



# Fifth Gear

*January*



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

## 2005 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO: (open position)  
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**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.*

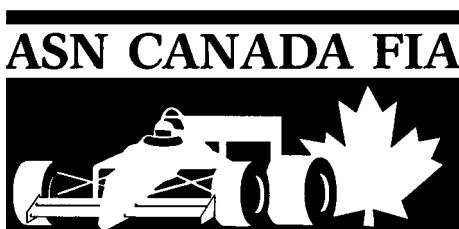
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Please contact the Executive member(s) directly or through the Club Address listed above, for matters not pertaining to FIFTH GEAR.

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

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



# TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>JANUARY 2005</b>			
8	Rally-ORRC	<b>January Jaunt Rally</b>	☞ TAC
15-16	Ice Race-Magnum	<b>Ice Race, Minden Fairgrounds ***RESCHEDULED***</b>	☞ TAC
15	AGM/Dinner	CARS AGM and RSO Banquet	CARS
19	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ TAC
21-23	WRC	Rally Automobile Monte-Carlo, Monte-Carlo	
22-23	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
28-29	RA ProRally	Sno*Drift, Atlanta (MI)	
29-30	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC-OC
<b>FEBRUARY 2005</b>			
4-6	Rally-CRC/OPRC	Rallye Perce Neige, Maniwaki QC	CASLL
5-6	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
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>	☞ TAC
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>	☞ TAC
<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>	☞ TAC
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>	☞ TAC
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>	☞ TAC
29-01	WRC	Supermag Rally Italia, Sardinia	
30-1	Regional Race	Grand Prix of Ontario, CASC Races #1-Mosport	BARC

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



## 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!

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	Classes	
	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								
<b>Practice</b>	<b>5 laps</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>Classes</b> <b>1</b> Rear WD <b>2</b> Front WD <2415 mm wheelbase <b>3</b> Front WD >2416 mm wheelbase <b>4</b> 4 WD  <b>2<sup>nd</sup> Driver Classes</b> <b>11</b> Rear WD <b>12</b> Front WD <2415 mm wheelbase <b>13</b> Front WD >2416 mm wheelbase <b>14</b> 4 WD  <b>STUD</b> <b>S1</b> Rear WD <b>S3</b> Front WD <b>S4</b> 4 WD  <b>SSC</b> <b>SS1</b> Rear WD <b>SS3</b> Front WD <b>SS4</b> 4 WD  <b>Heat</b> Top 3 cars from each rubber to ice class	
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								
<b>Practice</b>	<b>5 laps</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>S1</b> Rear WD <b>S3</b> Front WD <b>S4</b> 4 WD  <b>SSC</b> <b>SS1</b> Rear WD <b>SS3</b> Front WD <b>SS4</b> 4 WD  <b>Heat</b> Top 3 cars from each rubber to ice class	
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>									



# IMPORTANT NOTICE!

We will be having a couple of **guest speakers** at our January Club Meeting:



## **Ray Felice, President of Rally Sport Ontario**

Ray will take the floor at approximately 8:30pm. He will be discussing the current state of affairs of Rally in Ontario, and in Canada. Specifically, Ray will be discussing the recent events surrounding the Canadian Association of Rally Sport (CARS) and Rally Development Group (RDG), leading to the published report that Subaru has dropped their sponsorship of the Canadian Rally Championship.

## **Canadian Motorsport Insurance (C.M.I.) (speaker TBA)**

C.M.I. is a new insurance company being formed to support the motorsport industry in Ontario, and in Canada. Many of you have been/will be affected by the recent efforts of insurance companies to cancel or not renew policies of autosport enthusiasts. C.M.I. will specifically handle concerns surrounding modifications to cars, and using your vehicle for on-track events and rally events. C.M.I. will take the floor at approximately 8:50pm.

Please come out to hear what our guest speakers have to say, and ask any questions you may have. We will also have a number of members of the **Greater Toronto Area Mustang Club** attending the meeting, specifically to hear about C.M.I.

*TAC Club Meetings are held the third Wednesday of each month, at Miami Restaurant, 1285 Finch Ave W (one block east of Keele), in the downstairs banquet room. Please support Miami's by picking up a beverage before coming down to the meeting.*

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# 2005 January Jaunt Results

The Jaunt proved to be a challenge for all again this year, with a stellar turnout of 23 cars. 3 Experts, 6 Intermediates, one Open class car, and a whopping 13 Novices were in the starting field.

The road conditions were good winter conditions, with a hard-packed snow and soft ice base, covered by a few centimeters of fresh snow delivered by the rally gods on the morning of the event. The conditions were good, with good traction, but managed to catch out one crew running on all-season tires.

New this year was the introduction of an Open class, for competitors who wanted to get in some practice before other winter rallies by running Novice instructions. While there was interest, there wasn't sufficient interest this year for the class, so the Open competitors opted to run in Novice class instead to be eligible for awards.

The results really show that a good challenge was provided. A number of cars missed one or more checkpoints (so don't feel bad if you were one of them), and a couple of cars decided that Leg A was long enough for various reasons. We still had 20 finishers, although two of the cars decided to cut route and head to the finish (one due to mechanical difficulties).

