



July



# Fifth Gear

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

# Toronto Autosport Club

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## 2005 COMMITTEE REPRESENTATIVES:

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

## GUESTS ARE ALWAYS WELCOME !

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

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

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

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## From the President's Desk

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Basking in the hot hot summer - waiting for the weekend, and another day at the track. Unfortunately July has been a dry month for me track-wise. My last event was the Mobil 1 Solo 1 outing at Mosport's Driver Development Track back in mid-June. Like the previous weekend at Shannonville, I ended up running 2nd and 3rd in class, missing out on a first place finish by a few tenths of a second.

Our next Solo 1 event will be run at the big track at Mosport - August 6th & 7th. It will be a blast, with a school on the Saturday, and a points-counting event on the Sunday. I'm one of the organizers, but I'm still hoping to get some good runs in!

A number of TACCIES are doing well in The Mobile 1 standings. Chris Atkins is sitting in second place over all with perfect scores in all his events. He is leading the SGT3 class.

TAC also has 5 people sitting in the top 10: Avi Koifmann in third, and leading the GT1 class (by only 1/100 of a point), Russ Harding in fourth - just behind, also in GT1. Yours truly in seventh place, and leading GT2. And Christian Sorensen, Solo 1 Director, is in ninth place - also in a very close GT1 class.

It should also be noted that a few other TAC members are winning their classes. Marco Cirone is leading the Prepared class. Chris Misevski is leading Improved. Peter Clifford has won every event he has entered, and is leading T3 over Solo Registrar, TAC member, Ana Maria Santos. Serge Guschin is currently second in the rookie standings, and is leading his T4 class.

Thanks to all TAC members who come out for these events. It's great to see everyone doing so well!

The TAC Mobile 1 Autoslalom event runs on July 30th at the Brampton Centre. TAC has always run great events, and we're looking forward to this one. Brian Sibbett will be organizing his first event, so please come out and lend your support! Brian is currently first in his class

Dietmar organized a very well received contract rally for CFI last month. This was a big fund-raising event for them, and it was very well received by the participants. Thanks to everyone who came out and worked. We enjoyed a great dinner, some great camaraderie, and the pleasure of seeing 100 people enjoying themselves at one of our events.

Our next big club event will be the 50th Anniversary Celebration at Mosport on Labour Day weekend for the American LeMans race. TAC will be there all weekend, watching the Speed TV Touring and Grand Touring series, as well as the Honda/Michelin and Ontario Touring Car Championship series. I can't wait to see what John Hannaford will be bringing for us to munch on. Just look for the TAC pavilion between turns 2 and 3. Watch for sign-up information in future Fifth Gear issues, and be sure to get your name on the list!

Speaking of names on lists, I see we are currently at 199 TAC members. I'm amazed that we can grow the number every year, and I'm really thrilled about breaking 200 members this year! Tell your friends - this is one club that is worth joining. Have fun at the track, and a blast at our social functions.

We're close to half way through the summer, and I'm looking forward to all those track weekends in August - Mosport, Tremblant, Watkins Glen, and Mid Ohio in the fall. We've got lots of activities for everyone. I'm looking forward to seeing everyone out at our events. We've got a great club, with members into all sorts of different activities, but we all have a great time when we get together!

Rob McAuley,  
President



# YOU

## SHOULD BE PLANNING NOW TO ATTEND TAC's BIGGEST TRACK EVENT OF THE YEAR!

- RESERVED AND PRIVATE TORONTO AUTOSPORT CLUB VIEWING AREA, WITH THE BEST VIEW OF NOTORIOUS CORNER 2, AND THE RUN INTO TURN 3 !
  - SATURDAY, SEPTEMBER 3rd & SUNDAY, SEPTEMBER 4th, 2005
  - TWO DAYS OF THE WORLDS FASTEST SPORTSCARS !
  - DETAILS IN THE JULY ISSUE OF FIFTH GEAR

# LeMans at Mosport

Mosport's biggest weekend of the year features the American Le Mans Series. The Labour Day Grand Prix, scheduled for September 2-4, features the only Canadian stop in the prestigious American Le Mans Series (ALMS) for exotic prototype and GT sports cars. This world-class field of drivers and cars, highlight pure racing skill and leading edge technology. Coupled with the SPEED World Challenge GT and Touring championships, this is major league racing at it's best. See the next generation of stars as Marco Andretti and Graham Rahal race in the open-wheel Star Mazda Series. Also on the schedule is the Honda/Michelin Challenge, Ontario Touring Cars, Cup LitesF1200. "For The Fans" is the theme of the weekend, consisting of autograph sessions, infield activities, an outdoor expo & marketplace and more.



# V.P.'s Report June, 2005

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## Membership

As of July 12, we have 199 current members, including 127 Primary members. This is a new record, and some memberships are still coming in!

## Web Site

The 2005 Ralliette results have been added. Other schedules will also be updated soon. We're going to look at some canned website development software that will allow event organizer's to post their report directly to the web.

## Message Forum

It's still pretty quiet. There's now a link on our homepage to the forum.

## Sponsorship/Advertising

Most of the advertisers have signed on. Just a couple more to chase down.

