOSLALOM AND SOLOSPRINT CHAMPIONSHIPS.

The ASN SoloSport Committee of Canada is looking for new Logos to promote the new names for it's AutoSlalom and SoloSprint (Solo 1) Championship Events.

The Canadian SoloSport Community is invited to enter a contest to design two new Logos for these Championship Events.

## Criteria:

- The Logos should be non-marque specific as there are many different makes competing in these events.
- Designs should include the ASN Canada FIA Logo:
- AutoSlalom Logo should include the words: Canadian AutoSlalom Championship and Championnat d'AutoSlalom du Canada
- SoloSprint Logo should include the words: Canadian SoloSprint Championship and Championnat de SoloSprint du Canada
- Designs should be submitted as a JPEG format file no bigger than 4MB
- Deadline for entry is March 30, 2005



The winning designer(s) will each receive an honourarium of \$100  
If you are interested in submitting a design, please send to Doug Campbell, ASN SoloSport Committee: email: [talongeo@shaw.ca](mailto:talongeo@shaw.ca)

2004 CAC Logo By: Jimmy Merckx





# Take Your Race to Completion in 2005

## \$\$\$

Having the right racing game plan, the right vehicle, timely execution and staying *on track* are essential ingredients to achieving successful racing results in 2005.

As an experienced Personal Financial Coach I help my racing clients to achieve their best financial results through the implementation of a step-by-step *customized* **Financial Road Map™**.

*Specialized Services and Programs include:*

- **Detailed, Written Financial Roadmap™**
- **Road Tested Investment Advice & Expert Portfolio Management**
- **Portfolio Analysis & Repair Program**
- **Debt Elimination, Wealth Creation, & Crash Proof Protection Programs**
- **Wide selection of RRSP's, Investments, and Insurance vehicles.**

*“In 2005, why not take your race to completion*

Contact me and receive a no obligation, *complimentary* **RRSP & Portfolio Analysis & Repair Kit**.



***Mark Hudon***

**Certified Financial Planner (CFP™)**

tel: 416-622-9969 x37

email: [mhudon@gpcapital.com](mailto:mhudon@gpcapital.com)

[www.gpcapital.com](http://www.gpcapital.com)

# TAC CLUB MEETING – JANUARY 19 2005

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The meeting was called to order at 8:12 p.m.

There were 15 members and 2 guests present.

## **President's Report**

- The BMW M3 shell has made it as far as Chicago, waiting to be picked up.
- A link is to be placed on the TAC website to the registration area on the CASC website
- CARS AGM – to be reported under Competition

## **Treasurer's Report**

- Peter Clifford said he is in the process of getting the signatures changed on the account so he can write checks. The last bank statement showed over \$20,000 in the investment account.
- There has only been a 50% response to the Club's offer of free apparel for Volunteer Awards.
- An inventory of the Club's property and their locations has been created and was circulated at the meeting.

## **Vice President's Report**

- A very busy month. 118 members so far. Almost all the sweaters for early renewals and all membership cards have been mailed. A "How To Renew On-line" guide was published in the January 5<sup>th</sup> Gear. There have been 28 online renewals so far.
- There are only 23 crests left and will be sent to new members only. Crests with the new Club logo will be ordered when the design is finalized. Christina Sorensen suggested recycling old unused crests not needed by members, who receive 2 every year on renewal.
- The Club mailing list is being updated.
- The message forum for the TAC website is 90% completed. A 2<sup>nd</sup> moderator is being trained.
- A new advertiser has been sourced. Russ will try to get more short "info" articles from our other advertisers.

## **Competition Director's Report.**

The Competition Director was not present.