The results were posted around 10:37 PM, and finalized at 10:50 PM. The finalized results are included with this report; they are formatted differently, but reflect the results as posted (including errors), with the exception that the Leg A scores for cars 4 and 5 have been included.

The results are presented in 3 tables: the first is a summary with overall and total scores, sorted by finishing position within class. The second and third tables present detailed scores for each leg including totals, sorted by car number for (hopefully) easier lookup. For interest, the rank for each car by class (for that leg only) is included in these tables.

Some adjustments were made during scoring, to reflect the situation on the road. Checkpoints A10 and B7 were not placed, so they were left out of the scoring (everyone scored a zero at those checkpoints, and the ET was added to the next checkpoint when calculating the score). B8 was originally going to be timed to the minute, but since cars on the road would have thought B8 was B7, it was timed to the second instead. In addition, the timing instructions told competitors to travel at 72 kph in a 60 kph zone for several km in section B3 - since this was not legally possible, checkpoint B6 was scored as "route in time out", meaning you scored a zero if you hit the checkpoint, but still were scored a miss (and the ET used for scoring the next checkpoint) if you missed it.

Also, maximum lateness was not calculated, and was not scored (it counts as a missed checkpoint). Maximum lateness occurs when your total lateness less your early scores totals 30 minutes or more (or 60 minutes at the finish).

I mentioned above that there were some errors in the results (this is the first time I've used this scoring spreadsheet, and a couple of bugs crept in). After results are declared



final, it is simply not appropriate to alter any scores, so these results are posted with errors (I stated I was going to make an exception to this for cars 4 and 5).

If you look closely at the results, you can see the occasional checkpoint timed to the minute where there was a timed to the second score - these really should have been rounded to the more beneficial score for the competitor. You can also see that some scores are above 15; the maximum score you can have when you show up at a checkpoint is 15, and maximum scores were not calculated.

But fixing these errors would not affect the overall standings - only some competitors might feel more comfortable with a lower score, rather than just winning their position.

From an organizer's view there were a couple of new things that we tried, and that worked quite well. One of our primary objectives was to track lost cars and ensure that we knew where everyone was. Dietmar and I used a ham radio net for the first time on this rally, and that proved most useful for this. We also recorded contact info for competitors on the entry form (i.e. cell phone numbers), and actually used this information to track down one competitor who was lost.

Overall, I'd call this year's Jaunt a success. Dietmar and I would like to thank all the People who put in a lot of hard work, and suffered through various levels of frustration:

Chris Atkins	<i>Checkpoint</i>	Neils Jensen Jr	<i>Checkpoint</i>
Nick & Ingrid Beck	<i>Registration &amp; Checkpoint</i>	Paul & Rita Moore	<i>Checkpoint &amp; Greencrew</i>
Peter & Margaret Fenwick	<i>Checkpoint &amp; Finish</i>	Rich & Eloise Sullivan	<i>Checkpoint &amp; Leg A Finish/B Start</i>
Paul Henshall	<i>Checkpoint &amp; ORRC Steward</i>	Marianne von Cube	<i>Checkpoint</i>

The rally just doesn't run without a great worker team like this. But we'd especially like to thank all the competitors for coming out to play in the snow and making our hard work a success.

We hope to see all of you on Saturday, January 7th, 2006 for the next January Jaunt!

