



Fifth Gear

January 2015



www.torontoautosportclub.ca

Toronto Autosport Club

2015 EXECUTIVE:

PRESIDENT	Rob McAuley	(905) 335-3141	rob@rmcauley.ca
VICE-PRESIDENT	Paul Moore		vicepresident@torontoautosportclub.ca
TREASURER	Rita Moore		treasurer@torontoautosportclub.ca
SECRETARY	Graham Tulett	(905) 828-0245	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Dietmar Seelenmayer		dietmar.s@gmail.com
SOCIAL DIRECTOR	(position vacant)		

2015 COMPETITION CO-ORDINATORS:

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

2015 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO	(position vacant)		
MEMBERSHIP	Paul Moore		registrar@torontoautosportclub.ca
WEBMASTER	Brooke Jacobs	(905) 764-1833	brooke@brooke.net

Club Mailing Address: 18759 Kennedy Road, RR1, Sharon, On, L0G 1V0

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.

FIFTH GEAR Editors: Nick & Ingrid Beck
280 Ridgefield 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

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



From The President's Desk

Ready for another year of Motorsports? Things are happening already!

TAC's Ice Race Weekend is the first of the year, and given the cold weather we're experiencing, I'm sure the track will be solid. I hope to see many people out - volunteering, if not racing. This is the best deal going, with free accommodation & meals for volunteers. Plus, you get rides during the races, and a chance to see some great action.

The Minden Ice Races are a great spectator sport, and a highlight for those hearty souls living in the area in the winter. If you are interested in coming out, please get in touch with Paul Moore - our VP, and the organizer of the event.

Speaking of Ice Racing, wife Sue just did a one-day course at the Bridgestone Winter Driving School while I was skiing with daughter Katie and her partner, Wyatt. Katie couldn't make it home for Christmas this year, so we did the trip to Denver to visit them, and managed to fit in a couple of days at Steamboat Springs. Sue came along, but hasn't skied in a while. She was looking for some spa-like activities, and instead found this school. She's been a bit squeamish on ice ever since she hit the wall in Mosport in the rain at a driving school, so I was looking for something to get her confidence back up.

The school really worked out well. They put you in an automatic Lexus SUV, and talk you around there frozen track. There were just 4 other students, all sent by their companies (Toyota & GM). The instructor was very nice. He apologized for not having anything with a manual transmission, but was able to show them how to recover from various skids, then took them out on the

track for some J turns, 360's, and more. Apparently, he has been a stunt driver in a number of Hollywood films. Apparently, they hit it off quite well.

I'm not sure She'll be co-driving an ice racer with me, but I know her confidence is up!

To ensure that you are ready for all our 2015 activities, please remember to renew your memberships! You'll need a current membership to get your CASC licenses for Ice Racing, Autoslalom, Time Attack and Race. Don't leave it to the last minute, or you may not be running!

We'll be happy to sign people up at the track at our Ice Race Weekend, but save time, and do it now, on line:

<http://www.torontoautosportclub.ca/tacjoomla/index.php/news/37-news/89-join-tac-online-with-paypal-or-credit-card>

You can also follow us on Facebook at:

https://www.facebook.com/pages/Toronto-Autosport-Club/105957399469817?ref=br_tf

We will post announcements and event notices there.

And of course, you can drop by our regular monthly meeting as we plan our activities for the upcoming year!

Please enjoy the upcoming year in motorsport!

Rob

Rob McAuley
TAC President

TAC 2015 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<i>JANUARY 2015</i>			
17-18	Ice Race-Magnum	Ice Race, Pre-Tech Day, Minden	
21	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
24-25	Ice Race-Magnum	Ice Race, Magnum Series, Minden	TAC
31-1	Ice Race-Magnum	Ice Race, Magnum Series, Minden	PMSC
31	Rally-ORRC	ORRC - Frostbite Rally, Campbelleville/Milton ON	

FEBRUARY 2015

6-7	Rally-CRC	Perce Neige, Maniwaki Quebec	CPRN
7-8	Ice Race-Magnum	Ice Race, Magnum Series, Minden	DAC
14-15	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BEMC
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
21-22	Ice Race-Magnum	Ice Race, Magnum Series, Minden	BARC
21-22	Rally-ORRC	ORRC - Polar Bear Rally, location TBD	MLRC
28-1	Ice Race-Magnum	Ice Race, Magnum Series, Minden	TLMC

MARCH 2015

7-8	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
8	INDY	Autódromo Internacional Nelson Piquet (Brasília)	
13-15	F1	AUSTRALIAN GRAND PRIX (Melbourne)	
14-15	Ice Race-Magnum	Ice Race, Magnum Series, RAIN-DATE Minden	
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
27-29	F1	PETRONAS MALAYSIAN GRAND PRIX (Kuala Lumpur)	
29	INDY	Streets of St. Petersburg	

APRIL 2015

10-12	F1	UBS CHINESE GRAND PRIX (Shanghai)	
-------	----	-----------------------------------	--

More events to appear as 2015 Schedules are released.