## Rally

Just when I thought we had things figured out, we really botched up the last rally real bad. Not the club. Me in my personal quest to try out other forms of autosport. There were a couple errors in the rally notes, but that didn't mess us up too bad. It was when we missed a right hand turn, and went right at the next street, confident we'd done the right thing. That's when things got really confusing. We ended up on a private road. That can't be good. We passed a checkpoint going the wrong way. That can't be good! There was no way we were in the right spot. And that wasn't good at all. We missed two checkpoints that were in Section 2. After that, we did OK, but trying to do precise timing went out the window.

At the end of the rally, we were surprised that no other Novices were there. Four teams started, where did they go? One team was a couple from my ski club, so I called them to find out they'd driven around to pick up the extra vehicle! "Hurry!", I said, "Another team or two are still out there!". They sauntered in about ten minutes later, oblivious to the possible ramifications this would have on their standing. How could they know? After all, it was their very first rally! And guess what? They managed to finish in Second, and get a plaque! What a laugh they got out of that! I'm sure we'll see Rose and Ralph out again.

For the rest of TAC, if you haven't tried participating in a rally, it can be a combination of fun, frustration, and confusion. You've got to try it out.

## SoloSprint

The second weekend of the 2005 SoloSprint season went well. Very well for me! I finished 1st in class, and managed to finish ahead of the two time defending class champion, and a former Solo 1 Overall Champion. That was one of my goals for this year, after having

seven second place finishes last year. In the process, I managed to set a new track record for my class, and finished third overall. If I'd been able to shave a total of just 0.5 seconds off my nine best laps, I would have finished 1st Overall. Oh well. A second place finish on the Sunday event left me in fourth Overall with 398.101 points, just 0.013 points out of third!

My other goal was to break 1:40 at Mosport in my mostly stock Mustang. There was a Mustangs at Mosport day on the Wednesday after the Solo weekend. On my very first session, I went 1:39.80. Woohooo! But there's still a problem. The next Solo event is at the Mosport Grand Prix circuit, where Christian has run high 1:37's. So I still have some work to do. Time to kiss the A/C goodbye!

## Molson Indy

Despite the yellow-flag finish, this was a great race. I came into some free tickets courtesy of Dave Hilton at BARC (the organizing club). He had given them to a fellow I'd recommended for displaying a Ford product (03 Mustang Cobra) for promotion of Solo 1. He'd like to show my car next year, and I figure one year is about how long it will take to rehabilitate the paint! Expecting traffic to be bad, the gf and I rode our bikes to the track. And then back home to meet our friends from out of town. And then back to the track to watch some qualifying and the TransAm race. And finally back home. The plan was to ride the bikes again on Sunday. Plans are meant to be changed, right?

There was some great racing all weekend, and the in car camera views of the incredibly tight racing were awesome. There were many oooo's and awwwww's from the spectators.

We were at the back straight, and I witnessed the biggest crash of the weekend when Dominguez t-boned Allmendinger. The impact was so hard, I could feel it from about 100 feet away! It was great to see both drivers walk away from it, both knowing full well it was nothing more than a "racing incident".

## Marshalling

Sheryl and I went for some marshal's training. This time it was for phone operations. This only took a half day. It was interesting, and there really isn't a whole lot of onerous protocols. I think I'll try to get out and marshal at the Superbike Weekend. That should be pretty crazy!

## Club Meeting

The next club meeting is July 20. For those new members who still have questions about their sport of choice, please feel free to come out and we'll have some Q&A for you.

See you at the track!

-Russ

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# TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>JULY 2005</b>			
16	IRL	Nashville Superspeedway, TN	
16-17	Regional Race	Trillium Trophy, CASC RACE #4-Shannonville	DAC
16	Rally-ORRC	Automapic Rally	KWRC
17	CART	Molson Indy Edmonton, City Centre Airport	
17	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; Oakville	COMP
20	Meeting	<b>TAC Monthly Club Meeting, Miami Restaurant</b>	☞ TAC
23	Solo-I	Solo-I Event #5; Toronto Motorsports Park	COMP
24	IRL	The Milwaukee Mile, West Allis WI	
24	Solo-I	Solo-I Event #6 ; Toronto Motorsports Park	COMP
24	Formula-1	German Grand Prix, Hockenheim	
27	Ralliette	<b>Ralliette Series Event #4, #401 West Service Centre</b>	☞ TAC
29-30	RA ProRally	Maine Forest, Rumford (ME)	
30	Solo-II Series	<b>CASC-OR Mobil 1 Autoslalom Series; TBA</b>	☞ TAC
31	Formula-1	Hungarian Grand Prix, Hungaroring	
31	IRL	Michigan Indy 400, Michigan Intl Speedway, Brooklyn MI	
31	CART	San Jose Street Course, California	
<b>AUGUST 2005</b>			
5-7	WRC	Neste Rally, Finland	
6	School	<b>Solo I School #3, Mosport Road Course</b>	☞ TAC/OMSC
7	Solo-I	<b>Solo-I Event #7 ; Mosport GP Challenge; Road Course</b>	☞ TAC/OMSC
8	Mini-Rally	Mini Rally	MLRC
13-14	Regional Race	Canadian Touring Trophy Races, CASC #5-Mosport	BARC
13	Rally-ORRC	Brain Buster Rally	KWRC
14	IRL	Kentucky Speedway, Sparta KN	
14	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; TBA	HADA
14	CART	Grand Prix of Denver	
20	Rally-OPRC	Galway/Cavendish Forest Rally	PMSC
20	School	Solo I School #4, Calabogie	MCO
21	Solo-I	Calabogie Grand Prix Challenge	MCO
21	IRL	Pike's Peak Int. Raceway, Fountain CO	
21	Formula-1	Grand Prix of Turkey, Istanbul	
24	Ralliette	<b>Ralliette Series Event #5, #400 Service Centre North</b>	☞ TAC
26-27	RA ProRally	Ojibwe Forests, Benmidji (MN)	
26-28	WRC	OMV ADAC Rallye Deutschland, Germany	
27-28	Regional Race	Regional Race CRDA/VARAC	CRDA/VAR
27	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series; Kanata	SPDA
28	CART	Molson Indy Montreal	
28	Solo-II Series	CASC-OR Mobil-1 Solo Championship; Kanata	MCO
28	IRL	Infineon Raceway, Sonoma CA	
<b>SEPTEMBER 2005</b>			
2-4	Regional Race	Labour Day Weekend Grand Prix, Mosport	Mosport
4	Formula-1	Italian Grand Prix, Monza	
8-10	Rally-CRC/OPRC	Rallye Defi Ste-Agathe, Ste-Agathe QC	RSQ
10	Solo-I	Solo-I Event #8 ; Canadian SoloSprint Championships Day 1;	HADA
11	Formula-1	Belgian Grand Prix, Spa Francorchamps	
11	IRL	Chicagoland Speedway, Joliet IL	