- January Jaunt ran January 8<sup>th</sup>. 23 cars started. Winners were: Garth Thompson/Brooke Jacobs (Expert), Paul Leonard/Dave Jones (Intermediate), William Horne/Roustem Semilov (Novice) and Jason Ehler/Ali Ansari (Intermediate). There's a full report in the January 5<sup>th</sup> Gear.
- Rob introduced Terry Epp, who was re-elected as President of CARS and reported on the CARS AGM. The CARS board was re-elected and member clubs present endorsed the work the Board had done. Terry elaborated on the

## TAC CLUB MEETING – JANUARY 19 2005

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cancellation of the CARS/RDG contract, which was flawed. Subaru Canada has bowed out as a series sponsor. CARS is actively seeking new sponsors. A balanced budget for 2005 was presented at the AGM. A byelaw committee is being struck to ensure byelaws are uniform across all regions. It will report by August 1<sup>st</sup> and will be distributed to clubs for review. If necessary an Extraordinary General Meeting will be called in 2006. As far as the RDG contract is concerned, details of the contract must remain confidential. This is usual business practice with any contract. In closing Terry gave kudos to the Club, organizers and marshals for the January Jaunt.

### **Old Business**

- A new tractioniser has been purchased. Andy Hughes has it.
- Members present discussed Minigrid's proposal to distribute product to members and felt this should not be done, rather our advertisers could be publicized on TAC website.

### **New Business**

- Peter Fenwick corrected Malcolm's statement in the January 5<sup>th</sup> Gear about the length of his membership. He was a member of BARC for about 10 years.
- Brooke has been asked by some students to help with a fundraising rally. TAC's responsibility (liability, insurance, etc.) was discussed briefly and will be discussed further by the Directors.
- Russ has met Mike Wells who is planning a 6.5 km. Racetrack in the Pickering area. Focus will competitive drivers as well as safety driving schools and training of emergency driving personnel.
- Rob gave information on William Dixon's Competition Insurance plans. There are 2 groups: for competitive rally drivers – self-insurance. He needs 750 individual policies at roughly \$1500 each and track enthusiasts and modified cars – to be underwritten by a major insurance company. He needs 5000 potential policies to get a major insurance company involved. Interested parties can register on [www.solocanada.ca](http://www.solocanada.ca)

### **Loonies in the bus**

- Rob Jones won \$15

Meeting adjourned at 10:02 p.m.

## **ASN SoloSport Committee Conference Call Notes for January 18, 2005**

### **Status of ASN GCRs.**

Terry Epp and Paul Cooke are scheduled to start work on the National General Competition Rules January 20<sup>th</sup>. The ASN Board affirmed, at the December 18, 2004 Board Meeting, that they would like this rule set to be put in place.

### **Invitation to form ASN Autoslalom Technical Sub-Committee. (former CNAC board).**

Authorization to form this committee has been given subject to a set of protocols:

Sub-Committee will report to ASN through the ASN SoloSport Committee

Need a Mandate document which will outline the following:

- What will be their responsibilities
- How will representation on the committee be chosen
- Financial responsibility
- Reporting outline.

Cliff will work on an initial draft and circulate to the ASN Committee by the end of January. Final draft to be ready by Mid-February

### **2005 ASN Canada FIA Canadian AutoSlalom Championship.**

Date: August 19 – 21, 2005 Location: Westerner Fair Grounds, Red Deer Alberta

Organizing Clubs: Calgary Sports Car Club, Vancouver Chinese Motorsport Club

Organizing Chairmen: Reijo Silvennionen CSCC, Henry Ho VCMC

VCMC will supply timing and PA system.

Organizers are looking for a Title Sponsor and other sponsors for the 2005 CAC Event.

It was decided to leave primary sponsorships to local organizing clubs, and multi-year deals could be handled by the ASN Committee.

No Eastern Regional/National Autoslalom Championship event is planned for 2005

2005 Rules are being finalized by Cliff Loh and the CNAC technical committee.

**Event Planning:** The ASN Committee suggested setting up a forum, to invite and connect co-drivers from out of town, with other competitors who are looking for co-drivers. It was suggested that the Calgary Sports Car Clubs Yahoo Forum site could be used for this purpose.

### **Logo for the 2005 AutoSlalom and SoloSprint Events:**

Doug Campbell will form a competition proposal to invite individual members of the SoloSport community to submit designs for these events. Criteria: Will incorporate the ASN Canada FIA Logo, and the words: SoloSport, Canadian AutoSlalom Championship, and Championnat d'AutoSlalom du Canada for the AutoSlalom event, and Canadian SoloSprint Championship, Championnat de SoloSprint du Canada for the Solo 1 event. An honourarium will be awarded to the winning designers.

