



Fifth Gear

January 2010



www.torontoautosportclub.ca

Toronto Autosport Club

2010 EXECUTIVE:

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

2010 COMPETITION CO-ORDINATORS:

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

2010 COMMITTEE REPRESENTATIVES:

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

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

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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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

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

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FROM THE PRESIDENT'S DESK

Happy New Year everyone! I hope You all had a good holiday.

Here we are in the new year and starting a new competition season. First event on the ORRC calender is the January Jaunt rally on Saturday January 16. I expect the event will have run by the time you get Fifth Gear. Results and stories will be told at the next meeting.

Speaking of next meeting, **all ice racer wannabees**, come to the January meeting to meet some TAC ice racers. See ice race videos. Find out why some of us stand outside all weekend, braving the elements and love it. Even if you do not plan to ice race, come and find out what it is all about!

Last month I mentioned a motion that was tabled at the AGM to look at the future of TAC. The committee that will handle this, will be announced at the January meeting. If you are interested in participating, contact me before the meeting or the committee chair at or after the meeting.

Speaking of ice racing, the first event of the season is on the January 23/24 weekend. Six different clubs put on the events over six weekends in January and February. TAC's weekend is January 30/31. If you wish to help, contact Andy Hughes at andhughes@sympatico.ca. If you are not able to help but want to get out on Saturday or Sunday, come to Minden. The races are at the fairgrounds. Call me if you want directions.

The first meeting of 2010 is on Wednesday, January 20. Start time is 8:00pm and the location, as usual, is the Fox and Fiddle on Finch Ave. just east of Keele St.

Dietmar


TAC EVENTS CALENDAR 2010

DATES CATEGORY EVENT/LOCATION ORGANIZING CLUB

January 2010

| | | | | |
|-------|------------------|--|---|------------|
| 16-17 | Ice Race-Magnum | Ice Race, Magnum Series, Minden | | |
| 16 | ORRC | January Jaunt Rally, Waterdown |  | TAC |
| 16 | SnowX | Snow-Cross Driving Series Event, Ottawa | | MCO |
| 17 | School | Winter Driving School, Ottawa | | MCO |
| 20 | Meeting | TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W) |  | TAC |
| 23 | Rally-Club Level | Open Roads Rally Series Event, Ottawa | | MCO |
| 24 | SnowX | Snow-Cross Driving Series Event, Ottawa | | MCO |
| 29-30 | RA ProRally | Sno*Drift (Natl Rally) Atlanta, MI USA | | SCCA |
| 30-31 | Ice Race-Magnum | Ice Race, Minden Fairgrounds |  | TAC |
| 30-31 | Grand-Am | Rolex 24 at Daytona (24-Hours) | | |
| 30 | School | Winter Driving School, Ottawa | | MCO |
| 31 | SnowX | Snow-Cross Driving Series Event, Ottawa | | MCO |

February 2010

| | | | | |
|-------|-----------------|--|---|------------|
| 5-7 | CRC/OPRC | Rally Perce Neige, Maniwaki | | CASLL |
| 6-7 | Ice Race-Magnum | Ice Race, Minden Fairgrounds | | |
| 7 | School | Winter Driving School, Ottawa | | MCO |
| 13-14 | Ice Race-Magnum | Ice Race, Minden Fairgrounds | | |
| 13 | School | Winter Driving School, (RAIN DATE) Ottawa | | MCO |
| 14 | SnowX | Snow-Cross Driving Series Event, Ottawa | | MCO |
| 17 | Meeting | TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W) |  | TAC |
| 20-21 | Ice Race-Magnum | Ice Race, Minden Fairgrounds | | |
| 21 | School | Winter Driving School, Ottawa | | MCO |
| 26-27 | RA ProRally | Rally in the 100 Acre Wood, Salem MO USA | | SCCA |
| 27-28 | Ice Race-Magnum | Ice Race, Minden Fairgrounds | | |
| 27 | SnowX | Snow-Cross Driving Series Night Event, Ottawa | | MCO |
| 28 | SnowX | Snow-Cross Driving Series Event, (Rain Date) Ottawa | | MCO |

March 2010

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

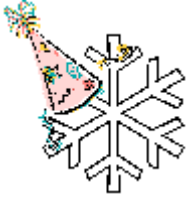
April 2010

| | | | | |
|------|----------|--|--|--|
| 4 | F1 | MALAYSIAN Grand Prix Sepang | | |
| 9-10 | Grand-Am | Porsche 250, Barber MSP, Birmingham AL | | |
| 11 | INDY | Barber Motorsports Park | | |
| 18 | F1 | Grand Prix of CHINA, Shanghai | | |

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

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

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



The Toronto Autosport Club presents the
2010 January Jaunt
Round 1 of the Ontario Road Rally Cup
Saturday, January 16, 2010



Check the web site for updates: www.JanuaryJaunt.com

Entry Fee: \$45
Start/Finish: The Royal Coachman
1 Main Street North (at Dundas)
Waterdown, Ontario
Registration Opens: 2:00 PM
Beginner's Meeting: 2:45 PM
Driver's Meeting: 3:00 PM
Car '0' Starts: 3:30 PM
Car '0' Finishes: 8:30 PM (approx)

The 2010 January Jaunt is the first rally of the 2010 season. It is a winter navex, providing real rally instructions, on real navigational rally roads. Because this event is held in the winter, more challenging driving conditions can be expected.

- It is **strongly** recommended that you have snow tires.
- All competitors must carry a safety triangle.
- It is recommended that all competitors carry a winter safety kit (e.g. shovel, blanket, candle, bottled water).
- Any auxiliary lights should be controlled through a single switch that also disables high beams.

Please contact the organizers for more information:

Dietmar Seelenmayer (416) 250-7082
dietmar.s@sympatico.ca

[Kurt Seelenmayer \(905\) 690-2584](tel:9056902584)
kurt.seelenmayer@cogeco.ca

From Toronto, take QEW west to Brant Street, then north to Dundas Street, then west. Alternatively, take Highway 407 or Highway 403 to Dundas Street, then west.

From everywhere else, take Highway 6 to Dundas Street, then east.

The Royal Coachman is at the corner of Dundas and Main in downtown Waterdown. Parking lot entrance off Main.





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ICE RACE 2010

Presented by the Toronto Autosport Club
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January 30-31 2010



AN EVENT IN THE 2010 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
Practice Starts 12:05 pm

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)

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

GS MOTORSPORTS - DAYTONA TEST DAYS

Daytona International Speedway is a mystical place. It is pure racing. From the moment you see the track from the outside, with its fast rising hills of grass reaching to the sky and cradling the hallowed tarmac, to the first time you come out of pit exit and realize that within a few seconds you will be flying through the Daytona banking at crazy speeds, DIS captivates in the same way that Corner 2 at Mosport does; in the same way the Corkscrew at Laguna Seca does; in the same way the uphill esses at VIR in the dark do; or the uphill sweepers – Corners 2, 3 and 4 at The Glen do. The joy you feel is indescribable. Winning the Rolex 24 would truly be a career making achievement!