Kurt Seelenmayer VA3KSE  
Co-Organizer, 2005 January Jaunt

## 2005 January Jaunt Overall Results

Car #	Class	Driver	Club	Navigator	Club	Car	Leg A Total	Leg B Total	Total	Position	Car #
20	E	Garth Thompson	MLRC	Brooke Jacobs	TAC	Red 2003 BMW Mini Cooper S	3.1	2.3	<b>5.4</b>	1 E	20
10	E	Bryn Epp	MLRC	Terry Epp	MLRC	White 1996 Cheverlet Cavalier	6.7	5.4	<b>12.1</b>	2 E	10
15	E	Peter Clifford	TAC	John Charles	TAC	Silver 2001 Hyundai Accent GSi	16.1	37.5	<b>53.6</b>	3 E	15
3	I	Paul Leonard	KWRC	Dave Jones	MLRC	Green 2003 Subaru Impreza	4.4	4.5	<b>8.9</b>	1 I	3
12	I	Prem Radzikowski	KWRC	Michael Lumsden	-	BLUE 2000 SUBARU RS	1.8	14.0	<b>15.8</b>	2 I	12
2	I	Roger Sanderson	KWRC	Christina Chinn	KWRC	Red 2002 BMW Mini	14.4	7.8	<b>22.2</b>	3 I	2
21	I	Joh. Friedrich	KWRC	Ryan Huber	MCO	Red 2003 Chrysler PTCruiser	1.0	24.8	<b>25.8</b>	4 I	21
22	I	Ken Nazeer	MLRC	Nathan Mekuz	-	Red 1994 Subaru Legacy	22.2	8.4	<b>30.6</b>	5 I	22
23	I	Vyacheslav Inozemtsev	-	Ilya Inozemtsev	-	Brown 1999 Subaru Legacy Wagon	75.0	77.4	<b>152.4</b>	6 I	23
24	N	William Horne	-	Roustem Semitov	-	Silver 1993 Mazda 626	6.0	10.5	<b>16.5</b>	1 N	24
11	N	Toby Link	-	Cynthia Lee	-	White 1989 Honda Civic	15.1	10.4	<b>25.5</b>	2 N	11
9	N	Robinson Kelly	MLRC	Sheena Disher	-	White 1993 Toyota Celica	26.6	8.9	<b>35.5</b>	3 N	9
8	N	Kevin Young	MLRC	Stephen Rodger	MLRC	Blue 2004 Subaru STi	28.7	24.2	<b>52.9</b>	4 N	8
13	N	Anthony Tremblay	MLRC	Sebastien Barre	MLRC	White 1990 HOnda CRX	23.9	33.0	<b>56.9</b>	5 N	13
17	N	Tudor Horia	MLRC	Mihai Chriac	MLRC	Blue 2002 Subaru Impreza WRX	70.8	9.1	<b>79.9</b>	6 N	17
16	N	Susan McAuley	TAC	Sarah McAuley	TAC	Black 2002 Dodge Durango	49.1	43.8	<b>92.9</b>	7 N	16
18	N	Frank de Kat	KWRC	Rebecca Sargeant	-	White 1986 Audi 4000 Quattro	8.0	124.1	<b>132.1</b>	8 N	18
19	N	Andrew Vernon	TAC	Kyle Waldner	-	Silver 2000 Ford Focus	95.2	70.9	<b>166.1</b>	9 N	19
1	N	Yasunori Aoki	-	Anna Phan	-	Blue 2000 Subaru Impreza RS2.5	39.6	142.2	<b>181.8</b>	10 N	1
4	N	Jane Lennox	MCO	Adam Dowsett	KWRC	Blue 2000 Audi TT	29.1	DNS	<b>DNF</b>		4
5	N	Bob Becker	TAC	Andrew Becker	TAC	Beige 1994 Toyota Previa	83.0	DNS	<b>DNF</b>		5
7	N	Mike deBruin	-	Paul Driegen	-	White 2004 Subaru Impreza WRX	DNF	DNF	<b>DNF</b>		7
14	O	Jason Ehler	-	Ali Ansari	-	Burgundy 1994 VW Jetta	90.4	18.8	<b>109.2</b>	1 O	14
6	X								<b>DNR</b>		6

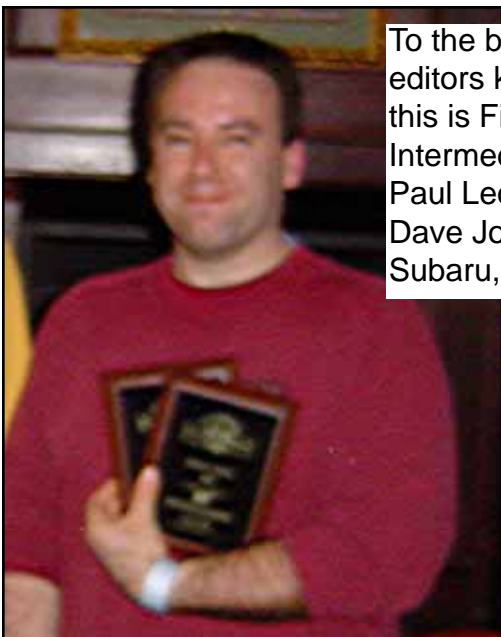
# January Jaunt Winners



(Above, L-R) Organizers Kurt & Dietmar Seelenmayer with Brooke Jacobs and Garth Thompson who won First Expert and were also first overall. MINI Cooper S, Car 20



Roustem Semitov and William Horne won First Novice award. Mazda 626, Car 24



To the best of your editors knowledge, this is First-Place Intermediate winner Paul Leonard / Dave Jones. Subaru, Car 3



Terry and Bryn Epp took home the Second Expert awards. Chevrolet Cavalier, Car 10