ORRC : Ontario Road Rally Cup

RSO : Rally Sport Ontario

IRL : Indy Racing League

CLUB : Non-Status Club Event

CARS : Canadian Association of Rally Sport

CRQ : Championnat de Rallye Du Quebec

CRC : Canadian Rally Championship

OPRC : Ontario Performance Rally Championship

CASC : Canadian Automobile Sport Clubs

ALMS : American LeMans Series

WRC : World Rally Championship

# 2005 Guru Nanak Rally

*Sunday, July 31st, 2005*

*Start & Finish at the Malton Cricket Club Sports Field*

*Goreway Drive, at Derry Rd.*

*Registration Opens : 10:00 a.m.*

*First car : 11:30 a.m.*

*\$25 per car*

*Trophies for 1st, 2nd & 3rd.*

*Draw for fabulous door prizes.*

*A Fun Rally, families welcome.*

*A Fundraising Event for the  
William Osler Health Center at Bramalea & Bovaird.*

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# A TAC Navigator's Update

In the last couple of years, I've had a very diverse, and inconsistent set of rides in the right seat.

Stage rallying started for me in January 2004 with a last minute ride with Pat Richard, at the Sno\*Drift rally in Atlanta, Michigan, which resulted in my 1st overall win in the U.S. (after 20 years of trying), and in a TAC member leading the SCCA Pro Rally championship for a few months. From there it was off to Maniwaki, and a ride in Andrew Comrie-Picard's Evo. We got as high as 2nd o/a, but a brake problem led to an off into a tree stump, breaking the intercooler, ending the event for us, and the stage rally season for me.

The next significant, and very different, event I entered was the Targa Newfoundland, co-driving a 475+ bhp Mustang for road racer Dr. Robert Pacione. Details on this car can be found at [www.pacionemotorsport.com](http://www.pacionemotorsport.com). Because it is a quite new, modified car, it fell into the class with the hardest handicap of all to beat. This meant we were running against other Mustangs, Corvettes, and WRXs. While we led the 2wd cars, the Paynter's Subaru Canada WRX was a bit too quick for us - especially after we missed the second last corner in a very fast stage, flying off the road into an upside-down CRX. I really think they should have put a tulip diagram in the book for this corner... If you have a copy of last year's Targa tape, you can have an in-car view of what I saw, as we went flying off the road into the parking lot of the public washroom at Point Leamington. One nice feature of the Targa is that if you have a problem, you can rejoin the event later on - so we did finish, despite missing 1 day's worth of stages while making repairs. The whole event was quite an adventure, as I was the only member of our large team with any rally experience - most of our crew came from show cars and drag racing!

After 2 more very promising stage rally rides fell apart, I found myself in drivex mode in January of 2005. First event was PMSC's Snowy Safari, which I entered with Louis Cabardos in one of his 1986 Tercels, freshly converted from automatic to 4-speed, just for this event. Although a bit rusty, we were lucky enough to come away with the win, barely beating former National Champion Bo Skowronnek in an even more antique Volvo 245. Who says you need 4wd to go fast on snow?