**2005 ASN Canada FIA First Annual SoloSprint Canadian Championship Event.**

Solo 1 Name: It was decided that the new name for Solo 1 in Canada will be "SoloSprint". The new name will be the same in English or French.

Date: September 9 – 11, 2005. Location: Shannonville Racetrack. The event will hold dual National and Regional Status. Organizing Club: HADA (Honda Acura Drivers Association) Organizer: John Paczynski

Sponsorships: Would like to find a shipping sponsor to increase participation from Western Canada for 2005.

**2006 Event Planning.**

Proposals for these events should be submitted to the ASN SoloSport Committee by June 2005, so that they can be announced at the August event.

**2005 Budget.**

At the last ASN Board meeting, confirmation of the need for SoloSport Championships to proceed with limited ASN financial involvement. Approval for National Licencing fees was given.

Terry Epp will draft a budget and circulate via email to the ASN SoloSport Committee.

Expenditures: Needs, AutoSlalom Championship, SoloSprint Championship, travel, other  
Revenues: potentially: permits, levy/licences, sponsorships.

**Lapping Events.**

The Committee must look at setting up standards for these events for consistency across the country, and insurance purposes.

**Automobile Insurance Issues.**

Due to Provincial variations in Auto Insurance, the ASN can't take on investigating this issue.

Next Conference Call Date: Feb 15/05

## 2005 Rallye Perce Neige/Maniwaki - Canadian Rally Championship Round #1, February 5

<i>Pos</i>	<i>Driver/Co-Driver</i>	<i>Car</i>	<i>Class</i>	<i>Class</i>	<i>Time/Gap</i>	<i>Pos</i>
<b>1</b>	<b>Peter Thomson/Rod Hendricksen</b>	<b>2002 Subaru WRX STI</b>	<b>N4</b>	<b>1<sup>st</sup></b>	<b>2:39:39</b>	
<b>2</b>	<b>Joel Levac/Eric Bourbonnais</b>	<b>2002 Subaru WRX</b>	<b>Open</b>	<b>1<sup>st</sup></b>	<b>+0:40</b>	
3	Jean-Paul Perusse/M.Paul Raymond	2000 Mitsubishi Evo 6	Open	2 <sup>nd</sup>	+2:59	
4	Matthew Iorio/Ole Holter	2001 Subaru Impreza	Open	3 <sup>rd</sup>	+3:20	
<b>5</b>	<b>William Bacon/Peter Watt</b>	<b>2004 Suzuki Swift+</b>	<b>P2</b>	<b>1<sup>st</sup></b>	<b>+12:52</b>	
<b>6</b>	<b>Frederic Labrie/Robert Labrie</b>	<b>2002 Subaru WRX</b>	<b>P4</b>	<b>1<sup>st</sup></b>	<b>+13:28</b>	
7	John Cassidy/Dave Getchell	1998 Subaru WRX	Open	4 <sup>th</sup>	+13:37	
8	Frank Sprongl/Dan Sprongl	2004 Suzuki Swift+	P2	2 <sup>nd</sup>	+14:03	
9	Ken Block/Marc Goldfarb	2004 Suzuki WRX STI	N4	2 <sup>nd</sup>	+17:43	
10	Philippe Dube/Daniel Paquette	1993 Subaru Impreza	Open	5 <sup>th</sup>	+18:39	
11	Scott Gardner/C. Mantopoulos	1991 Audi S2 quattro	Open	6 <sup>th</sup>	+33:47	
<b>12</b>	<b>Robert MacKenzie/Michael Racki</b>	<b>2000 Honda Civic</b>	<b>P3</b>	<b>1<sup>st</sup></b>	<b>+39:11</b>	
13	Anick Madon/Francois St-Pierre	1997 Subaru Impreza	Open	7 <sup>th</sup>	+46:44	
14	Gilbert Levesque/Nancy Beaulieu	1989 Toyota Corolla AWD P2		3 <sup>rd</sup>	+1:09:59	
<b>15</b>	<b>Mathieu L'Estage/Philippe Cote</b>	<b>1995 VW Golf</b>	<b>G2</b>	<b>1<sup>st</sup></b>	<b>+1:11:33</b>	