# 2005 January Jaunt Leg A Results

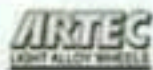
Car #	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	Total	Leg A Rank
1	N	-2	1.4	-0.7	0.0	0.0	-0.8	1.5	-1	0	0	3.2	20	-9	39.6	8 N
2	I	-2	0.3	0.3	0.6	0.1	0.3	5.9	-1	0	0	1.3	2.6	0	14.4	4 I
3	I	0.3	-0.1	0.5	0.1	0.2	0.0	0.7	0	0	0	2.4	0.1	0	4.4	3 I
4	N	-2	0.5	0.0	0.5	0.1	-0.6	-0.2	-1	0	0	3.8	20	-0.4	29.1	7 N
5	N	1	0.4	20	2.3	0.5	0.3	1.5	-1	-1	0	20	20	15	83.0	11 N
6	X															DNR
7	N															DNF
8	N	1	1.3	0.2	0.8	0.0	-0.2	1.5	-1	0	0	11.4	2.3	-9	28.7	6 N
9	N	4	-0.1	-1.0	1.0	0.0	0.0	0.0	0	-1	0	16.4	-0.1	3	26.6	5 N
10	E	1	0.4	-0.2	0.3	0.0	0.0	-0.1	0	0	0	1.3	3.4	0	6.7	2 E
11	N	1	-0.2	-0.2	0.5	0.1	-0.6	-0.2	0	-1	0	3.0	0.3	-8	15.1	3 N
12	I	0	0.2	-0.3	0.2	0.0	-0.3	0.1	0	0	0	0.6	-0.1	0	1.8	2 I
13	N	1	1.8	2.4	1.8	-0.2	3.0	1.7	0	1	0	2.4	1.6	-7	23.9	4 N
14	O	1	0.0	-0.5	1.1	0.1	1.5	3.4	-1	1	0	20	20	40.8	90.4	1 O
15	E	0	0.8	0.8	0.4	-0.3	-9.5	0.7	2	0	0	1.0	0.6	0	16.1	3 E
16	N	-4	4.2	-0.3	-0.2	0.4	4.0	2.3	-1	1	0	17.6	6.1	-8	49.1	9 N
17	N	-1	0.0	0.0	0.2	-0.2	-0.3	3.3	0	0	0	20	20	25.8	70.8	10 N
18	N	-2	0.6	0.0	0.9	0.1	1.0	0.1	0	0	0	2.7	0.6	0	8.0	2 N
19	N	9	20	20	-1.4	0.2	0.0	0.8	-1	0	0	20	20	2.8	95.2	12 N
20	E	0	1.2	0.0	0.0	-0.1	-0.8	0.7	0	0	0	-0.1	-0.2	0	3.1	1 E
21	I	0	0.3	-0.1	0.0	-0.1	0.0	0.1	0	0	0	-0.1	0.3	0	1.0	1 I
22	I	-1	0.1	0.0	0.2	0.0	0.0	0.2	0	0	0	-0.1	20	0.6	22.2	5 I
23	I	2	0.8	-0.7	0.0	-0.2	8.3	0.2	1	0	0	20	20	21.8	75.0	6 I
24	N	0	-0.7	-0.5	0.5	0.0	-0.5	0.6	0	-2	0	0.5	0.7	0	6.0	1 N

## 2005 January Jaunt Leg B Results

Car #	Class	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	Total	Leg B Rank
1	N	-0.6	20	20	20	20	20	0	20	20	1.6	<b>142.2</b>	10 N
2	I	-0.2	0.2	0	1.6	0.4	0	0	1.4	4	0	<b>7.8</b>	2 I
3	I	-0.6	-1.4	1	0.1	0.2	0	0	-0.2	-1	0	<b>4.5</b>	1 I
4	N											<b>DNS</b>	
5	N											<b>DNS</b>	
6	X											<b>DNR</b>	
7	N											<b>DNF</b>	
8	N	-3.2	16.2	0.6	0.2	0.3	0	0	2.7	-1	0	<b>24.2</b>	5 N
9	N	-0.5	-0.3	8	0.0	0.0	0	0	-0.1	0	0	<b>8.9</b>	1 N
10	E	-0.7	2.9	0	-0.2	0.3	0	0	1.3	0	0	<b>5.4</b>	2 E
11	N	-0.1	-1.3	2	0.3	1.7	0	0	3.0	-2	0	<b>10.4</b>	3 N
12	I	-2.0	-0.5	9	0.0	0.1	0	0	-0.4	-2	0	<b>14.0</b>	4 I
13	N	-0.4	1.1	2	1.2	0.5	0	0	7.8	20	0	<b>33.0</b>	6 N
14	O	9.4	-0.5	1	-0.9	0.2	0	0	-2.8	-2	2	<b>18.8</b>	1 O
15	E	2.0	0.4	0	0.7	0.9	0	0	4.5	20	9	<b>37.5</b>	3 E
16	N	3.6	-0.2	4	1.9	3.1	0	0	0.0	20	11	<b>43.8</b>	7 N
17	N	-3.3	-1.2	-3	-0.2	0.0	0	0	-0.4	-1	0	<b>9.1</b>	2 N
18	N	1.9	-1.7	2	20	20	20	0	20	20	18.5	<b>124.1</b>	9 N
19	N	0.4	3.2	1	-0.7	0.3	20	0	20	20	5.3	<b>70.9</b>	8 N
20	E	0.0	0.0	2	0.0	0.3	0	0	0.0	0	0	<b>2.3</b>	1 E
21	I	20	-1.9	1	0.0	0.2	0	0	-0.7	-1	0	<b>24.8</b>	5 I
22	I	0.0	0.1	1	0.0	0.1	0	0	7.2	0	0	<b>8.4</b>	3 I
23	I	1.9	12.0	2	0.9	0.6	20	0	20	20	0	<b>77.4</b>	6 I
24	N	0.7	7.2	0	-0.2	0.0	0	0	0.4	2	0	<b>10.5</b>	4 N

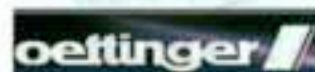
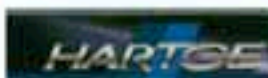
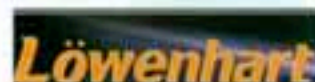
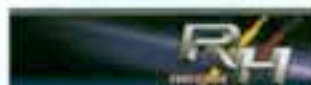


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## The Death of Canadian Rallying?

