



Fifth Gear

June 2010



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

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

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

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

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



FROM THE PRESIDENT'S DESK

Here's an update on past and future events.

The Discover Ontario Rally was held on Saturday June 5. Brooke Jacobs did an excellent job in organizing the event. Everyone seemed to have fun. I worked a couple of checkpoints, sitting outside in the shade waiting for the competitors. Fortunately there was no rain. There were 16 entries, 2 expert, 1 intermediate and 13 novices/beginners. Three teams had never rallied before. The DKW Cup, given for the highest place beginner, was won by Peter Brownhill and Gary Corbett, both from Ottawa. The results are posted on the DOCR site and in this issue.

Anyone still needing info for the June 19/20 is the TAC/Hada Solosprint event being held at TMP in Cayuga contact Andrew Kinal amkinal@yahoo.com for more information. Albert will not be at the June meeting as he is on vacation but will be at the event and at the July meeting with a report.

I mentioned last month that TAC would be holding a fun rally on Sunday July 11. This event is geared to complete beginners but those with some previous knowledge should still find it fun and interesting. There is a flyer in this issue with more information and you can contact me.

I also mentioned last month that TAC was planning a get together at the ALMS weekend at Mosport, Sunday August 29. This year there will be a pot luck type of lunch. Plan is to have a BBQ and have people bring the rest of the food. Ingrid Beck is coordinating your donations to the food items. Contact her at ibeck@ca.inter.net. Rob McAuley is working on the arrangements with Mosport.

The next general meeting is again at the Fox and Fiddle, Finch and Keele on Wednesday June 16 at 8:00 pm. Come early and have dinner and chat with other members beforehand.

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TAC EVENTS CALENDAR 2010

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
June 2010			
11-12	OPRC	Black Bear Rally (OPRC)	MLRC
12-13	Race-Regional	Father's Day Weekend, Mosport	
13	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #4	WOSCA
13	F1	CANADIAN Grand Prix	
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
19	Club	KWRC SNATR #2	KWRC
19-20	Grand-Am	EMCO Gears Classic, Mid-Ohio	
19	SoloSprint	SoloSprint Event #3 ; Toronto Motorsports Park	 TAC
19-20	Vintage	VARAC Vintage Racing Festival - Mosport	VARAC
20	INDY	Iowa Speedway	
20	SoloSprint	SoloSprint Event #4 ; Toronto Motorsports Park	 TAC
27	F1	EUROPEAN Grand Prix, Valencia	
July 2010			
2-3	CRC	Rallye Baie des Chaleurs, New Richmond	CRAB
2-3	Grand-Am	Daytona 250	
3	Regional Race	BARC Grand Prix of Ontario Mosport	BARC-OC
3	SoloSprint	SoloSprint Event #5; Mosport DDT	SPDA
4	INDY	Watkins Glen International	
4	SoloSprint	SoloSprint School #2; Mosport	SPDA
11	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #5	PMSC
11	Club	MLRC RallyCross	MLRC
11	F1	BRITISH Grand Prix	
12	Club	MLRC Mini Rally	MLRC
15	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #7	HADA
16-17	RA ProRally	New England Forest Rally, Bethel ME, USA	SCCA
17-18	Grand-Am	New Jersey Motorsports Park, Millville NJ	
18	Club	KWRC SNATR #3 and BBQ	KWRC
18	INDY	Streets of TORONTO	
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
24-25	Regional Race	MCO Ted Powell Memorial Trophy , Calabogie	MCO
25	Autoslalom	Autoslalom Mobil-1 Ontario Regional Event #6	TLMC
25	F1	Grand Prix of GERMANY Hockenheim	
25	INDY	Edmonton City Centre Airport	
August 2010			
1	F1	HUNGARIAN Grand Prix, Hungaroring	
6-7	Grand-Am	Crown Roayl 200 at the Glen (Short Course)	
7	OPRC	Galway-Cavendish Forest Rally (OPRC)	PMSC
7-8	Regional Race	BARC Canadian Touring Trophy Races, Mosport	BARC-OC
8	INDY	Mid-Oho Sports Car Course	
9	Club	MLRC Mini Rally	MLRC

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

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

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



Toronto Autosport Club

Fun Rally

A leisurely drive in the countryside going to the Forks of the Credit and ending at a restaurant for dinner and conversation.

