



# Fifth Gear

*January 2009*



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

# Toronto Autosport Club

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

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# FROM THE PRESIDENT'S DESK

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Happy New Year everybody! Here we are almost at the middle of the month and the first TAC organized event of the year is in the history books. The January Jaunt rally, the first event in the ORRC calendar, ran on January 3. Twenty-one competitors started on the 250 km event from the Royal Coachman in Waterdown. Unfortunately one car did not finish. The car was trailered from Ottawa, started but had brake problems by the second section. They limped back to Waterdown, got it on the trailer and back to Ottawa. The rest of the competitors ran the route bypassing Hamilton to get to the Cayuga area and then back again to the Coachman. Thanks again to all the people who helped make this event a success. The results are in this issue of Fifth Gear.

Last Saturday, a group of rallyists from MLRC, KWRC and myself, representing TAC, as well as RSO representatives met to discuss beginner rallies in the Toronto/Kitchener area. All clubs have had a declining attendance and a problem retaining competitors. The events run in the past were our ralliettes, KWRC SNATRs (Saturday Noon At The Rallies) and the MLRC Mini Rallies. Discussions were on the purpose, type of event, where and how to get entrants. It was agreed that the events should cater to beginners only, no classes or awards for intermediate and expert, as the ORRC events are geared to more experienced competitors. The beginner events should be more of a social occasion rather than serious competition. KWRC have used a model for their events that gives explanations for the instructions, more so than MLRC and TAC

did. The events are still 100 km, approximately 2 hours. We decided that we would all use the same model. I proposed that TAC organize events in the other clubs' calendars. We do not have the organizers to do our series so I suggested that we would do 3 events. The details will be worked out later.

The TAC Ice Race weekend is January 24/25, the weekend after this month's meeting. At the time of writing, it looks like it will be happening. There is lots of ice and possibly too much snow! Some might have to be trucked out of the fairgrounds. If you are interested in helping one day or both, let me or the organizer, Andy Hughes, know. Come to the track if you just want to see the racing. Passengers are allowed in ice racing so if you wish, we can try and arrange for a ride. Andy's email is [andhughes@sympatico.ca](mailto:andhughes@sympatico.ca). He lives in Minden so that is the best way to get hold of him.

For those interested in running the Targa Newfoundland, the advance discount rate cut off date is January 30, 2009. Saves you \$700. Call or email Alexandra Healey, the registrar, before the deadline. 709-687-1150 or [Alexandra@targanewfoundland.com](mailto:Alexandra@targanewfoundland.com).






The next meeting is at the Fox and Fiddle, as usual. Time of the meeting is 8:00pm. Come earlier and have dinner with other club members. See you there!

Dietmar

## COVER PHOTO

Registration at the Jaunt. Thanks Rich Sullivan

# TAC EVENTS CALENDAR 2009

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>January 2009</b>			
30-31	RA	Sno Drift Rally	RA
3	ORRC	<b>January Jaunt Rally, Waterdown</b>	 TAC
9-11	Meeting	CARS AGM	CARS
17	School	RSO First Aid	RSO
19	Club	Mini Rally	MLRC
21	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	 TAC
24-25	Ice Race-Magnum	<b>Ice Race, Magnum Series, Minden</b>	 TAC
25	Club	RallyCross	MLRC
31-1	Ice Race-Magnum	Ice Race, Minden Fairgrounds	PMSC
<b>February 2009</b>			
13-22	Show	CAR SHOW	RSO
21-22	ORRC	MLWR	MLRC
6-7	CRC/OPRC	Perce Neige Rally	CASLL
7-8	Ice Race-Magnum	Ice Race, Minden Fairgrounds	DAC
14-15	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BEMC
15	Club	RallyCross	MLRC
18	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	 TAC
21-22	Ice Race-Magnum	Ice Race, Minden Fairgrounds	BARC
23	Club	Mini Rally	MLRC
28-1	Ice Race-Magnum	Ice Race, Minden Fairgrounds	TLMC
<b>March 2009</b>			
7-8	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
7	School	HAM School	RSO
8	School	HAM School	RSO
9	Club	Mini Rally	MLRC
14-15	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
18	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	 TAC
21	Meeting	RSO AGM	RSO
23	School	RSO School	RSO
30	School	RSO School	RSO
<b>April 2009</b>			
25-26	RA	Olympus Rally	
4	OPRC	Shannonville Stages Rally	PMSC/KWRC
6	School	RSO School	RSO
15	Meeting	<b>TAC Monthly Club Meeting, Fox &amp; Fiddle Rest. (Finch W)</b>	 TAC
18	ORRC	Spring Runoff Rally	PMSC
<b>May 2009</b>			
15-17	RA	Oregon Trail Rally	
29-30	CRC	Rocky Mntn Rally	CSCC
2	ORRC	Blossom Rally	KWRC

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

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# ICE RACE 2009

Presented by the Toronto Autosport Club  
at the Minden Fairgrounds  
January 24-25 2009



**AN EVENT IN THE 2009 MAGNUM Ice Race Series**

## **SATURDAY SCHEDULE**

Registration and Scrutineering Opens 8:00 am  
Drivers' Meeting 8:30 am  
Practice Starts 9:00 am

## **SUNDAY SCHEDULE**

Registration and Scrutineering Opens 11:00 am  
Drivers' Meeting 11:30 am

CALL CASC-OR at (416) 667-9500 or 877-667-9505  
for Ice Race hotline Friday before each race weekend

## **HELP WANTED !!**

No experience necessary.  
Call Dietmar Seelenmayer at 647-221-7082  
(or Organiser Andy Hughes via email  
[andhughes@sympatico.ca](mailto:andhughes@sympatico.ca))

Work one day or both.  
Registration, marshalls, gridding, etc.  
Call for more information and directions.