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



check us out!
600 suppliers
800,000
ITEMS
super low
pricing
delivery in 2 to 10 days
coast to coast

<http://cscracing.ecatviewer.com>
secure online shopping www.cscracing.com

retail & fabrication facility located at

1251 Gorham St. #4

Newmarket, Ontario

1-888-489-3880

emailus@cscracing.com

it's easy!

to see the entire line of
products we have access to
go to

www.cscracing.ecatviewer.com

select from the 8 catalogs
available, you can
search by keyword,
manufacturer, product or
part number.

Scan to the right
for pricing by part number.

Click on the price to see
product details.

call us to order
1-888-489-3880

or

emailus@cscracing.com

Product that is in-stock will ship
within 2-10 business days for
the price quoted.

pricing is in Canadian Funds
FOB our facility in Newmarket

some restrictions may apply

2015 ICE RACE SEASON SUMMARY

This 2015 Ice Race season is starting off at its normal pace but soon will be in full steam ahead.

Meeting with the organizers this past spring proved to be extremely interesting, as we discussed the upcoming season in length. The meeting started with only a couple of representatives attending but we carried on. The clubs were concerned with the cost involved this past season and wanted some changes. First was the information passed to them from the Kinsmen club in Minden in regards to possibly increase the track fees. The clubs were upset but also understood that increase for use of the track could happen due to no increase for the past couple of years. The increase was brought up due to the amount of work in build the track for the stud class, the past couple of years the weather and temperature has always been the biggest competitor for the Kinsmen. The cost of manpower, vehicles and fuel has increased for them but has never been passed on to the clubs. If the organizers wanted the stud class to run then an increase would happen and the cost passed on to the drivers (approx. \$ 160.00 per weekend). The clubs were also feeling the impact the increase cost for accommodations, fuel and meals. The organizers agreed on an increase but not a major one to affect the number of racers that would come out to enjoy the sport. I know compared to the other race divisions it is not a huge amount but to drivers that come out for the grassroots racing it is too much. This year the increase did happen but only to \$ 145.00 per weekend. Also the organizers agreed upon that the stud class should be drop as the numbers were only 6 racers this past season.

This year we are going to have online registration for all the racers. A test weekend took place last season and it proved to be quicker and easier for the clubs. The line in the trailer was much smaller for the racers that still want to do the paper form. Thank you to Scott for setting it up and allowing us to try it.

The schedule this year is as follows:

Pre-Tech	Jan 17 & 18/15
TAC	Jan 24 & 25
PMSC	Jan 31 & Feb 1
DAC	Feb 7 & 8
BEMC	Feb 14 & 15
BARC	Feb 21 & 22
TLMC	Feb 28 & March 1
Rain dates:	March 7 & 8 and 14 & 15

There will be no "0 to 09" numbers this year as it causes problems for the computer program. Any driver who has a number in this range will be assigned a new number by the Ice Race Director shortly

This past summer we had a couple of people step forward and took the steward's course. This is a great help to the clubs and the racers, I would like to thank them personally.

In conclusion, the rulebook, schedule and forms will be posted on the website for all to use. This is another way to cut cost for all involved. See everyone soon.

Heather Peckham Hughes
Ice Race Director

LANT INSURANCE BROKERS

(A Division of Wayfarer Insurance Brokers Limited)