### *dnfs*

Martin Donnelly/Robin Fleugel	1993 Ford Escort Cosworth	Open	off road	8 of 12 stages
Joan Hoskinson/Jeff Secor	2000 Subaru RS	P4	off road	6 of 12
Antoine L'Estage/Yanick Napert	1997 Hyundai Tiburon	Open	transmission	6 of 12
Jacques L'Estage/B. Gilles Lacroix	1993 Audi S2	Open	turbo	5 of 12
Jon Nichols/Carl Schenk	1995 VW GTI	G2	off road	4 of 12
Enda McCormack/Mark McAllister	2001 Mitsubishi Evo 6	Open	off road	3 of 12

## 2005 Rallye Perce Neige/Maniwaki - OPRC Round #1, February 5

<i>Pos</i>	<i>Driver/Co-Driver</i>	<i>Car</i>	<i>Class</i>	<i>Class Pos</i>	<i>Time/Gap</i>
<b>1</b>	<b>Peter Thomson/Rod Hendricksen</b>	<b>2002 Subaru WRX STI</b>	<b>Open</b>	<b>1<sup>st</sup></b>	<b>1:26:59</b>
2	John Cassidy/Dave Getchell	1998 Subaru WRX	Open	2 <sup>nd</sup>	+7:04
<b>3</b>	<b>William Bacon/Peter Watt</b>	<b>2004 Suzuki Swift+</b>	<b>P2</b>	<b>1<sup>st</sup></b>	<b>+7:25</b>
<b>4</b>	<b>Frederic Labrie/Robert Labrie</b>	<b>2002 Subaru WRX</b>	<b>P4</b>	<b>1<sup>st</sup></b>	<b>+7:32</b>
5	Frank Sprongl/Dan Sprongl	2004 Suzuki Swift+	P2	2 <sup>nd</sup>	+9:06
6	Martin Donnelly/Robin Fleugel	1993 Ford Escort Cosworth	Open	3 <sup>rd</sup>	+17:50
7	Scott Gardner/C. Mantopoulos	1991 Audi S2 quattro	Open	4 <sup>th</sup>	+20:18
8	John Vanos/Alan Ockwell	1998 Subaru Impreza	P4	2 <sup>nd</sup>	+20:31
<b>9</b>	<b>Robert MacKenzie/Michael Racki</b>	<b>2000 Honda Civic</b>	<b>P3</b>	<b>1<sup>st</sup></b>	<b>+20:54</b>
10	Anick Madon/Francois St-Pierre	1997 Subaru Impreza	Open	5 <sup>th</sup>	+24:13
11	Steve Martin/Patrick Element	1988 Toyota Celica GT4	Open	6 <sup>th</sup>	+28:14
<b>12</b>	<b>Christian Gagne/Philippe Boissinot</b>	<b>1990 Subaru Justy</b>	<b>P1</b>	<b>1<sup>st</sup></b>	<b>+34:02</b>
13	Morgan Catton/Seth Catton	1995 VW GTI	P3	2 <sup>nd</sup>	+40:01
14	Ian Crerar/Georges Lavoie	1992 Suzuki Swift GT	P1	2 <sup>nd</sup>	+40:49
15	Jim Stevens/Rebecca Stevens	1992 Suzuki Swift GT	P1	3 <sup>rd</sup>	+41:46
<b>16</b>	<b>Jeff Lantz/Larry Wells</b>	<b>1972 Ford Capri</b>	<b>G2</b>	<b>1<sup>st</sup></b>	<b>+52:09</b>

### *dnfs*

Jaak Laan/Jim Morrow	1991 Honda Civic SI	P3	off road	6 of 8 stages
Joan Hoskinson/Jeff Secor	2000 Subaru RS	P4	off road	6 of 8
Enda McCormack/Mark McAllister	2001 Mitsubishi Evo 6	Open	off road	3 of 8



