



# Fifth Gear

*January 2007*



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

# Toronto Autosport Club

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## 2007 EXECUTIVE:

PRESIDENT:	Dietmar Seelenmayer	(416) 250-7082	dietmar.s@sympatico.ca
PAST-PRESIDENT:	Rob McAuley	(416) 478-4320	rmcauley@ca.ibm.com
VICE-PRESIDENT:	Russ Harding		vicepresident@torontoautosportclub.ca
TREASURER:	Peter Clifford	(416) 590-9495	pclifford@sympatico.ca
SECRETARY:	Todd Presswood	(416) 560-6933	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR:	Chris Atkins	(905) 627-0681	
SOCIAL DIRECTOR:	Chuck Atkins	(905) 627-0681	chuck_atkins@ispnet.ca

## 2007 COMPETITION CO-ORDINATORS:

RALLIETTES: (open position)  
SOLO-II (open position)  
KARTING:

## 2007 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(open position)		
SOLO I:	Chris Atkins	(905) 627-0681	
MEMBERSHIP:	Russ Harding		registrar@torontoautosportclub.ca
WEBMASTER:	Brooke Jacobs	(905) 764-1833	brooke@brooke.net

**Club Mailing 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 the Fox and Fiddle: 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.

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*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

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## Focused on the path ahead.

## FROM THE PRESIDENT'S DESK

The first TAC event of 2007 is now history. The January Jaunt ran on Saturday January 6th, the first event on the ORRC calendar for this year. There were 22 entries, 2 expert, 3 intermediate and the rest novice. Tried using time allowances, this is new for TAC, and looks to be successful. A time allowance gives the competitor the option to ask for an allowance of .5, 1.5 to 19.5 minutes at a control to compensate for lateness. The intent is to prevent speeding to make up time due to a delay such as a train or going off route. The same max lateness at a control still applies as if no TA was used. A number of the competitors did make use of this for a variety of reasons including being delayed by trains.

An other rally related event will have passed by the time you read this, that is the 50th anniversary for CARS on January 13 and 14. Peter Clifford is the TAC delegate for the CARS AGM and I will be there as well. Should have more info next month.

The next TAC organized event is our ice race on February 24 and 25. Pray for cold weather and snow. There is nothing done for a track at the Minden fair-grounds yet, they have had the same balmy conditions as TO.

The volunteer hours done by various members during 2006 are elsewhere in the newsletter. Please look them over and let me know if there are any errors or omissions by the end of January. News on what awards will be supplied will be announced later.

The first club meeting with the new board will be on Wednesday, January 17 at the Fox and Fiddle. Come on out, have dinner and meet.

Dietmar

# TAC EVENTS CALENDAR 2007

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>JANUARY 2007</b>			
6	ORRC	January Jaunt Rally	TAC
13-15	Meeting	CARS AGM & 50th Anniversary	CARS
17	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Restaurant (Finch W)</b>	<b>TAC</b>
20-21	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
20?	School	RSO First Aid Course	RSO
27-28	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
<b>FEBRUARY 2007</b>			
2-4	CRC/OPRC	Perce Neige Rally	CASLL
3-4	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
10-11	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
16-25	Show	Toronto International Auto Show	
17-18	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
17	Rally-ORRC	Not the OWR (NOWR)	MLRC
21	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Restaurant (Finch W)</b>	<b>TAC</b>
24-25	Ice Race-Magnum	<b>Ice Race, Magnum Series, Minden</b>	<b>TAC</b>
<b>MARCH 2007</b>			
3-4	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
3	Rally-ORRC	End of Winter Rally	MCO
10-11	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
10	School	RSO HAM School	RSO
11	School	RSO HAM School	RSO
14-17	ALMS	Mobil-1 12 Hours of Sebring	
18	F1	AUSTRALIAN Grand Prix 307.574km	
19	Rally School	RSO Beginner Rally School	RSO
21	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Restaurant (Finch W)</b>	<b>TAC</b>
24	AGM/Awards	RSO AGM & Awards	RSO
24	IRL	Homestead-Miami Speedway	
26	Rally School	RSO Beginner Rally School	RSO
30-31	ALMS	St Petersburg Grand Prix	
<b>APRIL 2007</b>			
1	IRL	Grand Prix of St. Petersburg	
1	Solo	SOLO OPEN HOUSE - CSC Racing, Newmarket	
2	Rally School	RSO Beginner Rally School	RSO
7	ORRC	Spring Runoff Rally	PMSC
8	CHAMP	Streets of Las Vegas	
8	F1	MALAYSIAN Grand Prix 310.408km	
9	Mini Rally	Mini Rally	MLRC
13-15	ALMS	Long Beach Grand Prix	
15	CHAMP	Streets of Long Beach	
15	F1	BAHRAIN Grand Prix 308.238km	
18	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Restaurant (Finch W)</b>	<b>TAC</b>
20-21	ALMS	Lone Star Grand Prix, Houston Tx	
21	IRL	Twin Ring Motegi	
22	CHAMP	Houston, Reliant Park	
25	Ralliette	<b>Ralliette Series Event #1, #400 Service Centre North</b>	<b>TAC</b>
28-29	Solo II Series	Autoslalom School, BCS&E, Brampton	SPDA

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



***You know you live in Ontario when:***

You consider it a sport to gather your food by drilling through a meter of ice and sitting there all day hoping the food will swim by;  
Your local Dairy Queen is closed from September through May;  
You have worn shorts and a parka at the same time;  
You have a lengthy telephone conversation with someone who dialed the wrong number.

