



Fifth Gear

July 2006



www.torontoautosportclub.ca

Toronto Autosport Club

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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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FROM THE PRESIDENT'S DESK

Getting into Racing

Everyone's heard that one should never underestimate the cost and commitment required to start racing. I'll try not to sound like a broken record, but may be able to add some examples to bring home the point. And I haven't even run a race yet.

A few years back, I was keen to try some track activities. I'd heard about the Jim Russell and Bridgestone/Firestone schools where you drive their open wheeled formula 2000 cars. I was saving my cash for one of these schools when a colleague from work saw my new BMW. "Nice car. Do you track it?" he asked.

"Huh?" I replied. He described driving schools where you could take your street car and run it at Mosport, Shannonville, and other local tracks. I had no idea that such things existed.

I quickly joined one of the local clubs and signed up for all their events plus a few private ones as well. The price was a small fraction of the schools where you drive someone else's car. Towards the end of the year, one of the instructors noticed how keen I'd become, and asked if I was ready for the next step. "What's that?" I asked. "Competition." Christian replied. I'd always kept track of the cars I'd caught and passed at the schools, but I'd never timed myself, nor really known how the car would run against other cars at similar prep levels.

So in my second year, I joined TAC and signed up for every Solo 1 event. I also bought my first race gear: a set of wheels, R

compound tires, and racing brake pads. The number of track days doubled, and so did my budget. At least that was the plan. As I learned to drive, corner, and brake hard, my use of consumables increased. After running my first year on my street tires and stock brakes, I ended up going through 2 sets of tires, 2 sets of brake pads, and 3 sets of front rotors (thanks to the Hawk Blue pads I was running). My second year budget was closer to four times that of my first year. At least the costs were spread through the year. It didn't seem too bad at the time.

The next year, I wasn't planning on any go-fast mods to the car, but opportunity presented itself in the form of someone's cast-off performance suspension. That plus a couple of "While you're in there..." situations made year 3 even more expensive. I was now going through 3 sets of tires a year.

During year 4, decisions had to be made. Do we modify the car to become a class winner once again - at the expense of its street driving comfort - or do we hold off on the modifications and go for second place. When should I be looking at a roll cage? Where is this thing taking me? Once again opportunity presented itself. I found a BMW M3 shell for sale on the web and arranged to have it shipped. At least the need to modify the family BMW was reduced. Other than a racing seat (not my wife's favourite mod), the car remained unchanged.

The M3 took over a year to ship up, but finally made after threats of lawsuits. At least it spread out the costs. Shell one year, engine and suspension the next, and assembly in year 3 of the project. In the process

Katie McAuley satisfies her Need for Speed in her first SoloSprint event at Mosport's Driver Development Track



...FROM THE PRESIDENT'S DESK

I've bought something I never thought I'd own - an SUV. Something mini-van like was required to tow the track car! Now, 7 years after my first track event, I have a car is ready to race and a means to get it to the track. And my budget is right on track (if you ignore the few hundreds of dollars spent on incidentals that pop every now and then). It's a great feeling when the shop hands you the keys and a final bill that is less than you'd budgeted for.

I had planned to participate in my first race in August at a BMW event at Tremblant. I'd be able to instruct there earlier in the season to get some valuable seat time. I'd have some testing days at Mosport, and I'd be able to run some events in the SoloSprint series. I assumed that I would have lots of opportunities to test and tune the new track car.

Building a car to the extent of the rules will give one a competitive car, but in my case, gave me some reliability problems. It was in

for retuning after each weekend. After tuning, a dyno run was required. Suppliers suggest other mods to fix problems that we were finding. Now during the last engine check, my trailer is stolen. It disappeared from out in front of the shop over the weekend. Another \$2,000+ is now required to replace it. From the time the work was completed at the shop to the time I'll have it on the track, my extra costs have amounted to more than a prior year's typical budget!

Now we're getting closer to my first race. The family will be accompanying me to act as crew. I know I'll be stressed, and hope they can stick it out. Of course taking them with adds costs. I can't room with another racer as I've done in the past. There's more mouths to feed at the track, I really need a crew at most events now, where I used to run on my own. The car is definitely high maintenance. Previously, I'd just adjusted tire pressures to affect handling. Now I have 2 way adjustable shocks on both the front and rear. I have sway bars with multiple settings. I can set the camber so that tire wear is even and handling is ideal. I just need someone to take tire temperatures with a pyrometer when I come screaming into the pits after a hot lap. Someone can take notes on lap times as the different settings are tweaked. And all the while, I'm learning how to drive this new beast. Not a chance that I'll be ready in time, but we'll do the best we can.

These are certainly interesting times. Everyone's situation is a bit different, so budgeting is not straightforward. Sure, you can take the expected funds and double them, but who knows when they'll be consumed. Just when you think you're done, another thing is discovered and another bill comes in.

Now, please excuse me. I have to tow the car to the shop to have them replace an ABS sensor that went bad over the weekend. And I wish they'd fix that rough idle. While it's in there, maybe I'll have them look at why the car is running so rich. It's nothing that a bit of tuning can't fix.

See you at the track (fingers are crossed)!