Canada's Leader In Classic Vehicle Insurance Since 1978

Offering

HAGERTY
CLASSIC CAR INSURANCE

**Antique, Classic, Special Interest
and Modified/Street Rod
Automobile Insurance™**

37 Sandiford Drive, Suite 100, Stouffville, ON L4A 7X5

Tel: (905) 640-4111 • Fax: (905) 640-4450

www.lant-ins.ca

1-800-461-4099

Toronto Autosport Club – December 3, 2014 Executive Conference Call Notes

Call date: December 3, 2014

Call time: 8:19 pm

Present: Rob, Dietmar & Graham

- President's Report:
 - TAC Annual reports under review and will be emailed to the membership before AGM
 - CASC-OR AGM and competition workshops upcoming
 - Club elections coming up in two weeks
- Vice President:
 - Final 2014 membership year : 124= 6 life + 70 primary + 48 family
 - 2015 so far: 6 life + 13 Primary + 6 family
- Treasurer:
 - balances \$12,664.88 savings; \$146.50 PAY PAL; \$741.15 chequing
- Competition:
 - CARS AGM to be held January 10, 2015 in Mississauga. TAC rep required to vote.
 - ORRC – TAC event will be the DOCR – June 2015
 - OPRC – TAC members did not finish the Tall Pines very well but 31 entries overall.
 - TAC ice race weekend is now January 24/25 as no other club will change dates
 - Volunteers are required, especially for scrutineering.
 - Rob, Sue, Dietmar & Graham will volunteer. Contact Paul M.
 - Auto slalom – Director is wondering if TAC would be interested in an event in Exeter.
 - Time Attack – TAC event will be at Grand Bend on August 29/30
 - Open house set for March 29 – Rob & Graham will attend
 - Rob to attend meeting next Thursday to discuss the 2015 OTA budget
- Social:
 - A big thank you to Jane & Fred for organizing the banquet and Ingrid & Nick Beck for their participation event though they were unable to attend for prior commitments.
- Old business: nil
- New business: nil

Call adjourned: 8:59 pm

Notes recorded by G. Tulett.

The Limits of Grip! - Ontario Time-Attack - January 2015

As the new Director for CASC-OR Ontario Time-Attack, I am excited to announce the 2015 season! I have much to thank our previous Director Chuck Atkins for. He served for eight years and saw to it that Ontario Time-Attack continually evolved and moved forward. In fact, the schedule for the coming season is due to the hard work Chuck put into organizing it. I hope to carry on with that hard work and I see our series as the best, most competitive and exciting time-attack series out there. It is my intention to also make Ontario Time-Attack the safest time-attack series for our participants and I have been working on what improvements the series could benefit from and how to implement those changes.

This year we have two schools, nine competition events and the final "Championship Shoot-Out" to determine the overall season champ. That will require commitment and skill as one will have to compete in at least six of the nine regular season events to qualify for the shoot-out and then survive the tense atmosphere of the elimination rounds style shoot-out event. It is a blast. I took part last year and I can tell you from experience, no one wants to be eliminated in the first round or two. Then, if you are still in it and your nerves have steadied after the initial rounds, the competition becomes very tight indeed.

But that's at the end of the season. In the meantime we have a fantastic schedule:

- Events 1 and 2 take place June 6th and 7th at the newly designed Driver Development Track at Canadian Tire Motorsport Park. This is a challenging technical course with several corners and some elevation changes.
- Event 3 will be held at Toronto Motorsports Park June 20th. We return there after an absence of a couple of years and we're excited to offer something a little different. The event will begin around the noon hour and go until the sun sets. We'll see how well received this is and it may lead to running an evening event under the lights next season!
- Event 4 we will return to Canadian Tire Motorsport Park on July 5th where we will be at the Grand Prix Track. This happens to be my favourite track and it is where one can really test the limits of car and driver. There is also a school at the same location the previous day, so if you don't have experience at "the big track", we can get you prepared.
- Event 5 we travel to the Ottawa Valley area on August 2nd where we will experience a new track for our series by running at Calabogie Motorsports Park. I have heard only good things about this track. There will also be instruction available the previous day to bring drivers "up to speed" if they are new to this track.
- Events 6 and 7 we return to Shannonville Motorsport Park on August 15th and 16th where we will run the two large track configurations known as the Pro Track and the Long Track. It's a popular and well know destination for many of our participants.
- Events 8 and 9 will be our last two regular events of the season and they will be held August 29th and 30th at Grand Bend Motorplex. The configuration we use is fast and fun and this is a great summertime destination with the beautiful beaches of Lake Huron nearby.
- The final event of the season is the "Championship Shoot-out" and it takes place at the Driver Development Track at CTMP on September 26th.

With plenty of morning lapping at our events, excellent schools, great instructors and a very competitive format, if you haven't given us a try – what are you waiting for? Come out to one of our schools or check out one of our events and join in on the action and fun. You can come for the competition or just for the learning experience and a chance to drive your car the way it was designed to perform, under safe and controlled conditions. The first school is held at CTMP Driver Development Track on May 2nd and 3rd and it is perfect if you're new to high performance driving or if you just want a good refresher. Hope to see you at the track!

Kelly Ball

Director, CASC-OR Ontario Time-Attack



CageKits & RollBars



ChumpCar®



IceRace Car

RoadRace Car



Any Car

*...all custom fit
to the body style you
are working with.*

*CSC is the largest
manufacturer of roll cage
kits in NA and has been for
over 40 years.*

1-888-489-3880
www.cscracing.com

Attention Proud TAC Members!

