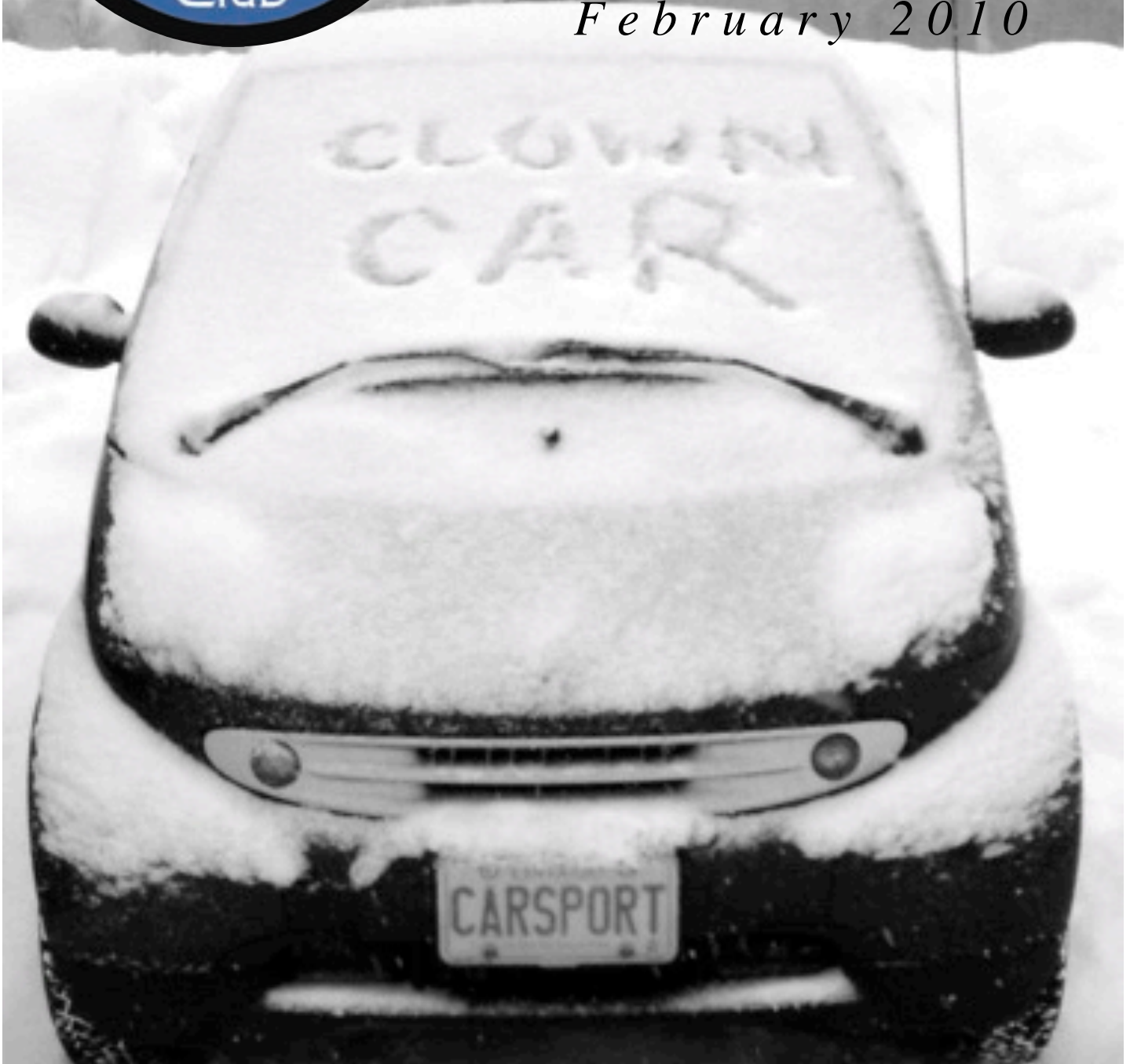




Fifth Gear

February 2010



www.torontoautosportclub.ca

Toronto Autosport Club

2010 EXECUTIVE:

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

2010 COMPETITION CO-ORDINATORS:

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

2010 COMMITTEE REPRESENTATIVES:

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

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

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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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

Advertising rates (per year) : \$150/full page; \$75/half page; \$25/business card size

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



FROM THE PRESIDENT'S DESK

Here we are, three events completed, half way through the ice race season. The standings after two events have Heather Peckham-Hughes in 3rd in Class 2, Paul Moore in 3rd in class 4, Tammy Douglas first in class 12, Dan Douglas in third in SS3 and Andrew Vernon in first in SS4. The stud classes did not run until the third weekend. The third event results were not posted when I was writing this so are not included in the information. The results are available on the CASC-OR webpage www.casc.on.ca. At this time there are 18 members competing. At the last event Dave Lynch had a rollover. He is fine, the car sustained some damage, broken windows etc. With help from a number of people they, Bob and Dave, were running again on Sunday. See the ice race forum for comments and link to video in the thread 'thanks for the help'.

The TAC event was on January 30/31 and went well. The weather was bitterly cold on Saturday, about minus 33 in the morning but things improved as the day went along. Sunshine helps a lot. There were around 90 entries both days. Thanks to Andy Hughes for organizing and all the members that helped to make the day a success.

We had to borrow a clerk for the event as we do not have a licensed clerk, but there is an opportunity to get someone trained at a clerk training session that will happen in the spring. Expectation is that it will be at the Spring Fling at

Shannonville. TAC should have a clerk or two for the ice races so I ask that anyone interested in doing this, please contact me

The Committee to examine future directions of the club was announced at the January meeting. The committee is chaired by Rob McAuley and members are Alex Ling, Malcolm Elston, Graham Tulett, Paul Moore and Andrew Kinal. Rob met with the members prior to the general meeting and then gave a brief report. See the minutes for more information. Questions or comments should be addressed to Rob at rmcauley@cogeco.ca.

For those just waiting for Solosprint, Albert Ribeiro will have all the information at the March meeting. So mark March 17 on your calendar now and plan to attend.

The February meeting is on Wednesday, February 17. Start time is 8:00pm and the location, as usual, is the Fox and Fiddle on Finch Ave. just east of Keele St. I will have ice race videos on the small screen, my laptop.

Dietmar



Photo: Malcolm Elston

TAC EVENTS CALENDAR 2010

DATES CATEGORY EVENT/LOCATION ORGANIZING CLUB

February 2010

13-14	Ice Race-Magnum	Ice Race, Minden Fairgrounds	
13	School	Winter Driving School, (RAIN DATE) Ottawa	MCO
14	SnowX	Snow-Cross Driving Series Event, Ottawa	MCO
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
20-21	Ice Race-Magnum	Ice Race, Minden Fairgrounds	
21	School	Winter Driving School, Ottawa	MCO
26-27	RA ProRally	Rally in the 100 Acre Wood, Salem MO USA	SCCA
27-28	Ice Race-Magnum	Ice Race, Minden Fairgrounds	
27	SnowX	Snow-Cross Driving Series Night Event, Ottawa	MCO
28	SnowX	Snow-Cross Driving Series Event, (Rain Date) Ottawa	MCO


March 2010

3	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
6-7	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
6-7	Grand-Am	Homestead-Miami Speedway	
14	F1	BAHRAIN Grand Prix , Sakhir	
14	INDY	Sao Paulo, Brazil	
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
28	F1	AUSTRALIAN Grand Prix, Melbourne	
28	INDY	Streets of St. Petersburg	

April 2010

4	F1	MALAYSIAN Grand Prix Sepang	
9-10	Grand-Am	Porsche 250, Barber MSP, Birmingham AL	
11	INDY	Barber Motorsports Park	
18	F1	Grand Prix of CHINA, Shanghai	
18	INDY	Streets of Long Beach	
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
24-25	Grand-Am	Bosch Engineering 250, Alton Virginia	
24-25	RA ProRally	Olympus Rally, Olympia WA USA	SCCA
28	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO

May 2010

1	INDY	Kansas Speedway	
9	F1	SPANISH Grand Prix Barcelona	
14-16	RA ProRally	Oregon Trail Rally, Hood River OR, USA	SCCA
16	F1	MONACO Grand Prix	
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
28-29	CRC	Rocky Mountain Rally, Calgary	CSCC

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

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

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

TAC Long Sleeved T-Shirts still available! Only \$10 each!