Rob McAuley

President, Toronto Autosport Club

Autophile

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TAC EVENTS CALENDAR 2006

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
JULY 2006			
15-16	Regional Race	DAC Trillium Trophy Shannonville	
16	Fr	FRENCH Grand Prix 308.586km	
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) ☞	TAC
23	CART	Edmonton, Finning International Speedway	
23	IRL	Milwaukee Mile	
26	Club Rally	Summer Nights Rally	MCO
26	Ralliette	Ralliette Series Event #4, #401 Service Centre Mississaga ☞	TAC
29-30	Regional Race	MCO Calabogie Inaugural Calabogie	
29	Solo-I	Solo-I Event #5; Toronto Motorsports Park	HADA
30	CART	Streets of San Jose	
30	Fr	Grand Prix of GERMANY 306.458km	
30	IRL	Michigan International Speedway	
30	Meeting	RSO Board Meeting	RSO
30	Solo-I	Solo-I Event #6 ; Toronto Motorsports Park	HADA
AUGUST 2006			
6	Fr	HUNGARIAN Grand Prix 306.663km	
12-13	Regional Race	BARC Canadian Touring Trophy Mosport	
13	CART	Streets of Denver	
13	Contract	GURU NANAK Rally (Contract ;Charity) ☞	TAC
13	IRL	Kentucky Speedway	
14	Rally-Club Level	Mini Rally	MLRC
19	Rally-OPRC	Galway/Cavendish Forest Rally	PMSC
19	Solo-I	SoloOntario Lapping School-2, Calabogie Short Course	
20	Solo-I	SoloOntario Lapping School, Calabogie Full Course	
23	Ralliette	Ralliette Series Event #5, #400 Service Centre North ☞	TAC
26-27	Regional Race	CRDA/VARAC Presidents' Trophy Mosport	
27	CART	Circuit Gilles Villeneuve, Montreal	
27	Fr	TURKEY Grand Prix 309.356km	
27	IRL	Infineon Raceway	
SEPTEMBER 2006			
2-4	Race	TAC-at-the-ALMS Labour Day Event , Mosport ☞	TAC
3	Solo-I	Solo-I Event #7 ; Cdn SoloSprint Championships, St Eustache QC	CADL
4	Solo-I	Solo-I Event #8 ; Cdn SoloSprint Championships, St Eustache QC	CADL
7-9	Rally-CRC/OPRC	Rallye Defi Ste Agathe Rally	CASDI
9-15	Rally	Targa Newfoundland Rally	TNMC
10	Fr	ITALIAN Grand Prix 306.72km	
10	IRL	Chicagoland Speedway	
10	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series #6, Kanata	MCO
11	Mini Rally	Mini Rally	MLRC
16-17	Regional Race	BEMC Indian Summer Trophy Mosport	
17	Fr	BELGIAN Grand Prix 306.927km	
17	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series #7, Mosport DDT	OMSC
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Restaurant (Finch W) ☞	TAC
24	CART	Road America, Elkhart Lake WI	
27	Ralliette	Ralliette Series Event #6, #401 Service Centre Mississaga ☞	TAC
30-I	Regional Race	Celebration of Motorsport Mosport	

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

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

OPRC : Ontario Performance Rally Championship
 CASC : Canadian Automobile Sport Clubs
 ALMS : American LeMans Series
 WRC : World Rally Championship

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Photo by Elizabeth Somers

Christian Sorensen races to first place
at the BARC Canada Day Grand Prix of Ontario Touring GT race

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CASC-OR 2006 Mobil 1 Autoslalom Championship Series
 Sponsored by Inside Track Motorsport News,
 Event # 3 Director's Report



Event 3 of the CASC-OR 2006 Mobil 1 Autoslalom Championship Series Sponsored by Inside Track Motorsport News, the second event in a double header weekend, was held on June 4th 2006. Once again the event took place at Bracebridge Kart Track and this time hosted by Toronto Autosport Club (TAC). Most of the 51 competitors present had attended Event #2 the day before and had contributed to the economy of the Bracebridge by staying in many of the local motels and eating in the local establishments.



The weather was much more coporative for Event #3 –
 Photo by Sonia Tanney Photography

The Event Organizer and Series Registrar, Brian S, had his job made a little easier than the organizer from the day before as the weather definitely looked much more promising than the Saturday, with sunshine and much warmer temperatures. The higher temperatures helped somewhat with the previous days man-eating bug issue and the EZ-Ups were used for shelter from the sun instead of shelter from the rain.

Better weather conditions meant the competition was a little closer than the day before. The closest class

battle was in E Street Prepared where Tashko S in a TDS Engineering / Cooksville Mitsubishi / SensoryOverload.ca sponsored Mitsubishi Eclipse GSX beat Paul M in a Subaru WRX by a mere 16/100s of a second.





Canadian Automobile Sport Clubs Ontario Region

CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

Gridding was a challenge with staging area off in the grass – Photo by Sonia Tanney Photography

The next closest battle was down in H Stock where Pete M and his Northern Motorsport Mini Cooper turned the tables from the day before on Wes T in his Reaction Grafix / Tsunami Technologies / Wheel & Tire Zone / Pathfinder Lubricants / CG-Lock Honda Civic SiR, narrowly beating Wes by less than 17/100s of a second.