***You know you are a TRUE Ontarian if:***

“vacation” means going south past London for the weekend;  
you measure distances in “hours”;  
you know several people who have hit deer more than once;  
you often switch from ‘heat’ to ‘a/c’ and back again in the same day;  
you can drive 110 km/h through half a meter of snow during a raging blizzard, without flinching;  
you design your kids’ Halloween costumes to fit over snow suits;  
driving is better in the winter because the pot-holes are filled with snow;  
you know all four seasons – almost winter, winter, still winter, road construction;  
your idea of creative landscaping is a statue of a deer next to the blue spruce;  
“down south” to you means near Windsor;  
you have more kilometers on the snowblower than on the car;  
you find 0 degrees a “might chilly”.

*With thanks to Jeff Foxworthy*

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***The “Vesper”*** –

3 oz Gordon’s gin  
1 oz Vodka  
½ oz Lillet Blanc (replaces Kina Lillet in original recipe, which is no longer available)

In cocktail shaker, over crushed ice, shake until ice cold. Strain into cocktail glass, garnish with a thin slice of lemon peel.

(Three guesses where this comes from. First two do not count. Answer maybe next month, maybe not.)

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## *rich's ramblings* january 2007

*Winter. Winter. Wherefore art thou, Winter?*

With apologies to W. Shakespeare, but what the heck is this winter all about? Here it is, the Sunday after the **January Jaunt** and still no sign of winter.

Having got a snow storm back in November, of last year yet, when I volunteered to work at this year's **January Jaunt** I recalled the snow fall of last year's event. 3 to 4 inches during the course of that rally made for a great deal of excitement getting out of the Niagara peninsula and then back to Barrie that night. This year I gave in to the old Boy Scout motto, "*Be prepared.*" So I went out and bought a new set of winter tires for the first time in over a decade. (This being retired has usually meant, "*If the weather is that lousy, wait 'til it blows over. Whatever needed doing can always get done at a better time.*") The four year old "*all seasons*" were not going to have to face another **Jaunt**. Heck, I even went so far as to put a set of "*winter*" wiper blades on the car. Yessiree. Not getting caught out by winter this year!

And then came yesterday morning. Foggy, light drizzle, dull, dreary. And that was as I was loading up the car for Eloise and I to head off to Waterdown (Hamilton/Burlington for the cartographically challenged). We set out with enough time to get to this fabulous hobby shop on the "*mountain*" in Hamilton before going to the rally's Start locale. Performance rallying must really be dropping off the radar screen, worldwide. Absolutely no new kits of WRC cars. Bummer. And barely anything for the railway

layout. Double bummer. So, off to the start for lunch.

(Aside - As we were leaving Barrie gas was a "reasonable" 89.5 cents a litre. Did I say "*reasonable*"? Hah. When I filled up on Wednesday afternoon it was 81.5. An hour later it was 91.5. And on Saturday it was still 81.5 in Hamilton. I sure hope the winter arrives soon so "*Big Oil*" can gouge the skiers as deeply as they do us locals here.)

The menu at the *Royal Coachman* will tickle anyone's palate. This year we did French onion soup and beef dip, and were well pleased. This place is worth stopping in for a meal, even if the rally is not running! By the time we were finishing lunch other workers and competitors were beginning to arrive. With this being my first **TAC** event since last year's **Jaunt** there was a lot of catching up to do. Especially since a lot of old friends showed up. As more workers showed up Kurt got the marshals together to tell us about "**TA**". And guess what - it does not stand for "T-ts 'n' -ss"! Who would have thunk it?! It means some fool thing for "*Time Allowance*". Wow.

We left just as the majority of competitors were doing their registration shtick - we were the first checkpoint and wanted to be well set up for the

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## ***rich's ramblings - page 2***

crews. This year, unlike the past few years of a route into the Niagara peninsula, Kurt had the route running north towards Acton and Erin, something that Eloise and I greatly appreciated. CP #1 was located at the northern boundary of Burlington. The first time I've been in a rural area where signs are posted saying, "*Warning - This area under video surveillance.*" On a dirt road?! We got set up and waited for Kurt, running "*opening*", the 22 crews and Dietmar, running "*closing*". (That would be Dietmar and Kurt, the father/son team - unlike what some others think). So, the first car in was Car #2. Then car #1. Always interesting when the starting order is already jumbled by CP 1. And then that other father/son team of Terry and Bryn Epp arrived (and yes, I got that in the correct order too. Unlike what some others think.) The real surprise, at least to us, was the mini-Ford/Mazda pickup truck that Bryn was driving. Different. We did get 21 of the crews checking in. The missing crew apparently went by, said they saw a bunch of cars stopped at the side of the road, but they kept on going anyway. An interesting way to get a time at a rally, I thought. The weather gods, having failed to deliver winter for the **January Jaunt** were at least kind enough to keep the afternoon dry. Overcast, but no rain. So off we went to our next CP. As we drove up the road to our next location what did we pass but a police car, presumably with radar, backed into a lane and watching traffic go past on the road. A road used by the rally crews. (An indicated 72 on the speedo, in a 70 zone. No sweat.)