Two styles: TAC logo on the back, or "Toronto Autosport Club" written down the arms.

Large or XL. White, 100% cotton, meets Solo rules for non-flammable undershirt.

(XL "letters" shirts also available in grey)

Available at the monthly meetings

(3rd Wednesday of the month at the Fox & Fiddle, at Keele St. & Finch Ave., 8:00pm)

Or contact Rita, treasurer@torontoautosportclub.ca, to make other arrangements.

For an additional postage fee, shirts can be mailed to you.

rich's ramblings - february 2010

So there I was, reading the **WHEELS** section of the *Toronto Star* the day after the **2010 January Jaunt** and Norris Macdonald had a real nice write-up on the **CARS Awards Banquet** from the weekend before. He mentioned the fact that the announcement regarding the **2010 Canadian Rally Championship** sponsorships had been made at the *do* and that the three sponsors from 2009 were continuing into 2010. Coupling that with the rumour making the rounds at Registration for the **Jaunt** of an announcement regarding the encouragement of marshalling at **CRC** events, it made me get on my computer (and yes, Malcolm, it did take quite some time! Still a *Luddite!*) to see what came out of the **CARS AGM/Banquet** after we had left. Well, according to the **CARS** website on the 18th of January (more than a week after the **AGM**) – *nada* is what had happened. Under “**News**” on the site, the last announcement was dated sometime in *September of last year* and it was about the upcoming **AGM** – four months later! Under “**Sponsors**” was the list of **Subaru**, **Yokohama** and **Mitsubishi** and a note encouraging anyone who wanted to add their support to the **2008 CRC (!!)** to contact someone or other. *Not exactly timely information*, I thought. Here’s hoping whatever is/was/ought to be announced is sent to the **CARS** member clubs, and that whoever at **TAC** gets this from **CARS** gets it to Nick for inclusion in some future *Fifth Gear*. (*A lot of wishin’ and hopin’ there, Rich!*)

And back to the **Jaunt**. What a difference a week makes. To go to the **CARS AGM** on the 9th we were using the block heater and the seat heaters in the *focus*. For the **Jaunt** on the 16th the weather gave us some over-cast skies and 18 more Celsius degrees – instead of -18°C, the thermometer at the back of the house said 0°C at noon when we set out for Waterdown. By leaving at noon we were sure we could make the *Royal Coachman* in plenty of time for some schmoozing and for lunch. (Kurt and Dietmar have really got us hooked on this place. We actually use it on our way to the **Shaw Festival** during the summer – the “*full British breakfast*”, even in half-size, is just one highlight on a great menu. Unabashed

plug.) We got there just after 1:30 – Registration was opening at 2, first car due to start at 3:30 – lots of time for food and friends. So at 2:30 as we were finishing up lunch it came as quite a shock to me when Martin (from **KWRC**) says, “*What are you working, not CP 1?*” Of course, when Eloise had got our package she had confirmed we were going to be the first checkpoint. I wondered what Martin was going on about. So he pointed out that by looking at his CP times I should not be sitting in the restaurant but well on my way to CP 1. Eloise whipped out the instructions and there it was – “**Car ‘0’ IN 2:59:00**”; “**Open 2:44:00**”. Yow! That’s minutes from now. And miles (sorry, *kilometers*) away. And then it sunk in, “*How is Car ‘0’ due IN thirty-one minutes before the rally is due to start?*” Whoops. Slight typo in the instructions for marshals. Everything I had for each of my CPs was an hour early. Seemingly the timing for the rally had been changed to accommodate the regular lunch and supper crowd at the *Royal Coachman*, but the correction had not been made to the paperwork for the marshals. Whew. Got to finish lunch and still get in the bio break before driving out to the country-side.

This year the rally was west of Waterdown, between Cambridge and Brantford. As the first CP we were 29 minutes into the rally on a side road just off Highway 5 near the *Flamborough Downs* horse track and gambling emporium. We arrived with time to set up the CP board and to get the ham radio all tuned up. All, that is, but the correct tone to trip the local repeater. I guess I was supposed to remember it from last year; but, as they say, the memory is the second thing to go. (“*What’s first?*,” you ask. Darned if I know – we’ve already established it’s **my** memory that’s going!) So when Dietmar came along I asked – and he couldn’t remember either (it’s catching!) but told me to call either Kurt or Paul Henshall. So I tried – legally too, by the way, I was stopped on the shoulder of the road. Only to be transferred to automated message machines. Ain’t modern communications wonderful? But I did eventually get the frequency needed and by our second CP (A7) I was radio-enabled. I had had the frequency for listening, and now I



CSCRACING.COM

BUILDING QUALITY RALLY CAGES SINCE 1972



hans[®]

The head & neck restraint Experts™

Devices are in stock.
Installations are done by our factory trained professionals while you wait. Call toll free 1-866-410-HANS



The best head & neck restraint. Period.

www.cscracing.com

125A Harry Walker Parkway N.
Newmarket, Ontario. L3Y 7B3



Feel Safer Now?

ON THE COVER

Why we have snow.

Photo: Malcolm Elston



From left: Tom Prentice, Steve Galos and Dale Walker hold the \$3,000 cheque donated by the Twin Lakes Motor Club to the Haliburton Highlands Health Services Foundation

Congratulations and thanks to TLMC.

could broadcast. The marvels of modern science: for next year – the sub-audible tone needed for the Burlington-area repeater on 146.760- is 131.8.

Meanwhile, back at CP A1: with Car '0' due at 3:59:00 ideal time, Car 1 was in at 4:00:08 – the Moores, showing why they were *ORRC Expert Champions* last year, arrived right on time. And then it got somewhat confusing – Car 5 was next in, barely fifteen seconds later. Starting on 1 minute intervals he was clearly some few minutes ahead of himself. And also of Cars 2, 3 and 4! There were some further mix ups in arrival order, including Roger and Dennis in the Mini coming at us from the wrong direction, carrying on past and out of sight around the bend behind us, where they must have pulled a quick U-turn to come back into sight, and then into the CP, *early!* But with the roads as clear as they were this year I'll bet Roger was just getting warmed up on the fun quotient. By now we knew there were only 16 cars entered in the rally and the last runner arrived at the CP by 4:16. All cars accounted for and all within the window for the rally. Always a great way to start.

