



Fifth Gear

February 2018



www.torontoautosportclub.ca

Toronto Autosport Club

2018 EXECUTIVE

PRESIDENT	Rob McAuley	(905) 335-3141	rob@rmcauley.ca
VICE-PRESIDENT	Paul Moore		vicepresident@torontoautosportclub.ca
TREASURER	Rita Moore		treasurer@torontoautosportclub.ca
SECRETARY	Graham Tulett	(905) 828-0245	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Dietmar Seelenmayer		dietmar.s@gmail.com
SOCIAL DIRECTOR	Fred Walker		

2018 COMPETITION COORDINATORS

TIMEATTACK /SOLO-I	Gary Vernon
AUTOSLALOM /SOLO-II	Keith Hui

2018 COMMITTEE REPRESENTATIVES

RALLYSPORT ONTARIO	(position vacant)	
MEMBERSHIP	Paul Moore	registrar@torontoautosportclub.ca
WEBMASTER	Brooke Jacobs	(905) 764-1833 brooke@brooke.net

Club Mailing Address: 18759 Kennedy Road, RR1, Sharon, On, L0G 1V0

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 LONDON PUB & GRILL, 9724 Yonge St, Richmond Hill (West side, South of Major Mackenzie Drive).

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. Past issues of FIFTH GEAR are posted for viewing on the club website.

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.

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

Welcome to the waning days of our Ice Race season.

The TAC Ice Race was the fourth out of six weekends, and weather conditions were perfect. Nice and cold with a touch of freezing rain. We even had to plow the track during the break on Sunday.

Attendance was good, so we should make a small profit on the weekend. Thanks to VP Paul for organizing, and lining up all the volunteers (too many to mention here, but look for photos in this issue, and at the TAC Facebook page. This really is a good time, and the club covers most of your expenses.

Visit Minden in the winter, and enjoy some great racing!

There are a few things coming up as we prep for some summer racing.

Starting this weekend is the Canadian International Auto Show. This year, I put forward my writer's credentials and applied for press passes for both the North American Auto Show in Detroit, and the Canadian show in Toronto. Detroit said that columns in newsletters don't count as "journalism".

Toronto said "We are honoured that you want to join us!" So I'll be at the press day, and will include my thoughts in next month's issue.

The Motorsports Expo runs March 9-11, and CASC will have a booth. If you are interested in working, and meeting lots of potential racers, please contact Darrell:

briggsdrt@cogeco.ca

He is coordinating volunteers, and can arrange for free admission to the show if you can help out. I've gone in the past, and am amazed at how many people I know at the show, and how keen people are to learn about how to get into the sport. If anyone is going, I've got some TAC Tri-fold flyers that are great to hand out.

Next up is the RSO AGM. It goes at 10am on March 24 in Peterborough. Any TAC member (who was a member in 2017) can attend, or send in a proxy. Competition Director Dietmar and I will be attending, and we would be thrilled to carry your proxy.

There are a number of key board positions up for election this year, so it is important that TAC have a strong voice to make sure that our two ORRC events receive the support they deserve.

The F1 season starts in March, so do check out Mitch & Brook's Formula 1 Racing League. It is free to enter, and really makes every F1 race interesting. You will be cheering for drivers and teams from the top of the standings to the bottom.

Watch <http://www.fantasyautoracers.com>, and sign up when they get the new season info loaded.

Finally, I will be riding with TAC members Secretary Graham and BBQ Chefs Dan and Andrew as they hit Daytona with their Chump Car in early April. I've done big tows to Sebring, but never driven on this classic track. Sue says I can go, because I told her it would be televised. I know she'll never find out.