## RSO 2004 Annual General Meeting

Saturday, March 26, 2005, 11:00 AM

Fleming College, Room 5909

599 Brealey Drive

Peterborough, Ontario

Facilitator: Ray Felice`                      Note taker: Kurt Seelenmayer

Attendees: All RallySport Ontario Members in Good Standing

### Agenda

1. Call to Order and Welcome
2. Approval of Agenda
3. Introduction of the 2004 Board of Directors
4. Approval of Minutes of the March 20, 2004 AGM
5. Directors' Reports
6. Financial Reports
7. Old Business
8. Motion to Confirm the Acts of the Board
9. New Business
10. Report from the Nominations Committee
11. Election of President
12. Election of Vice President, Performance Rally
13. Election of Treasurer
14. Election of Secretary
15. Appointment of Auditor/Accountant
16. Adjournment

### Additional Information

Special notes: Please see official announcement and proxy form for related information.





## ***RallySport Ontario 2004 Annual General Meeting***

***Saturday, March 26, 2005  
Peterborough, Ontario***

**Location:** Fleming College  
599 Brealey Drive  
Peterborough, Ontario  
**Room 5909**

**Time:** 11:00 AM

**Information Contact:** Kurt Seelenmayer  
RallySport Ontario Secretary (Acting) 2004  
E-mail: [secretary@rallysport.on.ca](mailto:secretary@rallysport.on.ca)

*Agenda includes normal year-end items of business, and election of officers:  
President; Vice-President Performance Rally; Treasurer (one-year term); Secretary*

### ***Directions From Toronto:***

- Hwy 401 to Hwy 115 to Peterborough
- Exit after Highway 28 is Airport Road
- Take Airport Road north
- Through traffic light at Sir Sandford Fleming Drive, Road changes to Brealey Drive
- First drive on left is Fleming College.
- Park in lots A or B

### ***Directions From Ottawa:***

- Hwy 7 west to 115 to Toronto
- Exit # 7 East Sir Sandford Fleming Drive.
- Straight ahead through 2 lights to Right at third light (Brealey Drive)
- First drive on left is Fleming College
- Park in Lots A or B



## ***Proxy to Vote 2004 RSO AGM***

I, \_\_\_\_\_, a 2004 member in good  
*Name*  
standing of \_\_\_\_\_, a club affiliated with RallySport Ontario, hereby appoint  
*Club*  
and authorize \_\_\_\_\_ to vote on my  
*Name of Proxy Holder*  
behalf at the RallySport Ontario Annual General Meeting to be held in Peterborough on  
Saturday, March 26, 2005, and any adjournment thereof.

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

Printed Name: \_\_\_\_\_



## 2005 Membership Application

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

**Email:** registrar@torontoautosportclub.ca

**Fax:** (519)- 893-0423

New or Renewal Members – Single or Family \$50.00

**JOIN or RENEW ON-LINE :**

**JOIN->** [www.casc.on.ca/joinAClub.php](http://www.casc.on.ca/joinAClub.php)

**RENEW->** [www.casc.on.ca/welcome.php](http://www.casc.on.ca/welcome.php)

- TAC Membership includes 2005 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2004 membership numbers will be reserved until February 1st, 2005.
- All memberships expire December 31.

1st Member \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_  
 Address \_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_  
 \_\_\_\_\_ Postal Code \_\_\_\_\_

*While they last - 50th Anniversary sweaters available at \$20. Indicate your Sweater size below.*

[SweaterSize – Indicate S,M,L,XL]

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

**PAYMENT METHOD:**

Cash     Cheque     VISA or  MasterCard # \_\_\_\_\_

VISA/Mastercard Expiry Date: \_\_\_\_/\_\_\_\_ Signature \_\_\_\_\_

Amount:     \$50     \$20 per Sweater \_\_\_\_\_    **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 all of your 2005 autosport interests;

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

Please indicate three areas that you can help with in 2005;

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