Then it was time to pull up stakes and head off to our second location. For this we scooted on down Highway 5 to 24, south to 5 again and into gay Parea. Across the Grand River and up the western side, we were looking for "*Ayr Road*", but settled for 24 North until we found West Dumfries Road and actually headed west for our location, which was on West Dumfries, to the west of Ayr Road. On the trip up 24 we crested a rise to encounter a strange sight – at a crossroads intersection at the bottom of the rise there was a pair of OPP cruisers with their lights flashing away. One cruiser was on the shoulder on the south-bound side, one on the north (our) side. And cars stopped in each direction. Uh-oh. An accident? Could we be delayed getting to the CP location? All sorts of "*how do we get around this*" went through our heads as we talked ourselves into the line up of cars. There was an OPP officer standing on the centreline of the highway either side of the crossroads. And each was spending just a few seconds with cars in the queue before waving them on. So we stayed in line. When our turn came I rolled down the window and said to the officer, "*I didn't know you had any jails around here.*"

She looked at me as if I was strange, "*Huh?*" So I added, "*When we lived in Kingston area the police were always pulling this stop-and-look thing for escapees. Isn't that what you are doing?*" So she replied, "*No, this is a R.I.D.E. check.*" "*Oh,*" said I, "*Can't help you then.*" She waved us on, but in hindsight we were willing to bet that she really wanted to check me out further! Thank goodness for the traffic behind us. And then we tried to figure out what she'd do if the rally route came upon them, with the sixteen cars with rally lights and computers and navigators hunkered over instructions. Too funny. Oh – and it was only 4:54 pm. They must start imbibing early in that part of the world!

So we were now to set up as CP A7. With the lack of snow, and snow banks, we found our location described as, "*On West Dumfries Rd at entrance to field after windmill and larger tree.*" It was easy to back into the field entrance and get the white car off the travelled portion of the road. Dusk fell quickly after the R.I.D.E. check but we were ready as our Open Time of 5:10 arrived. Car '0' was due at 5:25:12 and just moments before Dietmar arrived as *Course Opening*. He came to the window and asked how far ahead of rally traffic he was – "*Not far – that should be the first car now.*" In the distance I could hear a Subaru coming at full song after turning a corner. Dietmar left in a hurry and Car 2 arrived in his dust. Hmmm. The Moores in Car 1 arrived within the next minute. Since they were in different classes I couldn't tell which one was really out of sequence. By the time Car 7, the boys from **MCO**, arrived it was just a few minutes before 6. Pitch black. So their, "*We thought you were a snowbank*", seemed appropriate given their high-powered driving lights (and the *focus is refrigerator WHITE!*). All sixteen cars once again made it through to us. The time was a whole lot more ragged though. Where they took 16 minutes from first to last car for CP A1; now they took 28 minutes from first, Car 2, to last, Car 9. They were off to the End of Leg break, and we were off to be the first checkpoint in Leg B. For this one we went back down to Paris, staying on Ayr Road this time just in case the OPP were still at it. Across the Grand River and east on first Highway 5 then onto 99. We were looking for a small road marking sign, in the dark, at 80 km/h – easy!



**BEEN IN AN
ACCIDENT?**

GO TO A TRUSTED NAME IN THE RACING INDUSTRY
BIRCHMOUNT COLLISION INC.
AUTOBODY AND PAINT SPECIALISTS SINCE 1958

ALL SERVICES UNDER ONE ROOF!

We Use Environmentally Friendly Water Based Paint Matched by a Digital Colour Scanner.

All Cars are Prepped and Sprayed in a Down Draft Spray Booth By Our Painter With 40 Years of Experience

All Collision Work is Backed by a Lifetime Warranty

We Offer Detailing Packages, Safety and Maintenance

Inspections, Mechanical Work, Auto Glass Services, Spray on Bedliners, Paintless Dent Removal and Rental Car Assistance.

Don't see what you're looking for? Just ask!

4032 Finch Ave East Scarborough ON M1S 3T6

416-291-9919

info@birchmountcollision.com

*5% Off All
Repairs for
Toronto
Autosport Club
Members*

AWARDED CAA's 2008 ENVIRONMENTAL COMMITMENT AWARD

And the sign was supposed to say, “*Bethel Church Road*” - lots of letters on a small sign! Even easier!! But, we did find it in time to slow down without having to throw out all the anchors and lock up all the brakes, and fortunately it went to the right off the highway. The road had a bend in it where it became Powerline Road. Our CP B1 location was at a “*railway crossing ahead*” sign. As we pulled into the location, a good 40 minutes early for Car’0’ - we had found the spot easier than I thought we would mostly because I think we were here a couple of years ago - a rally car is doing a U-turn at the location. Again, “*Huh?*” The lights and all gave it away – I mean, how many other times to you see a car with a red-lamped, stalk-mounted map reading light for the front seat passenger? As they were turning around a real, live VIA passenger train roared across the road just ahead of us. Cool. We stopped in our location and watched them go off back the way we had arrived from. Never did figure out which car it was, nor why they weren’t at the *Timmie’s* at the rally break. It was now closing in on 7 pm. Pitch black, overcast skies so no stars or moon. And not a lot of other light, except for the railway crossing arms when they came down for a freight train to chug on by. “*Lots of Time Allowances coming*”, we thought. But, no, there were no other trains while the rally came through. Good timing, Organizers.

This time Car’0’ was due at 7:11:18. The first car came in at 7:11:12. A tenth of the minute early, and it was Car 8! Car 1 had dropped back to being the fifth car on the road and the running order was completely jumbled. Since we were only 9.3 minutes from the start of Leg B we had hoped that Martin, who was doing the control at the break, had had an opportunity to squeeze the crews closer together for the last leg. Looking at the spread I don’t think he had too much luck – first car at 7:11, last car (#10) at 7:37 – still a 26 minute spread.

But that was it for us. We pulled up stakes and headed for the Finish in Waterdown. We arrived shortly before 8:30 – the place was full, and no rallyists in sight. According to our info the first rally car was due back about then (guess I forgot about the hour

error in my instructions), but talking to the people at the *Royal Coachman* they were not expecting anyone from the rally until around 9:30 – an hour later. So we called Martin, checked that was what he knew and decided rather than wait around for an hour we would head for home. By the time that hour was gone we were well on our way up the 400. So I hope everyone had a great afternoon and evening at the rally. With no snow and not nearly as cold as other years it certainly was a change. The roads we used were clear and passable, though the *focus* did require a run through the car-wash the next day. Hope the results of the Rally make it into this issue.

Thanks to all the competitors who made the day so much fun; especially to Stephen (and his Mom!) for the cookies. Oatmeal-raisin – just about my favourite, and made for diabetics to boot. Nirvana!

Here’s hoping the entry level for this year’s *Jaunt* was just a minor aberration. A drop from the past few of low-20s entries to 16 this year is quite substantial. If that sort of thing continues into the rest of the *ORRC* events, some will be in single digit entries. *Uh-oh*. Not an especially good trend.

Congratulations to the **Magnum Ice Race Series** for their coverage on **The Weather Network!** On the Sunday of the first race weekend (*TLMC* – identified as *Twin Lights MC!*) there was a clip of Saturday’s action with a quick interview about ice racing shown on the “news” segment during the day. Nice sunny sky, lots of snow visible and lots of cars on the track. Good promotion. With temperatures falling into the close to minus 20 range for the **TAC** weekend, could be a fun weekend for all.