GS motorsports took the #21 car down for the Test Days and Jamie and I drove it. The first day was cut short after less than two laps of the first morning practice when the motor let go. The boys did a great job



to change engine by the 6pm lockdown of the paddock. We were ready to go for day 2 and anxious to get on the track Saturday morning, but mother nature played spoiler as the teams were greeted by freezing rain/hail/sleet and below freezing temperatures. Test Days are usually brisk, but this was something new. It cleared up for the afternoon session and we were able to get some shake-down laps in. We made some set-up changes for Sunday's sessions but the changing weather conditions and track conditions made things tricky. Aside from a few cars, the times had backed off of the morning practice times in the final afternoon session on Sunday.

We learned a lot and gathered some useful data, and never finished outside the top 10. Now we have to get both the #21 and the #22 ready for the race in a few weeks!

In a way, Test Days at Daytona are the Grand-Am Continental Tire Sports Car Challenge's version of F1's "silly season". Before we arrived at the track in January of 2007 for our first test, one of the first things Gunter told me was that other drivers will be watching me, how I drive, how far can they trust me in difficult situations etc., and that I must be paying attention to them as well. This simple fact of racing is no different than any CCTCC or GT Sprint race in that you need to know your competition; but for some reason, at Daytona and with the level of competition that we were about to face, it took on a heightened significance. These were not 20 or 30 minute sprints, this was to be a 3 hour duel! It was, and still is, exciting beyond words.

At Test Days you have the chance to see who has brought what new machinery, how its working, who's driving which cars, which car/driver combinations are quick or slow. And which ones will actually be racing. There are always familiar faces and teams as well as newcomer rookie drivers and teams. Everybody wants to make a statement, whatever that may be. A race series is, after all, a political animal. It is great fun to be a part of it. So, to make Test Days really interesting for the season regulars, this element of politics plays innocently along with the Grand-Am philosophy of creating an even playing field. To Grand-Am's credit, they do a great job – however unenviable it may seem in certain situations!

To this end, for those that will be racing a full season, it is a chance to size-up the competition for the Championship push. As in any sport psychology plays an important role in racing. And the stakes are

high. It is a great experience for me personally to be working closely with Gunter, Mike, Jamie and the rest of the guys this year. I am looking forward to our two-car effort being Championship material!

For TAC members' information, we will make an effort to have our #21 car at the Canadian Motorsport Expo later this month. If I can make this happen, hopefully we can get the word out via email in good time. GS Motorsports is also pleased to announce a fundraising partnership with the SickKids Foundation of the Sick Children's Hospital in Toronto. Our fundraising project is called "Racing for the SickKids Foundation" and it will be a season long effort to raise as much as we can for this great institution. If any members are interested, donations can be made through our website on a per race, per lap or lump sum for the season basis for either one of or both the #21 and the #22 cars. The website and link to the SickKids Foundation is just under construction and we I will let Nick know as soon as it is up and running. Or you can also just contact me directly.

Any support would be greatly appreciated! We will also be planning an outdoor event with the Hospital at some point during the season and it would be great to involve TAC in some way. Generally speaking, we would like to bring the cars and team together with some of the kids at the hospital that will be cheering for us and some of the many Corporate supporters of the Foundation. I would be glad to discuss any suggestions that any TAC members may have in this regard. Feel free to contact me at adanyliw@globalserve.net.

We are fortunate to be joined in the Continental Tire Challenge paddock by some great Canadian race teams and drivers. Last year's Champs Compass360 were menacingly quick, as usual, and Karl has put together another solid Championship effort. It is also great to see Multimatic back with their own team and a fantastic driver line-up. These guys are a world class race outfit. We look forward to success at Daytona on the 29th and for the whole season and wish our compatriots the best!

Andrew Danyliw



the

Soapbox Derby

...by Malcolm Elston

Happy New Year, and welcome to 2010... or, as I prefer to think of it – MMX. Shorter, and neater!

New Year, New Fines:

As of today (January 1st) the following Ontario offenses have new fines:

- driving without a seatbelt: was \$110, now \$240
- child-seat violations: was \$110, now \$240
- red light violations: was \$110, now \$325 . Or \$490 in a Community Safety Zone
- failing to stop for an emergency vehicle: was \$110, now \$490... and remember, you must stop in both directions ... I think this one has the potential to become a real cash cow, especially on multi-lane roads in the suburbs. And it is worrisome that there is no real defence available... it doesn't matter how empty the road was, or how many lanes were available for the emergency vehicle, if you don't stop – you're toast.

And of course, the amounts above are just the fines. The Victims' Rights fund and other surcharges are added on top.

And no, I have not yet had a reply to my letter to the Police Chief, copied in the last issue of Fifth Gear. It has been exactly one month since I sent it.

TAC Revitalization Committee:

I am officially declaring – in this public space – that I want to work on the Committee to help determine the future direction of TAC.

I made the motion to strike such a Committee, and I will serve on it. My concern is that TAC needs to re-focus and re-commit itself to understanding the needs of our younger members, and to plan for a future where motorsport will be less and less accessible for the average person.

I look forward to attending the first meeting.

Gordon Murray:

To fans of auto-racing and high-performance sports cars, Gordon Murray is a legend. He's designed championship-winning Formula One cars, as well as two iconic, drop-dead-beautiful sports cars: the McLaren F1, one of the fastest road cars ever made, and the Mercedes SLR McLaren. These cars were, of course, built for speed and power; fuel economy wasn't even an afterthought. So it's somewhat surprising that the 63-year-old South African engineer is now more interested in cleaning up the planet by reducing carbon emissions than cleaning up at a Grand Prix finish line.

Murray's latest project is an environmentally friendly, compact commuter car – a change of focus he insists isn't as dramatic as it sounds. "Philosophically, they're quite similar," he says. "It's all about designing cars that are lightweight," which makes them highly efficient as well. The major difference between the two types of cars, however, is cost. Creating a lightweight, highly efficient car that is also affordable – not to mention cool and fun – is "the most challenging thing I've ever done," Murray says.

But done it he has. His team in suburban London recently unveiled the T.25 car – a three-seater made of flyweight composite materials that is smaller than a Smart car but has more interior room and gets 80 miles to the gallon. He's also started work on a \$14.9 million project – partially funded by the British government – to develop four prototypes of an electric car, to be called the T.27, by February 2011. He promises the T.27 will be 27 percent more efficient than any other electric vehicle (EV), yet still capable of a top speed of 60 mph and a driving range of 100 miles. His partner, battery manufacturer Zytec Automotive, is developing an electric drivetrain especially geared to small urban cars, and he's working with Michelin to devise an EV-friendly tire that reduces friction.