Around the same time I went to Burlington, Vermont to run the Vermont Winter Rally with Nelson Shepard, one of my first fast stage rally drivers from the mid 1980s. This was the first run of this event, and was organized by rally legend John Buffum, in an attempt to return to the format of the Tri-State 24, that was apparently run in that area in the 1970s. One of the features of the event is that regular distance to turn instructions are combined with a significant amount of maps. Interested navigators can check out a sample of the instructions at the following web site:  
[http://www.ner.org/Rally/roadrally/05/vtwinter\\_Rally\\_practice2.pdf](http://www.ner.org/Rally/roadrally/05/vtwinter_Rally_practice2.pdf)

We ran in the unequipped class in Nelson's street 1995 Audi, on studded tires (legal in Vermont), and with lights. However, we had no interior light (I used a flashlight on a band around my forehead), no calculator, and stock odo. I discovered that my eyes are sufficiently bad that I had to switch to reading glasses to read the instructions, meaning that I could no longer see the road signs. This resulted in a long trip down the wrong road, much to Mr. Buffum's amusement (it happened to many others, too), but we still managed to win our class. Thus TAC was leading the unequipped class of SCCA's New England Region Road Rally Championship briefly this year.

After this, it was back with Louis in the Tercel at the Ontario Winter Rally. The event started poorly, as a bolt fell out of the shift linkage on an uphill hairpin, just before a checkpoint, costing us .4 there, and .1 at the next checkpoint. He was able to make repairs at the next event, and as with the Snowy Safari, we got more competitive as the event progressed, ending up with a 3rd o/a, despite a brief excursion down an icy escape road. Not too bad, considering the car we were in. And we did better than Choiniere/Buffum!

From then, a big break until June, when I was scheduled to do the expanded Black Bear Rally, in Dorset, with Dan Sprongl in the family Evo. I was looking forward to this, as it would give me a chance to bone up on my pace note skills, after a relatively long break. However, it was not to be, as Mother Nature intervened with a series of thunderstorms that completely washed out the freshly graded roads, forcing the postponement of the event to July 23.

So, feeling very rusty from a stage rally perspective, I found myself agreeing to run with fast Quebecois driver Antoine L'Estage in the Rallye Baie des Chaleurs. I have attached a separate article that I wrote for CARS, describing the event. Results & photos are available at [www.rallyebdc.com](http://www.rallyebdc.com)

What is upcoming? Well, I've agreed to do the Maine Forest Rally in Rumford, ME with Antoine L'Estage on the last weekend of July.

Although I've done this event a few times before, it will be my first event with Rally America as the sanctioning body, as SCCA withdrew from all stage rallies at the end of last season, apparently because of insurance concerns.

And in September, its back to Newfoundland, for the Targa Newfoundland, in the same Mustang. We'll try to stay on the road this time. And it looks like I won't be the only TAC member competing this year. Details at [www.targanewfoundland.com](http://www.targanewfoundland.com).

I'll try to keep TAC members posted as the year progresses.

... Brian Maxwell



Here's TAC member Sean Maloney in action.  
(Photo by Felix Ng)

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## Baie des Chaleurs 2005 – a Tiberon perspective

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Although I first ran Baie des Chaleurs in 1984 (in a production Fire Arrow with Bill Moreau), I haven't done the event very many times over the years. The last 2 times for me were with Ari Montonen, in 1997 in the Honda Civic, and prior to that in 1992 in one of the original rally Suzukis. If you add the horsepower and drive wheels of these 2 cars together, you would arrive at approximately 230 bhp and 4wd. So when Antoine L'Estage phoned to offer me a ride in his fire-breathing Tiberon, which comfortably exceeded the specs of the 2 previous rides combined, it was with some trepidation that I accepted.

Not having run a National since Perce Neige in 2004 (with ACP, when an ill-mannered magnetic tree stump lured our car off the road), I was feeling a bit rusty. However, Antoine was in a bind, with his faithful co-driver Yanick Napert needing to focus on the busy season for his landscaping business, and perhaps wanting a bit of time to reflect on an excess of excitement at Rocky Mountain. And with the Rocky car still needing a few repairs, we reverted to the older Tiberon, knowing that the budget did not support any further bodywork alterations.

Thursday's recce was greeted by very pleasant weather - mid 20's, breezy, and mostly sunny, unlike the horrid hot, sticky grayness we had left behind in Montreal. 2 runs of each stage were allowed, and this was to be done between 9 A.M. and 6 P.M., with an hour's break for lunch. It was a very comfortable schedule, as the rally route is quite compact, with no need for desperate drives down long transits in order to get all stages done. I had been concerned about in-car communication, as this was Antoine's first event using an English-speaking co-driver. However, as a result of watching years of in-car WRC videos, he knew precisely what he wanted, and we had no language problems whatsoever. My only difficulties were the usual: writer's cramp, reading my scribbles, and mastering advanced eraser techniques. The roads were the usual combination of smooth & twisty, combined with short sections of rough and tight roads with grass growing down the middle. Combine this with a liberal sprinkling of jumps and bridges, along with the famous spectator locations, and you have a significant driving challenge as befits a major event.

40 cars in total made it to Friday's early evening start – the day started gently, with a single stage,

a service, and then 2 loops of the same three stages separated by another service. We were starting 2nd on the road, behind championship leaders Peter Thomson / Rod Hendricksen. Although still dry, light rain looked imminent, and would be welcomed by most, as dust looked to be an issue. Our goal was to stay clean, and drive hard enough to stay in close touch with the top 3.