Another fairly close battle was up in D Modified with Craig B in his yellow Factory 5 Cobra and Steve F in his blue Factory 5 Cobra sandwiching Tom S in a borrowed canspeed.com Plymouth Neon. Tom was just four tenths back of Craig and Steve was five tenths further back of Tom. Competition was definitely closer than the same venue had produced in the rain the day before, making things more interesting..... from a competition point of view.



The Top Scorer for Event #3 was Rhys H and his Subaru – Photo by Sonia Tanney Photography

The Top Scorer for Event #3 was E Super Stock’s Rhys H in a Subaru WRX followed by F Street Prepared’s Joe T in his Wheel & Tire Zone / Japanese Automotive Subaru Legacy GT and the defending Overall Champion and current Championship leader

Hanif P down in D Stock coming in third with his Acura Integra Type R.

The Top Novice for Event #3 was once again Gary W in his B Stock Mazda RX-8 solidly beating Jonas L in a D Street Prepared VW Scirocco for the Top Novice honour.

Gary W and his RX-8 was the Top Novice for Event #3 – Photo by Sonia Tanney Photography





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Andrew C set FTP in his VW Scirocco – Photo by Sonia Tanney Photography

The Fastest Time of the Day was set by Andrew C in his C Modified bright green Greenview / Can Alginment / Mannheim Motor Oil / Pathfinder Lubricants sponsored VW Scirocco with a time of 44.916 seconds. Andrew was followed by Stephen D in a Four Star Motorsports / Wheel and Tire Zone / Hot Bits Performance Parts sponsored B Street Prepared Subaru Sti with a time of 45.494 and then FTD regular Paul K in his C Street Prepared Mazda Miata with his time of 45.809. Unlike Event #2 which the top ten times were dominated by Subarus, there were only four Subarus in the top 10 and

no stock classes represented, which typically is the way it should be.

Jack Mac from Tuner Transformation was out in his 280Z – Photo by Sonia Tanney Photography

There was also a celebrity appearance of sorts. Jack Mac from Tuner Transformation fame was out in his '76 Datsun 280Z, doing a shake down in preparation for an appearance in the ATTO GT Challenge Vintage Race to be held at the Molson Grand Prix of Toronto in July. Although attendance was fairly low for both events that took place in Bracebridge, it was a great weekend for those who did attend. The local motels and eateries were great, the local people friendly and the competition driving intense.



The next two events in the CASC-OR 2006 Mobil 1 Autoslalom Championship Series Sponsored by Inside Track Motorsport News take place on June 17th and 18th, this time at Bronte GO Station and are hosted by hosted by Competition Corvette Club (COMP) and HADA Motorsport Club respectfully.

Timing preparing for the start of the event – Photo by Sonia Tanney Photography

Once again a thanks also needs to go out to our series sponsors for the 2006 Regional Series which include; title sponsor Mobil 1, co-title sponsor Inside Track

Motorsport News, Mad Macs Communications, CG-Lock, Tsunami Technologies Group Inc./Reaction Grafix, CSC Racing and GTA Wheel and Tire Zone. For more information about getting involved, results and Autoslalom news in Ontario, point your web browser to <http://solo2.casc.on.ca>.





Canadian Automobile Sport Clubs Ontario Region

CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

TOP 10 COMPETITORS FOR EVENT 3 (Based on Event Pax)

Name	Novice	Vehicle	Class	Time	Backup	Total
1 Rhys H		02 Subaru WRX	1ESS	46.308	(98.056)	100.000
2 Joe T		00 Subaru Legacy	1FSP	46.329	(99.001)	99.469
3 Hanif P		98 Acura Integra Type R	1DS	48.259	(98.165)	98.602
4 Pete M		03 Mini Cooper	1HS	49.420	(98.158)	98.508
5 Cliff S		96 Plymouth Neon	1GS	48.581	(97.988)	98.442
6 Wes T		00 Honda Civic SiR	1HS	49.585	(97.703)	98.180
7 Peter W		04 Subaru WRX Wagon	1ESS	47.218	(98.035)	98.072
8 Stephen D		04 Subaru Sti	1BSP	45.494	(96.366)	97.851
9 Daniel F		01 Subaru Imreza 2.5RS	1DSS	47.534	(97.498)	97.539
10 Doug P		97 Chev Camaro Z28	1ESS	47.561	(97.285)	97.365

TOP 10 NOVICES FOR EVENT 3 (Based on Event Pax)

Name	Novice	Vehicle	Class	Best Time (Backup%)	Points
1 Gary W	N	04 Mazda RX-8	1BS	49.450 (92.072)	93.418
2 Jonas L	N	82 Volkswagon Scirocco	1DSP	50.512 (89.601)	89.601
3 Peter D	N	03 Volkswagen GTi	1FSP	51.743 (89.010)	89.061