While Murray fully expects to license the designs of the T.25 and T.27 to manufacturers, they're essentially proof-of-concept cars. His main goal is to license the revolutionary manufacturing process he's invented to build the cars, which he says expends far less energy than more traditional auto-making factories. He claims that his iStream system, as he's dubbed it, requires a fifth of the capital investment that a standard, high-volume car plant needs, and only 20 percent of the space. "But you can't sell an idea, especially one this disruptive and radical. You must have a physical entity," he says.

Continued...

It's a big challenge, because car-manufacturing hasn't changed much in 100 years. Body parts are still stamped out of sheets of steel and then shaped, welded together and painted — a process that is expensive and sucks up an awful lot of energy. Murray says his iStream system involves using composite plastic panels made by injection molding which are screwed or bolted onto a frame made of tubular steel. In the U.S., he says, the frames and molded panels could be made at one central plant, while the assembly could be done at smaller plants near distributors, which means fewer cars being trucked long distances.

Murray says the manufacturing process would work for a wide range of vehicle styles, including even small buses. It can also handle high volumes: up to 300,000 cars a year. He's already working closely with two large carmakers that are interested in the system — he won't divulge any details — and expects to begin a project with a third in January. He's also been in contact with engineering firms that want to get into auto-making. Murray sees no reason why other major brands, say Apple or Sony, couldn't license the technology to start making their own versions of fuel-efficient or electric cars.

But Jay Nagley, an analyst at the London-based consultancy Spyder Automotive, says that's easier said than done. New entrants to the automotive industry "could easily lose their shirts," Nagley says, because setting up a distribution network is difficult and expensive. But Murray expects there will be fewer big automakers in the future, opening the door to niche players. He also says that distribution will become less of an issue if manufacturing centers are eventually moved closer to sales points.

Murray's F1-honed competitiveness clearly remains intact. But in this race — to be the first to manufacture and market eco-friendly cars on a mass scale — he's betting that the upstart lightweights, not the big-name players, will have the winning edge.

Driving Distractions:

As we wait for the police to enforce the new hand-held device law (due February), we can look elsewhere...

"A New Zealand teen who was flashing her breasts at passing cars has been found guilty of disorderly behaviour for the alcohol-fuelled prank, which ended with her in hospital after a distracted driver ran into her. The 18-year-old, egged on by her friends, was flashing passing motorists from a traffic island in the middle of a four-lane road, in September."

Mikey's Back!

The wide world of sport is full of ex-champions, long since retired, who dream of making a comeback to the top of their profession — to teach the new generation a thing or two about life, the universe and everything.

It doesn't always work... for every Niki Lauda who quit F1 only to return and win the world title in 1984, there's a Bjorn Borg whose top-level tennis comebacks in 1984 and 1991 ended in failure.

And for every Martina Hingis who retired then returned to tennis before getting a ban for testing positive for cocaine in 2007, there's a Martina Navratilova who retired for six years in 1994 but returned to claim more Grand Slam doubles titles at almost 50.

Now, seven-time world F1 champion Michael Schumacher is ready to put his legendary status at risk by coming back to the sport at the age of 40, three years after retiring.

He's signed a three-year (@£7 million per) deal to drive for Mercedes this season and will spearhead the ex-Brawn GP teams efforts. If Schumacher emerges as a genuine rival to Lewis Hamilton, Jenson Button et al, this one will be the comeback to end all comebacks.

And I wouldn't bet against it, since exactly the same trio (Ross Brawn, Rory Byrne, and Michael Schumacher) won the Championship twice with Benetton, and then five with Ferrari.

And, lest you think 41 is too old for F1, do remember that Juan Manuel Fangio only started his F1 career at that age, and he went on to win five World Driving Championships.

But while I am not ready to predict Michael as the next Champion, Bernie Ecclestone is already on record: he believes German Red Bull driver Sebastian Vettel will take the prize.

"I'm saying it well in advance, but for me, Sebastian Vettel will be the next world champion," Ecclestone told the daily Bild on Tuesday, Dec. 29th. Vettel, 22, finished second last season with four wins.

"Next season there will be four former world champions on the starting grid with Alonso, Hamilton, (Jenson) Button and Schumacher. I don't remember the last time we had such a line-up," he said. "In the end it will come down to the one with the best car."

Continued...

Team Mercedes, squared:

From The Wall Street Journal: Daimler AG's decision to double down on Formula 1 racing — a move it reinforced on Wednesday when its Mercedes unit signed on star driver Michael Schumacher — has left many in the auto industry scratching their heads.

Formula 1's inherent excesses, from its premium price tag to its huge carbon footprint, would appear to violate the prevailing Zeitgeist of belt-tightening and conservation. Yet unlike archrivals BMW AG and Toyota Motor Corp., both of which recently abandoned the racing circuit amid concerns about its image, Daimler is convinced the sport's popularity in key emerging markets and Mr. Schumacher's star power will make the decision pay off.

"It would be a missed opportunity" not to take advantage of the "world stage" Formula 1 has to offer, Daimler Chief Executive Dieter Zetsche said in a letter to employees last month, defending the company's renewed focus on Formula 1 and investment in a new stand-alone team.

Formula 1, considered by aficionados to be the world's premiere auto-racing circuit because of its speed and challenging courses, remains one of the largest and most glamorous draws in international sporting events. It's also a big business. It generates some \$3.9 billion in annual revenue from sponsorship deals, broadcasting rights, corporate hospitality spending and other fees, according to Formula Money, an annual review of the sport's finances.

Though it has a marginal following in the U.S., it attracts huge TV audiences in Europe, the Middle East and Asia. Despite the extravagant costs, car makers have until recently been among the biggest backers because of Formula 1's sporty, dynamic image.

Mr. Schumacher was a major factor in the sport's popularity until his retirement in 2006. In addition to his often dramatic wins on the racetrack for Ferrari, the German driver and his brother Ralf, a driver for BMW, gave the sport an intriguing narrative of fraternal rivalry.

More recently, however, Formula 1 has suffered. A dearth of star drivers has driven television viewership down, and the sport has failed to overcome its gas-guzzling reputation. The circuit has been plagued by other problems as well, from a race-fixing scandal to infighting between the sport's owners and teams.

Those aren't the only reasons Daimler's deeper engagement in the sport was viewed with surprise. The move comes as Mercedes has been struggling to stanch falling car sales and push through deep cost cuts.

"In these economically difficult times, the company should invest in better marketing of its real cars," said Erich Klemm, head of Daimler's works council, after the company announced last month that it would buy a large stake in the successful Brawn GP (Grand Prix) team with Abu Dhabi's Aabar Investments and rebrand it Mercedes.

Daimler has defended the investment, saying it can take advantage of Formula 1's marketing muscle at an affordable price. To rein in the sport's sky-rocketing costs, Formula 1 recently installed spending caps, restricting test driving and the number of engines and gearboxes teams can build. Teams that employed as many as 1,000 staff in more freewheeling days will be allowed roughly a third of that by the end of next year. As a result, Daimler anticipates its participation in Formula 1 could soon cost the company less than €60 million (\$85.5 million) a year, or a quarter of its Formula 1 budget in earlier days.