By winning stage 1, we got off to a good start – however, stage 2 presented a significant dust issue, despite the light rain. Although we won this stage by 2 seconds over Thomson, we lost at least 10 seconds, having almost had to stop completely – this, despite the organizer's wise decision to run all cars at 2 minute intervals. Stage 3 was where our luck kicked in. In a very fast section, 2 km from the end, Antoine announced that we had a left rear flat. Thankfully, our Yokohama held together until the end of the stage, and we were very pleased that we had only lost 3 seconds to the Ericksons, who had just recorded their 1st stage win of the event. To finish this loop, we repeated stage 1, which we again won, although this time only by 1 second.

A5 was the repeat of A2, and, as such dust was a factor – it was worse the 2nd time through, despite the rain. This was a critical stage in our battle with the Ericksons, as we were able to take 45 seconds from them. However Matt Iorio / Ole Holter, driving the quickest I have ever seen them do, beat us by 7 seconds for the stage win. On A6, though, this time without a flat tire, we took 19 seconds back from them to solidify our lead. A7 was fairly short, and didn't affect the standings too much.

So, after the first night, we had a 42 second lead over Iorio/ Holter who were 38 second ahead of Erickson/Erickson. Thomson/Hendricksen were alone in 4th, leading Group N and enjoying a conservative drive. In Group 2, Nichols / Schenk had a significant lead over Olsen/Patola, who were a bit off the pace, but they were only 2 seconds ahead of Cassidy/ Getchell for 5th overall.

In 8th overall, in the battle of the Suzukis, Bill Bacon / Peter Watt had the bit between the teeth, with a 31 second lead over the Sprongl brothers in 9th. All this in a stock, 103 bhp economy car that maxed out at 147 kph on the longest straight of the event. Finally, a good battle was materializing in P4, with Zimmer/ Shindle leading two other cars by less than 1:30.

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### Baie des Chaleurs 2005 - a Tiberon perspective

Overnight, significant rain arrived, solving the dust problem just when we didn't need it. Now running 1st on the road, there were a number of puddles, and quite a few slippery sections. Unlike some rallies, though, the drainage improved after 35 or so cars traversed the stage, so that the 2nd time through the roads had better traction.

For Leg B, stage wins were basically traded between the Ericksons, Iorio/Holter, and ourselves. Sylvain had picked up the pace a little, winning the leg, while Matt slowed a bit, so that at the end we had a 57 second lead over Matt, with Sylvain only 10 seconds behind in 3rd. With 4 fairly short stages left, this looked to be enough of a cushion for us, but the battle for 2nd was wide open. In addition, Cassidy/Getchell now had a 7 second lead over Nichols/Schenk, while the Sprongls had fought back to take a 9 second lead in P2. And in P4, with Penasack/Goldfarb being the quickest in the leg, the gap to the Labries in 2nd was down to 12 seconds.

So, predictably, there was some excitement. In P2, Bacon/Watt understeered off the road into the ditch, while trying to maintain momentum on a downhill sweeper leading into an uphill. The Sprongls had also had a moment, when they came within a hair's breadth of tipping into the ditch at the hard left at the end of the 1 km. straight. In the battle for 5th overall, Nichols/Schenk had to cede the victory, when they found themselves on their side, on the stage, but unable to right the car.

So, in summary a great weekend. Excellent competition, beautiful scenery, unmatched community involvement and enthusiasm. Antoine had a very mature drive, quick and controlled, and got the victory he deserved. Congrats to Matt Iorio & Ole Holter for an excellent 2nd place finish, and in particular to 17 year old Chloe Erickson, co-driving her dad to a close 3rd place in her first national rally.

And of course, thanks to the organizers, marshals, sponsors & our hard working crew who made these results possible for us.

Plan to come next year, and take a few days off to enjoy the area.

Brian Maxwell

## Top Ten Tax Tips

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

# Toronto Autosport Club presents the 2005

## Ralliette Series

A six event navigational series specifically designed to introduce the sport of Time/Speed/Distance rallying. Any street legal car, sport-ute or light truck can be used - no special equipment or preparation is required. All you need are pens, pencils, paper, clipboard, digital watch - and a light for the navigator to read the route book by.

The series runs in the evening on the fourth Wednesday of the month.  
There are two start locations:

**North** – the Petrocan centre on Hwy 400 northbound north of Major Mackenzie Dr.  
**West** – the Shell / Mississauga travel centre on Hwy 401 eastbound between Winston Churchill Dr and Mississauga Rd.

April, June and August will start from the North location.  
May, July and September will start from the West location.

<u>Dates and Start</u>		
April 27	N	<ul style="list-style-type: none"><li>• <b>Registration Wednesdays at 7:00 pm, first car away at 8:01 pm. First car will finish at about 10:00 – 10:20 pm</b></li><li>• <b>Ralliette distance is typically 100 – 125 km</b></li><li>• <b>Three classes – Beginner, Intermediate and Expert</b></li><li>• <b>Trophies for Driver and Navigator for 1<sup>st</sup> and 2<sup>nd</sup> place Beginner, 1<sup>st</sup> place Intermediate and 1st Expert</b></li><li>• <b>Six events in the series – your best four finishes count towards the year end championship awards</b></li></ul>
May 25	W	
June 22	N	
July 27	W	
Aug. 24	N	
Sept. 28	W	

Dietmar Seelenmayer 416-250-7082 dietmar.s@sympatico.ca	CONTACTS:  www.torontoautosportclub.ca	Russ Harding 416-259-1809 vicepresident@torontoautosportclub.ca
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<u>Registration Fee</u>
Per event entry fee is \$25.00 per team, TAC members \$20.00 per team



# The Toronto Autosport Club Ralliette Series Results for June 2005

Thanks to everyone for attending the June Ralliette.