But enough from me. Take care of yourself. See you out there, somewhere. (oh, and Andrew – here’s to lots more reports from you and your racing team! Thanks.)

Rich

Ice races are on

by TERRANCE GAVAN
Times Staff

It may look chaotic, this dogged, intrepid, and sliced drift of battered old cars around an icy racing oval; but sit on the edges of the banked up oval on the clubhouse turn long enough on a Sunday afternoon, and the Minden ice races suddenly begin to take on proportions of an eerie ice-bound ballet.

The ice races, a fixture at the Minden fairgrounds since 1977, began their eight-weekend 2010 season two weekends ago.

Last weekend, warm weather made it impossible for the races to accommodate the large stud class.

Minden resident Tom Prentice, an ice racer in the street stud class, and the man responsible for keeping ice on the oval, told the racing committee just prior to last weekend's events that they didn't have cold enough weather to lay down the necessary 12 inches of ice required for the large stud class.

The large stud class cars dig so deep into the ice that they usually rip up from six to eight inches of ice in their races and that amount of base just was not available for the Jan. 23-24 weekend event.

The street stud class and the rubber on ice participants were nonetheless able to fill in a very busy schedule of races last Saturday and Sunday.

About 270 drivers were registered at the Minden fairgrounds last weekend.

The events were originally held on frozen lakes and rivers, but in the late seventies, the Ontario championships moved to more permanent facilities at the fairgrounds in Minden.

The track is laid out, and then repeatedly coated with water - by Prentice and his dedicated crew - until a thick layer of ice is built up between the snow banks that form the boundaries of the course. The ice race season usually starts in mid-January and runs until early March, making up six two-day events.

A newcomer to the circuit is a man well-known to a lot of people in these parts. Anthony vanLieshout sells real estate in the Highlands and last year he and a friend from work, Chris Smolarz, decided to have a go at racing a car of their own.

And vanLieshout says that it's not an expensive proposition. He and Smolarz decided to just jump in about halfway through the 2009 season. They put about \$500 into an old beater and a little bit more invested in the street-studded tires.



The cars are bunched and sliding around the clubhouse turn at the Minden ice racing oval at the fairgrounds last Sunday afternoon. Minden has played host to the popular event since 1977. (Photos by Terrance Gavan)

"We talked about it and between us we decided that because I'm not mechanically inclined and Chris is, that if he'd help with the mechanical aspect of it I'd buy the car and put a Royal LePage sticker on it as a bit of an advertising vehicle and that's how we got involved.

This year they invested in another car and as vanLieshout says they both enjoy getting out on the track.

Last Sunday vanLieshout had a few problems with the car in his first race, however.

"I had some car problems but I made it through the race and you know it's not about winning, it's just a lot of fun," says vanLieshout. "You know, I think I use a lot of my competitive spirit in real estate, but I just have a lot of fun with this.

"It's a great group of people and a good testament to that was after the first race when I had that car trouble I went to one of the guys that I know - he's a mechanic - and he worked on my car and for the second race he had it running real well. It's just a great group of people there, just awesome.

Anthony VanLieshout gives the thumbs up as he drifts out of a corner at the Minden ice racing oval during a Minden ice racing event held each Saturday and Sunday at the Minden Fairgrounds.



For vanLieshout, like a lot of the drivers it's a safety-first proposition. All drivers must invest in training during their rookie year. Training includes a few ride-alongs with experienced drivers and a written test.

"I'll probably make about eight days of racing out of the 12 race days in the six weekend schedule," says vanLieshout.

And says vanLieshout, the racing helps with all the driving he does in the Highlands.

"Obviously, [ice racing] definitely improves your driving skills," he says. "If you ever get into a skid on the road, you know, you're pretty casual about handling it, because you're used to doing it on the track all the time," says vanLieshout.

Races continue next weekend at the Minden fairgrounds and run until the end of February.

NEXT TORONTO AUTOSPORT CLUB MEETING:

Wednesday February 17th

As usual, At the Fox & Fiddle, Finch Ave, 1 Block West of Keele St. 8pm (Downstairs)

Read "President's Message" for more.

COUNTY VOICE SPORTS

Ice Racing at Minden Fairgrounds

By Zoe Citem



From Left: Tammy Douglas, Dustin Douglas and Heather Peckham-Hughes stand next to Tammys race car

The drivers and cars were pumped and ready to go on the weekend of January 23rd for some high flying ice races at the Minden fairgrounds for the first of this year's annual Magnum Ice Race Series hosted by the Canadian Automobile Sports Club. Cars were lined up and their drivers were patiently waiting for their category to be called: some had to wait later in the day for their chance at victory. The rain came but it didn't dampen their spirits as everyone got ready for some friendly competition.

Two competitors who were warming their cars up were Tammy Douglas and Heather Peckham-Hughes who have been racing for a number of years between them. "I was dragged into it you could say in 1995" smiles Tammy, "I wasn't sure at first but then like many others I got hooked on it, after the first year I was fourth in my class

and rookie of the year. It's a lot of fun. You meet so many great friends here."

Heather who began racing after she met her husband says "I watched Andy do it for a while and I got interested. I've now been doing it for over five years. I work in Peterborough so I practice a lot when I head to work" laughs Heather. She adds that "new drivers or those learning to drive should really come out and practice because it teaches you how to cope in winter driving conditions which is a very important skill." There were ten female racers out of 94 at the racers which clearly highlights that while female racers might not be in abundance they still pick up the awards. Tammy won in her class 12 race on Saturday and the women both say that "the number of female competitors varies from year to year. There are three female rookies this year. We definitely give the men a run for their money though, especially when they end up behind a female and we're the ones passing them. We'd love to see more women racers compete too." Heather says that she loves "the competitive spirit of it, I just enjoy getting out in the winter time and having fun with it."

Tom Prentice, president of the Minden Kinsmen Club which is responsible for the track says that "as soon as the women realised that it was easy and that it wasn't just a macho guy sport they ended up enjoying it as much as the men. It would be great if more female drivers could come out and take part though." Tom who says he "heard about ice racing in Peterborough" introduced ice racing to Minden in 1977 and has built the tracks there ever since. He races a Nissan 240 XS, "I go out there and hang on and hope for the best. I love everything about it just not the bumping" laughs Tom. He continues by saying "I love the adrenaline rush and the thrill of it, especially the other competitors and volunteers you meet too. It's often called poor man's racing, its great for people who can't afford to race stock cars, its definitely an economical way to race." 2010 marks Tom's sixth year of racing and he competes in the rear wheel drive with street studs category.

The fairgrounds are the fourth change in location since the conception. The Minden Kinsmen Club builds and maintains the facility and then rents it out to car clubs to organise the races. There are two races per class and 14 races were held on the weekend with each race clocking up to 12 laps. Tom explains that "if you have never raced before the rookie has to take a written test and pass it 100 per cent to qualify, you then take them out on the ice and show them the ropes. They have to understand the rule book too and what each of the light signals mean etc."

A great number of volunteers annually devote their free time to the preparation of the event as well as on the day. Ed Mackisoc a steward at the races notes that "nobody is paid for their time; every volunteer spends their own money travelling to the races themselves. They help out with marshalling, lights, timing, scoring, race control, starters and registration. There is a whole host of jobs that they cover and its great support." There were just over 30 volunteers who contributed to the weekend efforts.