Daimler's Formula 1 strategy may also give it a marketing edge in new growth markets such as in the Middle East and Asia, where Formula 1 has aggressively pursued new investors eager to pour money into grand prix advertising and corporate entertaining. One is Malaysian oil company Petronas, which this week signed on to be the Mercedes GP team's title sponsor.

The exodus of most major rival car makers from the sport may actually be a bonus for Daimler, said Pippa Collett, managing director of London-based firm Sponsorship Consulting and former European sponsorship manager for Royal Dutch Shell. "They are left with a clear (marketing) field," she said, "especially in the emerging markets that Formula One has added to the calendar." Fiat SpA's Ferrari and, to a lesser extent, Renault SA, are the only other major car makers in the sport.

Getting the most marketing muscle out of the deal, though, will ride a lot on the team's success. Mr. Schumacher's return to the sport reunites him with Mercedes team principal Ross Brawn, with whom he won seven world titles. But some Formula 1 watchers say it will be tough for Mr. Schumacher, at 41, to jump back into the sport at the same performance level.

Continued...



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But it isn't, nor is it clear how well Daimler can balance an aggressive Formula 1 marketing campaign with efforts to cultivate a greener image of its road cars — an increasingly critical part of its marketing strategy in its big traditional markets such as Europe and the U.S. "It would be like running two competing marketing campaigns at the same time," said Sponsorship Consulting's Ms. Collett.

Norbert Haug, vice president of Mercedes-Benz Motorsport, said Daimler could be a leader in green technology and in Formula 1. "We show our willingness for competition on the most important platform for motor racing in the world," he said. "Believe me," he added, "As long as millions and millions of people world-wide watch Formula One races during two hours on Sunday afternoon only a few of them are driving in a car."

Women in Racing:

Former rally driver Michele Mouton has been appointed president of a new commission for women in motor sport set up by the governing International Automobile Federation.

The FIA said in a statement on Friday that the commission, which will have 10 members apart from the Frenchwoman, aimed to facilitate the full participation of women in all aspects of motor sport.

It will also "set in place strategies and policies that will promote the education and training of women in motor sport."

F1 Scoring, 2010:

The World Motor Sport Council has approved a new system that would see the winner take 25 points with 20 awarded for second and 15 for third.

It said the recommendation was due to the expansion of the starting grid to 13 teams in 2010 from 10 at present.

Under the new system, the race winner would get 25 points with 20 for second and 15 for third. The remaining points would be allocated 10-8-6-5-3-2-1.

"It's a great idea," Jenson Button told BBC Radio 5 live. "It's nice that you get five points over second for winning.

"That's important because we all love winning races. I won six races this year and I got just two more points." The proposal to alter how points are awarded came from the F1 Commission, which is

made up of key stakeholders from the teams, promoters, suppliers and sponsors, and chaired by president Bernie Ecclestone.

Since the last rule change in 2003, the top eight finishers earned ten, eight, six, five, four, three, two and one point respectively.

The plan appears to give greater reward for victory but the percentage remains the same with the runner-up scoring 80 percent of the winner's share and third place on the podium taking 60 percent. However, the rewards are proportionately less for fourth-to-sixth spots.

Flavio's Back, too:

On January 4th, former Renault team boss Flavio Briatore had his life ban from Formula One overturned when a French court ruled that the punishment was illegally imposed by the sport's governing body.

The flamboyant Italian was banned in September by the International Automobile Federation (FIA) for a plot to rig the outcome of the 2008 Singapore Grand Prix by staging a deliberate crash.

"The court ruled the sanction was illegal," said a judge at the Tribunal de Grande Instance.

Briatore, a multi-millionaire businessman who had also sought damages of 1 million euros (\$1.45 million) as well as demanding the sentence be lifted, was awarded 15,000 euros in compensation.

"It is almost exactly what we had asked for, this is obviously an exceptional outcome for Mr Briatore," his lawyer Philippe Ouakrat told reporters. He did not know whether Briatore, who did not attend the hearing, would try to come back to the sport where he won championships with both Benetton and Renault in a career spanning more than two decades.

Former Renault technical director Pat Symonds, who had been handed a five-year ban, also had the suspension overturned. Symonds had sought 500,000 euros in damages but received just 5,000 euros.

The court also called on the FIA to notify its members of Tuesday's judgment within 15 days or face a daily 10,000 euro penalty. The FIA's lawyer, Jean-Francois Prat told Reuters the FIA would "very likely" appeal the decision. He declined to make any further comment.

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rich's ramblings

january 2010

January. The start of a whole new year. I do hope you are ready to go. The old tradition of a time for reflection on the year that just past and a chance to look at the year ahead does seem to have disappeared. One weekend you're struggling to recover from the celebration of the changing of the calendar and the next weekend you're right back into motorsports. Certainly this month is following that pattern.

On the 9th Eloise and I were off to Mississauga (okay, so "Tranna West") for the *2009 Annual General Meeting* of the **CANADIAN ASSOCIATION OF RALLYSPORT (CARS)**. With a meeting time of 9:15 am and a temperature of -18°C on the outdoor thermometer, I reflected on the wisdom of having bought the *focus* with the "Canadian Winter Package" and with the further wisdom of having actually plugged the block heater **IN** the night before! That and the seat heaters made the 8 am start at least somewhat palatable. I guess a lot of people had just rolled over and stayed under the covers that day. Traffic on the 400 and 401 to Dixie was extremely light, even in the bright sunshine. *And attendance at the meeting?* Well, let's just say that they stayed in bed too. The membership of **CARS** is somewhat different than that of **TAC** or **RSO** – for **CARS** the members are the *CLUBS*, not the people in the clubs. Thus, **TAC** is a member, but I am not. The members then are the 23 affiliated rally clubs from across Canada. **CARS** is broken into regions – Atlantic Region with 4 clubs; Quebec, 6; Ontario, 7; Prairies, 4; and, BC, 2. Every province except PEI has at least one (and in a number cases only the one!) rally-affiliated club. The five regional directors form the **CARS** Board and they elect the **CARS** President. Of the 23 clubs that could have been represented at the *AGM* 14 were in the room by the time the meeting was called to order; and with the representatives and hangers-on like us there there had to be, *wow*, at least 40 maybe even 45 people in the room! And, somewhat surprisingly at least to me, one of the clubs not represented was **TAC**. Our Club had no one there holding the Club's voting proxy; and I found this somewhat strange. After all, it was only Mississauga; the notice of meeting must have been sent to the Club in plenty of time last year so the opportunity to give the proxy to someone else must have existed; no one ever mentioned in *Fifth Gear* that a representative was wanted; we

do pay \$150 a year to affiliate to **CARS**. As I said, somewhat, but not totally surprising.

After all, **CARS** is mostly about performance rallying. (I know all this as I was actually given the package for **TAC** with the voting proxy in it. But, without the permission of the Club's executive I was not allowed to exercise the Club's vote.)