Now you can buy clothes and more with the TAC logo on it, through the Toronto Autosport Club's online store (a partnership with Café Press.com).

Choose from a large selection of shirts, jackets, mugs, bags, even games and toys! Almost anything that Café Press sells, they will sell with the TAC logo on.

Visit the store at

<http://www.cafepress.com/torontoautosportclubgear>



BULLETIN



BULLETIN N° 2014-09

Subject: CARS National Rally Sprint Regulations

Issue Date: December 22, 2014

Implementation Date: January 1, 2015

The following are general rules for all Rally Sprint events run by CARS affiliated clubs. Additional rules may be added by an individual region and/or a Rally Sprint series to supplement these regulations, but regional or series regulations may not contravene these National Rally Sprint Regulations.

29 ~~28.2~~ Rally Sprint

29.1 ~~28.2.1~~ Definition General Requirements

A Rally Sprint is an event generally held on private or controlled public roads and is made up of short stages (closed to public traffic) and transits (possibly) open to public traffic.

29.2 General Requirements

29.2.1 Performance is measured by timing procedures as defined in CARS National Rally Regulations (see NRR 15 and 16).

29.2.2 ~~28.2.1.2~~ Several cars are permitted on the course simultaneously. Organizers shall attempt in their planning to eliminate or minimize passing. Safe passing procedures must be presented clearly to all competitors.

29.2.3 ~~28.2.1.3~~ Rally Sprint events are to be insured under CARS rally sprint insurance available through the CARS. The event insurance certificate must be displayed at the event registration.

29.2.4 ~~28.2.1.4~~ All persons involved in the event as participants, officials, workers, service crews, etc. must sign an insurance waiver.



29.2.5 ~~28.2.1.5~~ Organizers reserve the right to exclude any vehicle or participant from further participation in the event at any time for reasons of perceived safety concerns involving either the condition of the vehicle or the conduct of the participant.

29.2.6 A safety plan for each venue used must be submitted annually to the CARS Regional Director. A revised application must be submitted if there are significant changes to the organizational or course structure.

29.3 ~~28.2.2~~ Eligibility of Competitors and Vehicles

29.3.1 ~~28.2.2.1~~ Competitors

The following documents, valid on the day(s) of the event, must be presented at registration:

- (a) Driver's license for the crew member listed as driver
- (b) Vehicle registration (if any portion of the event runs on public roads)
- (c) Liability insurance for the entered vehicle (if any portion of the event runs on public roads)
- (d) When the owner of the vehicle is not entered as the driver or ~~passenger~~ co-driver, a written authorization from the owner of the vehicle
- (e) For any participant (driver or ~~passenger~~ co-driver) under the age of majority of the province, a written permission signed by a parent or guardian
- (f) Rally Sprint competition licenses, issued by the CARS region, for both driver and co-driver are required (regional or national CARS licenses are also accepted)

29.3.2 ~~28.2.2.2~~ Vehicles

(a) Vehicles must be based on a production, closed body and chassis to compete.

(b) All competing vehicles must be roadworthy and the following items, in particular, must be adequate and functioning properly: all



brakes, horn, windshield wipers, all legally required exterior lights, tires (including all spares) and exhaust system.

(c) Fuel, fuel tanks & lines must comply with CARS NRR 12.3.11.

(d) All competing vehicles must have towing eyes as per CARS NRR 12.3.13.

(e) Vehicles must comply with noise limits as outlined in CARS NRR 12.4.4.

(f) ~~(e)~~ All loose items in the vehicle must be fastened securely during the event (including items in the trunk).

(g) ~~(d)~~ Mechanical condition and safety of the vehicle is the responsibility of the competitor.

29.3.3 ~~28.2.2.3~~ Mandatory and recommended equipment

(a) Helmets conforming to meeting NRR 11.1.6 or meeting the Snell SA 2000 standard must be worn by all drivers and co-drivers. Helmets must be in good condition, with no visible defects or damage

~~(b) A towrope must be carried in the vehicle~~

~~(c) Safety equipment conforming to NRR 12.3.2 to 12.3.9 (roll cage, harness, etc.)~~

(b) Each competitor must wear a frontal head restraint system (FHR), as outlined in CARS NRR 11.1.7.

(c) Competitors must carry

- Fire extinguishers conforming with 12.3.4
- First Aid kit conforming with NRR 12.3.5
- Warning devices/Safety Triangles conforming with NRR 12.3.6 (note placement within vehicle)
- Towrope conforming to 12.3.16 (note all parts of tow rope must be within the competition vehicle at all times while not in use.)

(d) A minimum of five point safety harnesses for driver and co-driver are required. There will be no expiry date restriction. Harnesses must be in good condition with no visible defects.