Judging by the number of press releases, statements issuing forth from governing bodies, from "interested parties", heck, comments from the *side-liners* like Malcolm and myself, one could easily be lead to believe that the demise of Canadian Performance Rallying is imminent.

And with the **Canadian Association of RallySport's Annual General Meeting** due to take place at the same time as **TAC's CASC-OR** season-opening **MAGNUM Ice Race** weekend, this looks like a good time to revisit all that has gone on.

I had the good fortune in early December to attend the club meeting for the **Kitchener Waterloo Rally Club**. The meeting was originally due to have both Ray Felice, **RallySport Ontario** President, and Ross Wood, **RSO** Vice-President for Performance Rally and the National Rally Organizers representative at the **CARS** Board, at it. They were to further expand on Ray's message in last month's **Fifth Gear**, and hopefully throw more light on what was going on.

As it turned out, Ross was unable to attend, but Ray did read a prepared statement that Ross had made available. Unfortunately it was not included in the Minutes of the **KWRC** meeting, for whatever reason, so I cannot tell you exactly what it said, other than to say it reiterated mostly what Ray's message had said. But, in Ross' place the meeting did have Terry Epp, President of **CARS**, and Trish McGeer, Manager of **Subaru Canada's** rally team. So we now got the picture from two more perspectives.

I think it was what Trish said that really opened people's eyes to a lot more of the "behind the scenes" goings-on. Like most at the meeting I had been under the impression that Keith Townsend and Jud Buchanan had formed the **RDG** marketing company to look to get the **Subaru Canada** contract for the *Canadian Rally Championship* and to then manage the series. Apparently one of the principals of **RDG** was in fact a contract employee of **Subaru Canada** - a far cry from an "arm's-length marketing company". But still, nothing wrong with that. It was, however, Trish's "... put two and two together ..." that made a lot of us realize that the word from the **Subaru** Rally Team at the *Targa Newfoundland* in September that the team would not be back in 2005, when coupled with the relationship of **RDG** to **Subaru**

**Canada**, meant that **RDG** probably knew back in the early fall that the **Subaru Canada** contract would be ended after the 2004 series.

Now that in itself is not necessarily a bad thing. **RDG** would know that they would have to increase greatly their efforts to sign on a new sponsor for this year. Unfortunately, as anyone who has followed the Canadian rally scene over the years can confirm, getting a major sponsor is not an *easy thing*. Since I became involved with rallying in 1987 I have seen **General Tire**, **Michelin**, **Yokohama**, **Volkswagen**, **Chrysler**, **Suzuki** and **Subaru** support the sport at one level or another. As each company's marketing strategy shifted with time, they have increased or decreased their support of Canadian rallying or moved totally on to other spheres. This is a natural thing in business. We may not like it, but priorities do change, especially for profit-driven companies. If I look at the ads that **Subaru US** has in the December '04 and January '05 issues of **Road & Track** magazine, their tag line has gotten completely away from "rally bred" to "driven by what's inside" and the vehicles advertised are the new *Outback* wagon and the new *Legacy GT* sedan respectively. And I am sure the **Subaru Canada** ads do, and will, follow that lead - why else would the Canadian tv ads now have a US bicycle racer in them, and the line "US vehicles shown"? We can be thankful that the **RDG** group brought Canada an extra year of Subaru in rallying, the US having seen their Subaru Rally Team leave the scene at the end of '03.

Terry Epp was next to speak. And his side of what went on on that fateful night in November, and with what had happened beforehand, did throw more light on the whole affair. A little realized part of all this was that **RDG** had already gotten two extensions to the contract between themselves and **CARS** as **RDG** searched for sponsors. So **CARS** was definitely not the *thick-headed group that would not bend* that some seem to be trying to portray them as. And Ray did concur with what Terry was saying. When **CARS** sent their last request to **RDG**, **RDG** took 24 hours before rejecting them. And, as Terry said, without explanation or without requesting a third extension. When Terry received the rejection, he called Keith Townsend within fifteen minutes - on the phone number where the fax machine was located and on Keith's cell-phone.

## The Death of Canadian Rallying - page 2

No answer at either; but Terry did leave messages asking for a call back. Terry also tried Jud's cell-phone number, with similar results and also with leaving a message. When Terry tried Jud's home phone, Terry was told by Jud's wife that "*Jud was unavailable*". And Terry did ask her to ask Jud to return Terry's call. And there were still three or four hours to go before the deadline. But the return call was never made.

Now, does that sound to you like the principals of **RDG** wanted to continue any sort of dialogue with **CARS**? It certainly does not to me. Perhaps **RDG** realized they could not get any sponsorship to replace Subaru's. They certainly would not have been the first to fail in this endeavour. But why the circumspect way of doing all this? I can only surmise that it had something to do with the contract, and their fear that they would have been unable to cancel the contract and that they then would have been left holding the proverbial *bucket of do-do*, unless they could get **CARS** to cancel the contract. And that is the unfortunate part of all of this. Ill-feelings and a sense of being let down by those whom one had hoped could put together something for Canadian rallying.