See you at the track,

Rob
TAC President

TAC 2018 EVENTS CALENDAR

<u>Date</u>	<u>Category</u>	<u>Event Description</u>	<u>Club</u>
February 2018			
10-11	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	TAC
17-18	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	
17-18	Rally-ORRC	ORRC - Polar Bear Rally, Bancroft	MLRC
21	Meeting	TAC Monthly Club Meeting, London Pub, Richmond Hill	TAC
24-25	Ice Race-Minden	Ice Race, Minden Subaru Series, Minden	
March 2018			
3-4	Ice Race-Minden	Ice Race, Minden Subaru Series, RAIN-DATE Minden	
10-11	Ice Race-Minden	Ice Race, Minden Subaru Series, RAIN-DATE Minden	
11	INDY	Streets of St. Petersburg	
17	Meeting	RSO Annual General Meeting, Peterborough ON	RSO
21	Meeting	TAC Monthly Club Meeting, London Pub, Richmond Hill	TAC
April 2018			
7	INDY	Phoenix International Raceway (Avondale Az)	
15	INDY	Streets of Long Beach	
18	Meeting	TAC Monthly Club Meeting, London Pub, Richmond Hill	TAC
22	INDY	Alabama, Barber Motorsports Park (Birmingham)	
May 2018			
11-13	Regional Race	Spring Trophy Races CTMP (Mosport)	BEMC
12	INDY	Grand Prix of Indianapolis	
16	Meeting	TAC Monthly Club Meeting, London Pub, Richmond Hill	TAC
25-27	Rally-CRC	Rocky Mountain Rally, Invermere BC	CSCC
27	INDY	Indianapolis 500	
June 2018			
2	INDY	Race #1 / Belle Isle (Detroit)	
3	INDY	Race #2 / Belle Isle (Detroit)	

More events to appear as 2018 Schedules are released.

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

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CASC-OR President's Cup Awarded to Gary Vernon



Steward Gary Vernon receives the CASC-OR President's Cup award from
TAC President Rob McAuley.

Gary was selected by CASC-OR President Gunter Schmidt in recognition
as the "CASC-OR Sportsman of the Year", for his contribution to Ice
Racing, Time Attack, and Ontario Motorsport in general.

2018 JANUARY JAUNT RESULTS

ENTRANTS

Car #	Driver First	Driver Last	Club	Nav. First	Nav. Last	Club	Class	Car
1	Roger	Sanderson	KWRC	Brandon	Pace	KWRC	E	Dark Grey Subaru Forester
2	Joel	Dolan	--	Ron	Langendyk	--	N	Silver Toyota 4Runner
3	Jordan	Dickieson	KWRC	Martin	Hubert	KWRC	N	Black Honda Civic
4	Andrew	Marek	KWRC	Teresa	Marek	KWRC	E	Silver Subaru RS
5	Tyler	Thompson	MLRC	Heather-Lynn	Kirton	MLRC	N	Black Ford Focus
6	James	Davidson	--	Dirk	Jaekel	--	N	Yellow Fiat 500
7	Brian	Sexsmith	--	Rachel	Tanti	--	E	Silver BMW 528i
8	Adrian	Marzetti	KWRC	Steven	Laye	TAC	N	Blue Subaru Legacy
9	Alain	Cabardos	PMSC	Louis	Cabardos	PMSC	E	Green Subaru Impreza
10	Sandra	Maynard	MLRC	Brian	Maynard	MLRC	N	White Ford Escape
11	Darin	Mayes	KWRC	Amy	Mayes	KWRC	E	Dark Grey Subaru Sti
12	Stephen	Deneka	SPDA	Opal	Gamble	SPDA	E	White Subaru Jager
13	JJ	Martin	--	Adam	Wilkinson	--	N	White SMRT
14	Peter	Mucha	KWRC	Scott	Wood	KWRC	N	Silver VW Golf
15	Justin	Zammit	KWRC	Brandon	Shaver	KWRC	E	White Audi Coupe Quattro
16	Connie	Pynaert	KWRC	David	Bell	--	N	Grey Nissan Murano