The competitors will race for five more weekends so there is plenty of time to watch them all in action at the Minden fairgrounds. ■



INSURANCE



**Antique, Classic
and
Special Interest
Automobile Insurance™**



**Modified, Street Rod
and
Custom Automobile
Insurance™**

SOLD EXCLUSIVELY BY . . .

LANT INSURANCE BROKERS

a division of Wayfarer Insurance Brokers Limited

37 Sandiford Dr., Ste. 100, Stouffville, ON L4A 7X5

Tel: 905-640-4111 • Fax: 905-640-4450 • Web Site: www.lant-ins.ca

1-800-461-4099

January Jaunt 2010 Leg A

Car	Driver	Navigator	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	SubT	TA	Total
16	Sanderson	Wharton	E	.1	0.2	-0.5	-0.3	-0.1	-0.7	0.3	-1	0	-0.2	0.4	0.6	0.0	5.3	0	5.3
14	Leonard	Leonard	E	0	-4.6	0.1	0.2	0	0.4	0.2	0	0	0	0.2	0.1	0.0	5.8	0	5.8
1	Moore	Moore	E	0	-0.1	3	0	0	20	1.6	-1	0	0.1	0.7	0	-4.0	27.5	0	27.5
11	Deneka	Gamble	I	0	-0.7	0	0.1	0.1	0	0.1	0	0	0	-0.2	0	0.0	1.2	0	1.2
2	Hancher	Doig	I	0	0	0	0	0	-0.1	0.2	-1	0	0	0.2	-0	0.0	1.7	0	1.7
15	Hamilton	Hamilton	N	0	-0.5	1	0	-1	1.1	0	0	0	-0.2	0.2	0.5	0.0	4.5	1	5.5
6	Toth	Smith	N	0	0.8	-0.6	1.2	0	2.9	0.9	0	-1	0	0.2	-0	0.0	7.9	0	7.9
7	Brownhill	Corbett	N	-1	2.9	0.4	0.1	1.1	-0.1	0.6	0	0	0	0.2	0.9	0.0	7.4	0.5	7.9
4	Magun	Mossourov	N	2	1.4	-0.1	0.3	0.1	1.2	0	0	-1	0	0.6	0.3	0.0	7	1	8.0
13	Burgess	Ford	N	0	-0.6	-0.1	0.2	0	-0.4	0	-1	-3	0	1.7	0.1	-1.0	6.1	0	6.1
12	Osloppov	Boulovov	N	-6	-1.2	-0.5	0.5	0.1	0.6	1.4	0	-1	0.2	0.3	-0	-0.0	17.9	0	17.9
5	Powe	Cummins	N	-4	6.9	-1.3	0.2	-0.2	1.7	2	-1	-1	-0.1	2.1	0.9	0.0	21.4	0	21.4
8	deRoos	Licht	N	0	-2.2	-1.2	-3	-0.9	0.2	-0.4	-3	0	0.7	-6.9	-1	0.0	19.9	1.5	21.4
10	Sazonov	Chen	N	0	6	1.1	1.8	1	2.4	3.4	0	3	1.3	5.0	0.4	0.0	25.2	0	25.2
9	Petersen	Laughlin	N	1	1.5	-0.8	-0.2	0.1	1.2	2.8	-1	0	1.3	2.7	1	0.0	26.8	0	26.8
3	Oliszewski	Mucha	N	0	0.2	0.9	0.5	0.1	0.2	1.9	-1	-1	0	0.0	2.0	-2.4	26.2	0	26.2

January Jaunt 2010 Leg B

Car	Driver	Navigator	Class	B1	B2	B3	B4	B5	B6	B8	B9	B10	SubT	TA	Pen	B Total	A Total	A+B Tot
14	Leonard	Leonard	E	0	0	0	0	0	0	0.4	-0.1	0	0.5	2	1.5	2	5.8	7.8
16	Sanderson	Wharton	E	2.4	-1.4	0	1	.1	0	-1.6	0.7	0	7.8	0	0	7.8	5.3	13.1
1	Moore	Moore	E	0	0.1	0	0	-1	0	-0.8	0.2	0	2.3	0.5	0.5	2.8	27.5	30.3
11	Deneka	Gamble	I	1.4	0	0	0	0	0	-3	0.3	0	4.7	0	0	4.7	1.2	5.9
2	Hancher	Doig	I	0.1	0	0	0	0	0	-0.5	2.0	-1	2.16	0.5	0.5	2.21	1.7	23.8
15	Hamilton	Hamilton	N	0.8	-0.8	0	1	0	0	-1.2	-2.2	0	5.5	1	1	6.5	6.5	12.0
7	Brownhill	Corbett	N	-3	-0.7	0	0	0	0	-0.2	-0.3	0	4.4	0.5	0.5	4.9	7.9	12.8
4	Magun	Mossourov	N	0.3	0.1	0	0	0	0	-3	1.3	-5	10.1	0.5	0.5	10.6	8	18.6
13	Burgess	Ford	N	0	0.4	0	0	0	0	10.8	0	0	-1.3	0	0	11.3	8.1	19.4
5	Power	Cummins	N	-1.1	0	0	0	0	0	-0.3	1.3	-5	7.7	0	0	7.7	21.4	28.1
12	Osloppov	Boulovov	N	-4.3	-1.5	0	0	0	0	0	0.7	.7	13.7	1	1	14.7	17.9	32.6
9	Petersen	Laughlin	N	0.5	-1.8	0	0	1	0	0.2	2.0	-5	29.7	0	0	29.7	26.8	56.5
3	Oliszewski	Mucha	N	0.4	0	0	-0	0	0	9.1	2.0	-5.3	36.3	0	0	35.3	28.2	63.5
6	Toth	Smith	N	1.3	-3.4	-1	1	0	0	2.0	2.0	-1	59.1	0	0	59.1	7.9	67.0
8	deRoos	Licht	N	-4.1	6.1	0	-2	.1	0	14.8	2.0	0	47.6	0	0	47.6	21.4	69.0
10	Sazonov	Chen	N	-3.7	-4.4	2	1	1	0	-3	2.0	-9	44	0.5	0.5	44.5	25.2	69.7

2010 January Jaunt Rally

Photos by Rich Sullivan



Nick & Ingrid Beck doing Registration



Paperwork ... paperwork!



Checking out ... "What is it we're supposed to be doing?"



Paul & Rita Moore - #1 Experts in 2009 ORRC



Roger & Dennis of KWRC & the "Flyin' Mini"



Checkpoint A1 - just off Highway 5, east of Flamborough Downs Slots



Car #1 (the Moores) leaving CP A1 (Car 5 is hidden behind - 2, 3, 4 still to come ?!)



Checkpoint A7 - just off Ayr Road, north of Paris! (can't say it was a "STORMY" night, but it was getting DARK!)

the

Soapbox Derby

...by Malcolm Elston

Club Renewal

At 2:30pm on Wednesday, January 20th I received a voice message inviting me to attend the first committee meeting regarding our Club's current purpose and objectives.

A first meeting that would commence at 6pm that very same evening!

I retrieved and replied to said message at 3pm, and explained to the Chairman that since I was out-of-town, I simply couldn't attend. Talk about short notice!!