And having gone to the meeting, I can safely say, it would not have caused anyone else in **TAC** a great loss of sleep to go. If I thought the **TAC** *AGM* set a quick pace last November, we had nothing on this group. The Meeting was called to order at 9:15 am, right on time which in and of itself has to be some sort of record. And then everything was "bang", "bang", "bang". Between 9:15 and 9:18 the Chair disposed of establishing a quorum, welcoming attendees, and his opening remarks. At 9:18 the agenda was approved; at 9:19, the 2008 *AGM* Minutes were dealt with; by 9:20 we had accepted the reports of the Directors (all except *Atlantic* – none was in the various handouts) and the financial statements!; at 9:21 we were into the 2010 budget and, *look out!!*, there was a question! The budget statement had an entry called "**Sponsorship net**". For the *2010 budget* it showed "\$0" as against a loss of "\$10,228" under "*Actual 2009*" and a loss of "\$1,192" under "*Actual 2008*". We then spent 10 minutes, until 9:31, going around how the confidential agreements signed with each sponsor did not allow **CARS** to disclose even the total sum of sponsorship money available and how in any case the "\$0" was meant to signify that the money that came in went back out such that it was supposed to be "*Zero Sum*" game (although neither 2008 nor 2009 look like "*Zero Sum*" to me, but then I'm no financial whiz!). The upshot was that maybe next year a footnote would be added that kinda, sorta said this. Whew. Back to the agenda – 9:33, "person to do the Review Engagement" (look at the books, apparently) – done; 9:35 membership fees, accepted; 9:36, Acts of the Board confirmed; 9:37, ADJOURNMENT. Yep. That was it. 22 minutes start to finish for the *AGM*. Now I see where the Halifax group got "**THIS HOUR HAS 22 MINUTES**" for the title of its show! Catch your breath. At 9:40 into a bit of a Q&A session. And that hardly lasted any longer – one question, "*Anything to say about sponsors for 2010?*" Apparently, yes, maybe, perhaps. But you would only get the answer if you attended the luncheon

rich's ramblings

due at noon. Huh? I was supposed to buy tickets to the *Awards Banquet* and then wait around for two more hours before the banquet started and then, if I was lucky, I'd hear something about sponsorship for next year's *Canadian Rally Championship*? Really? So I haven't (*another*) clue, at least on that issue. Next question came out like, "According to someone who was at last year's AGM, and according to the report from the **CARS** President, the Minutes of each **CARS** Board meeting are to have been available on the **CARS** web site." Answer, "The web site is undergoing several major reconstructions. Should be up and running very soon." Uh-huh. Seems to me I've heard that one before. (And not just at this group's AGM.) And that, gentle people, was it. At 9:47 Eloise and I were on our way back to the car, having spent less time at the AGM than it took to drive the 93 kilometers to the meeting from Barrie. Such a deal. One thing I did pick up – the **TARGA NEWFOUNDLAND** was filmed and is due on either *TSN* or *Speed* (yeah! Somehow between drags, car sales and *NASCAR!*) in either February or March.

A look at the Financial Report after the AGM shows a sum of \$1,025 listed under *Fines*. Now I know that a competitor was accused of using illegal pace-notes on the *Rocky Mountain* back in May. A (surprise, surprise!) committee had been formed to look into the issue and accusations against the Stewards. Do you suppose a substantial portion of this sum was as a result of the committee's recommendations? You could be correct. But you'd never get an answer from what was said at the AGM or on the web site. Heck. Some of the people involved with the discovery of the notes were at the meeting, and they never said a word either. Still one closed-mouth group to my mind.

Looking further over the report to the AGM from the **CARS** President (*Tom McGeer* former Canadian rally champion, for those unfamiliar with the **CARS** set-up) I would later find out that **CARS** has set up a number of "committees" (Canada, again. When in doubt, set up a "committee"). There's one with a mandate to "standardize the delivery of stewarding at national events". An outcome of the above item? Another one to "investigate ways to standardize marshalling services"; and this one is chaired by Ray Felice. Something similar was tried out in Ontario half a dozen years ago and other than producing a new version of the *Marshals' Handbook* really did not get to far. In fact, I remember one of the big issues was that the

Handbook superseded something used by one of the performance rally clubs and some at **RSO** were worried that the club's members might be offended by the new version. So I guess the best I can say is, "Good luck on that one, Ray."

So that was the **CARS** AGM. The Comedy Network's tag-line "Time well wasted" might be appropriate. But it was fun and since we got to do a number of other things before heading back home, things that could be scratched off the "to do list" before the **2010 TAC January Jaunt Rally**, at least somewhat productive. With this going into *Fifth Gear* before the rally, we'll have to see if I make it to the **Jaunt** for another instalment of "rich's ramblings" next month!

This month will just keep throwing motorsports at us. Ice racing season will really get under way the same weekend as the **Jaunt** – the 16/17. **TAC** has a monthly meeting on the 20th, barely days after the rally and barely days before **TAC**-hosted ice race weekend of the 23rd. And if your into performance rallying the US season kicks off with the *Sno*Drift Rally* in Atlanta (Michigan that is) on the weekend of the 30th, same weekend as the *Daytona 24Hours*. And you'll only have to wait another week after that for the performance rally scene to start in Canada – the **CRC Rallye Perce-Neige Maniwacki** runs the first weekend in February. Cold outdoors or couch-potatoing – we've got it all for you!

Busy. Busy.

So I guess that would explain why the *powers-that-be* at **RSO** forgot to pull their collective heads out of their butts while setting their *2010 calendar*. How else to explain it. **RSO** has two series to look after – the *Ontario Road Rally Cup* for navigational rallies and the *Ontario Performance Rally Cup* for, well, performance rallies. And they managed to schedule an event for each not only on the same weekend, but the same day?! Probably less than 100 kilometers apart?!! How? Why? The **Jaunt** was set months ago and then the idiots at **RSO** let the *VP for Performance Rally* set a first-aid course for the same day? What, they didn't think navigational rallyists need to worry about first-aid? Only performance rallyists need apply? And **TAC** pays \$300 to affiliate with these people? And organizes 3 of the 9 events in the year for the **ORRC**? Thanks a lot, **RSO**.

So that's it. Take care of yourself. See you out there, somewhere.

Rich

WHAT IS IT ?

A friend of mine saw this in York Region a couple of months ago. No one can figure out what it is. Maybe TACies will know?

Photo credit to Mike Murphy.

... Paul Moore



ON THE COVER:

at the TAC Ice Race in 2008

with TAC members Dan Douglas (146), Heather Peckham-Hughes (14) and Dale Brinklow (06)

RALLYING IN ONTARIO

The RSO President's Report to the 2009 CARS AGM

It was another busy year in all areas for RSO. There was growth in the area of performance rally but navigational suffered slightly in entries. I believe this was partly due to the economy but with predicted upturn 2010 should bring an improvement in the entry level of navigational events.