LEG A RESULTS

Car	Driver	Navigator	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	Sub Total	TA Pen	Leg Total
1	Sanderson	Pace	E	-0.3	-0.3	0.5	1	1	0.3	0.4	1.1	0	4.9	0	4.9
2	Dolan	Langendyk	N	2.3	3.9	-3.8	-3.2	6.5	-1.3	0.6	-0.4	3	25	0	25
3	Dickieson	Hubert	N	-6.2	3.6	4.7	-1.2	1.9	0.8	-0.2	-0.8	1	20.4	0	20.4
4	Marek	Marek	E	0.2	0	0.6	0.6	1	-0.1	0.9	-0.3	3	6.7	0	6.7
5	Thompson	Kirton	N	-0.2	-0.5	0.5	-0.4	0.6	-0.2	0.6	0.1	-1	4.1	0	4.1
6	Davidson	Jaekel	N	7.6	11.1	-2	-3.9	2.8	-3.2	0.5	1.7	-6	38.8	0	38.8
7	Sexsmith	Tanti	E	-0.8	-1.4	1.4	8.9	0.4	0.5	6.3	-0.3	-5	25	0	25
8	Marzetti	Laye	N	-0.4	-0.4	0.2	0.2	0	0.2	-0.1	-0.1	0	1.6	0	1.6
9	Cabardos	Cabardos	E	-0.4	0	-0.1	-0.2	0.1	0	0	0	0	0.8	0	0.8
10	Maynard	Maynard	N	0.2	-0.5	1.1	0.3	0.3	-0.3	0	0.6	-1	4.3	0	4.3
11	Mayes	Mayes	E	0.1	-0.1	0.1	0.3	-0.2	-0.2	0.1	0	0	1.1	0	1.1
12	Deneka	Gamble	E	0	0.2	0.2	0	0	0	0	0.1	0	0.5	0	0.5
13	Martin	Wilkinson	N	-0.2	5.5	-4.7	-1.5	-1	-0.9	-1	0.6	3	18.4	0	18.4
14	Mucha	Wood	N	-0.5	0.3	-0.5	1.2	-0.1	-0.1	-0.6	0.8	0	4.1	0	4.1
15	Zammit	Shaver	E	0.3	-0.7	-0.1	-0.2	0	7	0	-0.3	-1	9.6	0	9.6
16	Pynaert	Bell	N	0.2	-0.7	-0.9	0.4	0.4	-0.4	0.7	0.5	0	4.2	0	4.2

LEG B & OVERALL RESULTS

Car	Driver	Navigator	Class	B1	B2	B3	B4	B5	B6	B7	B8	B9	SubT	TA Pen	B Total	A Total	A+B TOT
11	Mayes	Mayes	E	0.1	0.2	0.0	1.2	-0.1	0.1	-2.3	-1.1	0.0	5.1	0.0	5.1	1.1	6.2
1	Sanderson	Pace	E	-0.9	-0.4	-0.1	0.9	-0.2	1.4	-0.5	-0.9	-2.0	7.3	0.0	7.3	4.9	12.2
15	Zammit	Shaver	E	3.0	-0.4	-0.1	9.3	0.5	-0.8	-2.0	-0.5	-1.0	17.6	0.0	17.6	9.6	27.2
12	Deneka	Gamble	E	0.0	-1.0	0.0	20.0	-5.5	0.4	-1.8	0.0	-1.0	29.7	0.0	29.7	0.5	30.2
9	Cabardos	Cabardos	E	-0.1	-0.4	-0.1	20.0	11.0	-0.8	0.2	1.0	0.0	33.6	0.0	33.6	0.8	34.4
4	Marek	Marek	E	-0.1	-0.3	0.0	-0.4	20.0	20.0	20.0	20.0	15.0	95.8	0.0	95.8	6.7	102.5
7	Sexsmith	Tanti	E	1.0	-1.0	-0.1	20.0	11.3	DNF	DNF	DNF	DNF	DNF	0.0	DNF	25.0	DNF
8	Marzetti	Laye	N	0.8	-0.3	-0.1	0.3	0.2	0.2	-0.5	0.0	0.0	2.4	0.0	2.4	1.6	4.0
16	Pynaert	Bell	N	0.6	-0.3	-0.1	0.6	0.7	0.4	-0.4	-0.5	0.0	3.6	0.0	3.6	4.2	7.8
14	Mucha	Wood	N	0.8	-0.5	0.0	-0.1	1.3	-0.4	-0.9	0.5	0.0	4.5	0.0	4.5	4.1	8.6
10	Maynard	Maynard	N	0.8	-0.5	-0.1	0.7	0.7	0.2	-1.0	-0.5	-1.0	5.5	0.0	5.5	4.3	9.8
5	Thompson	Kirton	N	-0.5	-0.5	0.0	2.0	0.3	-0.5	-1.2	-0.9	-1.0	6.9	0.0	6.9	4.1	11.0
3	Dickieson	Hubert	N	0.7	0.8	-0.4	0.6	0.4	0.3	11.6	-0.8	-7.0	22.6	0.0	22.6	20.4	43.0
6	Davidson	Jaekel	N	-0.1	0.4	0.0	9.5	-0.4	-0.3	-0.2	-1.8	-10.0	22.7	0.0	22.7	38.8	61.5
13	Martin	Wilkinson	N	-1.0	-1.8	-1.5	15.0	20.0	20.0	15.0	-6.9	-10.0	91.2	0.0	91.2	18.4	109.6
2	Dolan	Langendyk	N	8.9	-1.1	0.0	12.4	20.0	20.0	15.0	-6.0	-9.0	92.4	0.0	92.4	25.0	117.4

TAC Ice Race February 10,11 2018



A couple of T-Rexes help Steward Gary Vernon with the Driver's Meeting



Volunteers Dietmar, Graham, Rob and Eli compare hats



Chief Registrar Sue deals with an Ice Race attendee who did not register in advance.