## CASC 2009 Magnum Ice Race Schedule and Daily Race Rotation

*Schedules and # of laps may be altered for time and/or weather conditions: check the registration window!*

<b>Ice Race Advisory</b> 416-667-9500 877-667-9505	Jan 24/25 Round 1	Jan 31/Feb 1 Round 2	Feb 7/8 Round 3	Feb 14/15 Round 4	Feb 21/22 Round 5	Feb 28/Mar 1 Round 6	Mar 7/8 Mar 14/15
	TAC	PMSC	DAC	BEMC	BARC	TLMC	Rain
<b>Saturday</b> Registration & Scrutineering open at 8:00 <b>Drivers' Meeting 8:30am SHARP- BE THERE!</b>							
Practice	<b>5 laps Toronto Tirecraft SSC 9:00am</b>						
Practice	10 minutes for all rubber classes						
<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>
Race # 1	10	3	11,14	12,13	1,4	2	3
2	10	11,14	12,13	1,4	2	3	11,14
<b>3</b>	<b>10</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
<b>3A</b>	<b>10</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
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
<b>7</b>	<b>10</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>
<b>Lunch: time for race 8 start to be posted on the registration window.</b>							
8	12	3	11,14	12,13	1,4	2	3
9	12	11,14	12,13	1,4	2	3	11,14
<b>10</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
<b>10A</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
11	12	12,13	1,4	2	3	11,14	12,13
12	12	1,4	2	3	11,14	12,13	1,4
<b>13</b>	<b>12</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>
14	12	2	3	11,14	12,13	1,4	2
15	12	3	11,14	12,13	1,4	2	3
<b>16</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
<b>16A</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
17	12	11,14	12,13	1,4	2	3	11,14
18	12	12,13	1,4	2	3	11,14	12,13
<b>19</b>	<b>12</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>
20	12	1,4	2	3	11,14	12,13	1,4
21	12	2	3	11,14	12,13	1,4	2
<b>Sunday</b> Registration & Scrutineering open 11:00, <b>Drivers' Meeting 11:30am SHARP!!!</b>							
Practice	<b>5 laps Toronto Tirecraft SSC</b>						
Practice	<b>***5 MINUTES*** for all rubber classes</b>						
<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>
Race # 1	12	3	11,14	12,13	1,4	2	3
2	12	11,14	12,13	1,4	2	3	11,14
<b>3</b>	<b>12</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>
4	12	12,13	1,4	2	3	11,14	12,13
5	12	1,4	2	3	11,14	12,13	1,4
<b>6</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
<b>6A</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
7	12	2	3	11,14	12,13	1,4	2
8	12	3	11,14	12,13	1,4	2	3
<b>9</b>	<b>12</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>	<b>STUD</b>
10	12	11,14	12,13	1,4	2	3	11,14
11	12	12,13	1,4	2	3	11,14	12,13
<b>12</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
<b>12A</b>	<b>12</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>	<b>SSC</b>
13	12	1,4	2	3	11,14	12,13	1,4
14	12	2	3	11,14	12,13	1,4	2
<b>DISABLE YOUR CAR AT END OF EACH RACE DAY</b>							
<b>****NEW!!! 5 MINUTE PRACTICE FOR RUBBER CLASS ONLY ON SUNDAYS****</b>							

**Classes**  
**1**  
Rear WD  
**2**  
Front WD  
<2415 mm wheelbase  
**3**  
Front WD  
>2416 mm wheelbase  
**4**  
4 WD

**2<sup>nd</sup> Driver Classes**  
**11**  
Rear WD  
**12**  
Front WD  
<2415 mm wheelbase  
**13**  
Front WD  
>2416 mm wheelbase  
**14**  
4 WD

**STUD**  
**S1**  
Rear WD  
**S3**  
Front WD  
**S4**  
4 WD

**TORONTO TIRECRAFT**

**Street Stud Class**  
**SS1**  
Rear WD  
**SS3**  
Front WD  
**SS4**  
4 WD

# the Soapbox Derby

...by Malcolm Elston

## Conratulations to Gail!

Gail Walker finished in 2nd place, and I was... 52nd. With 160 teams entered, hers was a considerable achievement! Hence – congratulations are due.

The 2008 competition saw Gail amass 10,957 points while the winner (Schezzer Garage) accumulated 10,961. Only 4 points (.0004%) separated her from first place!

If you don't know Mitch & Brooke's Fantasy Racing League ([www.fantasyautoracers.com](http://www.fantasyautoracers.com)), you should. Created and run seamlessly by a couple of TACcies (Mitch Lackie & Brooke Jacobs), the Fantasy Racing League is a fun way to participate in motorsports – from your armchair.

Gail and I play in the F1 series, and clearly her 2008 picks out-performed mine by a substantial margin...

I may never live this down.

## F1 Factoid Quiz:

Can you name the driver? He finished 10th out of 18 cars in the first heat of his first Formula Two race, which was in April, 1968. The event location was Hockenheim, Germany, and yes, it was the same race in which former world champion Jim Clark was killed. The answer is elsewhere in this issue of the Derby...

## Record Car Sales Year in Canada:

I don't know about you, but I'm getting more than a bit fed up with overly-negative media reports about the dire straits of our economy, especially when the news concerns the automotive sector.

Sure, the automotive business is suffering – especially in the United States. But recent first paragraph editorial such as: "Massive declines at Honda Canada and Toyota Canada helped push December sales to their lowest levels since 1996..." do seem pretty scary!

The actual facts being reported are true, of course – December sales for those two companies were indeed the lowest since their December sales totals back in '96. But let's face it, December has always been the slowest month for new car sales, so (relatively) small swings in unit-sales volume translate into large percentages when looked at in isolation.

Makes for startling news, though. Gets your attention.

However, these facts also true: both Honda Canada

and Toyota Canada reported all-time Canadian record annual sales in 2008, and Toyota jumped into the Canadian No.2 spot for the first time. That position belonged to Chrysler in 2007.

In December, Honda monthly sales fell 41%, Toyota 35%, Chrysler 36%, GM 19%, and Ford by 5%. In other words, last month GM and Ford both outperformed Honda and Toyota in monthly sales! To me, that's real news – who'd a thunk that was ever gonna happen?

Further – in addition to Honda and Toyota – Mercedes-Benz Canada, Subaru Canada, Nissan Canada, and BMW Canada all had record sales years in 2008!

The media is manipulating us by emphasizing the negative, and I – for one – resent it. I'm not being a Pollyanna about reality, but that old newspaper adage "if it bleeds, it leads" is being overworked. All the news is not bad, and if you dig a bit you'll actually find some good stuff to cheer you up! At least, here in Canada.

## One Sebastian, Two Sebastians, Three...

Swiss rookie Sebastien Buemi will race for Toro Rosso in Formula One this season, the Ferrari-powered team announced recently. Buemi, 20, competed in the GP2 support series last year and was also the reserve driver for Toro Rosso's sister team, Red Bull Racing.

Toro Rosso said in a statement that they would name Buemi's team mate "at some point" before the season-opening Australian Grand Prix in Melbourne on March 29.

The team had two other 'Sebs' in their racing line-up last year, with Frenchman Sebastien Bourdais partnering 21-year-old Sebastian Vettel before the race-winning German moved on to the main Red Bull team. Bourdais remains hopeful of staying on for a second season, but Red Bull-owned Toro Rosso have also been testing Japan's Takuma Sato.

## Too Much Son:

John Surtees' lad Henry has become the second son of a former Grand Prix ace to sign up to the new F2 series for 2009. The announcement of the 18-year-old's entry came days after Alex Brundle, son of Martin, said he was also taking the F2 route.