We now had CP #9. Just a little outside of Acton, we were on a right hand bend as the road surface changed from gravel to tarred surface. The perfect place for the Camaro to let it hang out, at least a bit. And, yes, you did read it correctly - Camaro. There was also a Buick Regal, a Pontiac Grand Am, the Epps' truck, a humungous GM pickup, a Ford Explorer as well as the usual gaggle of Subarus and other small cars. Quite an eclectic mix for a rally - probably helped by the lack of winter conditions. This time all 22 cars stopped by. And three of them even used "**TA**" for a train we had heard. Neat. By the time we closed this location it was getting dark. In fact, night had fully fallen when we were travelling through Acton to our third CP. But the darkness was helpful - the sign for *Timmy's* stood out all the better. Nothing like a heated, lit rest room! Oh. And a mug of hot chocolate and some Timbits too. This rallying can be quite grand at times.

Our third location, CP #16, was one of four in a twisty complex of roads. We were 0.6 minutes after CP #15. That's 36 seconds to non-rallyists. Anyone leaving 15 early or taking a real flyer out of it was probably going to get hit with an "*early*" at us. One way of catching out crews. And I think there was another CP (#17) just about the same distance past us - double ouch. Since it was now well into the evening it was truly pitch black where we were. When cars left 15 we had their lights hitting the trees at the right hand bend at the bottom of a hill leading up to us. But we were just over the brow so the CP board was not visible until they were almost right on top of us. Lots of power being put down to get up the hill, then hard on the brakes to either kill off some time before entering our control or, more likely, to just stop in the control. Again, all 22 cars made it through. So congratulations to all the crews. There were only four more CPs after us before the finish, and since the next one was just out of sight past us I know they made it to at least 17 of the 20.

But for us, that was it. This where the "*something that Eloise and I greatly appreciated*" mentioned earlier came in. We were now only minutes out of Erin. With the choice being a 45 minute drive back to Waterdown and then close to 2 hours some time later to get back to Barrie or just over an hour from the CP location to Barrie - well we took the short route and were home just after 9 pm. Barely 12 hours after leaving home we were home again.

Thanks for the rally, Kurt. We had a great time. May have to do this more often.

This morning, Sunday after the rally remember, had to go out and hit the car wash. And that was just from CP duty. Competitors must have had to do the heavy-duty cycle! Found gas had dropped to 89.4, bracket holding muffler broken off, muffler flopping around and holes in muffler. Should have stayed in bed. So the car will be back to the shop in the next few days. Life's just a whole bunch of fun.

rich's ramblings - page 3

(Aside #2 - Malcolm: 50 to 60 years ago Ontario had a vast network of heavy goods lanes. They were called "railways". The various governments over the years made sure the trucking industry got whatever it wanted so the railways disappeared. I don't hold much hope for changes. I think you are correct, you most definitely are "SOL"!)

That's it for me. Take care of yourself. See you out there, somewhere.

Rich

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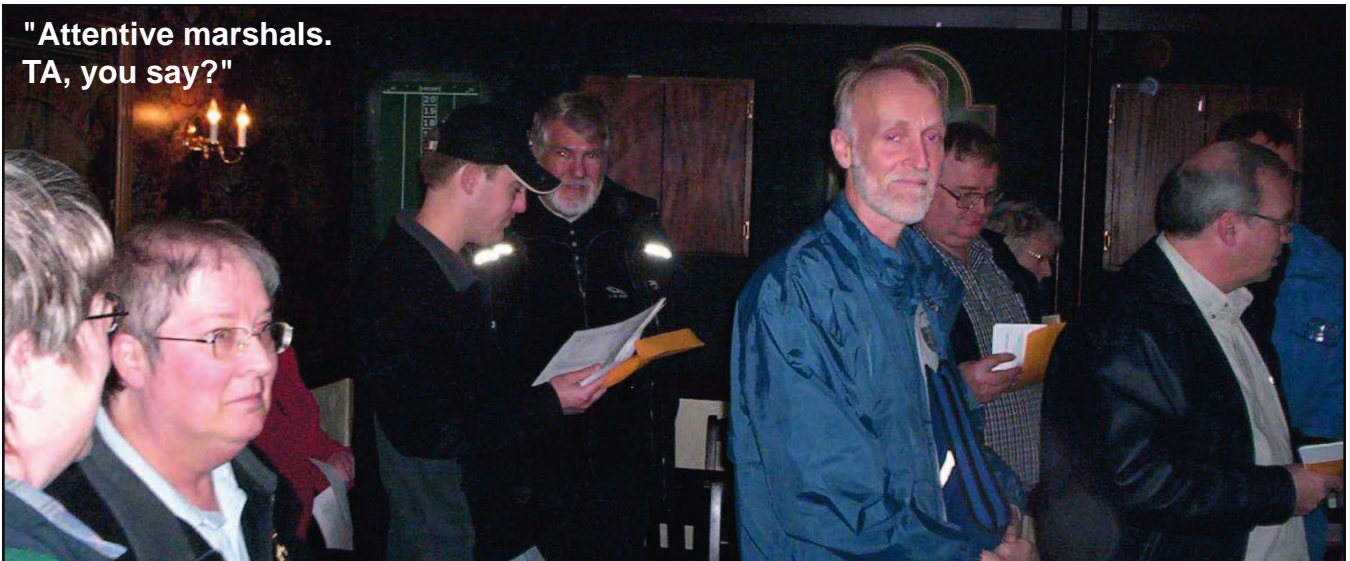
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# JANUARY JAUNT RALLY, JANUARY 06 2007

"Kurts says, 'So, everyone understand the real TA?'"