FASTEST 10 COMPETITORS FOR EVENT 3

Name	Novice	Vehicle	Class	Best Time
1 Andrew C		87 Volkswagon Scirocco	1CM	44.916
2 Stephen D		04 Subaru Sti	1BSP	45.494
3 Paul K		92 Mazda Miata	1CSP	45.809
4 Craig B		00 Factory 5 Cobra	1DM	46.164
5 Kyle L		04 Subaru STi	1BSP	46.283
6 Rhys H		02 Subaru WRX	1ESS	46.308
7 Joe T		00 Subaru Legacy	1FSP	46.329
8 Tom S		97 Plymouth Neon	1DM	46.542
9 Mike H		87 Volkswagen Scirocco 16V	1DSP	46.550
10 Tashko S		91 Mitsubishi Eclipse GSX	1ESP	46.850

CASC-OR 2006 Mobil 1 Autoslalom Championship Series - Overall Standings after 3 Event (Top 10)

Name	Novice	Class	Vehicle	Total
(Points from Backup runs in brackets are used to break ties)				
1 Hanif P		1DS	98 Acura Integra Type R	297.294
2 Pete M		1HS	03 Mini Cooper	296.393
3 Joe T		1FSP	00 Subaru Legacy	295.698
4 Rhys H		1ESS	02 Subaru WRX	294.832
5 Trung D		1GS	05 Subaru Impreza RS	294.749
6 Daniel F		1DSS	01 Subaru Imreza 2.5RS	293.947
7 Wes T		1HS	00 Honda Civic SiR	293.802
8 Peter W		1ESS	04 Subaru WRX Wagon	291.044
9 Kyle L		1BSP	04 Subaru STi	288.689
10 Paul M		1ESP	03 Subaru Impreza WRX	286.509

Wes Tanney
CASC-OR Solo 2 Director



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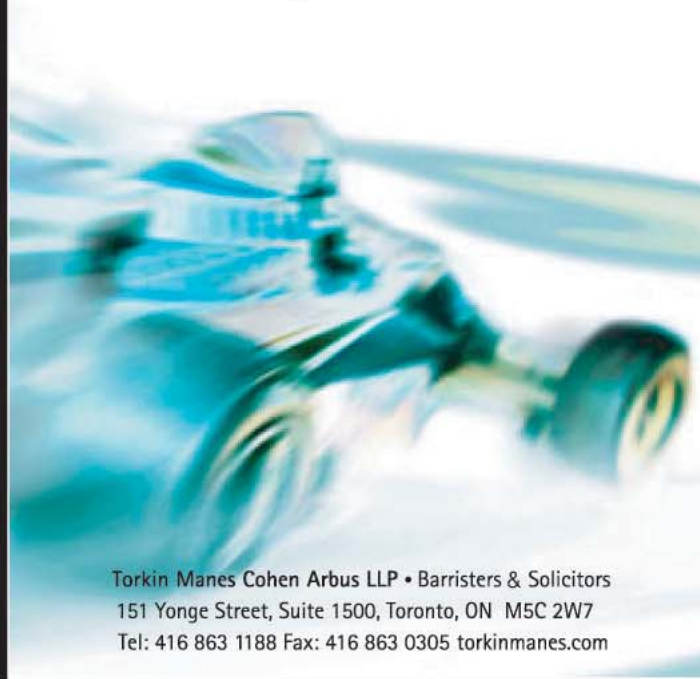
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the Soapbox Derby

by Malcolm Elston

Rude Roads:

Since the last Derby, Toronto was subjected to a one-day, wildcat transit strike, and my schedule (unfortunately) required that I keep my appointments; I was out-and-about in the resulting mess.

I could scarcely believe some of the behaviour I witnessed.

A new rudeness was the unilateral decision to turn the second-lane-from-the-right into an alternative right-hand turn lane. The self-centred proponents of this technique thereby blocked this lane from straight-forward movement across the intersection when the light was green, hoping they'd gain ground themselves when the light went red, and they'd make their (illegal) right turn.

Naturally, most drivers on that day seemed to forget the HTA requirement that you not enter any intersection unless you can complete it... so gridlock was achieved in many, many places across the GTA. In a fitting punishment, this alternate form of selfishness frequently balked those folks who had tried to create a second right-hand turn lane.

Punishment:

A good friend (and fellow-TACcie) and I were complaining to each other about the increasing levels of rudeness and selfish behaviour on the roads the other day. Of particular offense was the lack of understanding of the 'zipper' principal.

When two lanes merge (for whatever reason), the correct driving

behaviour is for all vehicles to 'alternate' as they cram into the smaller, single-lane space... just like the teeth on a zipper alternate when being done up. This is polite, and equitable.

Increasingly, we see drivers trying to 'muscle' their way into the merge when they're out-of-order, or we see drivers zoom along the shoulder until they are confronted with the inevitable, at which point they expect / demand that others will give way.

So we've been musing about the suitability of acquiring several pairs of those nice, curved-blade Crescent-brand side-cutters. When someone offends in this manner, we'll zip out, nip off the valve stem on a rear tire, and thereby give them time to meditate (while changing to their spare) upon the foolishness of rudeness.

More serious offences (such as running a red light) would be a two-stem offence...

All we're waiting for is the police to finish off the eradication of handguns.

Self-inflicted punishment:

This was too funny for words, and delightful simply because the driver (sole author of her own misfortune) was in complete denial that she had just written off her car in a low-speed, single-vehicle crash.