Based on the historic evidence, I can't help but believe that a name advantage gives young racers a much easier pathway into F1, a precedent set by other sons such as D. Hill, J. Villeneuve, Piquet, Rosburg, etc. And I'm not sure that I like this very much...

## Roger's back-garden:

On January 8th, Donington Park secured final planning permission for a £100 million revamp as it gears up to replace Silverstone as host of the 2010 British Formula One Grand Prix. North West Leicestershire District Council approved the plans, the BBC reported.

Circuit chief executive Simon Gillett said he was "confident about all aspects of the project" despite some doubters questioning whether the track could raise the necessary funding and be ready on time. The plans en-

*continued...*



visage a new pitlane and paddock, grandstand and media facilities.

Donington's owners promised F1 supremo Bernie Ecclestone last year that they would invest 100 million pounds over a five-year period to revamp the circuit, which also hosts the British MotoGP.

Former TACcie Roger Fountain will be pleased with this news, no doubt – Donington Park is his 'home track', located about three miles from his current home in Sutterton!

#### Janus F1:

MONACO (The Guardian) - There was little sign of international motor sport throttling back on the mid-December Friday evening when the FIA held its annual prize giving in Monte Carlo. Chateau Pichon Longueville Comtesse de Lalande (retailing in France at \$110 a bottle) was one of the tipples chosen to assist the celebration of Lewis Hamilton's world championship. The 2008 season is now officially consigned to history, but there was good reason to raise a glass to the future.

The significance of wide-ranging changes for Formula One that were agreed upon the previous week were not so much the content of the reforms, but the fact that they happened at all. Talk of closures and bankruptcy appears to have concentrated the minds of team owners like never before and switched the priority from gaining personal advantage to the good of the sport as a whole.

There will be redundancies as certain roles become unnecessary but – following the shock of Honda's withdrawal – having half a team is better than none. And the bottom line in every sense is that all the teams will be able to cut their budgets by approximately 30 percent, a saving of between \$75 million and \$150 million each.

The most frantic work taking place right now will be in the various engine departments. Ferrari, Mercedes-Benz, BMW, Renault and Toyota must prepare for the first race of 2009 on March 29, knowing that the life requirement for each engine has been extended from two races to three, with each driver being limited to eight en-

gines (plus four for testing) for the entire 17-race season.

The engineers will be assisted by a reduction in the rev limit from 19,000 to 18,000rpm. Given the extraordinary reliability achieved in recent years (when engine life was stretched from one race to two), there seems no reason why this next step should present a problem and, meanwhile, the cost of engines for independent teams such as Williams and Force India (formerly Jordan) is expected to be reduced by 50 percent.

While the doubling of engine life and the slashing of costs was not particularly surprising, the fact that all the teams agreed to Renault making certain changes to their engine for 2009 when the specification is supposed to be frozen amounted to a degree of bon-homie which stretches the mood of the festive season to previously unimagined limits. It was, after all, Renault's self-inflicted problem that a large part of their engine department had been disbanded (thanks to the freeze on engine specifications), and there were insufficient numbers of available engineers to deal with the loosening of the rules that occurred before the start of the 2008 season.

The concession to allow Renault catch-up not only signifies that the Anglo-French team was short of engine power in 2008 – but it also pays additional tribute to the pair of victories for Fernando Alonso, and suggests that Renault could quite possibly return to being a major force next year.

Other changes for 2009 confirm the belief that aerodynamic development and testing have been among the most costly items in terms of manpower and equipment. The size of wind tunnels has been restricted and testing has been banned between races during the race season. This will reduce numbers of staff, and those remaining will appreciate a mandatory closure of each factory for six weeks every year, a revolutionary development for a business which does not appear to have the word 'holiday' in its lexicon.

Moving beyond 2009, there will, as proposed by Max Mosley, be a source of engines costing independent teams less than £5 million

per season and the same engine is guaranteed to continue and remain competitive in 2011 and 2012. These engines will either be produced by Cosworth, or by existing manufacturers on the understanding that continuity is guaranteed. Talk of one standard engine for everyone has been shelved, the FIA president clearly having used such a draconian measure as a successful means of attracting everyone's attention.

Mosley points out that none of the foregoing changes will affect how F1 looks to the fans. The only noticeable difference will come in 2010 when refueling is banned and teams return to making pit stops purely and – if they choose – to change tires. A tank of petrol must last for the entire race – as was the case prior to the introduction of the latest refueling tactic in 1994 – but market research will gauge whether the public would like race distances to be reduced from the present minimum of 192 miles.

Opinion is still being sought on the substitution of gold, silver and bronze medals for championship points, a proposal championed by Bernie Ecclestone – who was noticeably absent from discussions that doubtless will be considered a small triumph in the rebuilding of Mosley's battered persona. (re-published with permission from the author)

#### '09 F1 Rules Changed (again):

Formula One's rules have changed for this year, as noted above. Now it has been officially confirmed that the (previously mandated) KERS equipment (which give the cars an extra burst of power by using recovered energy generated by the brakes, thus enhancing F1's 'green' image) has now been made 'optional' for 2009.

However, each team has designed a KERS system into their '09 cars, so we can reasonably expect to see it in action. As Max Mosley put it, "It remains to be seen whether an extra 80hp from KERS will help overtaking."

Given the weight and complexity of KERS, I have my doubts that this 'push-to-pass' power boost will really deliver a notable benefit. But nev-

*continued*

ertheless, I am encouraged by the opportunity for team engineers to design an entirely new system without their creativity being strangled by excessive regulations from above.

It is entirely possible that at least one team will make a significant technology breakthrough, and that will in turn give them a unique advantage – which is a suitable reward for creative thinking, although it might make for a lop-sided racing series this year.

KERS will be mandatory for 2010. Well, at least that's what they're saying this month...

**Nuts! (Really – we're nuts!):**

As a preamble, I have a very dear friend who has a deadly allergy to all nuts (except me, apparently). Also eggs, and red wine, but that's not the topic. My friend Fred has survived for fifty years with this problem – even coconut oil as an ingredient could kill, so no ice cream for him. Nowadays he packs an epi-pen at all times, but that's a post-1990 invention; For his first thirty years, his only hope of survival was supreme vigilance.

Today, the peanut allergy is something everybody knows. Virtually every public school is now 'nut-free'. Students who bring a PBJ sandwich for lunch get sent home. So – how 'real' is this problem, and how valid is our response?

Well, a Harvard Medical School professor recently published an article in the British Medical Journal that deals comprehensively with the question. His research was prompted by the following news story from (where else?) the Excited States of America...