"Attentive marshals. TA, you say?"



"All ears. Well, almost all!"



**COVER PHOTO:** The Open Road. First Checkpoint of 2007 ORRC season, at the January Jaunt

All January Jaunt Photos courtesy Rich Sullivan

# the Soapbox Derby

...by Malcolm Elston

I chuckled when I got my copy of the December 5th Gear. Someone (probably our esteemed Editor) decided to put the official TAC disclaimer right across the bottom of page one of the 'Derby'. I understand why.

Boy, was I steamed when I wrote that! I simply cannot believe the things that our elected governments do to us in the name of 'political correctness' or 'social engineering'. I will continue to bring issues forward that affect drivers, because I know we can change things if we really want to; as you'll see when you read the last section of this Derby... people can move mountains.

Not that this is always for the best. In the case of Mrs. Rewega, a provincial government wrote legislation just for her (and it didn't hurt that the government saved millions of dollars!). But as a result, every insured driver in Canada will now pay higher premiums because of her.

Hopefully, if enough of us write or call the McGuinty Liberals, then the taxpayer dollars set to pay for the MADD roadside advertising campaign can be re-directed towards something useful, meaningful – and which won't be a roadside hazard!

Every one of you who are reading this can make a difference; policies *can* be changed.

Twice the City of Toronto has put up a stop sign at the end of my street, and twice I've had it taken back down. It's not easy, it requires commitment and persistence and noise, but it can be done.

## MADDness Update:

MADD quietly announced in early January that they are 'discontinuing' their telemarketing fund-raising programs. This activity raised about \$5 million dollars a year, but the telemarketers kept most of it, so MADD will only suffer a revenue loss of about \$1 million.

If you give money to charities that use telephone campaigns to raise funds, remember that as much as .90¢ of your dollar goes to the 'salesperson' at the other end of the line...

As of today, Jan. 10th, MADD is still refusing to release the annual salaries of its Directors. And this is a registered, not-for-profit charity!

## Canada Turns 140 in 2007:

I'm pretty sure that's not news to any of you, but I tripped over the following factoid earlier this week, and it left me feeling a little disturbed...

The first baby born in Canada on July 1st, 1967 was a girl. She arrived in B.C., and was named as Canada's 'Centennial Baby'. Her name is Pamela Anderson. Yep, that Pamela Anderson. So on Canada Day 2007, raise a glass of beer to the Birthday Girl, too. She's only turning 40, though.

## One Year for Mr. Tahir

It is now a year since Mr. Tahir was killed on Mt. Pleasant Road by the two young men racing their parents' cars. That was the crash where the 'Need For Speed' racing game was found on the floor...

Have you heard anything more about this case? Nope, me neither.

It couldn't have anything to do with the fact that they were driving Mercedes' could it?

Nah, of course not.

## U.S. Road Kill

On December 30, the Star ran an interesting rant from an American journalist, who was all excited about discovering that 44,000 Americans will have died in automobile accidents during 2006.

He pointed out that, at the average rate of 800 US soldiers dying in Iraq each year, America would have to be there for more than 50 years to equal the number of people killed in car crashes each and every year. Which is certainly a sobering perspective.

He went on to note that opinion leaders largely ignore this annual massacre; no marches, walkathons, commemorative stamps or fund-raising drives are organized. He also pointed out that it is not addressed in the annual State of the Union address, rarely makes it as a talk show subject, and that – unlike military deaths – these statistics are not updated daily in the media.

"These avoidable deaths, as well as more than two-million non-fatal dismemberments, disfigurements, and other injuries that go along with them have become part of the fabric of everyday life."

And, according to the National Safety Council, your chance of being killed in a car crash is 1 in 84 during your lifetime. The odds of you winning the Mega Millions lottery in your lifetime is 1 in 175,000,000.

The author went on to demand better roads, more guardrails, and much stricter enforcement of speed limits as the appropriate steps that must be taken.

*continued...*

Interestingly, no mention was made of better driver training, or seat belts. It is always easier to demand 'government action' than to accept personal responsibility, isn't it?

And, heaven knows, the Americans are all about 'individual freedoms', aren't they?

Using the old tried-and-true 10% rule, the statistics he quotes from the USA would translate to 4,400 deaths in Canada each year.

Yet our most recent data (2004) shows that 'only' 2,800 Canadians died that year. Which is still an average of 7.67 per day, every day.

Personally, I blame seatbelts for keeping our performance level at only 63% of what we should be attaining to reach the 10% level. Canadians use their belts at a way higher level than Americans do... as long as we're over 25 years old.

Recent studies in Ontario have shown that half of the young people killed in recent years weren't wearing their seat-belts... ahhh, those crazy, risk-seeking kids!

So far, Canada has lost 18 soldiers per year in the war in Afghanistan. Which means it would need another 155 years to equal the number of Canadians that are killed on our roads *every year*.

### Villeneuve Back on Track!

Great news off the wire!

PARIS, Jan 10 (Reuters) - Canada's former Formula One world champion Jacques Villeneuve will drive a diesel-powered Peugeot in this year's Le Mans 24 Hours sportscar race, the French manufacturer announced on Wednesday.