It happened right in front of my house; I was working in my office late one afternoon when I heard a big bang, followed by an explosion.

The front of my house is 20' wide, paved with interlock stone. As is the 7' wide mutual driveway that runs beside it, leading back to the garages. My neighbour has a cement walk-way leading from his front steps to the city sidewalk, and where his walk-way meets the sidewalk there is a seven-inch-high step.

A woman in her early 'twenties decided to use my front yard as a

turn-around point, but she aimed her 2002 Saturn sedan rather badly... given a 27' wide target!

As I went downstairs to see what the noises had been, I saw her climbing out of the car, with smoke pouring out, and both of her airbags deployed. She was shaken (and, of course) had air-bag burn-marks on both her forearms, but the really interesting thing was that there wasn't a mark on the front of her car. Nothing, not even a scratch.

However, investigation revealed that she'd hit the front drivers-side subframe / sway-bar mounting so hard on the corner of my neighbour's walk-way / side-walk step that she had pushed both back some three inches. And that was what blew-off her airbags!

Seems she'd been going so fast when she attempted to swing into the driveway that the car's nose bounced high enough to clear the step (which is why there was no damage to the front), but she was caught out by the hardware below.

Believe it or not, she thought she could drive the car home...

It is common for dumb drivers to cause themselves grief, but this was the first time I got to witness massive driver ignorance at work. Given the residual value of an '02 Saturn sedan, and the \$3,000 worth of airbags (not to mention the sub-frame, transmission, and front suspension damage), I'm quite certain that the car is a write-off. A feat she accomplished on a nice sunny afternoon, all on her own.

A New Minister:

As most readers know, I had very little time for Harinder Takar. So it is with some optimism that I note that the Premier has replaced him as our Minister of Transport. Donna Cansfield has now taken over that portfolio... but in the past two months she has done nothing of note. But – maybe that is for the best?

Equal Enforcement for All:

Ya just gotta love Ontario!

First, our cops are confiscating and crushing cars suspected - BUT NOT PROVEN! - to have been participating in 'street-racing'. Let's not even think about the rights of property when considering these actions...

Then we get clear, colour photographs in the paper of folks standing up in convertibles, in complete violation of the seat-belt laws (and a few other bits of the Highway Traffic Act, I suspect) but... hey, it's the Pride Parade, so all the officers look the other way.

It's all in good fun (until someone loses an eye, as my dear old Dad used to say).

But clearly, everybody ain't quite equal under the law... some minorities are 'way more politically correct than others. Apparently, a public display of your leopard-print knickers is the new dividing line.

F1 news & views:

So Montoya is moving to NASCAR, eh? Lot's of nice copy about his desire to get back into 'competitive' racing, and about how happy he is to hook-up again with Chip Ganassi (who managed Montoya in Champ Cars, where he was a winner).

Am I alone in noticing how J.P. was practicing for this career move last week, at the US G.P.? He clearly punted his team-mate up-the-rear, taking them both out of the race... and causing a chain reaction that eliminated a total of eight cars... looks like J.P. is about ready for Martinsville!

But I think the NASCAR move was driven by the simple fact that no other F1 team has made Montoya an offer, and that includes McLaren... so, with his contract ending in October, poor J.P. was foundering.

Which I predict he'll continue to do in NASCAR, because I don't

: think he has the strength to wrestle
: a stocker around an oval, and
: because the whole concept of
: 'wedge' and 'stagger' will confuse
: him mightily. But this move *will*
: help Ganassi Racing with their
: sponsor hunt...

: I'm a fan of Norris MacDonald
: (who writes the motorsport column
: in the Wheels section of the Star),
: and I've seen Norris successfully
: stare through a brick wall a time
: or two before; he thinks, and in
: time makes interesting deductions
: about exactly what is on the other
: side of the wall, and is often cor-
: rect in his predictions...

: So, in case you missed his column
: a few weeks ago, I'm agreeing that
: he's likely right to put Schumacher
: into Renault for '07, and Raikkonen
: over to Ferrari. With J. Villeneuve
: as his team-mate. Why? Schumi
: started with Renault, and (at least
: up to the US G.P., Renault has
: had the best car for the past two

: years), so Michael might choose
: to 'book-end' his career... and after
: all, he did win his first two World
: Championships with good 'ole
: Flavio...

: Clearly, Raikkonen is NOT happy
: at McLaren. Ferrari doesn't know
: what Schumi's plans are for '07,
: and Massa is out-of-contract in
: October... so you can count on
: conversations having taken place
: already. But why Villeneuve?
: Because he is outspoken, and
: has personality (which Kimi clearly
: lacks), and so could be a press
: favourite for Ferrari, allowing Kimi
: to continue on his inarticulate way.
: And of course, there is the 'Gilles'
: factor to consider as well...

: Michael Cosgrove is another old
: friend, and he gave me permission
: to reproduce a recent column here,
: about the history of Renault... and
: this years' Canadian Grand Prix. It
: is an interesting little history lesson.