Codes: Class E = Expert I = Intermediate B = Beginner e = early m = missed or maximum lateness.

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	Fin	Tot	Pos
9	Russ Harding	TAC	Sheryl Graham	TAC	B	8	8	5	1.3e	1.2e	0.1e	1.3e	0.2e	1e	26.1	1B
3	Ralph Grabenheimer		Rose Fountain		B	1.2	0.2	8	8	8	5	8	8	5	51.4	2B
6	Drew Becker	TAC	Bob Becker	TAC	B	2.0e	0.2e	5	8	8	8	8	8	8	Dnf	
4	Brian Crockatt	TAC	Gail Walker	TAC	O	0	0.1e	2.4	8	8	8	8	8	8	Dnf	
5	William Horne		Tom Sikora		I	0.1e	0	1.0	.1	.7	.4e	0	.7e	0	3.0	1I
2	Paul Emmerson	TAC	Cheryl Emmerson	TAC	I	.8e	.1e	1.7	1.1e	.2e	0	.2e	.5e	0	4.6	2I
2	Garth Thompson	MLRC	Mathew Thompson	MLRC	I	2.0e	.2	2.2	.1	.1	8	8	8	1	29.6	3I
1	Paul Moore	PMSC	Rita Moore	PMSC	E	.7	0	.1e	0	0	.1e	0	0	0	.9	1E
8	Ed Richardson	MLRC	Eric Richardson	MLRC	E	0	0	.8	.9e	.2	0	0	0	0	1.0	2E

We are using the Ralliette scoring system, where the maximum lateness at a control is 5 minutes and the penalty for a missed control is 8 points.

Thanks go to John Charles and Peter Fenwick for organizing this month's event,

I wish to thank the checkpoint workers: the Fenwick and Beck families.

Next event is at **the Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga Rd**, on July 27, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

## 2005 Ralliette Series Standings

x = ignore best 4 of 6 count

### **Beginner Driver**

		April	May	June	July	Aug	Sep	Total
Russ Harding	TAC	10	9	10				29
Susan McAuley	TAC	9	10					19
Ralph Grabenheimer				9				9
Sean Smith			8					8
Mike deBruin		8						8
Andrei Glotov			7					7

### **Beginner Navigator**

Sheryl Graham	TAC	10	9	10				29
Sarah MsAuley	TAC	9	10					19
Rose Fountain				9				9
Lisa McCombie			8					8
Paul Driesen		8						8
Natalia Glotova			7					7

### **Intermediate Driver**

Garth Thompson	MLRC	10	9	8				27
Paul Emmerson	TAC		10	9				19
William Horne				10				10

### **Intermediate Navigator**

Matthew Thompson		10	9	8				27
Cheryl Emmerson	TAC		10	9				19
Tom Sikora				10				10

### **Expert Driver**

Sandy Robertson	MLRC	10	9					19
Peter Fenwick	TAC	9	8					17
Niels Jensen Sr	TAC	7	10					17
Ed Richardson	MLRC	8		9				17
Paul Moore	PMSC			10				10

### **Expert Navigator**

Alasdair Robertson	MLRC	10	9					19
John Charles	TAC	9	8					17
Niels Jensen Jr	TAC	7	10					17
Eric Richardson	MLRC	8		9				17
Rita Moore	PMSC			10				10

# FOR SALE

## Mazdaspeed Protege Shell and Parts

I picked up this brand new, never seen the road 2003.5 Mazdaspeed Protege Shell from Perry at Mad Macs back in early April. I had intended on building up this car for use in Solo 1,2 and even possibly Regional Road Racing. I've had another opportunity presented to me and I need to free up some cash to go ahead with the new endeavour. So, I'm looking to sell everything I bought from Perry as a package, and I am highly motivated to move everything.

### *What's included:*

- shell from a 2003.5 Titanium Grey Mazdaspeed Protégé some damage to rad support (new rad support included), 1 dent on each side above the b-pillar
- boxes of mechanical parts, like PS, wiring harness, hvac controls, radiator, etc
- 2 hoods -2 trunk lids (one with spoiler, one without) -All sorts of tail lights and headlights
- A pile of front and rear bumpers -A pile of doors -Rear windshield
- Car rolls on a brand new 1.6L suspension and brakes



The only parts that are missing are any MSP specific trim pieces (interior trim, skirts, front bumper)

Also, I have Brand New Multimatic Dynamic racing shocks/struts. Single adjustable (meaning the equal amount of compression and rebound is dialed in at the same levels), complete with threaded collars. Custom made fit for 2001-2003 Mazda Protégé. It is not just the adjustability that you get with the shocks, but the consistency of the damper and its performance through out a 6 to 12 hour period, with out change or failure. The mono tube design (48mm piston) vs. a twin tube 10mm piston is the key! Less deflection of the piston due to the bigger piston make cornering more accurate. The strut housings are chrome molly. The Bilstein, self adjusting internals with a 46mm piston that were used will out perform any JIC, TEIN or what ever the flavor of the month is. Brand new cost \$3990 USD.