Peugeot said in a statement that Villeneuve would form part of a six man, two-car team for the June 16-17 race at the Sarthe circuit.

The 35-year-old will be the first Formula One champion to compete in the classic since American Mario Andretti's last appearance in 2000.

The Canadian joins Ferrari's Spanish Formula One test driver Marc Gené, Portugal's Pedro Lamy, France's ChampCar champion Sebastien Bourdais and French drivers Nicolas Minassian and Stephane Sarrazin in the squad.

"Jacques is someone who has turned up and won every competition that he's undertaken," said Peugeot's team manager Serge Saulnier in a statement.

"I like his sporting spirit and knew that he'd dreamed of taking part in the Le Mans 24 Hours. When I contacted him, he convinced me that he could become the first driver in the world to win Formula One, Champcar, Indianapolis and the Le Mans 24 Hours," he added.

Villeneuve, dropped by BMW Sauber last August in favour of young Pole Robert Kubica, won the Indy 500 in 1995, the CART title that same year and then the Formula One crown with Williams in 1997.

"Le Mans is a mythical race like Indianapolis," the Canadian told reporters at a presentation of the 908 car. "It will be a great experience and I think we should be extremely competitive."

Villeneuve added that he was still also interested in eventually following Colombian Juan Pablo Montoya from Formula One to NASCAR.

Peugeot won Le Mans in 1992 and 1993 and started their current programme in 2005 after they withdrew from the world rally championship. The manufacturer said 2007 would be a 'breaking-in' period before going for victory in 2008.

I think that's a rational approach, given Audi's recent dominance at both Le Mans, and in the ALMS.

But I'm also pleased to see that the inherent advantages of the diesel engine is being brought to bear on the racetrack; fewer fuel stops and better torque make diesel powered cars very competitive, and that will in turn raise the interest levels of ordinary drivers.

After all, in Europe more than 50% of all Audis sold are equipped with a diesel engine; here in North America they haven't even offered diesel engines... yet. But with BMW bringing them in now, Audi won't be far behind... I expect an announcement at either the Detroit Auto Show, or maybe at the Canadian International Auto Show in Toronto.

And I'm really glad that Jacques has a job, too. Now he's a new Dad, there's that extra mouth to feed...

### Why Insurance Costs Go Up

The Alberta government recently passed a piece of legislation that was made retroactive for five years. They did so because they had been lobbied by Mr. and Mrs. Rewega, who wanted money from their insurance company to pay for the special care that their blind, disabled daughter will need all her life.

Seems Mrs Rewega was driving to church in December, 2000 when she gave up control, rolled her car, and was thrown through the windshield. This was a single-vehicle crash, and she was totally at fault.

When her daughter was born, she was blind, has cerebral palsy, and will require lifetime care.

A 1999 Supreme Court of Canada ruling prevents children from making claims against their mothers for events that happen before their birth. Sounds reasonable, and blocks lawsuits that could arise against addicted mothers from their affected children.

But Mrs. Rewega, who knew she was pregnant, drove too fast for the conditions, and chose not to wear her seat-belt (that's how she went through the windshield); her baby's disabilities were the direct result of her choices.

And Alberta passed legislation so the Insurance Company, not the provincial health care system, has to pay the millions it will take for a lifetime of care. Is that fair?



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**H&R Suspension**

**MA Shaw Composites**

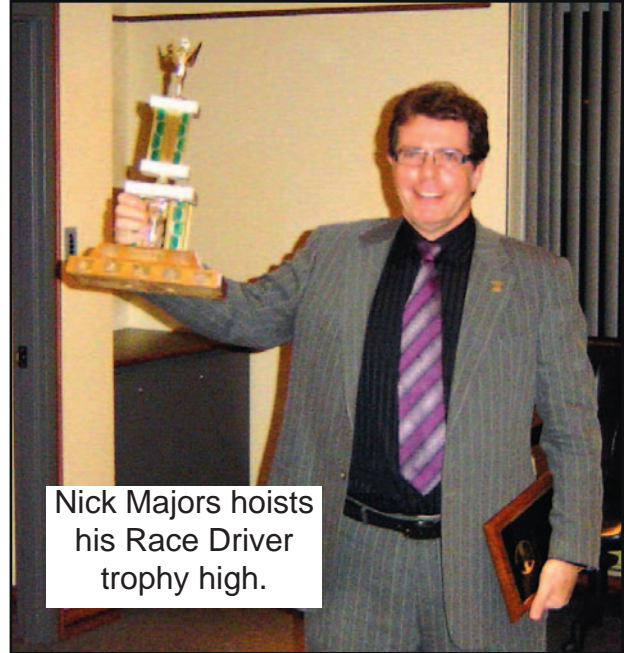
Contact John ([john@ravenperformance.com](mailto:john@ravenperformance.com)) at 905 477 1800  
7634 Woodbine Avenue, Unit 6, Markham

**[www.ravenperformance.com](http://www.ravenperformance.com)**

# TAC 2006 AWARDS NIGHT DINNER



Avi Koifman accepting the SoloSprint (Solo-I) trophy from Dietmar Seelenmayer



Nick Majors hoists his Race Driver trophy high.