A Century of Renault Success in Grand Prix

LONDON, June 26 (Reuters) - Fernando Alonso's Canadian Grand Prix victory for Renault on Sunday could hardly have been more fitting.

As well as tightening the F1 world champion's stranglehold on the title, the Spaniard's sixth win in nine races completed a century of success for the French car maker.

One hundred years ago on Tuesday, on a triangular circuit run over rough public roads to the east of Le Mans, Renault won what is now recognised as the world's first real grand prix motor race.

Created by the Automobile Club de France, frustrated by the existing Gordon Bennett series that allowed only one three-car team from each nation, the new race pitted individual cars against each other for a significant cash prize - a grand prix. The contrasts between then and now are evident but there are also eerie parallels.

Then, as in Montreal where Ferrari's Michael Schumacher finished in second place, the runner-up was an Italian machine - a FIAT, the company that now owns Formula One's most glamorous team.

Michelin, who celebrated a milestone 100th Formula One success on Sunday, provided the tyres for the triumphant Renault driven by Hungarian Ferenc Szisz that June 27 afternoon in 1906.

Whereas Sunday's ninth round of the season was a 70-lap blast around a 4.36km circuit, a total distance of 305.2 km at an average speed of nearly 200 kph, the 1906 race was more of an endurance challenge.

It started on June 26, the Sarthe region basking in a heatwave as 32 cars, some with 18.3 litre engines compared to modern 2.4 litre Formula One versions, set off at 90 second intervals shortly after dawn.

The race was run over two days and competitors had to complete six laps of a 103.18 km circuit on each for a total race distance of 1,238 km.

Szisz, formerly a riding mechanic to company co-founder Louis Renault, was third away and completed the race in a total of 12 hours 14 minutes and seven seconds - averaging 101.195 kph.

His Renault AK's top speed was clocked at a then-dazzling 148 kph, less than half what modern Formula One cars can reach.

Italian Felice Nazzaro was second, more than half an hour behind, and Frenchman Albert Clement third in a Clement-Bayard built by his father.

Then, as in modern Formula One, tyres proved crucial.

The 13-litre Renault, as well as the FIAT, carried innovative quick-change tyres - spare rims with pre-inflated tyres mounted on them while rivals used solid artillery wheels.

Szisz could change his tyres in a fraction of the time required by rivals.

The race was watched by 180,000 people and, then as now, Renault basked in their success: Le Mans organisers marked the centenary this month and another tribute will come at the Goodwood Festival of Speed in England in July.

As he crossed the line in Montreal on a sweltering afternoon, Alonso shouted over the radio that 'Todo es perfecto' - all is perfect. Szisz, who died long before the first Formula One championship race was held at Silverstone in 1950, would surely have agreed with that.

Gail couldn't join me at the US G.P. this year, so I went down-and-back with a good friend. Together we had 3 suitcases, two small coolers, a pair of stadium seats, 60 CDs, maps, and some other miscellaneous stuff like hats, sunscreen, and pocket money. About 330lbs of payload, in total (an 18.6% increase in vehicle weight). We had a great time, stopping on Friday to tour the Cord / Auburn / Duesenberg museum, and on Monday we spent 5 hours at the Henry Ford museum in Dearborn. The run distance and fuel consumption numbers from the smart reflect our (almost entirely) highway driving in the 125 to 130km/h range, with the windows up and the A/C on - it was HOT down there!

smartly to the US G.P., 2006

Total distance driven:	2,031 kilometers
Total fuel consumed:	97.1 liters (21.58 Imp. gallons)
Avg. fuel consumption:	4.78 liters per 100 kilometers (65.86 miles per Imp. gallon)
Total fuel cost:	\$86.05 Cdn. (an average of \$42.37 per 1,000 kilometers)

Street Racing:

Hopefully, somewhere in this issue of 5th Gear is my recent letter to the Prime Minister on the above subject.

In my opinion, there is a lot more going on here than most TACCies realize, and I'm hoping you will choose to get involved directly. The proposed federal legislation is (in my opinion) dangerous, and will negatively affect us all.

The two major 'headline' incidents in the GTA this year were the Mt. Pleasant Rd. crash (where the taxi driver was killed), and the couple who were killed in at the Stouville Rd. / Yonge St. intersection crash. One was very close to my house, the other quite far away.

But I recently drove through the site of the Yonge St. crash, and I

was really quite surprised by the similarity of the geography...

In both cases, the victims were southbound, and turning left across oncoming traffic. In both cases, the alleged 'racers' were coming uphill - towards the intersections where the crashes occurred. And both crashes occurred at similar times of the night, in clear, dry conditions.

So is there more at play here? The taxi driver was near the end of his shift, and the couple had just finished an evenings' celebration of their 17th Anniversary. Could fatigue have been a factor? Could either (or both) drivers have been a little slow in completing their left turns? I certainly don't know, but the similarities in each case are striking, and I worry about how aggressively the forensic investigations are being conducted.

Certainly, no one deserves to die as a result of another drivers' actions, but... when traffic is approaching you on an up-hill gradient, you can see them much earlier at night (because of the headlight glow) than you can during the day - when the car is physically obscured by the hill ahead...

But (when tired) do you take the time to think about the speed of approaching traffic, or would you just assume that everyone is driving at - or about - the speed limit?