RSO again focused on promotion and education of rally, not just to RSO members but also to the general public. We also spent a considerable amount of time and effort educating public on the safety aspects of our sport; and worked with the communities and their local charities. We continued to communicate all RSO business in an accurate and timely manner via the RSO web site and via regular e-mails to the club representatives. RSO continues to invite all members to RSO meetings and appreciates their thoughts and opinions.

Promotion

RSO went back to the Toronto International Auto Show in 2009. We teamed up with Targa Newfoundland again and had a large booth in the Rogers Center that not only included rally cars, literature and videos but a rally simulator that drew a lot of attention to the booth from everyone that walked by. Thanks to Andrew Comrie-Picard for the use of his new EVO and Alan Ryall for his bright yellow Subaru done up in Tall Pines decals. Although the auto show is a lot of work it was successful in getting the word out about rally in Ontario.

Schooling, Growth and Exposure

The RSO Navigational Rally School was held over a three day period this spring. Students learned the basics of navigational rally as well as how to be a safe and responsible rallier. They are also taught the basics of and what it takes to get involved in performance rally. Thanks to Paul Henshal for co-ordinating the event. All students were given a discount coupon good for a reduction in entry fee for any RSO navigational event.

RSO ran our annual First-Aid course in January. Successful candidates received their first aid certificate as well as a CPR mask and Red Cross key chain. A HAM radio course was put on by RSO in the spring and had 10 successful graduates. These people will be able to go right to work volunteering at events.

Ontario Performance Rallying

Two RSO clubs ran very successful Rallycross series. These included winter and summer conditions and were widely enjoyed by both former and new competitors. This type of event is a great stepping stone to performance rally.

The OPRC series added two new stand alone events in 2009 bringing the number of stand alones to 4 out of a total of 7. One of these new events was an all tarmac event run at Shannonville Race Track and the other run out of the Ottawa area put on by MCO.

The remaining three events making up the series are Rallye Perce-Neige Maniwaki, Rallye Defi and Rally of the Tall Pines.

The 2009 Tall Pines Rally was a huge success with 51 entries from all over Canada and the USA. The Golton spectator stage was a huge draw for spectators and the competitors put on a great show. The weather was un-seasonably mild which made for a fast event for

competitors. The VIP and Media rides were well attended and all seemed to enjoy their first ever ride in a real rally car.

There were well over 200+ workers for this event and all went great lengths to make sure the event ran smoothly. Without them this event cannot take place. The VIP program was again sold out and another huge success. RSO has adopted the new style CARS door panels but with our own RSO side panel sponsored by HotBits Sports Suspensions. These were used at our four stand alone events.

Navigational Road Rally Championship

The Ontario Road Rally Cup (ORRC) featured 8 events with all of them being of the navigational type. Time Allowances are required at all Regional Road Rally events in Ontario. This way there is no need to speed to the next control knowing they will not get a lateness penalty for being lost or off route or slowed by a train etc by just asking for an allowance to compensate for the time lost.

Every event in this series is attended by the official RSO Steward, Paul Henshall. His function at each event is to ensure registration was done correctly, checking items such as vehicle insurance, driver's licences and ownerships at registration.

RSO also provides a green crew for each event and pays their expenses. This help eliminates errors and omissions.

RSO implemented a Red Cross and use of triangles procedures with the intention of making the events and competitors safer.

A number of clubs also held successful mini rally series. These navigational rallies are well suited to beginners and are a good stepping stone to the regional series.

Financial

RSO has been able to avoid a deficit in the current economic market and has remained financially strong. We have continued with our program of paying for road improvements and repairs to MNR roads used for rally as well as road development and exploration of new roads.

Generally

Yearly RSO provides training, schooling and support for its clubs, events and members. We continue to work on promotion, road development and sponsorship. All this is possible with the support of our many volunteers.

Thank you to RSO executive, organizers. The RSO Sweep team, planners, scorers and volunteers for all your hard work. It is you that make it all possible for this sport to grow and for everyone to enjoy it as they do.

Thank you,
Ray Felice

Ontario Regional Rally Director CARS
& President, RallySport Ontario
December 01, 2009

2010 Rally Calendar for: Ontario, Canada, North America, World

| EVENT | DATE | CLUB | SERIES |
|--------------------------------------|--------------------------|--------------|---------------------------------|
| CARS AGM | Jan 9 | | |
| MCO Winter Driving School | Jan 9 | MCO | club |
| JANUARY JAUNT RALLY | Jan 16 | TAC | ORRC |
| RSO First Aid Course | Jan 16 | RSO | OPRC |
| MCO Snowcross | Jan 16 | MCO | club |
| MCO Winter Driving School | Jan 17 | MCO | club |
| CANADIAN MOTORSPORTS EXPO | Jan 22/24 | RSO | |
| RALLY MONTE CARLO | Jan 22/24 | IRC | Monaco |
| MCO Open Road Rally | Jan 23 | MCO | club |
| MLRC Rallycross | Jan 24 | MLRC | club |
| MCO Snowcross | Jan 24 | MCO | club |
| MLRC mini rally | Jan 25 | MLRC | club |
| MCO Winter Driving School | Jan 30 | MCO | club |
| SNO*DRIFT RALLY | Jan 30/31 | RA | Michigan |
| MCO Snowcross | Jan 31 | MCO | club |
| | | | |
| RALLYE PERCE-NEIGE | Feb 4/7 | CASLL | CRC/OPRC , Maniwacki, QC |
| MCO Winter Driving School | Feb 7 | MCO | club |
| MLRC mini rally | Feb 8 | MLRC | club |
| SWEDISH RALLY | Feb 12/14 | WRC | Sweden |
| MCO Snowcross | Feb 14 | MCO | club |
| MLRC WINTER RALLY | Feb 20/21 | MLRC | ORRC |
| MCO Winter Driving School | Feb 21 | MCO | club |
| MCO Snowcross | Feb 27 | MCO | club |
| 100 ACRE WOOD RALLY | Feb 27/28 | RA | Missouri |
| MLRC Rallycross | Feb 28 | MLRC | club |
| | | | |
| MCO Open Road Rally | Mar 3 | MCO | club |
| RALLY MEXICO | Mar 5/7 | WRC | Mexico |
| Rally Curitiba | Mar 6/7 | IRC | Brazil |
| RSO HAM Radio School | Mar 6/7 | RSO | |
| MLRC mini rally | Mar 8 | MLRC | club |
| RSO AGM & AWARDS | Mar 20 | RSO | Peterborough |
| Rally ARGENTINA | Mar 20/21 | IRC | Argentina |
| RSO Navigational Rally School | Mar 22, 29, Apr 5 | RSO | |
| | | | |
| JORDAN RALLY | Apr 2/4 | WRC | Jordan |
| RALLY NEW YORK USA | Apr 3/4 | USRC | New York |
| SHANNONVILLE STAGES RALLY | Apr 10 | PMSC | OPRC |
| RALLY TURKEY | Apr 16/18 | WRC | Turkey |
| SPRING RUNOFF RALLY | Apr 17 | PMSC | ORRC |
| OLYMPUS RALLY | Apr 17/18 | RA | Washington |
| MCO Open Road Rally | Apr 28 | MCO | club |
| | | | |
| RALLY NEW ZEALAND | May 7/9 | WRC | New Zealand |
| BLOSSOM RALLY | May 8 | KWRC | ORRC |
| MLRC mini rally | May 10 | MLRC | club |
| LANARK HIGHLANDS FOREST RALLY | May 15 | MCO | OPRC |
| OREGON TRAIL RALLY | May 15/16 | RA | Oregon |
| RALLY TENNESSEE | May 22/23 | USRC | Tennessee |
| ROCKY MOUNTAIN RALLY | May 28/29 | CSCC | CRC, Calgary, Alberta |
| RALLY DE PORTUGAL | May 28/30 | WRC | Portugal |
| | | | |
| MCO Open Road Rally | Jun 2 | MCO | club |
| DISCOVER ONTARIO CAR RALLY | Jun 5 | TAC | ORRC |
| RALLY D'ITALIA | Jun 5/6 | IRC | Sardinia |
| SUSQUEHANNOCK TRAIL RALLY | Jun 5/6 | RA | Pennsylvania |
| MLRC mini rally | Jun 7 | MLRC | club |
| BLACK BEAR RALLY | Jun 11/12 | MLRC | OPRC |