(e) Roll over protection

All cars must be fitted with a roll cage. All cages must be of a minimum six point mounting design, must include two door bars per side and two diagonal members within the main hoop.

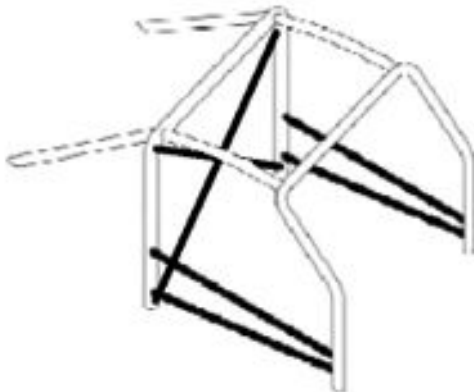
It is recommended that rollover protection meet CARS NRR 12.3.2.

However;

- Cages currently approved by CARS or used in vehicles with CARS logbooks issued since 2000 are acceptable.
- Cages used in vehicles with CARS logbooks issued pre-2000 may be acceptable if the cages are 6 point, have two door bars and a minimum of two diagonals in the main hoop.
- Cages in race vehicles with logbooks issued by an ASN Canada FIA territory or other race sanctioning body may be accepted after being approved by a CARS Regional Chief Scrutineer.
- Other cages, if approved by the Regional Chief Scrutineer, may be accepted

Roll cage padding must comply with NRR 12.3.2.6.

Cages and roll bars may be bolted to the floor. The mounting plate requirements are the same as a welded cage



(f) Seats

Seats must be fixed back, one-piece FIA approved racing seats. There will be no expiry date restriction. Seats must be in good condition with no visible defects.

(g) ~~(d)~~ Driving suits conforming to NRR 11.1.8 are recommended.

29.4 ~~28.2.3~~ Event Organization

29.4.1 ~~28.2.3.1~~ Authorizations and Permits

(a) Proper authority for use of the venue must be obtained and such permissions must be available for scrutiny at registration.

(b) The event must have a permit issued by the CARS Regional Director. The event permit must be displayed at registration.

(c) A technical inspection of all competing vehicles must be held at the start of the event as outlined in CARS NRR 21.6.1 and 21.6.2.

29.4.2 ~~28.2.3.2~~ Security Measures

Security measures must be in force to insure the safety of competitors, officials and spectators (closing of roads, traffic controls, start and finish locations, communications, recovery, etc.)

29.4.3 ~~28.2.3.3~~ Course Design

(a) The special stages of the event will be run on short (maximum ~~3~~ 5 km) segments of road, public or private, closed to all traffic. Total stage distance is limited to 35 km.

(b) The roads used as special stages shall be carefully chosen to reflect the overall intention of rally sprint events to be a an ~~performance~~ entry level performance rally.

(c) The roads used as special stages shall be chosen so that the average speed for the fastest competitor does not exceed 80 km/h. In case this condition is not met, despite best efforts, organizers will have to take action to correct this situation in order to use this road again in the future.



(d) Any competitor, who exceeds an average speed of 80.0 km/h in a stage, shall be scored with a time equivalent to 80.0 km/h, rounded up to a whole second. All others shall be scored with the time taken.

(e) In addition to (d) a stage in which any competitor exceeds an average speed of 80.0 km/h plus 10% ~~shall not count in the scoring of the event~~ must be modified to achieve lower speeds for future events.

29.4.4 ~~28.2.3.4~~ Event Officials

(a) Marshals shall be placed along the stage to ensure security, timing and the proper management of the event.

(b) Radio communications will be used in such a way that, in case of emergency, competing vehicles can be stopped.

(c) Event officials will act as judges of fact for the whole duration of the event.

29.4.5 ~~28.2.3.5~~ Documents

(a) Supplementary regulations shall be made available before the event.

(b) Necessary documents such as a detailed route book ~~and odometer check~~ shall be supplied to all participating teams, as per CARS NRR 13.3.



BULLETIN



BULLETIN N° 2014-08

Subject: CARS National Rally Cross Regulations

Issue Date: December 15, 2014

Implementation Date: January 1st 2015

The following are general rules for all ~~Rally Sprint~~ Rally Cross events run by CARS affiliated clubs. Additional rules may be added by an individual region and/or a ~~Rally Sprint~~ Rally Cross series to supplement these regulations, but regional or series regulations may not contravene these National ~~Rally Sprint~~ Rally Cross Regulations.