"A peanut was spotted on the floor of a school bus. The bus was evacuated and cleaned even though it was full of ten-year olds who – unlike two-year olds – could actually be told not to eat food off the floor," he wrote.

In America, two thousand children and adults are hospitalized each year for all food allergies – not just from nuts – and about 150 people die.

To put that risk into perspective, Dr. Christakis notes that about 50 people in America die each year from bee stings, 100 are struck by light-

ning – and 45,000 meet their end due to motor-vehicle collisions.

In addition 10,000 children are hospitalized each year in the US for traumatic brain injuries from sporting events. "We do not see calls to end athletics," he says.

A further 1,300 Americans die annually from gun accidents. "There are no doubt thousands of parents who rid their cupboards of peanut butter – but not of guns," he adds.

Dr. Christakis also warns that wholesale avoidance of nuts may be contributing to the problem. Some studies suggest that children who lack normal exposure to nuts may develop hypersensitivity when they finally come into contact with them.

Other studies have shown that children with nut allergies can actually overcome the problem – via carefully administered doses of... nuts.

Of course – what else?

And, speaking of "over-reaction", by mid-December Ontario police had confiscated the cars and licenses of more than 10,000 drivers. All are alleged to have violated the 'street-racing' law enacted in September of 2007. Oh, yeah – and the death rate on Toronto's roads rose again this year. Ironic that it was the 'street-racing' deaths in Toronto that prompted passage of this law in the first place, isn't it?

**Let's Get Together...**

And feel alright! Kudos to the youth of Ontario, and an appropriate black-eye to Jim Bradley, our incompetent Transportation Minister (see 'street-racing', above).

After heavy lobbying by the father of young Mr. Mulcahey (who died – along with two friends – when he crashed his Audi S4 into a Muskoka lake while driving drunk and distracted), the gummint decided to table legislation that would limit young people to one teen-aged passenger (excepting direct family members) until they were twenty-one years old.

This was clearly another Toronto-centric piece of law, completely missing the needs of younger drivers in areas of Ontario where transit just doesn't exist.

So someone started a Facebook petition complaining about this unfairness, and in no time at all (three weeks) they had 150,000 signatures, and the Hon. Mr. Bradley was forced to retreat, and remove the offending section of the proposed law.

In commenting about this embarrassing about-face, the Premier (affectionately, Sir Dalton-the-Daft) suggested that this reversal was an important moment in Ontario democracy, and that his government was going to utilize this new technology (Facebook) to enable closer consultation with Ontario's younger stake-holders (read – new voters).

The attendant members of the press immediately pointed out to him that his own government had banned Facebook from all government computers three years earlier... Priceless!

As always, thank heavens we don't get all the government we pay for.

Factoid Answer: Max Mosley.

**Sillier and Sillier:**

Swiss motor racing weekly Motorsport Aktuell reports that – to boost the 2009 Formula One grid from its current 18 cars – teams may be invited to field third cars; they said Honda's withdrawal has left the sport in breach of its contracts with TV broadcasters. To get the numbers back up to the minimum 20 competitors which Mr. Ecclestone is contracted to provide, top teams – including Ferrari and McLaren – could be urged to each 'voluntarily' field a third non-points scoring car.

How silly is that? Two non-competing rolling chicanes amidst 18 sharks. Very silly, indeed. I give this concept ten points for creativity, ten for extreme silliness, and zero for probability. But as Gail well knows, I've been wrong before...

I can only hope that one of the twelve offers currently on the table to buy the Honda F1 team is finalized soon, so the above scenario doesn't come into play.

**Farewell, Charlie Goodman:**

Sunday, Jan. 4th was a cold and gray day, with a major ice-storm set to arrive mid-afternoon. Despite

that, by 2:15pm the Newcastle Funeral Home was filled to overflowing with friends, family, and fans of the late Charlie Goodman.

If you missed Jim Kenzie's obituary in the Wheels section, Charlie was the man behind the Nissan School of Performance Driving, at Shannonville, which subsequently morphed into the Bridgestone Racing School that – in 1999 – relocated to Mosport as the anchor tenant at the (then new) Driver Development Track.

Charlie started his working career in the insurance industry, and he could never quite wrap his head around why so many people elected to kill themselves by driving badly. A racer himself, Charlie knew that skills could be improved through driver training, and that is what he set out to do when he started his program at Shannonville. It was a family business, plain and simple; his wife and his children were active participants, and they all built the business together.

A successful business that continues to this day, still managed by his kids, Brett and Kim.

I have long been a big fan of Charlie's, and back in the 'eighties he was instrumental in helping me form my own views about driver training, road safety, and the importance of both. I was glad to have him as an early mentor, and a long-term friend.

When it came to bad-weather driving, Charlie had three rules: If you don't have to, don't. If you must, double the space between yourself and all other vehicles. Finally, never relax until you close your front door behind you – at home.

By the time the post-service reception wrapped up, the ice-storm was in full spate. And the 120 or so folks who drove to the funeral no doubt thought a lot about Charlie as they headed home... I know I did.

**Ferrari + Tata (!?)**

On December 17th, Ferrari announced a sponsorship deal with Indian carmaker Tata, vendors of the \$2,500 Nano econobox 4-seater. Really – this is not an early April Fool's joke. A Ferrari spokesman confirmed the deal had been

reached, and the Tata brand will be on the '09 Ferrari F1 cars.

How? Well, as usual in F1, there are wheels-within-wheels – Tata and Fiat (Ferrari's parent company) have a joint venture in the Indian state of Maharashtra... and so the Indian billionaire who owns Tata has been craftily lured into a pissing contest with the Indian billionaire who owns Kingfisher (airlines, breweries, et al)... and his Force India Formula One team. Machiavelli was Italian, wasn't he?

**Electric Racing?**

Honda's withdrawal from the world of F1 motor racing is yet another illustration of the pressure bearing down on the world's car-makers.

Now might be a good time for reflection, some environment experts suggest. Does it still make sense to use gasoline engines as the power source for race cars? And is diesel (as demonstrated by the Peugeot and Audi Le Mans cars) so much different?

Internal combustion engines are dying, they contend. Although small improvements in efficiency are still being made, Formula 1 cars only convert about a third of the gasoline energy into motion. Which is better than the typical minivan, but not by much. An electric car turns most of the energy in a battery into usable motive power. The elders of the motor racing industry know that Formula 1, exciting and innovative as it is, is probably doomed by the eventual obsolescence of the gasoline engine.

