



Fifth Gear

January 2012



www.torontoautosportclub.ca

Toronto Autosport Club

2012 EXECUTIVE:

PRESIDENT: Rob McAuley (905) 335-3141 rob@rmcauley.ca
VICE-PRESIDENT: Paul Moore (905) 898-7483 vicepresident@torontoautosportclub.ca
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SOCIAL DIRECTOR: Jane Worobess

2012 COMPETITION CO-ORDINATORS:

TIMEATTACK /SOLO-I Carsten Gieschen (416) 792-2804 cgieschen@dynamic.ca
AUTOSLALOM /SOLO-II (position vacant)

2012 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO: (position vacant)
TIMEATTACK /SOLO I: (position vacant)
MEMBERSHIP: Paul Moore (905) 898-7483 registrar@torontoautosportclub.ca
WEBMASTER: Brooke Jacobs (905) 764-1833 brooke@brooke.net

Club Mailing Address: 275 Court Street, Newmarket, Ont, L3Y 3S6

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 MOOSE AND FIRKIN, 7600 Weston Road at Hwy 7 (SW corner), just west of Hwy 400 in Woodbridge (www.mooseandfirkin.com)...

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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

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



TAC 2012 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<i>JANUARY 2012</i>			
14	meeting	CARS AGM, Vancouver	
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
21-22	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BEMC
21	School	RSO First Aid course, Newmarket	RSO
21	ORRC	Rideau Winter Rally, Perth	MCO
22	Rally Cross	MLRC RallyCross, Bancroft	MLRC
22	Rally Cross	MCO Snowcross, Ottawa	MCO
28-29	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BARC
28	Rally Cross	MCO Snowcross night event, Ottawa	MCO
<i>FEBRUARY 2012</i>			
4-5	Ice Race-Magnum	Ice Race, Magnum Series, Minden	TLMC
05	Rally Cross	MCO Snowcross rain date, Ottawa	MCO
05	CRC/OPRC	Perce Neige, Maniwaki Quebec	CASLL
11-12	Ice Race-Magnum	Ice Race, Magnum Series, Minden	PMSC
15	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
17	Rally Cross	MCO Snowcross night event, Ottawa	MCO
18-20	Ice Race-Magnum	Ice Race, Magnum Series, Minden NEW DATE	TAC
18-19	ORRC	Maple Leaf Winter Rally	MLRC
25-26	Ice Race-Magnum	Ice Race, Magnum Series, Minden	DAC
26	Rally Cross	MLRC RallyCross, Bancroft	MLRC
26	Rally Cross	MCO Snowcross, Ottawa	MCO
tbd	Club Rally	MLRC Mini Rally, Bradford	MLRC
<i>MARCH 2012</i>			
3-4	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
10-11	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
10-11	School	HAM Radio School, Newmarket	RSO
16-18	F1	AUSTRALIAN GRAND PRIX (Melbourne)	
17	meeting	RSO AGM & Awards, Peterborough	RSO
19	School	Navigational Rally School, Caledon	RSO
21	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	TAC
23-25	F1	PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	
25	INDY	Streets of St. Petersburg	

More events to appear as 2012 Schedules are released.

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



Kin Canada
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Minden Kin Club

The First Annual Paul Sheppard Memorial Races

Organized by



The Toronto Autosport Club

Affiliated with



CASC-Ontario Region

In conjunction with Minden Hills Winterfest 2012.

**Family Day Monday February 20th 2012
at the Minden Fairgrounds.**

Racing Starts at 10:00am Admission is free.



Don't just stand on the banks and cheer the guys and girls on, you can be a part of the racing action! You can bid on a seat in one of your favourite cars in a real race as a passenger.

Bids will start at just \$10.00!

All proceeds will be forwarded to the Minden Food Bank.

All regular ASN waivers must be signed before participation.



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AWARDED CAA's 2008 ENVIRONMENTAL COMMITMENT AWARD

Totally Hacked – Part One

(By Paul Moore)

What is the simplest and most stable geometric shape? Arguably, it is the triangle. A three legged stool never wobbles, every brace ever added to a roll cage is to triangulate the load, and I once built a 4 metre tall tower with uncooked spaghetti and marshmallows using triangles (don't ask).

Rita and I have been playing with both cars (4 wheels) and bikes (2 wheels) for a while. I bought my first car when I was 15 and motorcycle when I was 17. Rita has been driving since she was 16 and owned a motorcycle for a few years until trading it on four hoof drive. After 33 years, it is time for a change. How about 3 wheels for a change? Morgans are cool. Can-Am Spyders are technologically advanced. Traditional "trikes" are just too weird. But another option recently presented itself: a Ural "hack". More specifically, a 2011 Ural Gear Up Gobi. We are about to embark on an exploration of the world of 3 wheeled conveyances.