Ralliette Novice Class winners Sarah and Susan McAuley

## 2006 TAC AWARD WINNERS

- |                              |                           |
|------------------------------|---------------------------|
| Solo 1 ( Solosprint )        | - Avi Koifman             |
| Solo 2 ( Autoslalom )        | - Eric Roberts            |
| Navigational Rally Driver    | - Kristof Szymanski       |
| Navigational Rally Navigator | - Ed Mercer               |
| Race Driver                  | - Nick Majors             |
| Rally Co-Driver              | - Brian Maxwell           |
| Ralliette Novice Class       | - Susan and Sarah McAuley |
| Most active member           | - Brian Sibbitt           |

**Congratulations to all award winners !  
Well Deserved !**



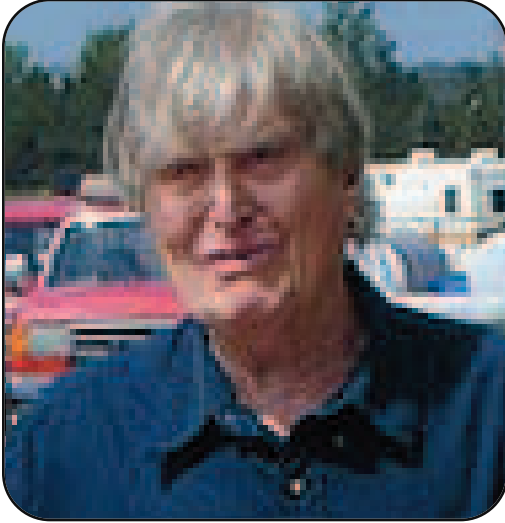
Ed Mercer with his Navigational Rally Naigator award



Ed Mercer accepts the Navigational Rally Driver award on behalf of Kristof Szymanski



# KLAUS BARTELS



Klaus Bartels passed away on Jan. 8th around 9:30 from heart failure. He would have been 80 years of age this month. Most people will remember Klaus driving a black VW Rabbit in FWD Rubber to Ice with his son Chris always riding as passenger. Klaus was the former president, long standing active honorary president and very much the life force of the Deutscher Auto Club (DAC) right up until the last. He will be very much missed ...

Further information will be posted as it becomes available on the DAC web site ... <http://www.deutscherautoclub.ca>  
(Photo taken this past summer)

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## TAC 2006 AWARDS NIGHT DINNER

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Some of the diners at the TAC Awards night.

The table full of trophies awaiting their recipients. Some door prizes too !



Some more of the diners at the TAC Awards night.

**C.A.R.S.**  
CANADIAN ASSOCIATION OF RALLYSPORT  
595 ELM RD.  
STOUFFVILLE ONTARIO L4A 1W9  
PHONE/FAX: (905) 640-6444  
[www.carsrally.ca](http://www.carsrally.ca)

## **Year End Report for 2006** **Rallysport Ontario**

As promised at the last RSO AGM, RSO continued to provide good communications with its clubs, events and individual members. This was achieved via the RSO website, through direct email to the club reps and presidents and, although not official, by using the rally Ontario Mailing list. Thanks to our secretary, Ross Wood, the executive meeting minutes went out and were posted in a very timely manner. Usually within two to three days after the meeting. Thanks Ross.

**Promotion & Awareness** - RSO teamed up with CASC-OR at the 2006 Toronto Auto Show. We also had Targa Newfoundland there sharing the duties and would like to thank Subaru Canada Inc. for supplying the Targa Car that John Buffum drove in 2005. We elected to go for a higher profile location and to make the booth look more professional. We used special back drops and a flat screen TV to help draw in possible new rally enthusiasts. The mix was just what both RSO and CASC-OR needed and both organizations felt it was a great success. Many thanks to the volunteers for manning the booth and making the best of the opportunities to talk to new rally enthusiasts. Thanks to ACP for his car as well. Both ACP's EVO and the Subaru WRX were a great draw to the public. Watch for this combination again at the 2007 Toronto Auto Show.

**Schooling** - RSO again put on a successful Navigational Rally School. The school is held over three days. The first day is in class learning the basics and also what you need to compete as a beginner. The second day has the students out running a mini rally. This gives them a hands-on real life taste of what it is like out there on the roads. The third day has them back in class reviewing what they were learning and discussing performance rally, and most of all, safety in both navigational and performance rallies. Thanks again to Paul Henshall for co-ordinating the event, to Ed Richardson for handling registration and to all others that assisted.

In May, RSO ran our annual First-Aid course headed up by Rob MacKenzie with 7 successful candidates receiving their first aid certificate. RSO also put on a HAM Radio course and we now have 7 new Ham radio operators. Thanks to the Roger Sanderson and Rob Metcalfe for teaching that course.

The RSO web site continues to be updated and kept current with the thanks going mainly to Ryan Huber and Roger Sanderson. The Message Board/forum area has been moved to the CASC-OR web site and is being utilized more and more as time goes on.

The RSO Growth Committee worked hard all year in promoting rally in Ontario. They held information meetings, attended events such as a Solo II event in Milton called ATake Racing Off the Streets@ and set up a mentoring program for both navigational and performance rallyists. These have been headed up mainly by Christina Chinn with help from many others such as Sandy Hygate. They have also set up a mentoring program to help new teams along in all areas of rallying.