(Thanks to Rich Sullivan for compiling this list)

2010 Rally Calendar for: **Ontario, Canada, North America, World**

| EVENT | DATE | CLUB | SERIES |
|--------------------------------------|--------------------|--------------|--------------------------------|
| KWRC SNATR #2 | Jun 19 | KWRC | club |
| RALLY YPRES | Jun 26/27 | IRC | Belgium |
| RALLYE BAIE des CHALEURS | Jul 2/3 | CRAB | CRC, New Richmond, QC |
| RALLY BULGARIA | Jul 9/11 | WRC | Bulgaria |
| RALLY IDAHO | Jul 9/11 | USRC | Idaho |
| MLRC Rallycross | Jul 11 | MLRC | club |
| MLRC mini rally | Jul 12 | MLRC | club |
| RALLY ACORES | Jul 17/18 | IRC | Azores |
| NEW ENGLAND FOREST RALLY | Jul 17/18 | RA | Maine |
| KWRC SNATR #3 & BBQ | Jul 18 | KWRC | club |
| RALLY FINLAND | Jul 30/Aug 1 | WRC | Finland |
| GALWAY-CAVENDISH FOREST RALLY | Aug 7 | PMSC | OPRC |
| RALI da MADEIRA | Aug 7/8 | IRC | Portugal |
| RALLY WEST VIRGINIA | Aug 7/8 | USRC | West Virginia |
| MLRC mini rally | Aug 9 | MLRC | club |
| INFINITE MONKEYS RALLY | Aug 14 | TAC | ORRC |
| GORMAN RIDGE RALLY | Aug 14/15 | USRC | California |
| MCO Open Road Rally | Aug 18 | MCO | club |
| RALLY DEUTSCHLAND | Aug 20/22 | WRC | Germany |
| KWRC SNATR #4 | Aug 21 | KWRC | club |
| BARUM RALLY ZLIN | Aug 28/29 | IRC | Czech Rep. |
| OJIBWE FORESTS RALLY | Aug 28/29 | RA | Minnesota |
| RALLY DEFI STE-AGATHE QC | Sep 10/11 | CASDI | CRC/OPRC, Ste-Agathe, |
| RALLY JAPAN | Sep 10/12 | WRC | Japan |
| RALLY ASTURIAS | Sep 11/12 | IRC | Spain |
| RALLY COLORADO | Sep 18/19 | RA | Colorado |
| RALLY SANREMO | Sep 25/26 | IRC | Italy |
| MLRC Rallycross | Sep 26 | MLRC | club |
| PACIFIC FOREST RALLY | Oct 1/2 | WCRA | CRC, Merritt, BC |
| RALLY d'ALSACE | Oct 1/3 | WRC | France |
| PRESCOTT RALLY | Oct 2/3 | USRC | Arizona |
| Tall Pines Rally work day | Oct 16 | MLRC | club |
| RAC RALLY OF SCOTLAND | Oct 16/17 | IRC | Scotland, UK |
| LAKE SUPERIOR RALLY | Oct 16/17 | RA | Michigan |
| MLRC Rallycross | Oct 17 | MLRC | club |
| RALLY CATALUNYA | Oct 22/24 | WRC | Spain |
| PRESIDENT'S PRIZE RALLY | Oct 23 | PMSC | ORRC |
| INTERNATIONAL RALLY NEW YORK | Oct 23/24 | USRC | New York |
| RSO Calendar Meeting | Oct 26 | RSO | |
| OPEN ROAD RALLY | Nov 6 | MCO | ORRC |
| CYPRUS RALLY | Nov 6/7 | IRC | Cyprus |
| WALES RALLY GB | Nov 12/14 | WRC | Wales, UK |
| RALLY OF THE TALL PINES | Nov 19/20 | MLRC | CRC, OPRC, Bancroft, ON |
| FIRST FROST RALLY | Dec 4 | SPDA | ORRC |
| JANUARY JAUNT RALLY | Jan 8, 2011 | TAC | ORRC |

OPRC: Ontario Performance Rally Championship

CRC: Canadian Rally Championship

IRC: Inter-Continental Rally Championship

WRC: World Rally Championship

ORRC: Ontario Road Rally Championship

RA: Rally America Rally Championship

USRC: United States Rally Championship

(as of January 6, 2010 – subject to change)

(Thanks to Rich Sullivan for compiling this list)

Rally Sport Ontario

RSO Board/Executive Meeting Minutes – December 15, 2009

LOCATION – Paul Henshall's – Snelgrove – dinner 6:30 – meeting at 7:00

Present: Ray Felice, President; Rob MacKenzie, Vice-Pres, Perf.; Rita Moore, Vice-Pres, Nav.; Ross Wood, Secretary; Peter Gulliver, Treasurer; Paul Henshall, Exec. Asst.; Christina Chinn, RSO Growth Committee; Nuwan Dantanarayana, SPDA Rep.; Paul Moore, TAC Rep.; Steve Deneka, SPDA.

Agenda

1) Approval of/additions to Agenda – as amended – Felice/Moore

2) Approval of October 27, 2009 meeting minutes – as published – Gulliver/MacKenzie

3) Treasurer's Report – balance sheet accepted as presented – Gulliver/Wood
2010 budget – accepted as presented – Gulliver /Felice

credit cards – RSO will immediately discontinue its use of credit cards, due to its being too costly to justify the amount of use
RSO fees and levies will remain unchanged – Gulliver/Moore

Summary of those are as follows: (1) Club affiliation - \$300 (2) ORRC event listing fee - \$25 (3) ORRC event fee - \$5 per entry (4) OPRC event listing fee - \$75 (5) OPRC Event fee - \$35 per entry (6) OPRC Road Damage fee – Regional only - \$60 National - \$90 per entry

4) CARS Update – (1) 2WD CRC scoring has been changed – score 4/6 – must score at least one from east and one from west (2) website being updated (3) new committees have been formed for marshalling and rules (4) AGM is January 9, 2010 in Mississauga

5) Old Business –

(a) 2009 RSO AGM & Awards Banquet – will be held on Saturday, March 20th at Baker's Hill, Peterborough (same location as last year).