While it was my motion (made at the November AGM) that caused our President to create the committee within 90 days, and even though I declared – in my January column – that I was willing and anxious to serve on a 'Revitalization' committee... I was only given four hours notice of the first meeting.

Ridiculous.

This is yet another example of what I'm worried about. How has TAC become so woefully disoriented and disorganized?

After 50 years of success, we need to redefine who and what we are, and we must address the issues of declining membership, declining participation, and why we have had an incomplete Executive for the past six years.

I did receive an e-mail covering the content of that first meeting, but it was just as disappointing as my very late invite.

The "TAC Futures Committee" has (hopefully) filed a report in this issue of Fifth Gear. Please look for it, and read it carefully. But in case they haven't, the contents of the Chairmans' e-mail cited 'Apathetic Membership', and made some soft suggestions regarding signage, promotions, and then concluded...

"We stopped short of coming up with specific recommendations, but I want to work on a prioritized

list at the next meeting. Let's get together at 6:30pm, next February 17, prior to the regular meeting to brainstorm some action items."

Action items? How about we do some consumer insight research to figure out how many club members are currently active in motorsport? What form of motorsports are they active in? Is navigational rallying still dying, or is it already dead? What about Solosprint, or Solo II? Do we have active regional road racers as members, and if so... how is TAC supporting them? Ice Racing... well, I was a volunteer for the TAC event two weekends ago... and there was precious little TAC presence or ID.

After we understand what the members are doing, then maybe we can figure out how to help them do it better... and *then* we can work on 'Action Items'. But until that point – well, what does TAC represent? What are we doing?

These are questions that need serious examination, and I hope the committee will step up and address the issues...

Toronto Police Services

I did receive a letter dated January 19th, addressing my concerns about my 55-in-a-50 speeding ticket (see the December Derby). The letter invited me to phone and talk with Sgt. Hogan, so I did... and listened to 45 minutes of around-the-bush bafflespeak.

My continued insistence on a written response was granted, and in a subsequent letter dated January 26th Inspector Stu Eley acknowledged my request for a written response "focusing on the enforcement activities of the issuing officer in comparison with those of the other officer(s) working at the same time and location."

However, Eley than completely failed to give me a response to that question, again simply citing the over-arching importance of 'officer discretion'.

This whole matter is looking like a white-wash, but I patiently wrote back and again insisted that TPS address the core matter... are their officers (when working in a group) applying the law even-handedly? And I've asked again – if you really believe so, please provide the proof by doing an audit of their group performance. Are the tickets being issued equitably?

Showing me that I was doing 68km/h and then ticketing me for 55km/h is still a joke, and I want them to explain why that behaviour is acceptable. Because for me, it isn't.

Continued...

Toy Story

There was bad news for God this week as the well-known deity was forced to recall thousands of examples of His popular Human Being after reports that the model could be prone to unexpected attacks of unbelievable stupidity.

Initial reports of blithering idiocy initially emerged from the United States last year, but these were thought to be isolated incidents caused by people who are so thick that if a floormat was touching their accelerator pedal they would prefer to scream 'Aaaaaaargh' until they drove into a river – rather than simply moving the mat backwards with their foot.

However, it now seems that this monumental stupidity is more widespread and may cause some Human Beings to decide that the best course of action in the event of being in a car with a throttle that won't release is to telephone someone rather than to, for example, put the car into neutral and bring it to a halt using the brakes as normal.

The Pope, who runs parts of the administration from Rome, is expected to make a full statement shortly. In the meantime, the Archbishop of Canterbury, a senior manager at God's UK operation, has told reporters that there are almost certainly Human Beings here in Britain that will need to be examined for signs of being so thick that they probably shouldn't have a driving licence in the first place. "It's too early to say how this might affect people in the UK," Mr Canterbury is quoted as saying. "But we have every reason to believe that there are some Human Beings that may be so damn stupid that if the throttle in their car became stuck, they would never think simply to depress the clutch (or engage neutral) and coast to a halt".

As God seeks to clarify the extent of the stupidity problem and establish how many Human Beings will need to be recalled, theologians have been assessing just what has caused the problem of quite extraordinarily thick behaviour in the first place. "I suspect the problem lies in the rather clever engineering God has given the Human Being," noted Dr Peter Cockandbull of St Cerebellum College, Oxford. "The modern Human Being is actually remarkably durable and reliable, capable of lasting well over 80 years, but among its clever systems is something called Cognitive Reasoning. Normally this works very well, but over time Human Beings get used to being spoon-fed blindingly obvious information such as those signs on motorways that say 'fog', and eventually they can just give up trying to have any discernment or ability to think rationally. Basically, the

Human Being becomes a stupid moron due to the levels of interference imposed by regulatory bodies they themselves have instituted.

It is a conundrum.

The Hottest F1 rumour (as of 2/10/MMX)

Ralf Schumacher could be set to follow brother Michael back into Grand Prix racing, Bernie Ecclestone is reported to have said on February 5th.

Ralf, 34, retired from Formula One in 2007 after 10 years on the circuit to race in Germany's DTM touring car competition, but Ecclestone says he has recommended the younger Schumacher brother to the new Stefan GP team who have taken over from Toyota.

Ralf — winner of six Grand Prix' from 180 starts and whose best finish in the overall standings was fourth twice — has been recommended to drive for the new



Anonymous editorial comment at Minden.

Continued...

outfit with elder brother Michael set to drive for Mercedes this season.

Ecclestone says he does not expect USF1 and Campos to race this season. "Ralf Schumacher would be the perfect driver for Stefan GP, he knows the team and he has experience."

TAC Ice Race 2010

I had a good time at Minden with the TAC crew during our January 30 / 31st Ice Race weekend. Most importantly, I did not set myself on fire this year!

I did learn on Saturday morning that a smart left out all night will not start when the ambient temperature is -31°C. It needed a boost. However, the smart did start easily on Sunday morning, when it was a comparatively balmy -19°C. Somewhere in between lies the tipping point...

My big accomplishment this year was fixing the small room fan in the starter's hut with a borrowed shower squeegee, and that done after the Master Technician had failed in his attempt – but he was using his house keys, when clearly a squeegee was the better tool!

Overall, the racing was of high quality, and probably the most polite I've ever seen... minimal bumping, and not a bit of 'unsportsman-like' driving.

Numerology

Formula One comeback king Michael Schumacher has swapped racing numbers with Mercedes team mate Nico Rosberg for superstitious reasons.

"Michael has a preference for odd numbers," a team spokeswoman said last Wednesday. "He asked if he could be the odd number and we were happy to accept."

She said the governing International Automobile Federation (FIA) had approved the switch, with Schumacher now having number three on his car and Rosberg four, and a new list would be issued in due course.

As a seven times world champion, Schumacher has spent much of his record-breaking Formula One career with number one on his car. He won all his titles with odd numbers - five as number one and once with three and five - and he retired with 91 wins.

The German's comeback, aged 41 and following an absence of three years, was announced late last month and after compatriot Rosberg - who has yet to win a race – had been announced as the Mercedes team's first signing.

Mercedes took over 2009 champions Brawn, run by Schumacher's friend and former Ferrari technical



The joys of Ice Racing... working outside, with a friend!

director Ross Brawn, but Jenson Button took the number one to McLaren.