Are electric F1 cars a possibility? Yes. Electric cars can have extraordinary acceleration, very high top speeds – and a range that is only dependent on the weight of the battery. The new Tesla sports-car, designed and partly built at Lotus in Norfolk, UK., has a top speed of 130 mph (which could be higher if it weren't speed limited) and accelerates from 0-60 mph in 3.9 seconds. Its' driving range is over 200 miles. Unlike a supercar of similar capabilities, its fuel cost is a penny or so a mile.

Battery technology is improving all the time. The scope for continued advances is enormous. This is one of the fields where nanotechnology will make a huge difference, reduc-

ing cost, charging time and weight. (However, any particular battery chemistry has an irreducible minimum weight per unit of charge – so advances will partly come from finding new chemistries that improve on the current lithium-ion technologies).

Here's a suggestion: Formula 1 should establish a separate competition at each Grand Prix from 2010 onwards. Only pure electric cars could be entered. The distance should be more than 200 miles, with manufacturers allowed to replace batteries if needed. Race-hosting governments should each provide a multi-million dollar purse, from research funds; a prize large enough to get manufacturers small and large working to improve the characteristics of their electric technologies. This would produce very rapid innovation in power sources and drive systems.

The world needs excellent electric cars. Even if the electricity in a car battery comes from those dirty coal power stations, the average emissions per mile are generally considerably less than those from either four-cycle or diesel engines. Renewably generated electricity can be carbon-free.

Eventually we can expect that the current gas-powered F1 racers will give way to all-electric (or other alternative) power-trains. We'll gain a cheaper, more environmentally friendly sport that would really push the evolution of low-carbon propulsion, just as the past sixty years of Formula One pushed the internal combustion engine to its' limits... remember those early '80's 1.5L four-bangers putting out 1,000hp in qualifying trim?

And, of course, the engineers could always add those wonderful sounds of a racing engine at full-chat by installing loudspeakers on the back of the cars – if the fans demanded it.

# January Jaunt 2009

Hello All competitors

Thank you for participating in this year's January Jaunt. I trust everyone enjoyed the event.. Unfortunately car 15 ran into mechanical problems and retired early. They did get back to Waterdown and got the car back on the trailer and then home.

Checkpoint 4 was mis-located, as a result we counted it as a route control and control 5 became a route in, time out. This is the same way the results were shown at the finish.

Thanks to all the checkpoint workers Rich and Eloise Sullivan, Paul Henshall, Kurt Seelenmayer, Tim Laye, Peter and Margaret Fenwick, Steve Martin, Martin Loveridge and Peter Clifford.

Many thanks to Martin for doing the scoring.

I hope to see again next year at the 2010 January Jaunt.

Dietmar Seelenmayer

## January Jaunt 2009 Entrants

Car #	Driver First	Driver Last	Club	Nav. First	Nav. Last	Club	Class
1	Paul	Moore	TAC	Rita	Moore	TAC	E
2	Roger	Sanderson	KWRC	Dennis	Wharton	KWRC	E
3	Chris	Johnson	PMSC	Mark	Newell	PMSC	N
4	Ian	Wright	MLRC	Steven	Caulfeild		N
5	Bryn	Epp	MLRC	Terry	Epp	KWRC	E
6	Raheal	Baig		Praneil	Ladwa		N
7	Shawn	Muis		Mike	Hummel		N
8	Nathan	Stagryn		Jason	Orchard		N
9	Massimo	Narini		Nick	Narini	MLRC	N
10	Matt	Minchella	TAC	Chris	Martin	TAC	N
11	Jeff	Lehman	TAC	Phil	Narini	MLRC	N
12	Stephen	Deneka	SPDA	Opal	Gamble	SPDA	N
13	Trevor	Hancher	SPDA	Melanie	Gravelijn	SPDA	N
14	Jane	Leonard	MLRC	Bruce	Leonard	MLRC	I
15	Peter	Brownhill	MCO	Rob	Blake	MCO	N
16	Dan	Davies		Steven	Turner		N
17	Frank	De Kat	KWRC	Adam	Dowsett	KWRC	N
18	Tashko	Sarakinov	SPDA	Jen	Snider		N
19	Murray	Dammeier	KWRC	Sanja	Dammeier		N
20	Adam	Kulikowski	KWRC	Gary	Sutherland		N
21	Jose	Peixoto	BARC	Nuno	Dejesus		N

## January Jaunt 2009 Results

Driver	Navigator	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	SubT	TA	Total
Moore	Moore	E	0	0.3	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0.4	0	0.4
Epp	Epp	E	-2	0	-1	0	0	0	0	-0.1	-1	0.6	-0.1	0	-0.9	0	0	0	0	5.7	1	6.7
Sanderson	Wharton	E	-1	0.4	-1	0	0	-2	1	-0.3	0	0	0	0	0.7	1	-5	-1	0	13.4	0	13.4
Leonard	Leonard	I	-1	0.1	1	0	0	0	1	0.1	0	0	0.7	0	20	13.7	20	20	0	77.6	1	78.6
Wright	Caulfeild	N	-1	-0.6	0	0	0	0	0	0.1	-1	0.2	0.1	0	1.4	0	-1	-1	0	6.4	0	6.4
Denaka	Gamble	N	-1	0.9	-1	0	0	0	-1	0	0	2.3	0	0	0	0	0	0	0	6.2	0.5	6.7
Kulikowski	Sutherland	N	0	0.6	-2	0	0	0	0	-0.1	0	1	-0.1	0	1.3	0	-2	0	0	7.1	0.5	7.6
Minchella	Martin	N	-1	-0.2	0	0	0	-1	0	0.3	-1	1	-0.2	0	1.2	0	-1	-1	0	7.9	0	7.9
Narini	Narini	N	-1	0	-2	0	0	2	0	0	-2	0.8	0	0	-0.1	0	-2	-1	0	10.9	0	10.9
De Kat	Dowsett	N	0	1.4	0	0	0	1	1	1.2	0	1.4	0.9	0	-0.1	0	-1	0	-3	11	0	11
Hancher	Gravelijn	N	-1	1.1	-1	0	0	-1	0	-0.1	1	1.8	0.3	0	1	0	-3	-1	0	12.3	0	12.3
Dammeier	Dammeier	N	-1	0.2	-1	0	0	0	0	1.2	0	2.2	0.3	1	1.5	3	-2	0	0	13.4	0	13.4
Johnson	Newell	N	0	-0.4	-1	0	0	0	0	0.4	1	2.5	0	0	6.5	1	1	0	-3	16.8	0	16.8
Sarakinov	Snider	N	-4	-0.9	-2	0	0	0	0	-0.5	0	1.5	0.1	-1	1.2	0	-9	-1	0	21.2	0.5	21.7
Muis	Hummel	N	2	0	-2	0	0	1	1	1	-8	2.6	0.5	1	3.5	0	0	0	2	24.6	0	24.6
Davies	Turner	N	-3	-0.6	-1	0	0	0	0	0.7	-4	1.9	0.3	0	3.9	3	-8	-1	-1	28.4	1	29.4
Stagryn	Orchard	N	-3	0.4	-1	0	0	-1	2	2.1	7	3.5	0.2	0	4.3	4	-5	-1	-4	38.5	0	38.5
Baig	Ladwa	N	-1	-0.5	-2	0	0	1	1	-1.1	-1	0.7	0.1	0	3.3	4	20	20	12	67.7	0	67.7
Lehman	Narini	N	-1	0.9	-1	0	0	20	20	20	2.5	3.7	0.1	0	0.6	0	-1	-1	-1	72.8	0	72.8
Peixoto	Dejesus	N	20	20	20	20	20	20	20	20	20	15	-0.2	20	15	20	20	20	0	290.2	0	290.2
Brownhill	Blake	N	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	340	0	340