Elections will be held for VP Navigation (2 years) and Secretary (2 years). Candidates should make their intentions known to an RSO Board member. The RSO Trustees Committee elects one candidate per year for a three year term. Candidates should make their intentions known to an RSO Board member. Award winner lists were discussed and finalized. Paul H. will order the awards.

(b) 2010 CME Auto Show (Canadian Motorsport Exposition) – January 22-24 – International Centre – Mississauga – hours Friday 1-10 PM, Saturday 10 AM – 9 PM, Sunday 10 AM – 5 PM. RSO will share a booth with Targa with two cars on display. Volunteers

are needed – contact Ray Felice rayfrally@rogers.com or Christina Chinn christinachinn@hotmail.com Clubs should submit materials (produce your own copies) to Ray or Christina by January 10.

(c) Calendar Cards – currently being designed and produced – Ray F in charge – working with Inside Track

(d) Skype – RSO will try out for the next meeting

(e) 2010 RSO Calendar – discussed and finalized – will be sent out to Clubs and published within a week

(f) CARS Rulebooks – aiming for CARS AGM weekend for distribution.

6) OPRC

(a) Series Standings – current as posted

(b) Rallye Defi Ste Agathe – Steward's Report received – some issues with safety

(c) Tall Pines – Nat'l - 51 cars started – 26 finished – Reg'l – 24 started – 12 finished – ran in warm weather and gravel conditions – great drama for the win – decided on last stage by mechanical breakdown – event organization was excellent – first airing on TSN December 19th at 12 noon.

(d) Perce Neige – February 4-6 – Maniwaki, Quebec - new Committee in place – Supp Regs have been posted – first route planning trip completed by Terry E. And Ross W.– need volunteers – contact Ross

(e) Scrutineer's Expenses – expenses incurred in performing car inspections and functioning on behalf of RSO at events are covered by RSO

(f) Light Bars – Paul Moore is coordinating the project – RFP was sent out to parties who leads received

(g) Marshals' Handbook – electronic master received – will be updated for distribution to events.

(h) Sweep Team – should reach 100th event in 2011.

(i) Scoring – change for 2010 OPRC – score 5 out of 7 – classes unchanged for 2010 – possible 2WD Chpshp for 2011.

(j) Stewards List for CARS – RSO is providing a short list of experienced Senior Stewards to the CARS Stewarding Committee.

(k) Scrutineer's Report –

-Four logbooks issued since Aug.

-Tall Pines went very well. The facility was very good. It allowed a steady flow of cars in and out. I hope that we are able to use it next year.

-One temporary logbook was issued at TP along with a re-issue to another competitor. Money collected was past on to the RSO treasurer. (\$75 total)

Rally Sport Ontario

RSO Board/Executive Meeting Minutes – December 15, 2009

-The workers Ross assigned at TP were first rate as usual. They did not miss a thing.

7) ORRC

- (a) **Series Standings** – current as posted
- (b) **Blossom Rally** – Steward's report received
- (c) **Discover Ontario Rally** – pending Steward's Report
- (d) **Open Road Rally** – pending Steward's Report
- (e) **First Frost Rally** – verbal Steward's Report received – written to follow – good event – excellent promotion resulted in 30 Novice teams – well organized – mini school included – some instructions were too difficult
- (f) **January Jaunt Rally** – Jan 16 – Waterdown – D. Seelenmayer Organizer
- (g) **Suggestions for New Rules** – a proposal for three rule changes was discussed – (1) method for moving Novices to Intermediate will remain unchanged (2) suggestion for required breaks at a time interval will be implemented with revision (3) suggestion that Organizers offer a Touring class at all events

8) Growth Committee - (per Christina Chinn)

The Growth Committee has contacted the organizers of the First Frost Rally organizers for a copy of the list of competitors for that rally as there were a lot of new teams out. This will be a good list to introduce more of them to all that is available in the rally community.

I have also started discussions with other ralliests on participation in the Canadian Motorsport Expo. I now have a list of possible staffers for our booth in the event. Further discussions with Ray Felice will also bring the planning of this event closer to being completed

New Business –

(1) **Burnt River Offroad Facility Status** – a winter RallyCross event is anticipated

(2) **RSO First Aid Course** - January 16 in Newmarket – website registration – payment by cheque, Interac or cash. Contact Rob MacKenzie for further info at rallyerob@hotmail.com

(3) **CASC-OR Election** – at November AGM no VP was elected – now two candidates – election in January – Steven Day of SPDA is running

Next Meeting – Tuesday, February 16th at 7:30 PM by conference call (Skype)

PERCE NEIGE RALLY A GO!

The **Canadian Association of Rallysport** is proud to announce that the **2010** edition of the **Rallye Perce Neige** will go ahead as planned on **February 4-7, 2010** in Maniwaki, Quebec. In October 2009 the event's organizers had indicated a number of issues had forced the organizing committee to reassess their ability to conduct a successful event in 2010. These ranged from items such as a lack of workers to financial shortfalls. Once the problem became apparent, several people within the **Canadian Association of Rallysport** began working to find solutions.

"A lot of hard work has gone on behind the scenes since the initial 'cancellation' announcement was made. A number of individuals and clubs have volunteered their time to ensure the event would continue," said **CARS** president, Tom McGeer. *"This kind of camaraderie is exactly what makes rally such a great sport and I am particularly impressed with the number of offers of support that continue to come in,"* he added. The organizer of the event has decided that, with the extra resources, the **Rallye Perce Neige** will be able to go ahead.

The coordinator of the event will remain as Denyse Moisan. Joining her as assistant coordinator will be Terry Epp, while the Clerk of the Course will be Ross Wood. Both Terry and Ross will also lead the efforts to define the route for the event. With over 100 years of rally experience amongst the three principal committee members, the event will be well served. Also stepping up to help with the event are both the **Motorsport Club of Ottawa (MCO)** and the **Club Auto Sport Defi Inc (CASDI)**. These two clubs have offered to staff and operate a number of the special stages.

"Having these clubs offer the manpower needed to ensure stages are run safely is a huge help," said McGeer. *"Getting enough workers to this event has always been a challenge and this offer takes away one of the main problems for 2010."*

Further event information, including Supplementary Regulations, will be available shortly. In the meantime, mark your calendars on **February 4-7** to be in **Maniwaki, Quebec** for the premiere winter event in North American rallying!



Membership Application

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

Email: registrar@torontoautosportclub.ca

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

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

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

Date: _____

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

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

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

TAC works only because volunteers make autosport happen!

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

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

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