The shocks also come with an inner bracket that will allow use with FORD Escort GT or ZX2 from 96-00, Focus and SVT or take the inner bracket off for Protege use.



Asking \$5500 for the shell, all parts, and the suspension!  
Or if you just want the shell and the parts \$3500.

~~Additional parts available that I didn't purchase in the package above are:~~

- Mazdaspeed Protege Long Block
- Mazdadpeed Transmission including LSD
- Mazdaspeed Axles
- Mazdaspeed Hubs and Spindles
- Mazdaspeed Brakes

If you buy the shell and suspension above, I'll add in these extra mechanical parts for only \$1500. I could part them out separately for alot more, but I'm motivated to move the shell!

So basically for \$7000 grand you can have virtually all the pieces you need to build a very competitive car!

CONTACT: Brian Sibbitt at

Phone: 416-529-2973 Email: [brian@briansibbitt.com](mailto:brian@briansibbitt.com)



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## Mini Meet East 2005, in Dublin, Ohio! by Ingrid Beck

---

This year mini's of all sorts, new and old, gathered in Dublin, Ohio (just north of Columbus) from July 1 to July 3.

We left on Thursday, June 30 at about 9 in the morning. Nick took us on a short driving excursion around Welland before heading into Erie to cross the bridge. We stopped for lunch and gas in Dunkirk, New York. One more gas stop in Seville, Ohio before arriving at our hotel at 7:30pm. We hauled all our luggage up to our room only to find that the key didn't work. Nick went back to the desk and was given another key, which also didn't work. They sent a maintenance man who couldn't get us in and he went to get us another room. At 7:50 we headed down to registration which was supposed to be open until 8, only to find that it was already closed! We then headed out to dinner at Ruby Tuesdays.

Friday morning, Canada Day, we lined up at registration which was supposed to open at 8am but wasn't. Heidi and Tim had made several crafts to enter into the Arts & Crafts competition and were anxiously waiting to find out where to display them. Tim had made a model of Daddy's Inno using sculpting clay. Heidi had drawn a mini on a glass as well as a "CHIA" mini (a mini made of wire frame covered in a nylon stocking, filled with dirt and covered with grass seed). Both kids had created a board game called "Going to Mini Meet" which they entered as well. Finally registration opened, we got our wristbands and tote bags and went to breakfast.

At 10am the kids and I met with the other kids & parents to go on the "Kids Event". This year it was at a place called "Magic Mountain". There we could go on go-karts, bumper boats that sprayed water, played lazer tag, mini put and all kinds of arcade games. They also supplied us with pizza and pop for lunch. While we were having fun, Nick was getting his car ready for the concours. At about 3pm we arrived back at the hotel, found Nick and drove off to the panoramic photo site. The organizers had to

scramble to find a new location, since at 10am they were told they couldn't use the original spot. In less than a couple of ours they had a new spot and had placed flyers under all the windshield wipers of the minis. They had found a new big grassy area with the local police station and court house as the backdrop. After arriving back at the hotel we got ready for dinner at Max & Erma's and then the kids went for a swim in the pool.

Sunday morning we got up early to have breakfast before the driver's meeting for the rallye which was scheduled at 8am, only to find out they had made a typing error and the meeting was at 10am. The rallye toured around scenic Ohio for about hours. We were required to follow the course using simple route instructions and answer 35 questions about things we saw along the route. Scoring was based entirely on the ability to answer the questions. The rallye ended at the picnic sight where we were treated to hot beef on a bun, salads and dessert. After we headed back to the hotel to check out the Funkhana. This year to kids didn't want to enter because at two of the stations they were required to drink either beer or root beer or throw it over their shoulders and be booed by the crowd and they didn't want to be booed.

For the Funkhana the two-member teams had to start with their hands on their mini. When the timer started we had to put together a puzzle of a mini engine, grab a pellet gun and a big plastic penny and hop into the car. Next the driver headed toward a huge ball which we had to try to hit into a soccer net. Then we had to stop to "pay a toll" by trying to throw the big penny into a box before driving over the "bridge" (which was marked out by pylons with blue plastic tarps on either side). After this we had to drive into a "parking spot" at "pub" where the co-driver had to jump out of the car and drink either a glass of beer or root beer or throw it over their shoulder. Hop back into the car, back up over the "bridge" and the co-driver to pick up a ball

## ... Mini Meet East 2005

attached by a string to another ball which was sitting on a pylon in the middle of a circle of pylons. We had to drive around the circle holding this ball without knocking the other ball of the pylon. With this completed we drove over to our next pub to repeat the drinking. From here we had to shoot at a target of the "Columbus Sniper" (actually a picture of the leprechaun from the Lucky Charms cereal box) with the pellet gun. Unfortunately when Nick drove into the soccer ball he slammed his brakes so hard that I somehow jammed to gun into "dash" of the mini and all the pellets fell out. After this we on to the Blarney stone which one of us had to kiss. Nick did the honours here.

We had a lot of fun doing this event. After dinner the kids had time to go swimming!