28 RallyCross

28.1 Definition

~~Rally Sprint Cross~~ are ~~competition events wherein~~ is an event where participants compete against the clock ~~one at a time~~ and total time taken over the competitive sections of the event determines placing. ~~Rally Sprints Cross~~ are ~~both a level of competitive event on their own and a development event preparing competitors for participation in performance rally events.~~ Rally Sprints Cross are ~~meant to be designed to accent the development of vehicle handling skills while limiting both top and average speeds attainable by competitors.~~ Rally Sprints are of two basic types: a) ~~multiple courses art either a single venue or multiple course venues (hereinafter called rally Cross) or b) multiple courses at either a single venue or multiple venues which could include closed public roads (hereinafter called Rally Sprint).~~ Bothe Rally Cross and rally Sprints could follow a rally format of stages and transits. ~~can be a competitive level, but must, first and foremost, be a training forum designed to accent the development of vehicle~~



handling skills while limiting both top and average speeds attainable by competitors.

28. 2 ~~1-1~~ General Requirements

28.2.1 ~~1.1.1~~ A Rally Cross is an event generally held on an unpaved, flat surface, wherein the course generally consists of straight sections and connecting turns or corners. Accent in course design must also place on the general avoidance of obstacles such as trees, exposures, deep ditches, etc.

28.2.2 ~~1.1.2~~ ~~Only one car is permitted on the course at any one time. Two or more cars are permitted on the course simultaneously.~~
Organizers must take measures to insure that there will be no wheel to wheel racing or passing. Organizers may grant a re-run or issue a time allowance to compensate the affected competitor who slows or stops to avoid passing.

28.2.3 ~~1.1.3~~ Rally Cross events are to be insured under CARS Rally Cross insurance, available through CARS. The permit and insurance certificate must be displayed at the event registration.

28.2.4 ~~1.1.4~~ All persons ~~on-site,~~ involved in the event as participants, officials, workers, crew etc must sign an insurance waiver.

28.2.5 ~~1.1.5~~ Organizers reserve the right to exclude any vehicle or person from further participation in the event at any time for reasons of perceived safety concerns involving either the condition of the vehicle or the conduct of the person.

28.2.6 A safety plan for each venue used must be submitted annually to the Region Rally Director. A revised application must be submitted if there are significant changes to the organizational or course structure.

28.3 1-2 Eligibility of Competitors and Vehicles

28.3.1 1-2-1 Competitors

(a) The following documents, valid on the day(s) of the event, must be presented at registration:

- driver's license for the crew member listed as driver
- vehicle registration (if any portion of the route runs on public roads).



- when the owner of the vehicle is not entered as the driver, co-driver or passenger, a written authorization from the owner of the vehicle
- for any participant (driver or passenger) under the age of majority of the province, a written permission signed by a parent or guardian

(b) Passengers (~~sixteen or older~~ minimum age 12 years, minimum weight 36 kg or [80 lbs] and minimum height 145 cm or [4'9"]) are permitted.

(c) If the Rally Cross is being presented as a stage and transit format event, then a co-driver must be carried. ~~No other persons are permitted in the vehicle~~ NOTE: Passengers are not permitted under this format of Rally Cross.

(d) If the Rally Cross is being presented as a stage and transit format with any part of the route on public roads, ~~then~~ the vehicle must be street licensed and insured.

28.3.2 ~~1.2.2~~ Vehicles

(a) Vehicles must be based on a production, closed body and chassis to compete.

(b) All loose items in the vehicle must be removed during the event (including from the trunk).

(c) Snap-on hubcaps, detachable fender skirts and trim rings must be removed.

(d) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewalls.

(e) Mechanical condition and safety of the vehicle is the responsibility of the competitor.

(f) Vehicles must comply with noise limits as outlined in CARS NNR 12.4.4. Lower noise limits may be set by an Organizer to satisfy local requirements.

28.3.3 ~~1.2.3~~ Mandatory equipment



(a) Helmets meeting NRR.11.1.6 or bearing "Snell Memorial Foundation" ~~1995M or 1995SA~~ 2000 M or 2000 SA (or more recent) labels must be worn by all drivers, co-drivers and passengers. ~~A DOT motor vehicle helmet may be worn if it is the type that covers the ears (no skull caps).~~

(b) Minimum three point seat harnesses must be worn by drivers and passengers.

28.4 ~~1.3~~ Event Organization

28.4.1 ~~1.3.1~~ Authorizations and Permits

Proper authority for use of the venue(s) must be obtained and such permissions must be available for scrutiny at registration.

28.4.2 ~~1.3.2~~ Security Measures

Security measures will be in force to insure the safety of competitors, officials and spectators (closing of the course, start and finish locations, communications, recovery, etc.)

28.4.3 ~~1.3.3~~ Course Design

(a) Each course shall not exceed 3 km in length. Several courses may be run simultaneously.