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Driving in England

Wife Sue and I visited Daughter Sarah in the UK over Christmas, and did a bit of touring around. Sarah is based in Cornwall, which is about 5 hours west of London. We did a lot of motorway cruising - to London, to Silverstone, to Wales - about 1,000 miles in all.

Life on the motorways is generally good. There was congestion around London, but most roads moved well. There is a 70mph speed limit, but it is not enforced that I could see. We cruised in the middle lane, passing trucks and people content to drive the speed limit. Once we got Sarah's diesel Mini Cooper up to speed, we tended to drive around 90-95mph. People regularly passed us in the fast lane, doing over 100mph.

All that changed however, when we entered construction zones. Signs were posted at the start of the work zone that **Average** speeds would be measured. Depending on how long the work zone was, there would be 2 or more cameras placed along the road. They would automatically record your licence number and time. As you passed another camera, it would record your licence and time and calculate your average speed within with work zone. If there were multiple cameras, you wouldn't know which were paired.

The result was amazing. As soon as we hit those zones, everyone immediately slowed down and drove the speed limit (usually 50mph). In these sort of zones here in Canada, I'm used to driving somewhere between the non-construction speed limit and the construction zone speed limit until I catch up to the back of the car ahead, then just follow them at their speed. Doing this will get you a ticket in the UK! It is amazing to see cars flying past you suddenly brake and slow, and preserve their distance to the cars ahead. Having to back off and drive at the posted speed was one of the most frustrating things I've had to do - especially after having been driving at 95mph!

Yellow cameras take your photo and log the time to compare with other cameras down the road and calculate your average speed in work zones.



When traffic does get busy, speed limits on the motorways will adjust. It is not

uncommon to see electronic signs showing 50 or 60 miles per hour instead of just being blank (implying the 70mph default). These signs typically show the Speed Camera sign beside them, so you know that if you are pushing too hard, you will get a photo radar ticket. In most cases though, you won't be able to speed due to the congestion.

Cameras are ready to record speeder licence plates when temporary limits are imposed.



We didn't drive in London, but instead parked the Mini outside the city to avoid the congestion tax. We mainly took Uber to our tourist destinations, and just about every driver gave us an