And this had lead people to try and put the blame on others. Was **CARS** at fault? Perhaps. Maybe their expectations were just too high. Was **RDG** at fault? Probably. Maybe they had bitten off more than they could chew, and it took them too long to realize it.

Saying **CARS** doesn't know what they are doing does little to help advance the sport of Canadian rallying. After all, they were able to attract Subaru and all the other sponsors mentioned previously. They have been able to have the **only National** autosport series in

Canada for the last fourteen years. Since the demise of **CASC National** and the ascendancy of **ASN Canada FIA**, the racing and solo scenes have remained totally fragmented. So **CARS** has to have been doing *something* correctly.

If one looks at the performance rally scene in Canada there are a couple of things that really leap off the page. Out on the West Coast, BC and Alberta (with about 24% of the total Canadian population) have put together a series with two National rallies, which include regional events, and four stand-alone regional series, or six events out there. In Quebec (again, about 24% of the Canadian population) there are three National rallies and at least five stand-alone regional events, or eight events there. In Ontario (close to 40% of the Canadian population) there are three events - one National, which includes a regional, and two stand-alone regionals. Given the number of events in the other two areas of the country, is Ontario not looking awfully sick? Maybe all the whining about how **CANADIAN** rallying is poorly done by, especially since it seems to be being done by Ontario rallyists, is totally misdirected. Maybe we should all be trying to hold the feet of the **RSO** Committee members to the fires and asking just what the hell is wrong with rallying in **ONTARIO**, and just what the hell do they intend to do about it? Rather than them wasting their time and our energies on the National scene, which seems to be doing just fine without us?

*Rich Sullivan*

As Mark Twain once said, "*The reports of my death are greatly exaggerated.*"



# 7<sup>th</sup> Annual - SHERBROOKE ICE CHALLENGE

**Sherbrooke, Quebec**  
**February 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 2005**

Circuit: Road circuit including 2 long curves and one long straight-away which meets **FIA** standards.  
Length: 1.5 kilometers  
Top Speeds: 160 km/h

2005 Entrant Categories: **FIA** Type T3F (**WRC** "look-alike")  
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The Racing will be held as a "Rally-type" competition where the race will be against the clock and not between the competitors on the track. A pack of 10 to 15 cars will be competing on the track, starting at 5 second intervals. This type of race has been chosen to prevent excessive contact between competitors during the race.

The tire format will be **DOT**-approved 15" street tires with 112 studs. There is a limit of 10 tires for the weekend. These tires have been chosen to try and manage the escalation of costs, since this is the first time for the "Rally Class". All security aspects and technical rules will be under the **CARS Rules and Regulations**.

Everything is in place for an awesome weekend of racing at a really affordable cost.

Entry Fee: before January 14<sup>th</sup>, 2005 - \$300

Tires: \$100 to \$125 each

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# the Soapbox Derby

by Malcolm Elston

As we enter a new year, and celebrate the Fiftieth Anniversary of our club, I would like to suggest that it is appropriate for all of us to do a little self-examination. TAC knows what it is, and where we have been, but do we have a collective vision for the future?

I've been mulling this over since participating in a chance, but rather depressing, conversation last week.

One of our new-for-'04 members has not renewed their membership this year; in fact they have already joined another club. After my committing to their anonymity, they said that they had been very disappointed with TAC. Specifically, as a new member and first-year competitor, they had expected guidance and support from older, more experienced TACciers, which never materialized. However, at the first event our new-for-'04 member attended, another other club immediately recognized a new competitor, and several members of that club went out of their way to mentor the newbie at that – and every subsequent – event, showing them the ropes, and even doing some one-on-one coaching.

Nobody from TAC even introduced themselves to our new member at his first event.

Our loss is the other club's gain.

To the best of my knowledge, TAC has never had a formal pro-

gram that links new members with more experienced TACciers participating in the same discipline. And yet TAC has never had a larger general membership than it does now; I suspect that in the old days when membership hovered around 50 – 60 souls we were able to recognize new members more readily, and helped them along in an informal manner.

But given our current scale of operation, maybe we need to make some changes. Perhaps it would be appropriate for the Vice-President (who looks after membership) to develop a brief questionnaire for each new member, to be completed over the 'phone, so we have a record of that member's interests and intentions regarding autosports.

Perhaps the Executive should appoint a 'Director' for each discipline, and give each Director a list of new members (and their contact info) who have expressed an interest in that particular discipline. I would hope that the Executive would make the appointments by choosing enthusiastic, extroverted, high-activity TACciers for this role – there's a lot of those to choose from!

I don't see the Directors' role being onerous; they would be asked to call the new members and introduce themselves, make themselves available for telephone inquiries, and to determine which events the new members are going to compete at. If the Director is at that event, a personal introduction should take place, and if not, then hopefully the Director will ask one of the other TACciers in that discipline to cover this little courtesy.

A small, but necessary step forward, in my opinion. I hope the above generates some discussion.

It finally happened, just before Christmas; the WHT RBT plates were moved over to Gail's new car. Her trusty 1994 Legacy Turbo, with 330,000 on the odometer, has moved to its new home in Mississauga. Despite all the rigors of daily commuting, navigational rallying, and Solo 1 racing (three ORRC Championships, and a Third, a Second, and one class Championship on the track) the car still runs great. The heads were never off, the exhaust system is all original, and the only major failure was the automatic transmission, at 180,000km.