Well, welcome to a whole new year! And if this be the start of a new year, then there must have been a **January Jaunt** recently. Actually, it was really early in the year – the third day of the year! Heck, even for an old retired codger such as myself that was barely time to recover from the previous two days of celebrations and libations! But, I digress.

Saturday, the third day of January dawned quite bright and reasonably mild. A great day for a rally – a little snow on the ground, brisk temperature, good visibility; yep, a great day. So Eloise and I put the checkpoint gear in the *focus* and off we went for Waterdown. We actually left somewhat earlier from Barrie than we had to – there being a great hobby shop (blatant plug – *Modeller's Choice* on Upper James in Hamilton) that is almost a *must visit* whenever we get to that part of the countryside. By taking the easy route down the 400, across the 407 (one of our last chances before the owners beat up on my wallet yet again), up the 403 and onto the Lincoln Alexander, we easily made it to the hobby shop in 90 minutes from Barrie. Oh, and half a jug of windshield washer fluid! It was such a dirty trip that I nipped into a gas station with a car wash so I would have both a full tank of gas (big mistake – see later) and a clean car for the rest of the day. As I selected the type of wash I wanted and paid for it on the swipe card, out of the booth they walked with an orange pylon and shut down the wash. Not nice. Refund time. “*Oh, you don't need a refund. The wash coupon is valid for six months,*” says the cashier. “*Not coming from Barrie it isn't,*” says I. Used all the water in one of their squeegee slots just to clean off the glass of the *focus*. And the trip to the model store was worthwhile. We got more structures and people for the railway set up (“N” scale is not that easy to find in quantity and these guys have a lot), a 1990 commemorative *Lancia Delta Integrale* in *Martini red livery* (oh, okay, it is 1/24<sup>th</sup> scale!), and a case for it for the home office

display. Such a deal.

And then it was time to head back to Waterdown. The *Royal Coachman* has become a bit of a favourite eating place for us. Not only do we get to sample their cooking at each **Jaunt**, we have hit it for a “*bug out*” breakfast and for meals when travelling to and from the *Shaw Festival*. (This *old retired codger* thing can be quite habit-forming, you know.) When we got there we were able to catch up on things with Dietmar and Kurt and Peter. Then as registration for the rally opened we enjoyed the company of more and more people. Heck, at times it was just like old home week with everyone who came along to either help with putting the rally on, or for running in the rally. Some people we only see once a year, hi ya Steve Martin; others we see more frequently, Peter and Margaret Fenwick; some seemingly at every event, the Epps, Roger. And Paul Henshall whose treatments have been coming along great and are really helping him. He was flogging Andrew Harvey's *Rally Calendar* as a fund raiser. A chance to help fight cancer and to get a great series of rally car shots? How could I pass this up? I didn't. This rallying isn't a “cheap” sport, is it?! But it is always good to start out the year with a great crowd. Although this year there was fewer than last year – 21 cars would start this time; I think there were 25 or 26 last year.



We got our instructions for the three checkpoints we would be working – the first, then the ninth and twelfth as part of a loop.

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CP 1 was familiar to us – we had had it twice before in this particular location, so we know how long it would take to get there and exactly what we were looking for when we got there. The 25 minutes or so to get there were easy, it was just all the police cars on the road – we passed two on the run out to the CP, and one had someone already pulled over. Once we were set up at the location, two more police cruisers past us, one coming from each direction. We were beginning to wonder what Dietmar had put in his letter to the local detachment offices!



We were all ready when the first car, Paul and Rita and their Subaru, showed up right on time. In fact, with only a couple of cars coming in slightly out of order we had a very “fast” time at the CP, at least for the first 20 cars. A scary time too, on occasion. Where we were was just after a very narrow bridge under a set of railway tracks. The posted speed limit was 40 km/h, so rally traffic was probably at 35 or so. And a couple of locals went by us as if they were practising for the Monte Carlo rally – one even did it as he blew by a rally entrant. I don't know how he got through the bridge at the speed he was going. For some people and some times you just wish someone in one of those great big mothering Yukons or Suburbans that always seem to fill the whole road as if they owned every last inch of width would come round the bend from the other direction and scare the living crap out some of these little boy racers. 'Course then I'd probably be tied up all day explain why he had his lowered-Civic pasted all over the front of the SUV 'cause there would be no way he'd ever miss it. Good thing not all wishes come true.

So in 19 minutes we disposed of 20 cars. But where was Car #21? We check our CP package – no instructions at to how to set the radio for the ham network to be used (although we did manage to get it set, with the proper tone set to trip the repeater and everything. I think we might have been the only ones to do it though, since no one ever called on the repeater at all during the day) and no other contact info for using the cell phone either. So we calculated a possible max time for the car and waited it out (no hints in the instructions for that either – got told a “closing time” but not how many cars or what max late it was based on), and just as we were pulling out to head to CP 9 we got a call on the cell phone from Paul at CP 2 – “any sign of car 21?” He pulled up stakes too. As we were driving to CP 9 we passed car 15 at the side of the road. Seems they had blown a brake line and were going to have to pull out. The only thing they really weren't sure of was where the heck were they? (And I thought navigator's could read maps!) We were able to show them where they were on our trusty MapArt *SouthCentral Ontario* map and to plot them a route back to the Royal Coachman that would involve as few stops as possible. I hope they got back to Ottawa area okay – they were the **MCO** crew that were towing their rally car to events last year. With luck they had the tow vehicle still in use. They did tell us they had “called in” their dilemma so we didn't have to worry about our communication gaps and then all of a sudden we got a second cell call, this time from Dietmar. That's when we found our package got missed when the fall-back info was handed out; and now we knew what happened to Car #21 - seems they were going to be leaving the Start, going for gas and then picking up the rally at the end of the second leg – thus after our CP 1. Cool.