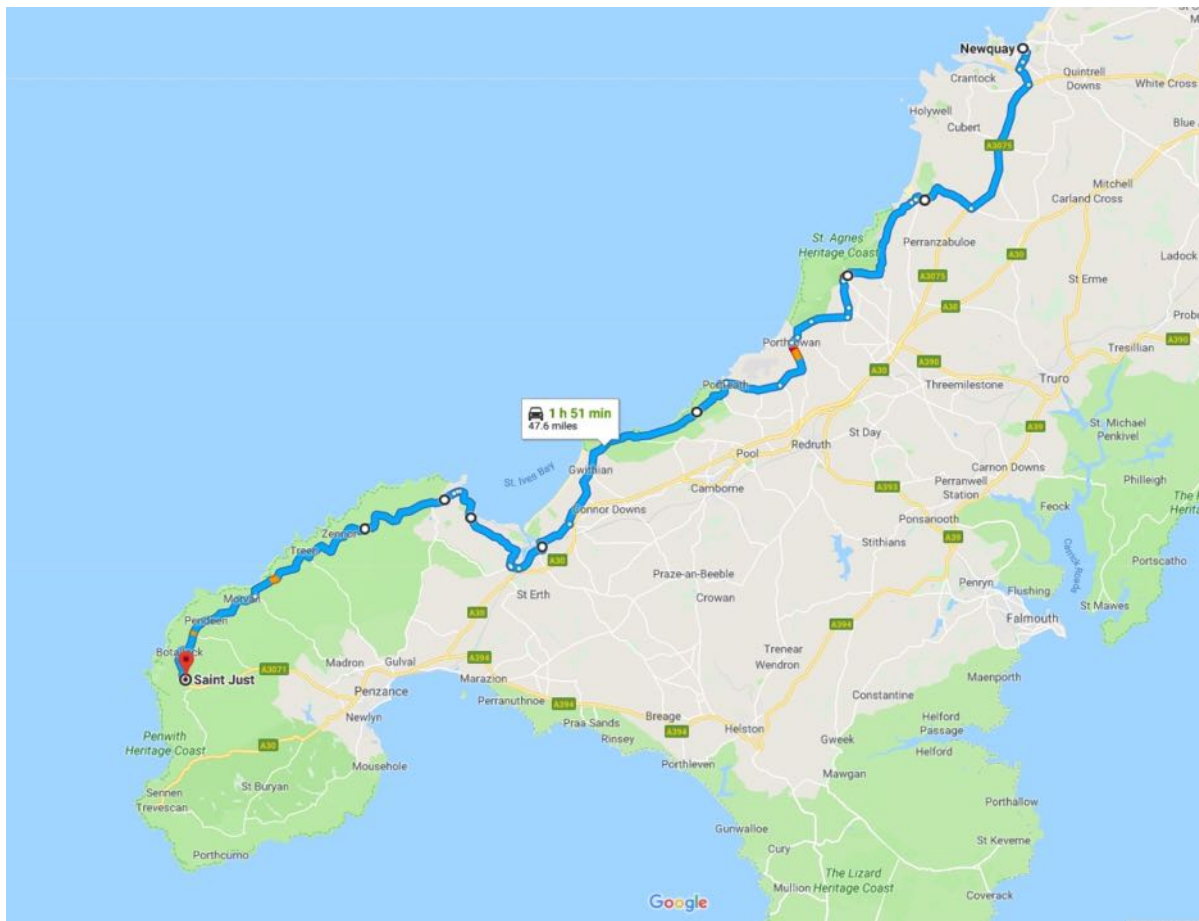
earful about the frustrations of driving in the city. There are hundreds of traffic cameras, and one driver explained that if he made an illegal U-Turn, a ticket would appear in his email immediately. At least traffic was able to move, and we never experienced any gridlock. Perhaps we need a congestion charge on the QEW and 401 around Toronto.



Cameras are EVERYWHERE in London.

We had some great drives in and around Cornwall. The roads can be busy, but most are just 2 lane B roads that follow old Roman cart tracks from ancient town to ancient town. In the south-western tip of England, you are close to both coasts, and the scenery is spectacular. We took the B3306 from St. Ives to St. Just near Lands-End on the western tip of England. It hugged the coast on a very windy day. We saw huge waves coming in from the Atlantic, crashing on beaches - deserted in the chilly December weather. Though it seemed that just as we were able to get past a slow car or farm vehicle, we'd find cows or sheep crossing the road to get to the other side.

Our fun drive from Newquay to St. Just. The B3306 runs from St. Ives Bay to St. Just on the south-western tip of England



Rob stopping at a scenic lookout to check out the waves on a windy day



And what write-up on UK driving would be complete without a discussion of roundabouts. Pros? Traffic keeps moving. You rarely have to stop. If you miss your turn, you can just go around again! Cons? You will have to slow down a bit to make the corners.

Signage can be confusing if there are more than a couple of roads crossing.

I certainly preferred them to the stop lights we have here at home. But then, we seem to have more controlled access highways. If only we can get rid of their speed limits.

Rob McAuley



**PROXY FORM FOR
2017 ANNUAL GENERAL MEETING
OF RALLYSPORT ONTARIO**

If you cannot attend in person, you may appoint another member-in-good-standing to act for you by means of a written proxy. This individual must have been a registered member of an RSO-affiliated club in 2017. Please complete the blank form below and send it to the person of your choice by email.

E-mailed proxies must be received by the Secretary before 7 p.m. on Friday, March 23rd, to be valid. At Registration on Saturday morning, only printed copies will be accepted.

RallySport Ontario Annual General Meeting PROXY

I, _____, a 2017 member in good standing

of _____, an RSO-affiliated club,

hereby appoint and authorize _____

to vote on my behalf at the RallySport Ontario Annual General Meeting to be held in

Peterborough on Saturday, March 24, 2018, and any adjournment thereof.