(b) Each course shall be arranged such that the maximum average speed shall not exceed 70 km/h and the maximum speed shall not exceed 100 km/h. Course designs that allow maximum speeds to be exceeded should be changed for any future events.

(c) The course shall be arranged such that it is clear of all heavy stationary objects. If this is not possible, tires, hay bales or other compressible barrier shall be used to minimize vehicle damage should contact occur.

(d) The course should be configured in such a way as to minimize the possibility of rollover.

(e) The use of chicanes (consisting of hay bales, pylons or similar soft materials) on straights of greater than 100M is recommended. The use of ~~yumps or bumps to reduce speeds~~ jumps is not permitted.



(f) Organizers reserve the right to change the course configuration at any time during the competition should a portion of the course deteriorate.

(g) Marshals shall be placed such that all competing vehicles will be visible at all times while on the route.

(h) A stop box may be used at the end of a run. A time penalty of 10 seconds must be assessed if a vehicle does not stop within the box.

(i) Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, prior to the first run.



BULLETIN



BULLETIN N° 2014-06

Subject: NRR 21.2 Starting Order

Issue Date: December 12, 2014

Implementation Date: January 1st 2015

Changes to NRR 21.2

21.2 Starting Order using Speed Factors and Seed

21.2.1 CARS shall maintain both a driver's seed list in which all drivers will be placed in the highest seed for which they qualify as provided for in 21.2.5 and a Canadian Rally Championship (CRC) speed factor list as provided for in 21.2.16, organizers shall use this CRC speed factor and seed lists to determine the start order as outlined in 21.2.3. The speed factor list will include each driver's speed factors for the previous 24 months. Organizers should use this seed lists to help determine the event start order. Foreign drivers should be included in the seed that best reflects their qualifications.

21.2.2 Based on ~~the criteria in the seeds as per NRR 21.2.15-14 below, and in accordance with 21.2.3, a seeded draw is to take place at the time and place provided for in the event supplementary regulations prior to each event to determine the start order as well as the vehicle number.~~ organizers shall create a starting order, as well as the vehicle number, based on a competitor's CRC speed factor at the time provided for in the event supplementary regulations This seeded draw shall be for: Seed 1 (Group 2 and 5, Production Sport), Seed 2 through Seed 6 drivers. The organizers of a rally have the right, after approval by the Senior Steward, to place any driver in a specific position in the Start Order to reflect their demonstrated speed in previous stage events.

21.2.32 ~~In determining the start order for drivers in seeds 1, 2, 3 & 4 (as a combined grouping), organizers will use the driver's speed factor. For drivers in seeds 5A & 5B the start order will be based on a) their seed and then b) on each driver's CRC speed factor. the criteria in NRR 21.2.14 below. a seeded draw is to take place at the time and place provided for in the event supplementary regulations prior to each event to determine the start order as well as the vehicle number. This seeded draw shall be for: Seed 1 (Group 2 and 5, Production Sport), Seed 2 through Seed 6 drivers. The organizers of a rally have the right, after approval by the Senior Steward, to place any driver~~



in a specific position in the Start Order to reflect their demonstrated speed in previous stage events. US Competitors with a RA speed factor shall be placed in the start order using their speed factors. Competitors without CRC or RA speed factors shall be placed in the start order by the organizers, at their discretion, to reflect their demonstrated speed in previous stage events using any available event speed factors or by previous event results. (Competitors, without CRC speed factors should supply information to aid in proper placement. Competitors without supporting documentation shall be placed at the end of their seed group). Seed 6 drivers shall be placed at the end of the start order in order of receipt of entry.

Competitors who achieved their factor in 4WD classes, when moving to 2WD classes in subsequent events will have their speed factor reduced by 10 (e.g. was 64.67 will become 54.67).

21.2.43 For ~~seed one~~ drivers (~~Open and Production GT~~), drivers with a speed factor >85, a meeting at the event is to take place at the time and place provided for in the event supplementary regulations to determine the start order. (Each >85 SF driver entered will be assigned a vehicle number based on the CRC standings as of the start of the event or, in the case of the first event of the year, the final standings of the previous championship calendar with any ties in the championship standings being broken by the organizers by a coin toss.) The starting positions available shall equal the number of ~~seed one~~ >85 SF drivers entered in the event. The procedure for determining the start order will be as follows:

- (a) A draw will be conducted whereby those ~~seed 1~~ >85 SF drivers (not co- drivers) present at the time of the draw shall each draw a number;
- (b) The order of the draw will be by the drivers' current championship standings, or in the case the first event of the season, the championship standings for the previous season;
- (c) The number drawn will be for the order of selection of the driver's start position (The choice of numbers will equal the number of ~~seed one~~ >85 SF drivers present at the time of the draw.);
- (d) The ~~seed one~~ >85 SF driver who has drawn the first choice shall be the first to select a start position from the start positions available and the seed one driver who has the second choice shall then select a start position from the remaining available positions, etc.;
- (e) For any ~~seed one~~ >85 SF driver not present at the draw, the organizers shall assign a starting position from the remaining positions available by draw. The ~~seed 1~~ >85 SF driver's draw for starting positions will not change the vehicle number assigned by the event organizers.