We were now on a run from just west of Waterdown over into the middle of the Niagara peninsula – somewhere north of Dunnville and south of Grimsby. With





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darkness descending we pulled out our trusty MapArt again and set forth. Skirting the “John C. Munro Hamilton International Airport” (don’t you just love these names? I remember when it was just “Mount Hope”, sorta like “Malton” used to be for Toronto’s airport) and down through Binbrook. We turned onto Caistorville Road, thus missing Abingdon (sorry, could not confirm if there were any MGs there, but I doubt it!), but going all the way to Canborough and then to Darling Road for CPs 9 and 12. (Do you know, by using Caistorville Road to Caistorville we completely missed Caistor Centre – and I used to make fun of Eloise for being a *Bluenoser* with Upper, Middle and Lower Sackville!)

So there we were – right smack dab in the middle of no where! From 6 until almost 8 in the evening. And it was a lovely evening – lots of stars, a three-quarter moon glistening off the snow, someone’s hound continually baying off in the distance, temperature plummeting. Cars began arriving only 3 minutes after we had expected them. Not bad. Not bad at all. The order was a whole lot more jumbled by now, but we still had the same 19 (since car 15 was gone) cars as at CP 1 through in 28 minutes. Still no sign of Car #21.

One of things we do at each CP is keep a running list of exactly what each car looks like. That way we know after the first pass what to expect at subsequent CPs. And, if necessary, what any missing car looks like and what to ask crews if they have seen. So 4 minutes after we got car 20 on its way from CP 9 we had car 1 back in for CP 12. The 20 cars took 32 minutes this time to get through the CP. And right in the middle of all this a VW GTI comes whistling in. Whoa. New car. Someone confused? Nope, the missing Car #21! Now he was here after 10 cars had come through CP 12 and 23 minutes after the last car had come through CP 9. But, since this was his first time through, we gave him a sticker for CP 9, sent him on his way, and started calculating

how much later we would have to stay on location to give him a chance to get to CP 12. So when car 20 (the last of the "original" 19) left at 7:20 we stayed on until 7:45.

And that's when the fun began. Remember I said I'd tell you later why the gas fillup in Hamilton was a "big mistake"? Well now it begins. I don't know what was in the gas from the station in Hamilton but barely 70 kilometers were out of the tank on driving to the CP locations. There had been a bunch of idling (power windows are not necessarily the best for a CP car) but still, why all of a sudden the backfire and juddering from the engine compartment (did I mention that no one had come along since car 20 left, that we never did see Car #21 again, that there were no houses or humanity close by, that this was the middle of freaking no where? Did

!?!?), and trying to pull away from the CP location was like two or three cylinders decided to go on strike, and that the "engine block" pictogram came on bright yellow on the dash? Great. Two kilometres of chugging down the road seemed to get the roughness out of the engine. But after a quick check of

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the "owner's manual" ("Don't do anything excessive. Drive carefully and slowly. Take the vehicle to an authorized dealer." Yada, yada, yada) we determined that the car was still drivable. So back towards Hamilton we went. Or so I thought. Eloise kept looking at the map, "Why did you turn right back there?" "Ummm. 'Cause this is the way to Hamilton?" "No, I think you're headed to Niagara now." What a time for the local municipality to decide not to put up road names and hamlet identification! But she was right, so 180° later we were going back the way we came and actually headed for Hamilton.

Whew.

First thing we did when we got to Waterdown was fill the tank with fresh (we hoped) gas from a different company. Then to the Finish of the rally. Busy place. We handed in our log sheets, exchanged a few comments with the people still hanging around and headed out with our fingers crossed for the trek back to Barrie. Made it home. Kept putting fresh gas in the car. Go through the carwash with what was by now one really dirty *focus*! Followed the instruction in the owners' manual. And finally, after four days, took the car into the dealership to get the OBD reset.

By now it was running fine and fuel mileage was where it usually is for this time of the year. But that darned light just would not go out. Five minutes with the battery disconnected and all was reset. Ready for our next adventure!

So a great time was had by all. Well, at least we had a great time. Hopefully there's a set of results elsewhere in this issue so we can see how everyone finished up. Thanks to Dietmar and Peter for their work in setting up the rally. A great big thanks to the crew in car 12 for the continuing supply of cookies to help keep us going through the night; especially the diabetic-friendly cookies! Next year's event is already on the **RSO** calendar

as being on the second day of the year.

Not so sure if I will be up for that - couldn't you make the following weekend? One day after New Year's Day is going to be awfully hard on certain bodily-functioning systems! Looking at the calendar this year, the only thing on the second weekend of January is the **CARS AGM**. And since that's really all about "performance rallying" and since the only say **TAC**cies have in the matter is as a club vote, not individual ones, there really does not seem to be much of a conflict there. Think about it, please.

The **CARS AGM** this year was the weekend before the press deadline for this issue. I doubt if there will be time for whomever held **TAC**'s proxy at the meeting in Calgary to get a report in to the editors. Can we expect to see something in the next issue? (Well, I bet we could "expect" but I'll also bet that without some encouragement we won't get.)

Next up rally-wise is the *Maple Leaf Winter Rally*, in February. When the **RSO Ontario Road Rally Cup** schedule first came out this was not on it. But I wouldn't count on that holding true. Perhaps **RSO** or **MLRC** will have a flyer in this issue to sort things out? But well before that, in fact in only a week or so after I send this to our esteemed editors, there's the **CASC Ice Racing** season opener, by **TAC**. A chance to get out and watch the snow really fly.

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

*Rich*

## ***OH, AIN'T IT A LOVELY WINTER?!***

### **A Snow-lover's Diary**

**December 8 - 6:00 PM:** It started to snow. The first snow of the season and the wife and I took our cocktails and sat for hours by the window watching the huge soft flakes drift down from heaven. It looked like a Grandma Moses print. So romantic we felt like newlyweds again. I love snow!

**December 9:** We woke to a beautiful blanket of crystal white snow covering every inch of the landscape. What a fantastic sight! Can there be a more lovely place in the whole world? Moving here was the best idea I've ever had! Shovelled for the first time in years and felt like a boy again. I did both our driveway and the sidewalks. This afternoon the snowplow came along and covered up the sidewalks and closed in the driveway, so I got to shovel again. What a perfect life!

**December 12:** The sun has melted all our lovely snow. Such a disappointment! My neighbour tells me not to worry- we'll definitely have a white Christmas. No snow on Christmas would be awful! Bob says we'll have so much snow by the end of winter, that I'll never want to see snow again. I don't think that's possible. Bob is such a nice man, I'm glad he's our neighbour.