As I pulled all the service records together for the new owner, I ran some figures; original purchase price (from a Subaru Canada executive, with 10,000km on it) was \$19,000. Total service costs (including 41 oil changes, but excluding fuel) were \$23,000 (the replacement transmission – new, not rebuilt – was \$4,000 alone), and bodywork at \$5,300. The car was sold for \$3,250. \$44,050 – or \$355.24 per month – for 124 months of essentially trouble-free motoring; only once did the car actually 'Fail To Proceed', and that was an ECU failure after a 'yump' while setting a Discover Ontario rally route.

Gail's criteria for her new car were fairly tough; 1) it had to fit down our 83" wide, 52' long, 'tall-walls-on-both-sides' driveway. 2) it had to have good performance, and be at the top or close to the top of its class in Solo 1. 3) it had to offer a self-shiftable, manu-matic type automatic transmission, suitable for both commuting and competing. 4) and it had to have enough room to carry its own race rubber...

Some of the more notable contenders included the Chrysler 300 Hemi (too wide), RX-8 (too

uncomfortable), Mini CVT (too slow). After many dealership visits, and a number of test-drives, Gail's final choice came down to either a Subaru WRX hatchback or a Saab 92x Aero. Essentially the same car, but with enough differences to define a decision. The Saab won, and it is silver. Look for it at selected Solo 1 events this summer...

As part of the Clubs Fiftieth Anniversary celebrations, I am reviewing the Archives in my possession. Elsewhere in this issue is a page with some selected excerpts, which I trust you will find interesting. There is also a plea for more archival materials of any kind. If you have any, please let me know so I can copy it; the originals will be returned to you promptly.

Along with Gail's new car, December also saw us replace our home computer. This was required because a) we were barely functional with our ten year old software and equipment, and b) our thirteen year old Personal LaserWriter died. We decided we wanted broadband access to the internet, and because (believe it or not) Sympatico isn't available in our corner of Toronto, we were forced to select Rogers as our supplier.

Not wanting to wrap my house in cable, or to drill extra holes in my office wall, I decided to use the new wireless technology. Based on my experiences, I would now counsel against this – at least, in an older house. Trying to get a strong signal to travel two floors up and thirty-five feet sideways proved to be impossible, even after I installed a repeater on the main floor. The folks at CPU used were very understanding, refunding the costs for all the hardware and taking out the wireless card.

So we are now both learning how to manage a new imac G5.

Visually, it is extremely elegant, and is 'way faster and more powerful than anything our fingers can input. And learning new software is a challenge, I'm finding; this column is being produced using Adobe InDesign, which is rapidly replacing Quark Express as the layout software of choice. After working with Quark for fifteen years, maybe unlearning software shortcuts is the real problem!

Like all Macs, the new OS X has its playful side, too. If you mis-enter a password, the request screen shakes silently from side-to-side, telling you "No, that's wrong" in the nicest possible manner.

Thinking of extremely function things with a playful side, Gail and I borrowed a Smart car in November. As we were heading out to Lonsdale for the weekend, we had to take all our regular stuff, plus stop on the way and do food shopping for four. The little car easily accepted our two soft-sided bags, and we still had plenty of room for the six or seven bags of groceries. Impressive.

I did a mileage test on the run out, topping up the tank in Toronto, and re-fueling 203km later at the Marysville Rd. Sunoco station. 6.8 litres of diesel, at a cost of \$5.75 – my Legacy Turbo uses an average of \$22.00 worth of premium gas to cover the same ground. And given that we traveled out at our usual 125 – 135km/h, this parsimony was REALLY impressive!

The only downside to driving a Smart car on the highway is that the car tends to 'hunt' when travelling in a lane with serious heavy-vehicle ruts. This results in an unpleasant ride motion, so you either have to move to the edge of the lane, or you have to pick another lane altogether.

The Canadian Association of RallySport continues to baffle me.

In December's Fifth Gear there was a CARS information bulletin, dated 11/18, and an official Message from the President of RallySport Ontario, dated 11/29. Both make reference to the financial difficulties that CARS is apparently in, and indeed it seems that a financial re-negotiation between CARS and RDG was core to the contract being cancelled.

On December 3rd, the President of CARS, Terry Epp, posted a 'Letter to the sport' which reads, in part "Last year, our operations ran at a significant deficit for the first time. At the AGM, we will present a plan which will reverse that performance, but I will take this opportunity to tell you that CARS is still financially strong, and our commitment to the Canadian Rally Championship for 2005 is backed by excellent financial resources."

If CARS is indeed 'financially strong' and the 2005 Canadian Rally Championship has 'excellent financial resources', then why were they looking for a 150% increase in the financial flow-through from RDG into CARS?

By the time you read this, the CARS Annual General Meeting – scheduled for January 15th – will have come and gone. I hope TAC was appropriately represented, and that a complete explanation of the Rally Development Group / CARS imbroglio will appear in the February Fifth Gear.