Since 1973, when drivers were given numbers for the entire season, nobody has started as number four and won the championship.

Thirteen is considered unlucky and is not assigned, while Britain's Damon Hill raced with the number zero at Williams in 1993 and 1994 because in each year the reigning champion (Nigel Mansell and Alain Prost) had left the sport.

Odd numbers are not Schumacher's only foible.

The German always wore a ceramic amulet, given to him by his wife and with the initials of his family members, when racing for Ferrari.

In 2004, he left it in his hotel in Bahrain and a team member had to rush and collect it before the race, which Schumacher then won. The German said later that the amulet had made "perhaps the decisive difference".

Extreme Speeding Ticket

A Swiss millionaire motorist clocked up a record fine of 299,000 Swiss francs (€202,000 / \$296,711Cdn) after police caught him racing through a village at 100 km per hour in his red Ferrari Testarossa.

A court in the northeastern Swiss canton of St Gallen gave the millionaire the hefty penalty after considering a string of previous traffic offences.

"The accused ignored elementary traffic rules with a powerful vehicle out of a pure desire for speed," the court said in its judgement of the motorist, who clocked speeds of up to 137 km per hour on country roads, said the local daily paper, Blick.

The fine was calculated based on the man's wealth – said by the St Gallen Cantonal Court to be 23.3 million francs (€15.7 million).

It was also reported that the motorist owns a villa with five luxury cars.

The fine exceeds the previous record of 111,000 francs handed down to a Porsche driver in 2008 in Zurich.

Virgin Racing

Another 'first' for F1: Virgin's technical director Nick Wirth, who has designed the VR-01 using CFD simulation and no wind tunnel, was "delighted" with the car's first outing.

"To achieve 100 km of running out of the box is a

great achievement with only a few minor issues along the way," he said. "We have acquired some good information to feed straight back into design for the development of new parts, which we may even be testing next week.

"All in all this is a very pleasing conclusion to a memorable week for Virgin Racing." No kidding.

A complete CAD-CAM designed race car, built, and able to run competitively from the start. This is a stunning accomplishment, in my opinion.



The above traffic sign floated into my in-box a few weeks ago, and given how challenging Ontario drivers seem to find a simple round-about, this piece of driver information seems destined to cause more crashes than it will cure. How long would you have to study the thing before you entered the intersection?



Above is the Conrero, a recently re-discovered, hand-built-in-Ontario F2 car from the 1960's. It raced from 1967 to 1969, and is about to be restored... one mans' dream, and one mans' effort... it took him five years to build, and he did it on his own in a small room behind the lumber yard where he worked. From the chassis to the body, everything was built by hand – even the steering wheel. A quite amazing commitment to motorsport.

CANADIAN RALLY CHAMPIONSHIP – Round 1, February 5/6, Maniwaki, Quebec**Perce-Neige Maniwaki 2010 Results**

Pos.	Total	Diff.	Driver	Co-Driver	Car	Class
1	2:26:17		Bruno CARRÉ	Yvan JOYAL	Subaru STI 02	O
2	2:29:39	3:22	Mathieu L'ESTAGE	Yanick NAPERT	Mitsubishi Evo V 98	O
3	2:36:41	10:24	Craig HENDERSON	Lynne MURPHY	Subaru STI 07	O
4	2:37:57	11:40	Mathieu DUBÉ	Éric LOSIER	Subaru STI 93	O
5	2:38:12	11:55	Marc BOURASSA	Daniel PAQUETTE	Subaru STI 02	O
6	2:39:26	13:09	Jon NICHOLS	Carl SCHENK	VW Golf 95	G2
7	2:39:29	13:12	Steve HOBBS	J.-Mathieu TREMBLAY	Subaru STI 04	O
8	2:43:47	17:30	Erik GAUDET	Pascal LONGPRÉ	Subaru Impreza 99	O
9	2:44:04	17:47	Ugo DESGRENIERS	Erik KIRBY	Subaru WRX 98	O
10	2:45:25	19:08	Simon DUBÉ	Pat LAVIGNE	VW Golf GTI 90	G2
11	2:47:26	21:09	Simon LOSIER	François MORIN	Mitsubishi EV8 05	O
12	2:51:47	25:30	Andrew C.- PICARD	Jeremy WIMPEY	Mitsubishi Evo IX 06	O
13	2:52:40	26:23	Leonid URLICHICH	Martin HEADLAND	Subaru STI 07	O
14	2:53:51	27:34	Ian CRERAR	Doug DRAPER	Mitsubishi Evo VI 00	O
15	2:54:46	28:29	Max.LAFRAMBOISE	Jérôme MILETTE	Subaru Impreza 99	O
16	2:58:43	32:26	Antoine L'ESTAGE	Nathalie RICHARD	Mitsubishi Evo X 09	O
17	3:03:01	36:44	Mich. LAFRAMBOISE	Dave GETCHELL	Mitsubishi Evo IV 00	O
18	3:05:08	38:51	Warren HAYWOOD	Jim MORROW	Subaru WRX 02	PGT
19	3:05:09	38:52	Hardy SCHMIDTKE	Adam VOKES	Subaru WRX 02	PGT
20	3:12:07	45:50	Maxime GAUTHIER	Dave CYR	Subaru WRX 07	O
21	3:13:09	46:52	Frederic BEAUSOLEIL	Myriam LEVERT	Subaru WRX 03	O
22	3:18:24	52:07	Jan ZEDRIL	Jody ZEDRIL	Mitsubishi Lancer 03	G2
23	3:21:18	55:01	Vincent LANDREVILLE	Chuck STORRY	VW Golf GTI 86	G2
24	3:22:56	56:39	Alex R.-OUELLETTE	Nicholas OUELLETTE	Honda Civic 99	PS
25	3:32:23	66:06	Glen CLARKE	Ray FELICE	VW Golf 87	G5
26	3:38:07	71:50	Jeffrey DOWELL	Yavor KLOSTRANEC	Mitsubishi Lancer 09	PS
DNF - Transmission			Bruno-Pierre ALLARD	Olivier GUITÉ	Subaru STI 04	O
DNF – Off Road			Philip DEANS	Carmel BURKE	Mitsubishi Lancer 03	PS
DNF - Unknown reason			Nick MATHEW	Kelly MATHEW	Subaru STI 05	O
DNF - Unknown reason			Peter REILLY	Phillip ASSAD	VW Golf R32 04	O
DNF – Off road			John VANOS	Jennifer DALY	Subaru Impreza 95	O
DNF - Max late			Maxime LABRIE	Robert LABRIE	Subaru WRX 02	O
DNF - Mechanical			Paul HARTL	Alexei STAPINSKI	VW Golf 99	G2
DNF - Mechanical			Robin FLEUGEL	Jodie SHAY	VW Golf 91	O
DNF – Off road			Simon GERVAIS	Lynn GOSSELIN	Subaru RS 06	PGT
DNF – Off road			Dov ARONOFF	Jen HORSEY	Subaru STI 97	O
DNF – Off road			Lawrence RENAUD	John HALL	Subaru WRX 02	O
DNF - Mechanical			Peter KOCANDRIE	Jimmy BRANDT	Suzuki Swift Gt 91	G2
DNF – Off road			Martin LOSIER	Patrick LOSIER	Mitsubishi Evo V 99	O
DNF – Off road			Nicola NARINI	Massimo NARINI	Subaru RS 98	O
DNF – Off road			Patrick RAINVILLE	Lee SILVERSTONE	VW Golf 92	G2
DNF - Electrical			Tom LABRECQUE	Sarah-M.GAGNON	VW Golf 95	G2