Whatever. Now the police are confiscating & crushing the cars of alleged (but unproven) 'racers'.

Don't get me started on the new insurance industry restrictions about 'modifications' to our cars.

It's time to wake up, folks...

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ON THE COVER...

Rob McAuley sorts out his BMW M3, winning his class at SoloSprint's event #4.

Toronto Autosport Club presents the 2006 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 – Petrocan centre on Hwy 400 Northbound, North of Major Mackenzie Dr.
West – 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.

Dates and Start

April 26	N
May 24	W
June 28	N
July 26	W
Aug. 23	N
Sept. 27	W

- **Registration Wednesdays at 7:00 pm, first car away at 8:01 pm. First car will finish at about 10:00 – 10:20 pm**
- **Ralliette distance is typically 100 – 125 km**
- **Three classes – Beginner, Intermediate and Expert**
- **Trophies for Driver and Navigator for 1st and 2nd place Beginner, 1st place Intermediate and 1st Expert**
- **Six events in the series – your best four finishes count towards the year end championship awards**

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

CONTACTS:

Russ Harding
416-259-1809
vicepresident@torontoautosportclub.ca
www.torontoautosportclub.ca



Registration Fee

Per event entry fee is \$25.00 per team,
TAC members \$20.00 per team

The Toronto Autosport Club Ralliette Series Results for June 2006

Thanks to everyone for attending the June Ralliette.

Codes: Class E = expert I = Intermediate N=Novice e = early m = missed or maximum lateness.

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	Fin	Tot	Pos
3	Sheryl Graham	TAC	Russ Harding	TAC	N	0.6e	0.2	0.1	0	0.2e	0.1e	0	1.2	1N
2	Sue McAuley	TAC	Sarah McAuley	TAC	N	0.1e	1.1	0.7	0.6	0.3e	0.2	1	4.0	2N
4	Sandy Robertson	TAC	Alasdair Robertson	TAC	E	0	0	0	0	0	0	0	0	1E
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0.1	0	0	0	0	0	0.1	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 to John Charles and Peter Fenwick for organizing this month's event,

I wish to thank the checkpoint workers Rob McAuley, Chris Sorensen, and John Charles.

Next event is at **the Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga Rd**, on Wednesday July 26, 2006, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2006 Ralliette Series Standings

x = ignore best 4 of 6 count

Beginner Driver		April	May	June	July	Aug	Sep	Total
Susan McAuley	TAC	8	9	9				26
Richard Poole	BMWCCA	10						10
Chris Martin	TAC		10					10
Sheryl Graham	TAC			10				10
Daniel Stan		9						9
Andrew Hammond			8					8
Cathy Cole	MLRC	7						7
Stefan Candea			7					7
Greg Burchell		6						6
Andri Sitartchouk		5						5

Beginner Navigator		April	May	June	July	Aug	Sep	Total
Sarah MsAuley	TAC	8	9	9				26
Jonathan Poole	BMWCCA	10						10
Lisa Shaw	BARC		10					10
Russ Harding	TAC			10				10
Stefan Candea		9						9
Will Luczak			8					8
Stewart Hoo	MLRC	7						7
Daniel Stan			7					7
Chris Burchell		6						6
Maxim Stefanov		5						5

Intermediate Driver		April	May	June	July	Aug	Sep	Total
Tim Chow		10						10

Intermediate Navigator		April	May	June	July	Aug	Sep	Total
William Horne		10						10

Expert Driver		April	May	June	July	Aug	Sep	Total
Paul Moore	PMSC		10	9				19
Sandy Robertson	TAC/MLRC		9	10				19
Niels Jensen Sr	TAC	10	6					16
Peter Fenwick	TAC		8					8
Ed Richardson	MLRC		7					7

Expert Navigator		April	May	June	July	Aug	Sep	Total
Rita Moore	PMSC		10	9				19
Alasdair Robertson	TAC/MLRC		9	10				19
Niels Jensen Jr	TAC	10	6					16
John Charles	TAC		8					8
Eric Richardson	MLRC		7					7

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 or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

Street Racing in Canada

In 2005 there were 34 deaths attributed to 'street racing' in Canada.

In the same period of time, 52 people were killed by hand-guns in Toronto.

I have a pretty strong opinion about which should be the government's priority, but I'm not the government. They feds think that 'street racing' needs attention, and the provinces seem surprisingly willing to go along with this position. Below is a letter I sent to the Prime Minister voicing my concerns...

As enthusiast drivers, I urge all TAC members to take this matter very seriously, and to get involved with this proposed legislation. Now that the Ontario government is confiscating and crushing cars, I think things are getting a bit out-of-hand.

Hon. Stephen Harper,
House of Commons,
Ottawa

May 30th, 2006

Dear Mr. Harper:

I am alarmed by the press reports regarding your avowed intention to criminalize street racing.

I am asking you to please ensure that this proposed legislation be very carefully crafted.

In my opinion, it could have the potential of becoming a bit of a nightmare.