**Navigational Road Rally Championship** - The Ontario Road Rally Cup (ORRC) again featured 9 events. Navigational rallying in Ontario continues to grow as all events were well supported. The Expert class was a good battle with the husband and wife team of Paul and Rita Moore from PMSC coming out on top with the maximum of 60 points. Paul and Rita moved up to the expert class after winning the intermediate class in 2005. Second place went to the father and son team of Kurt and Dietmar Seelenmayer, of TAC, with 49 total points and third place was another father and son team of Bryn and Terry Epp of MLRC. After finishing just out of first place last year, the KWRC team of Paul Leonard and David Jones were able to fend off the competition and finish on top with 59 & 58 points respectively. Last year's Intermediate winners, Roger Sanderson and Christina Chinn of KWRC finished down one position in second place. Ken Nazeer and Nathan Mekuz of MLRC finished in third. In the Novice class, the top driver was Doug Tompsett of PMSC, with Kristof Szymaksi of TAC a close second and Nikola Novak of MLRC not far behind in third place. The Novice Navigator race was even closer with the top 6 positions only separated by 15 points! In the end Ed Mercer of TAC came out on top. This was an amazing feat as he had never won an event all year but was always near the top for points. Following Ed, were Murray Dammeler, Patrick Kerby, and Stephen Rodger respectively.

The total number of entries was 216 with an average number of entries at 24. The largest event had 54 entries and the smallest 11. There was a good mix of drivex and navex events. In 2007, there will again be 9 events with all of them being navigational.

The official RSO Steward, Paul Henshall, attended each ORRC. His function at each event was to ensure registration was done correctly: checking items such as vehicle insurance, drivers' licences and ownerships at registration. He also was used to resolve any after-event inquiries and would also man a checkpoint for the event. Registration for all ORRC events was again made easier with RSO's electronic online registration through the RSO web site. This speeds up event day activities and helps to ensure all documentation is valid and correct in advance. RSO also provides a green crew for each event and pays their expenses. RSO will again have prize money for all year-end award winners, thanks to Subaru Canada.

# Year End Report for 2006

## Rallysport Ontario

**Ontario Performance Rallying** - The Rally cross series was again put on by MLRC and ran out of the Bancroft area. This is still considered a great way for people to get a feel for what performance rally is somewhat like. Special thanks go out to the Town of Bancroft for the use of their gravel pit. Watch for new and exciting things with rally cross in 2007, including a possible winter series. RSO would like to bring back the rally sprint events but without a change in the CARS rules this seems unlikely to happen.

After an increase of 15% in 2005 over the previous year, the average entry dropped by 12% in 2006 vs 2005. The number of Ontario-based teams remained relatively steady since last year although there have been a few teams not participate this year and other new ones join in. The bright note in the numbers for 2006 was that stand alone events were up in entries by 5%. The Black Bear Rally was again well run by Ryan Huber with the three road event having full recce. The star for the year was the Galway-Cavendish Forest Rally with a 57% increase in entries. (22 total/16 novice) The OPRC series not only included these two stand alone events but also part of the following National Series events; The Rally of the Tall Pines, Rallye Perce-Neige Maniwaki, Rallye Baie-Des-Chaleurs and Rallye Defi Ste-Agathe/Duhamel.

The Rally of the Tall Pines again surpassed the job in 2005 with an amazing effort by Rich Hepburn, Francis Richard and the whole Tall Pines committee. This group continues to get better and stronger year after year. They consistently come up with new and exciting ideas to help promote the event and make it more exciting for both competitors and spectators. There were over 225 workers for this event and all went to great lengths to make sure the event ran smoothly. The VIP program was a huge success and from the VIP=s I talked to after the event, they all said they would come back. More national events should take a closer look at this program and get on the band wagon. Or is that the bus? It was unusually warm this year which lead to some high speeds and great action for the spectators at both Iron Bridge and Castledine locations. The event again used the combined route book created by Mark Williams with the notes by both Mark and Tom McGeer. This was again well received by the competitors, especially as they all got to do one familiarization pass the day before. This was also aided by a shakedown stage after the familiarization passes were complete. Members of the media were treated to a ride of their lives through an actual rally stage at full speed during the NIGHTTIME Shakedown stage. Those rides will likely produce stories as interesting as the looks on their faces when they get back.

After winning the novice title in 2005, the MLRC team of John Vanos and Alan Ockwell won the OPRC overall this year. Second place driver went to Frank Sprongl in his P2 Suzuki Swift followed by Andrew Comrie-Picard in his EVO. Second place in the co-driver seat was taken by Marc Goldfarb and only 3 points behind was Lise Mendham out of the US to take third.

Driver Matt Barnes drove his Toyota Paseo hard all year long to win the Novice Championship. Jack Laan & Nicola Larini were tied at 43 points for second place with Alan Ryall close behind with 42 points. The Top Novice co-driver goes to Jack Laan=s better half, Jane Lennox. Second went to Jerome Sanfacon followed by Fred Weidner.

The rest of the classes were awarded as follows:

- Group 5: Ian Crerar - driver, Fred Weidner - co-driver
- Group 2: Norm Murdock - driver, Larry Wells - co-driver
- P4: Ted Mendham - USA - driver, Lise Mendham - USA - co-driver
- P3: Sergei Gishechkin, USA - driver, Dmitri Kuzman, co-driver
- P2 Matt Barnes - driver, Jane Lennox - co-driver
- P1: Christian Gagne - driver, Jerome Sanfacon - co-driver

**Thanks and the future** - RSO would again like to thank Subaru Canada for its support of all RallySport Ontario events.