Sunday was the autocross which was held at a 5/8 mile oval about a half hour drive from the hotel. As usual it was a very hot day. Nick only did two runs since he never seems to improve when he does more. The course was one lap around, with various gates and slalom sections, mostly 1st gear, even for a Mini. On the way back to the hotel we did a little shopping, then on to the hotel so the kids could go for a swim before the banquet.

The day ended with the banquet. The quest speaker was, once again, non other than Phil Wicks. Phil Wicks has 46 years driving experience which includes 15 years of driving and engineering Minis for race on the most prestigious international road racing circuits. He has numerous stunt driving projects to his credit, including the original "Italian Job" movie where he drove the red mini. He now operates a driving academy. After the dinner, the awards were handed out. Heidi won second place in



Photo by Jeff Fenwick

the Art & Craft contest for her "Chia" mini (even though they didn't have a separate category for children, first place went to a lady who made a quilt). Nick placed second (one up from last year) in class in the autocross. TAC member Chris Hewitt also was there and took a 2nd in class (somehow we never came across Chris at the meet). Another near-TACcie who attended was Jeff Fenwick. Overall, another fun and successful meet!!

Monday morning we had original planned to visit the Paramount King's Island park near Cincinnati but decided that since it was July 4th it would be extremely busy and it was also about 4 hours out of our way. Instead we headed for Niagara Falls since we found out the trip down that the kids had never been there. We stopped at an outlet mall in Niagara Falls USA for about 20 minutes since they closed at 5pm because of it being July 4th. We crossed at the Peace Bridge and then walked around the falls for a couple of hours. Had dinner and started back home. Just before 10pm we stopped at a parking area near the whirlpool and waited for the fireworks to begin. After the beautifully colourful display the light show continued with lightening. We drove through a torrential thunderstorm in St. Catherines. Most people were pulling off to the side but Nick just kept plowing through with those tiny wipers working as hard as they could. We arrived home at midnight.

# BLACK BEAR CALL FOR WORKERS - July 23

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As most of you likely know, due to severe weather in the week prior to June 18th, the roads in the Dorset area suffered major damage, forcing the postponement of the Black Bear Rally. Emergency funding was approved by the MNR and the roads have now been repaired, so the rally has been officially rescheduled to Saturday, July 23rd. A few workers who had committed to assist on the original date are unable to attend on July 23rd, so we need a few more helpers - radios, timing marshals and security marshals.

If you can assist, please respond ASAP and advise when you are available to help -

I can assist and plan to arrive on \_\_\_\_\_ (day) at \_\_\_\_\_ (time)

I am able to help Friday during the day with course preparation - YES NO

Saturday at 7 A.M. for the Stage Notes Familiarization Pass - YES NO

Saturday for the Worker Meeting at 9:30 A.M. - YES NO

If you know of anyone else who might be able to, please get back to me ASAP.

No experience required. We will train you.

The rally will run in the Dorset area - about 2.5 hours north of Toronto.  
You can come up, help out and return on the day of the event or stay overnight, whichever you prefer.

Ross Wood, 2005 Black Bear Chief Control Marshal

ross.wood@sympatico.ca



# FOR SALE - 1979 Suzuki GS 750L

stored for 10+ years in neighbour's garage, after owner was in car accident, stored for several years in mine, until I remembered that I have no mechanical talent not running; needs & deserves to be restored; call for details fast (I'm told 130 mph), pretty bike, fairing, RED, headers, manual, 30729 km

Will sell cheap to good home. Bike is in Port Hope.

Brian Maxwell (905) 885-0969 bmaxwell@cogeco.ca

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## 2005 Membership Application

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**Email:** registrar@torontoautosportclub.ca

**Fax:** (519)- 893-0423

New or Renewal Members – Single or Family \$50.00

**JOIN or RENEW ON-LINE :**

**JOIN->** [www.casc.on.ca/joinAClub.php](http://www.casc.on.ca/joinAClub.php)

**RENEW->** [www.casc.on.ca/welcome.php](http://www.casc.on.ca/welcome.php)

- TAC Membership includes 2005 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2004 membership numbers will be reserved until February 1st, 2005.
- All memberships expire December 31.

1st Member \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_  
 Address \_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_  
 \_\_\_\_\_ Postal Code \_\_\_\_\_

First Member \_\_\_\_\_ email: \_\_\_\_\_  
 2nd (Family) Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_  
 Additional Family Member \_\_\_\_\_ email: \_\_\_\_\_

**PAYMENT METHOD:**

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

VISA/Mastercard Expiry Date: \_\_\_\_/\_\_\_\_ Signature \_\_\_\_\_

Amount:     \$50            TOTAL : \_\_\_\_\_

**TAC works only because volunteers make autosport happen!**

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

Please indicate all of your 2005 autosport interests;

- Solo I
- Solo II / Autoslalom
- Ice racing
- Navigational rallying
- Performance rallying
- Road racing
- Karting

Please indicate three areas that you can help with in 2005;

- Solo I / II organizer / worker
- Road Rally/Ralliette organizer
- Contract Rally organizer
- Rally Checkpoint/Green-crew
- Social Event Organizer
- Ice race organizer / worker
- Event timing / scoring
- Performance Rally organizer