I am a full-time driving educator, a certified Ontario Driving Instructor, and I earn a substantial part of my annual income by teaching people to drive high-powered 'super-cars' at great speed (at private facilities designed for that purpose, of course). I have been actively involved with Ontario road-racing for 37 consecutive years. I know my subject, am considered an expert in this field, and therefore trust that you will lend me your ear.

Of course, road-racing is a 100% legal activity right across Canada, one that is sanctioned (and not infrequently sponsored) by various Federal Government Departments (Tourism, and the Canadian Grand Prix in Montreal and the Toronto Molson Indy are two examples that come quickly to mind...).

Street-racing is not legal anywhere in Canada.

According to media reports, you intend to add street-racing to the Criminal Code, coupled with stiffer – and more appropriate – penalties upon conviction.

My deep fear is that a legislated definition of street racing might (inadvertently) open a door to enforcement abuse, and could also lead to the 'profiling' of drivers. If either happens, the criminal justice system will simply become more severely constipated.

If the legislated definition (Criminal Code Offences are Federal) of street-racing is directly linked to the offense of speeding (which is Provincial), then there will be no significant obstacles to successfully winning convictions when street-racing charges are laid. Which will – hopefully – achieve the desired objective of reducing or eliminating this problem. It could also serve to get the Provinces 'on-board' more easily.

However, if the proposed Federal legislation does not link directly to the Provincial speed limits, there could be significant judicial delays, much confusion, and inappropriate / false street racing charges will certainly be laid. Dozens, if not scores, of poor-quality drivers could become convicted Criminal Code offenders, forever lugging all the baggage which that entails.

Provincially, it is **NOT** an offence to accelerate your vehicle aggressively. It may not be environmentally friendly, and such habits will undeniably cause your vehicle unnecessary wear... but drivers make their own decisions on these matters, which is as it should be. Driving is a provincially administered privilege, and if a licensed driver chooses to exercise that privilege briskly, that is their choice – and their right.

It **IS** an offence to spin your tires when accelerating aggressively. It **IS** an offence to break through the Provincially-set speed limit of the road you're traveling upon. This is appropriate governance. And within the above lies the hidden trap, the possible Achilles heel of your new proposal...

If two drivers are side-by-side at a stop light, and if they both decide to accelerate aggressively once the light turns green, are they street-racing? If neither driver spins his tires, and both stop accelerating before – or even when – they achieve the speed limit... then no laws have been broken.

But what if that behaviour (two vehicles accelerating aggressively, apparently simultaneously) just happened to be observed by a policeman?

Could he lay two charges of 'street-racing'?

I fear that he could, depending only upon on his interpretation of what he saw, and his understanding of the wording contained in whatever new 'anti-street-racing' law is passed. And from that point on, only the lawyers would profit from that officers' observation and his decision to lay criminal code charges.

Prime Minister, I trust that you are aware that nationally we spend in the neighbourhood of \$9 billion health dollars each year on road trauma, defined as the cost of fixing folks who have been bent, broken, and bruised in car crashes and collisions (the cost of the fatalities is a separate line item).

Street racing is responsible for a miniscule portion of these massive annual costs (the vast majority of all crashes and collisions are caused by poorly-trained or inexperienced drivers making simple errors), but street racing does garner *huge* headlines when it goes badly. Street racing is wrong, and it absolutely has to be reduced, even if may never be eliminated. No argument there.

But, please – be very cautious when adding new offences to the Criminal Code. It is the Common's duty to protect everyone... against street-racing, but also against the chance of inappropriate criminal charges being laid against drivers for simply demonstrating poor judgement.

I am asking that you ensure that the new legislation clearly links the offence of street racing to the Provincial speed limits; aggressive acceleration which takes the vehicles involved past the posted speed limit is street-racing; aggressive acceleration which remains within the posted limits may not be – and most probably isn't – street-racing. I'm asking you to ensure that the proposed Federal elephant gun can only be fired when existing Provincial statutes have also been violated...

Please ask the team preparing this new legislation to be mindful of the risk I've detailed above. Poor drivers who exercise poor judgement (but who don't squeal their tires or exceed the posted speed limit) should not be at risk of having criminal code charges being laid against them.

If you have any questions about this opinion, or if I can be of assistance in any way, please do not hesitate to contact me.

Sincerely,

Malcolm Elston
General Manager,
DrivAbility Car Control Clinics

So, did the Prime Minister write back?

Yes, he did. Dated June 8th, over the signature of L.A. Lavell, Executive Correspondence Officer...

“you raised an issue that falls within the portfolio of the Honourable Vic Toews, Minister of Justice and Attorney General of Canada. Please be assured that your comments have been carefully reviewed... and a copy forwarded to the Minister, for his information and review. I am certain that he will wish to give your views every consideration.”

I'll be sending a follow-up inquiry to Mr. Toews, and if you want to express your views (and I hope you do!), the postal code for the House of Commons is K1A 0A2 – and remember that you don't need a stamp when sending a letter to the federal government (your tax dollars at work...)!

I'm NOT advocating for street-racing, but I DO worry about extremist federal laws and knee-jerk over-reactions to matters that are clearly within Provincial jurisdictions, and where existing and appropriate laws are already on the books.



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- All memberships expire December 31.

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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 2006 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 2006;

- 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



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