Perce-Neige Maniwaki 2010 Results

Pos.	Total	Diff.	Driver	Co-Driver	Car	Class
1	1:50:41		Ian CRERAR	Doug DRAPER	Mitsubishi Evo VI 00	O
2	1:51:31	0:50	Christopher MARTIN	Phil NARINI	Subaru Impreza 93	O
3	1:52:37	1:56	Nick MATHEW	Kelly MATHEW	Subaru STI 05	O
4	1:57:34	6:53	Mich. LAFRAMBOISE	Dave GETCHELL	Mitsubishi Evo IV 00	O
5	2:01:11	10:30	Warren HAYWOOD	Jim MORROW	Subaru WRX 02	PGT
6	2:04:26	13:45	Justin CARVEN	Jeff HAGAN	VW Rabbit 79	G5
7	2:10:50	20:09	Alex R.-OUELLETTE	Nicholas OUELLETTE	Honda Civic 99	PS
8	2:12:10	21:29	Vincent LANDREVILLE	Chuck STORRY	VW Golf GTI 86	G2
9	2:12:29	21:48	Andrew KULIKOWSKI	Gary SUTHERLAND	Ford Focus ZX3 00	G2
10	2:22:59	32:18	Glen CLARKE	Ray FELICE	VW Golf 87	G5
11	2:41:13	50:32	Philip DEANS	Carmel BURKE	Mitsubishi Lancer 03	PS
DNF – OFF ROAD			John VANOS	Jennifer DALY	Subaru Impreza 95	O
DNF - MECHANICAL			Paul HARTL	Alexei STAPINSKI	VW Golf 99	G2
DNF - MECHANICAL			Robin FLEGUEL	Jodie SHAY	VW Golf 91	O
DNF - OFF ROAD			Dov ARONOFF	Jen HORSEY	Subaru STI 97	O
DNF – OFF ROAD			Lawrence RENAUD	John HALL	Subaru WRX 02	O
DNF – OFF ROAD			Peter KOCANDRIE	Jimmy BRANDT	Suzuki Swift Gt 91	G2
DNF - OFF ROAD			Nicola NARINI	Massimo NARINI	Subaru RS 98	O
DNF – OFF ROAD			Patrick RAINVILLE	Lee SILVERSTONE	VW Golf 92	G2



See, there was snow elsewhere in Canada in February!!! PERCE-NEIGE, Maniwaki, QC

Thanks to Rich Sullivan for preparing these Perce Neige pages

Ferrari F430 Spider F1



Location: Blachbushe Airport, Surrey, UK

Description: This is a one-month-old Ferrari which was part of a rental fleet of exotic cars. A customer rented the car, took it onto an abandoned airport runway and proceeded to do a high-speed u-turn. He flipped the car after it clipped the edge of the runway. Driver lost his \$10,000 deposit and faces legal action for breaking the rental contract.

Jaguar X-Type



Location: Pleasantville, N.Y.

What happened: Driver didn't see the ice on the road. Going 70 km/h, spun and smacked into the guardrail divider. The airbags didn't deploy.

Lamborghini Murciélago



Location: Germany

What happened: The Murciélago suddenly turned right and crashed into the guard rail. Although the road was wet, it was in very good condition, there was no aquaplaning and no snow.

Maserati 4200GT Coupe



Location: France

What happened: The driver of this Maserati was racing a Mercedes-Benz AMG sports car when this accident occurred. He had just overtaken the Benz, but lost control around a sweeping right-hander. Heavy snow and zero traction control didn't help either.

Maserati Quattroporte



Location: Estonia

What happened: Winter fun ended like this.

Minden's field of dreams is all ice

Tiny town attracts ice racing fans who come to see skill – and some serious spills

Jan 30, 2010

[IAN LAW](#)

SPECIAL TO THE STAR

MINDEN – What do race car drivers do in the winter? The real diehards race on ice.

This little town, an hour and a half northeast of Toronto, that's famous for its Rockcliffe Hotel, has been hosting this highly entertaining form of auto racing for more than two decades.

Situated right in town is the Minden Fairgrounds, where the local Kinsmen, led by Tom Prentice, carve out a road course in the snow and then flood it to build up more than 30 cm of ice.

Running each Saturday and Sunday until Feb. 28, racers will vie for the Magnum Ice Racing Series Championship in four "rubber to ice" classes (winter tires, no studs), three "street stud" classes and three "race stud" classes.

The classes are also divided by driveline configuration so that rear-wheel-drive cars run together, front-wheel drive have their classes; all-wheel drive and "specials" run in a separate class to keep the racing as competitive as possible.

Having experienced this type of racing for more than 10 years, I know how challenging it is to be competitive and to maintain control on the glare ice. I ran in the rubber-to-ice or non-stud classes and the amount of car control required to run with the best is phenomenal. The top racers can run bumper to bumper and door handle to handle and not touch each other for the 12 laps of a race. This takes a lot of practice and technique, and for those who appreciate those skills, watching these ice racers is a must. For those who prefer the carnage of car crashes, ice racing has more than its fair share as the novices and mid-packers try to keep up and end up running into the snow banks or bouncing off each other. The cars with street studs have more grip and as a result, speeds are greater. These cars will go over 100 km/h on the ice. The winter-tire cars that will get up to 80 km/h on the straights on ice you wouldn't want to walk on. The fastest cars run on the race studs which, because they're longer than street studs, their extra grip allows them to reach speeds of over 120 km/h before sliding in a four-wheel drift through the corners.

This entertaining form of auto racing has everything for those speed enthusiasts suffering from racing withdrawal. Extreme skills can be appreciated for the fine car control of the top-notch drivers, many of whom have racing experience in the Canadian Touring Car Championships or the Ontario GT Sprints racing.

Anyone can participate in ice racing with a few minor requirements. You must have a valid driver's licence, be a member of a club recognized by the Canadian Automobile Sport Clubs (CASC), and apply for the Basic Competition Licence. Drivers between 16 and 18 must have written parental consent. Beyond that, all you need is a car that meets the requirements of the rulebook and a good set of winter tires. Most cars are older, unwanted road cars worth less than a grand.

The most I paid for an ice racer was \$200. Many seasons of competing in ice racing develops a lot of driving skills and makes driving in a snowstorm a lot easier.

Minden is a winter playground and the snowmobiling capital of Ontario. It has a number of fine restaurants and accommodations.

For more information and rules on ice racing, contact Canadian Automobile Sport Clubs at www.casc.on.ca or the town of Minden at www.mindenhills.ca.

Ian Law can be reached at www.carcontrolschool.com.

(From the Toronto Star "Wheels")

re: Photo from 2008 the cars are Kio Tabuchi, Dan Zorica, Ken Graves and Peter Clifford driving Dietmar's



IAN LAW FOR THE TORONTO STAR

Cars do their best to stay on track as they circle the course in Minden, where ice races take place each weekend through the end of February.



Membership Application

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

Email: registrar@torontoautosportclub.ca

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

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

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

Date: _____

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

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

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

TAC works only because volunteers make autosport happen!

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

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

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



Toronto
Autosport
Club