21.2.~~54~~ unchanged

21.2.~~65~~ unchanged

21.2.~~76~~ unchanged

21.2.~~87~~ unchanged

21.2.~~98~~
unchanged

21.2.~~109~~ Entries received after the start order is established draw, but before the opening of registration, ~~are to be started at the end of their proper seed group.~~ shall be slotted into the start order as close to their Speed Factor as practical. The organiser's decision on starting order is final as long as it complies with these regulations.

21.2.~~1140~~ Speed Factor and Seeding lists will be provided to organisers prior to the seeded draw start order being established for each event. The lists will be maintained in an updated condition by the Canadian Rally Championship scorer or his/her delegate. It may occur that a driver's qualification for a higher seed group is at an event subsequent to the most recent update of the official seed list. If this situation occurs, the first driver shall be responsible for proving his improved seed position or will be seeded according to the latest list.

21.2.~~1244~~ unchanged

21.2.~~1342~~ First For drivers improving their speed factor after the start order is established draw but before the close of registration may, at the discretion of the organiser, be started ~~at the end of~~ in accordance with the higher speed factor rules for which they have qualified.

21.2.~~1443~~ unchanged

21.2.~~1544~~ The starting order will be:

Combined seed 1, 2, 3 & 4 sorted by speed factor

Seed 5A by Speed Factor and placement

Seed 5B by Speed Factor and placement

Seed 6 by receipt of entry

~~Seed 1 Open 2WD and Group 5~~

~~Seed 1 Production 2WD~~

~~Seed 2 Open 4WD and Production 4WD~~

~~Seed 2 Open 2WD and Group 5~~



~~Seed 2 Production 2WD~~
~~Seed 3 Open 4WD and Production 4WD~~
~~Seed 3 Open 2WD and Group 5~~
~~Seed 3 Production 2WD~~
~~Seed 4 Open 4WD and Production 4WD~~
~~Seed 4 Open 2WD and Group 5~~
~~Seed 4 Production 2WD~~
~~Seed 5A Open 4WD and Production 4WD~~
~~Seed 5A Open 2WD, Group 5 and Production 2WD~~
~~Seed 5B Open 4WD and Production 4WD~~
~~Seed 5B Open 2WD, Group 5 and Production 2WD~~
~~Seed 6 Open 4WD and Production 4WD~~
~~Seed 6 Open 2WD, Group 5 and Production 2WD~~

21.2.16 The CRC Speed Factor shall be determined by the following criteria:

- a. The overall speed factor is calculated from the average of the best three event speed factors in the past 24 months;
- b. Stages less than 2 minutes are dropped;
- c. Stages where 25% of the competitors have the same stage time are dropped;
- d. Stages where a competitor has a speed factor with a standard deviation greater than 1.5 is dropped;
- e. A speed factor of 50 is the mean speed factor.

21.2.17 45 unchanged

15.3 Restart Order

After the initial start, ~~as determined by the seeded draw and where a minimum of 10% of an event's total stage distance has been completed,~~ the restart order will be determined for the start of each subsequent leg, based on one of the following:

~~15.3.1 Each entry's provisional overall position, including penalties whenever possible or by the order of arrival at the restart.~~

15.3.1 2 Unchanged

15.3.2 3 Unchanged

13.1.1.2 Competitors are to start on separate minutes. For the first five drivers (or the number equaling the total of ~~seed one~~ drivers with a speed factor >85 starting the event, provided that there are more than five) starting a stage in a Canadian Rally Championship event, an additional minute is to be provided e.g. 2 minutes if the event is running on one



minute spacing. Three minutes if running on two minute spacing. (Organizers of regional championship events may also elect to follow this aspect of the regulation with approval of their regional director.)

For Super Special stages within a rally, organizers may adopt special start order or start intervals for stage start separations if approval is given by the National Series Manager for Canadian championship events or the region director for regional championship events. However, such changes shall be outlined in the event's supplementary regulations.





Membership Application

Mail: 18759 Kennedy Road,
RR#1 Sharon, Ontario, L0G 1V0
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