"Hacks", "chairs", or "rigs" are traditional motorcycles with the addition of a sidecar. Motorcyclists have been attaching sidecars of one variety or another on either side since before the turn of the last century. Sidecars provided a viable alternative to expensive cars in the early days, could generally go places that cars couldn't and well, allowed the rider to enjoy all the wind-in-your-hair-bugs-in-your-teeth advantages of a motorcycle while still bringing along your wife, kids, mother-in-law and a week's worth of groceries.

So, with a deposit in hand, we took the plunge and bought a Ural.

What's a Ural? Well, that is a long story. Back in the 1930's forward thinking planners in the Soviet army realized that relying on pack animals was not the way to move an army in those modern times. They also knew that it was only a matter of time that war would come to Europe and the rest of the world, so they didn't have time to plan, design and build their own modern vehicles. Through some backdoor dealing (yes, Comrade Ivan, it really DID fall off a truck!) and a supply line that ran through Sweden, the Soviets acquired a few state-of-the-art \5 BMW motorcycles from Germany.



Using the time-honoured tradition of backwards engineering, they started to crank out their homespun version of the bikes including a rugged all-steel sidecar in a factory on the outskirts of Moscow. Each was powered by a stout air-cooled, twin-cylinder engine of up to 650 cc generating a heady 20 horsepower!

They even improved on the design and installed two wheel drive (the motorcycle rear wheel and the sidecar wheel) to deal with the poor state of the roads.

When the war broke out, the Luftwaffe made short work of the motorcycle factory and production was forced to move to a small town east of the Ural Mountains called Irbit. Production of these nameless hacks continued throughout the World War Two with the troops adopting the name "Ural" after the mountains. The name stuck.

After the war and through the decades of the Soviet-era in Russia, the Irbit factory continued to produce 3 million Urals without much improvement or development of the design. These were primarily for the domestic market and meant to be utility vehicles that could easily be repaired with the tools at hand (like a rock) and parts available (like baling wire) in the field.

A few Urals trickled out across the globe where their ruggedness and simplicity were recognized as positive traits. Their reliability from the 1930's era mechanicals was cursed at in dozens of languages.

With the fall of the Wall, a group of ex-patriot Russians living in the US saw an opportunity and bought the Irbit factory, shut down production and re-tooled for a shift from mass production to "boutique" production for export. Irbit Motorworks of America was formed and went about modernizing the design with new production methods and world sourcing of major components.

Today, one can buy a seemingly classic motorcycle with modern US/Taiwanese electrics, German suspension, Italian brakes, Japanese carburetors, Korean tires and a 2-year no mileage limit warranty! The two wheel drive still remains as does the exclusive use of steel for all the body work and side car. The power has now doubled to 40 sturdy Russian horses and it tips the scales at 750 pounds. Top speed is claimed to be 110 km/h so this is no superbike!



With winter finally arriving in the GTA and ice racing just around the corner, we wisely opted to take delivery of the new Gear Up model (in tasteful desert camouflage -"Gobi") in the spring. We also added a few accessories to be installed by Ural Canada prior to delivery including sidecar and bike windshields, a passenger seat on the bike, and a hand shifter for engaging reverse.

Stay tuned here for more on what it is like to own a "classic" 3-wheeler. As the Ural advertising says, "Join the story."

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This car has belonged to my mom since it was new, and has only 87,600km on it. It still starts and runs like a charm, and easily passed its last emissions test. Most importantly, the heater and the wipers work great! With its rather heavy engine and front wheel drive, it's always been great in the snow. Maintenance has been kept up on it all its life with regular oil changes and mechanical repairs as needed (most recently, all new brake lines and new battery). It is currently insured and still in regular use getting groceries around town. However, the paint and body have not held up as well, and for that reason it would be unlikely to pass a safety standards inspection. Luckily, you don't need one to ice race!

Contact Rita Moore, 905-898-7483, orrc@ca.inter.net



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Membership Application

Mail: 275 Court Street,
Newmarket, Ontario, L3Y 3S6

Email: registrar@torontoautosportclub.ca

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

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

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

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____
 _____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

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

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

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

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

TAC works only because volunteers make autosport happen!

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

Please indicate your autosport interests for the coming year :

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

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

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