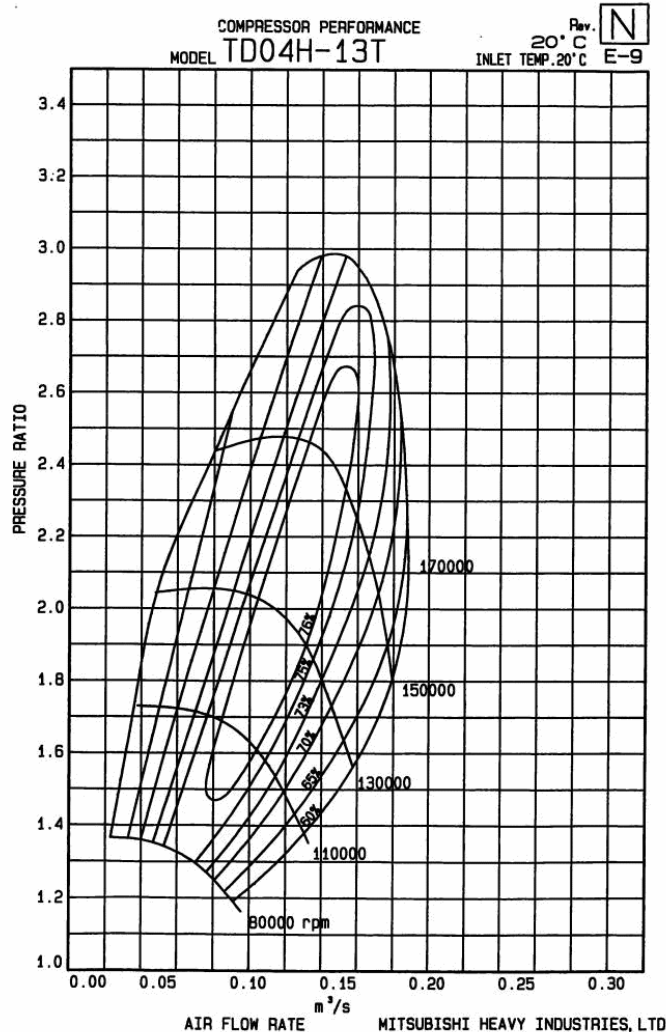
Signed _____
(E-mail identification is acceptable)

Printed Name _____

Date _____

Notes on Pop Off Valves

1. All turbos can produce 2.5 to 3 bar of boost. See the compressor map. The efficiency of the turbo drops as boost pressure goes up. This is due to the heating of the air and the decrease in aerodynamic efficiency as the turbine speed goes up.



2. Typical rally cars all make more than 1.5 bar of boost – or should. A stock older WRX with a restrictor and properly tuned will make 26 psi (1.76bar) of boost. A newer will make 28 psi. (Source Pat R)
3. The misunderstanding comes from the function of the restrictor. The orifice of the restrictor only allows a certain mass flow – which chokes off as flow velocity increases.
4. This means that as rpm rises, the boost pressure drops. The air flow chokes at the same time the intake air consumption increases. This means that if you're getting 25psi of boost at 3000 rpm you might only get 12 psi at 6000 rpm.

5. Larger displacement engines (higher flow) choke earlier and have a narrower usable boost range.
6. Increased boost increases power but also internal stresses on the engine components. Fuel consumption also increases drastically with boost.
7. Boost is usually capped in most racing series. Otherwise you get crazy things happening – ie 1500 hp 1.5litre BMW motors in F1.
8. The pop-off valve isn't the most elegant solution but it is relatively inexpensive, easy to check and doesn't require event resources.
9. Other series have used spec or homologated ECUs, electronic boost monitoring, etc. These require tech inspection or downloading data after an event. This increases the complexity for the event. MoTeC has a "black box" logger for 1200 GBP.
10. Installing the pop off valve is pretty easy. A sandwich plate can be made (cost \$200 – 250 is done in quantity). This fits between the throttle body and the intake manifold.
11. Engine remapping isn't really required as any current map will have appropriate fuel and ignition values for the maximum boost allowed by the pop-off valve. Resetting the boost target in the ECU should be all that is required.
12. Boost control is important in controlling costs. Higher boost results in more fuel use, more internal stresses in the engine, more driveline wear. It also removes the need – which was becoming apparent – for very expensive turbos. Some competitors were beginning to install \$20k turbos to improve the compressor efficiency at higher pressures.
13. A number of alternatives were discussed at length by the TRC including pump or spec fuels. These were rejected as being too difficult/ expensive to administer and police. It would also require that many, if not most, competitors retune their motors.
14. After considerable discussion it was concluded that the pop-off valve would offer the best containment of costs for the most competitors, especially the top and mid field. For these competitors there would be less of a boost "arms race". Admittedly, there would be less immediate effect on novice or lower budget teams, however the reduction in fuel use and stress on engine and driveline should offset the costs.