**December 14:** Snow, lovely snow! 20 centimeters last night. The temperature dropped to 0°C. The cold makes everything sparkle so. The wind took my breath away, but I warmed up by shovelling the driveway and sidewalks. This is the life! The snowplow came back this afternoon and buried everything again. I didn't realize I would have to do quite this much shovelling, but I'll certainly get back in shape this way. I wish I wouldn't huff and puff so.

## ***OR, WHEN THE HELL DOES ICE RACING START?***

**December 15:** 20 more centimeters forecast. Sold my van and bought a 4x4. Bought snow tires for the wife's car and 2 extra shovels. Stocked the freezer. The wife wants a wood stove in case the electricity goes out. I think that's silly. We aren't in the Yukon, after all.

**December 16:** Ice storm this morning. Fell on my ass on the ice in the driveway putting down salt. Hurt like hell. The wife laughed for an hour, which I think was very cruel.

**December 17:** Still way below freezing. Roads are too icy to go anywhere. Electricity was off for 5 hours. I had to pile the blankets on to stay warm. Nothing to do but stare at the wife and try not to irritate her. Guess I should've bought a wood stove, but won't admit it to her. God I hate it when she's right. I can't believe I'm freezing to death in my own livingroom.

**December 20:** Electricity is back on, but had another 30 centimeters of the damn stuff last night. More shovelling! Took all day. The damn snowplow came by twice. Tried to find a neighbour kid to shovel, but they said they're too busy playing hockey. I think they're lying. Called the only hardware store around to see about buying a snow blower and they're out. Might have another shipment in March. I think they're lying. Bob says I have to shovel or the city will have it done and bill me. I think he's lying.

**December 22:** Bob was right about a white Christmas because 15 more centimetres of the white shit fell today, and it's so cold, it probably won't melt till August. Took me 45 minutes to get all dressed up to go out to shovel and then I had to pee. By the time I got undressed, peed and dressed again, I was too tired to shovel. Tried to hire Bob who, has a plow

on his truck for the rest of the winter, but he says he's too busy. I think the asshole is lying.

**December 23:** Only 5 centimeters of snow today. And it warmed up to 0°C. The wife wanted me to decorate the front of the house this morning. What is she, nuts?!! Why didn't she tell me to do that a month ago? She says she did but I think she's lying.

**December 24:** 15 centimeters - Snow packed so hard by snowplow, I broke the shovel. Thought I was having a heart attack. If I ever catch the son of a bitch who drives that snowplow, I'll drag him through the snow by his balls and beat him to death with my broken shovel. I know he hides around the corner and waits for me to finish shovelling and then he comes down the street at a 100 miles an hour and throws snow all over where I've just been! Tonight the wife wanted me to sing Christmas carols with her and open our presents, but I was too busy watching for the damn snowplow.

**December 25:** Merry Christmas! 25 more centimeters of the damn slop tonight - snowed in. The idea of shovelling makes my blood boil. God, I hate the snow! Then the snowplow driver came by asking for a donation and I hit him over the head with my shovel. The wife says I have a bad attitude. I think she's a fricking idiot. If I have to watch **'It's A Wonderful Life'** one more time, I'm going to stuff her into the microwave.

**December 26:** Still snowed in. Why the hell did I ever move here? It was all HER idea. She's really getting on my nerves.

**December 27:** Temperature's dropping, down to -30 and the pipes froze; plumber came after 14 hours of waiting for him, he only charged me \$1,400 to replace all my pipes.

**December 28:** Warmed up to above -10. Still snowed in. The BITCH is driving me crazy!!

**December 29:** 20 more centimeters. Bob says I have to shovel off the roof or it could cave in. That's the silliest thing I ever heard. How dumb does he think I am?

**December 30:** Roof caved in. I beat up the snowplow driver, and now he is suing me for a million dollars, not only for the beating I gave him, but also for trying to shove the broken snow shovel up his ass. The wife went home to her mother. 30 more centimeters predicted.

**December 31:** I set fire to what's left of the house. No more shovelling.

**January 8:** Feel so good. Barely two and a half weeks 'til the start of ice racing season. Where did I leave the keys to the ice racer? I just love those little white pills they keep giving me. Why am I tied to the bed?

***Keep it between the banks,  
sunny side up! And watch out  
for you know who!!***



**Toronto Autosport Club**  
**Board of Directors Conference Call Meeting Minutes**  
**Wednesday, January 07, 2009**

<b>Present:</b>	Peter Clifford, Andrew Kinal, Dietmar Seelenmayer	
<b>Regrets:</b>	Serge Guschin, Nelson Raposo	
<b>Guests:</b>		
<b>Recorder:</b>	Dietmar Seelenmayer	
<b>Location:</b>	Conference Call	
<b>Opened:</b>	8:15 pm	
	<b>Items/Discussion</b>	<b>Tasks/Deadline</b>
<b>1. Discussion</b>	<ul style="list-style-type: none"> <li>➤ Insurance for ice race. ASN does not include other organizations other than government in the policy. Therefore the Minden Kinsmen are not mentioned, as was the case in the past. Peter Clifford will advise Andy Hughes by email</li> <li>➤ Membership: stands at 29 primary, 51 active as of January 6</li> </ul>	
<b>2. Treasurer's Report</b>	<ul style="list-style-type: none"> <li>➤ Jaunt had 21 entries for \$945. less \$20 voucher. \$210 expenses so far.</li> <li>➤ \$84 Ice race permit for a balance of \$16664.05</li> </ul>	
<b>3. Other Business</b>	<ul style="list-style-type: none"> <li>➤ Russ is still the contact for web site. Dietmar will check with Brooke to be contact for website and domain registration</li> <li>➤ VP traditionally ran BoD meeting and also collected 5th gear advertising. Andrew will take over those functions</li> </ul>	
<b>4. Adjournment</b>	<ul style="list-style-type: none"> <li>➤ 9:15pm</li> </ul>	



# 2009 Membership Application

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

**Email:** [registrar@torontoautosportclub.ca](mailto:registrar@torontoautosportclub.ca)

- New Members – Single or Family \$50.00  
 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 2009 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2008 membership numbers will be reserved until February 1st, 2009.
- All memberships expire December 31 2009. Date: \_\_\_\_\_

1st Member \_\_\_\_\_ [# ] Home Phone (\_\_\_\_) \_\_\_\_\_

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

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

First Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

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

3rd Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

4th Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

5th Family Member \_\_\_\_\_ [# ] email: \_\_\_\_\_

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

**PAYMENT METHOD:**

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

Card Expiry Date: \_\_\_\_/\_\_\_\_ Cardholder 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 your 2009 Please indicate three areas that you can autosport interests help with in 2009

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