RSO will again be giving out cash prizes in every category at the AGM. Also thanks to all the other individual event sponsors whose support is much appreciated and noticed by the competitors and event staff.

RSO continues to support all its events and clubs in many ways - from training, to mentoring and schooling, to funding for road work, to promotion, providing prize money and seeking sponsorship, providing the yearly AGM banquet and awards plaques to all winners. This, I believe, is an important role of our region body.

Communications is the key to success and RSO will continue to do this in a timely manner to help grow and promote the sport in all areas.

We have quality events, experienced organizers, and a good base of workers for all areas and will continue to build this support base.

I want to again thank, all the RSO board members, executive, Alasdair Robertson for his hard work with CARS, organizers, control people, workers, Bob Boland and his amazing Sweep team, planners, scorers and all other volunteers for all your hard work. It is you who make it all possible for everyone to enjoy this sport we do. Also special thanks to Paul Henshall for hosting some of our meetings throughout the year and for providing the annual turkey dinner for the RSO exec.

Have a safe and fun 2007.

Ray Felice  
President, RallySport Ontario/Ontario Regional Rally Director CARS  
December , 2006

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### **2006 Year End President's Report**

2006 has been quite the year for CARS: the 50<sup>th</sup> year of the Canadian Rally Championship, the first year of a new television deal, positive signs for the continued viability of the association. There is clearly much work remaining, particularly with respect to the financial viability of events and getting the CR|C broadcast in French. We know how exciting this sport is and what excellent shows ATV has created for our series. Let us hope that this will now be recognized by one of the French language broadcasters.

The competition at all levels has been exciting this year, from the CRC, to Targa, to regional championships across the country, to rally crosses and navigational events. I'm sure we all look forward to honouring our champions for 2006, as well as our entire history of champions in January.

2006 has also been a year of transitions with Terry giving up the presidency and concentrating on management of the CRC. I was both daunted and honoured to be asked to serve as president this year and have had a long and steep learning curve. It has been at times enjoyable, enlightening, occasionally frustrating, but always satisfying to work with your board.

Unfortunately, for reasons that have nothing to do with the sport, I do not feel able to continue in this role. During the course of this year, my work commitments increased substantially and made it impossible for me to devote the necessary time and attention to CARS business. That only promises to become more complicated for me over the coming months and CARS deserves a president who will not be so distracted.

I would like to thank the sport as a whole, the board and, most importantly Linda Epp, for their patience with me, especially over the past few months.

The CARS board will elect a new president at the board meeting preceding the January AGM and I will do whatever I can to smooth the transition and help out where I can. I plan to remain very much involved in event organization and will probably be returning to competition soon as well, to whatever extent my work commitments will allow.

Paul Westwick,  
CARS President

## Top Ten Tax Tips

### 1. File your taxes on time to avoid the 5% late filing penalty.

If you owe tax for 2004, and do not file your return for 2004 by midnight of May 2, 2005, CCRA will charge a 5% late-filing penalty.

If you or your spouse or common-law partner carried on a business in 2004 your 2004 tax return has to be filed by **June 15, 2005**. However, if you have a balance owing for 2004, you still have to pay it by May 2, 2005.

### 2. Receive your tax deduction automatically every month.

You can ask CCRA to allow your employer to reduce withholdings if you have contributed to an RRSP early in the year, made large charitable donations, or incurred substantial medical expenses. Child care expenses, alimony and taxable child support also may lower your income and reduce your withholding taxes.

### 3. Take advantage of Income Splitting Opportunities:

- a. Split income by employing your spouse or child.
- b. Lend money to your spouse or child.
- c. Have the lower income spouse invest all earnings
- d. Maximize your charitable deductions (amounts over \$200) by pooling your charitable receipts for up to five years and have the higher income spouse claim them.

### 4. Try to earn your investment income (outside of RRSPs) at the lowest tax rate possible.

### 5. Pay the premiums on your disability insurance.

### 6. Claim medical expenses on the tax return of the spouse with the lowest income.

### 7. Make use of your investment losses.

### 8. Defer tax on severance or retiring allowance.

### 9. Transfer shares to your RRSP, but not at a loss.

### 10. Make sure you deduct your safety deposit box fees, and all investment carrying charges if you have an investment loan (outside your RRSP).



**Mark Hudon** is a Certified Financial Planner (CFP™) and Personal Coach since 1994. His investment approach incorporates tax planning to minimize your investment tax bill each year. A tax-smart portfolio is a portfolio that focuses on maximizing after-tax investment returns. After all, it's not how much you earn, but how much you keep that matters most. He can be reached at [mhudon@gpcapital.com](mailto:mhudon@gpcapital.com) or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 [www.gpcapital.com](http://www.gpcapital.com)



## 2007 Membership Application

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

**Email:** registrar@torontoautosportclub.ca

**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 2007 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2006 membership numbers will be reserved until February 1st, 2007.
- All memberships expire December 31 2007.

**1st Member** \_\_\_\_\_ **Home Phone** (\_\_\_\_) \_\_\_\_\_

**Address** \_\_\_\_\_ **Bus. Phone** (\_\_\_\_) \_\_\_\_\_

**Postal Code** \_\_\_\_\_

**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**    **Other** \_\_\_\_\_   **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 2007 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 2007;**

- 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