Toronto Autosport Club – January 2018 Executive Conference Call Notes

Call date: January 3, 2018

Call time: 8:01pm

Present: Paul, Rita, Dietmar & Graham

- President's Report:
 - o Not available

- Vice President:
 - Membership 54=27 primary + 19 family +8 life

- Treasurer:
 - o Savings \$14,874.18; PayPal \$209.75; chequing \$3,934.22
 - o KOS (internet) invoice pending
 - o Ice race insurance and permit have been paid.

- Competition:
 - o ORRC January Jaunt Saturday the 13th – workers required for checkpoints.
 - o TAC Ice race weekend Feb 10/11th – looks good for volunteers
 - o Saturday night supper venue to be reconsidered
 - o Kin club may be renting track to others rain date weekends
 - o CASC meeting update

- Social:
 - o Next general meeting January 17, 2018 in Richmond Hill at the London pub.

- Old business: nil
- New business: nil

Call adjourned: 8:27 pm - Notes recorded by G. Tulett.

Toronto Autosport Club – Minutes of January 2018 General Meeting

Meeting date: January 17, 2018

Meeting opened: 8:09 pm

Attendees: 15

1) President's report:

- a. Welcome to all
- b. CASC-OR - GT made a brief report on the last CASC AGM on Rob's behalf

2) VP Report :

- a. Total membership currently 30 primary +30 family + 8 life = 68

3) Treasurer's Report:

- a. Account balances - \$14,809.23 savings; \$135.88 Chequing; \$547.89 PayPal

4) Competition Report:

- a. ORRC January Jaunt – 16 entries; 15 finishers + 1 mech DNF. Novice crews got the checkpoints
- b. Ice racing – approx. 50 cars at track racing starts next weekend
- c. TAC ice race weekend Feb 10/11; another supper location?
- d. Auto slalom – Keith investigating timing; some question about MCO having two events and the timing equipment. Some discussion about TAC co-hosting an auto slalom event in 2018 and the amount of workers required.
- e. OTA – six event schedule on the books coming off a successful 2017 season.
- f. ChampCar / endurance racing – some restructuring as US operation is rebranding more upscale. Canadian Endurance Series being added to Chumpcar Canada to fill out product line with some shorter races with traditional GT1 to GT2 brackets for 2018.

5) Social:

- a. July 8 is date for annual TAC BBQ at CTMP race weekend. Mark your calendars.
- b. Fred discussed some signs for social events//check points etc. with magnetic hooks

6) Items for sale/ wanted : TAC 40th anniversary wine glasses for sale

7) Old Business: nil

8) New Business: nil

9) Loonies in the bus: Jane - the big prize. Lots of bonus prizes: Dietmar - chocolates; Connie – a fan; Rob – tape measure; Janet – fan; Graham – brewery tour

Adjournment: 8:?? pm

Minutes recorded by G. Tulett.

Attention Proud TAC Members!

Now you can buy clothes and more with the TAC logo on it, through the Toronto Autosport Club's online store (a partnership with Café Press.com).

Choose from a large selection of shirts, jackets, mugs, bags, even games and toys! Almost anything that Café Press sells, they will sell with the TAC logo on.

Visit the store at

<http://www.cafepress.com/torontoautosportclubgear>





Membership Application

Mail: 18759 Kennedy Road,
RR#1 Sharon, Ontario, L0G 1V0
Email: registrar@torontoautosportclub.ca

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

(You may PAY ON-LINE or by Cash or Cheque; Please see below...)

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

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____

_____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

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

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

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

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

TAC works only because volunteers make autosport happen!

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

Please indicate your autosport interests for the coming year :

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

Please indicate three areas that you can help with this year :

- Solo (1/2) organizer / worker
- Road Rally/Ralliette organizer
- Contract Rally organizer
- Rally Checkpoint/Green-crew
- Social Event Organizer
- Ice race organizer / worker
- Event timing / scoring
- Performance Rally organizer



Toronto
Autosport
Club