# 50th Anniversary – From The Archives ...

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

## **The Executive Meeting, FIAT Auto Club, February 5th, 1974:**

“Ray Floyd has been in touch with John Mullen concerning his debt to the club for the Christmas Party tickets; however he has not paid any of it as yet. To recover some of the loss, Ray Floyd has advised John that some of John’s possessions at Ray’s home will be sold. There are approximately \$100 worth of items. Thus, the debt is being termed ‘collectible’.

## **Executive Meeting, April 1st:**

“There has been no word from John Mullen. Ray is going to send a registered letter not on club letterhead. We are doing this so we can cover ourselves before we sell his property at the April Auction.”

## **Executive Meeting, April 30th:**

“The letter to John Mullen was returned, but he called Ray and said he would come over and – never showed up again.”

## **Executive Meeting, June 4th:**

“John Mullen hasn’t been heard from.”

## **Exec. Mtg., July 2nd:**

“John Mullen paid past debt.”

**From the Spring 1967 (Vol. 1, No. 1) edition of ‘Facets’, the quarterly magazine of TAC’s second forefather, the FIAT Auto Club. Under the title “Thoughts While Driving”, D. Scott wrote:**

“A thought occurred recently while on a trip to Ottawa on one of our Provincial highways.

The thought was in the form of a silent tribute to all Public Employees in any way concerned with the maintenance of our roads.

There is probably not a single traveler who has not pondered on the complete confidence with which we speed along our highways, particularly at night, without having to be concerned about the surface condition, the shape or even the possible continuation of the road ahead. If other than normal circumstances do occur, we are warned in ample time to take corrective action.

One needs only to have driven in areas where this is not so to fully appreciate the peace of mind that Ontario roads engender. Perhaps Road Men should develop the habit of spending some few minutes each week, alongside a local highway, at night, listening to the swish of 60mph traffic. This sound, and the confidence behind it, expresses more adequately than any words the faith that the traveling public has, and is, in itself a never-ending tribute.”

**Please !** If you have any old papers or pictures pertaining to the DKW Owners Club (1956 - 1967), or the FIAT Auto Club (1967 - 1977), or TAC materials - *especially* from 1977 to 1987 - we would really like you to share them with the rest of us. Just contact Malcolm at either (416) 485-9232 or [malcolm.elston@rogers.com](mailto:malcolm.elston@rogers.com)

## **From the Minutes of the March 5, 1974 Executive Meeting (reproduced exactly, typo included):**

- 5th Gear
  - Supplies have been bought and the bills turned in to Ron.
  - All reports should be sent into Jon’s attention.
  - Typists are badly needed - Holly and Barb have volunteered to help when things get desperate.
  - Everything is now set-up and running smoothly.

## **From the same March 5th meeting...**

“The Executive also agreed that it would be good if John Inglis had a Supervisor to help him organize the Rally events. Peter Fenwick was the most likely candidate, and he accepted the position when we contacted him. Ray & Bill will get together with Doug Morris and the competition executive to hold a meeting and set things up properly.”

**Malcolm’s Note:** Solid proof that Peter Fenwick has been a member for at least 31years!

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**Bulletins/Rules**  
**Forms & Downloads**  
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**Members Only**

 **Canadian Automobile Sport Clubs** Ontario Region  
CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

CASC ONTARIO REGION is Ontario's governing body of automobile sport, and is comprised of over 30 automobile and sport enthusiast clubs within Ontario. The organization defines and administers the province's regional championships in several disciplines, with club-organized events in Road Racing, Road Rally, Ice Race, Solo I time trials, Solo II autoslalom and Drifting. In addition, the majority of timers, corner marshals and safety personnel at events such as the Molson Indy are members of our clubs. Whatever your area of interest may be, we have a place for you within one of our many areas of grassroots motorsports. **To get involved, click [here](#) to join an affiliated club**, or simply click on the motorsport division of interest for more information.

<b>CASC-OR Clubs</b> A Complete List of Affiliated MEMBER CLUBS
<b>RACE Ontario</b> Ontario REGIONAL RACING Championships   VINTAGE RACING Historic Vehicle Competition
<b>ICE RACE Ontario</b> Magnum Ice Racing Series
<b>SOLO Ontario</b> Williams Performance Friction Solo I Championship Series   Mobil1 Autoslalom Championship Series
<b>RACEWORKER Ontario</b> Track Crew   Officials   Safety Crew   Timing & Scoring   Marshals

Canadian Automobile Sport Clubs Ontario Region  
affiliated to  


- Go to the CASC web site at [www.casc.on.ca](http://www.casc.on.ca)
- Click on the “Member’s Only button”
- Enter the email address that was used when you joined the club.
- Only the Primary member can renew a membership
- If you’ve forgotten your password, or not received a password, press the “Forgot Password” button (your password will be emailed to you)
- Your existing information will be displayed once you have logged into the site
- Click on the “Membership Renewal” button
- Your club member no. will be displayed, along with your membership expiry date
- Scroll down to the bottom of the page, and click on the “Renew Membership” button
- Review the data, then press the “Confirm” button
- Input your credit card information, and press the “Submit Payment” button
- VISA and MasterCard are accepted



## 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.

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

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     MasterCard # \_\_\_\_\_

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