No previous rally experience necessary.

Instructions give distances and road names, you are required to answer questions along the route.

Bring the whole family!

When? Sunday July 11, 2010

Registration starts at 1:00 pm

First car leaves at 2:01 pm

**Start location - Wildwood Park parking lot
SW corner of Derry Rd and Goreway**

Entry fee for TAC members \$10 per car

**Contact Dietmar Seelenmayer 647-221-7082 or
dietmar.s@gmail.com**

to let me know that you are coming



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Infinite Monkeys Rally



Saturday, August 14, 2010

**The Monkeys are ready for another car rally, and you're invited!!
It's the 4th Annual "IMR"!!**

**New roads!
New fun and games!
Same popular start location!
Another bunch of Monkeys!
(and doesn't everybody want to win a Monkey?)**

More prizes than ever!

(awards to 4th place in Novice and 3rd place Touring, plus the ever-popular

Top Banana and Unstoppable awards)



OK, it's not an infinite monkey, it's my brother's infinite orangutan. Close enough!

--If an infinite number of monkeys drove an infinite number of cars, they may actually follow this route -- anon.

This is an Ontario Road Rally Cup navigational car rally, presented by the Toronto Autosport Club and sanctioned by RallySport Ontario. All levels of competitors from total beginner to expert are welcome, and will receive separate instructions of appropriate ease/difficulty. The route is approximately 250 km long, and you will spend about 4.5 hours on the road. Navigational car rallies take place on open public roads and respect all the laws of the Ontario Highway Traffic Act. You will be driving on gravel roads for a lot of this event. Speeds on the route will never exceed 95% of the posted speed limits--to win, you'll need to drive to *precise* speeds, not *high* speeds, and this event is suitable for any street legal vehicle.

Start location:

**Tim Horton's
855 Mulock Dr, Newmarket
(College Manor Plaza)**

Registration Opens: 9:30am
Beginner's Tutorial: 10:00am
Crew Meeting: 10:30am
Car Zero Out: 11:00am

(for you GPS people, that should be:
N 44°02.736', W 079°26.264')

Entry Fee: \$50 per car,
or \$40 if TAC member.

Other things you'll need:
vehicle ownership, valid insurance and plates, driver and navigator, notepaper, pencils, calculator, an accurate digital watch.

Organizers: Paul and Rita Moore
vpnavigational@rallysport.on.ca 905-898-7483
up-to-date Monkeys website: <http://pages.ca.inter.net/~guildsman/imr10.html>



Toronto Autosport Club

Mosport ALMS Weekend and Lunch

August 28~29

–Preliminary information–

An opportunity to see the ALMS racers and have a lunch party with other TAC members.

The plan is to have a reserved area in the infield between turns two and three as we have done previously. Camping is available.

BBQ along with a pot luck for lunch on Sunday August 29.

**TAC members pay \$40 for a discount ticket for the weekend.
This includes the BBQ.**

**Contact Dietmar Seelenmayer for general information at
dietmar.s@gmail.com or 647-221-7082**

Contact Ingrid Beck regarding the pot luck at ibeck@ca.inter.net



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Results of the 2010 Discover Ontario Car Rally

Car #	Driver / Navigator	Club	Class	CP 1	CP 2	CP 3	CP 4	CP 5	CP 6	CP 7	CP 8	CP 9	CP 10	CP 11	Finish	Total	Class Rank
6	Peter Brownhill / Gary Corbett	MCO/MCO	Novice	1.1	0	0.1	0.5	0	0	0.2e	0	0.1	0.1e	0.2e	0	2.3	1
4	Tim Burgess / Perry Ford	SPDA/SPDA	Novice	1.7	0.1e	0.1e	0.2	0	0.1	0.2e	0.2e	0.4e	0.2e	0.2e	0	3.4	2
8	Ron Billings / Marlene Billings	TAC/-	Novice	0.6	0.3e	0.3e	0.5e	0	0.3	0.2	0.5e	0.2e	0.5e	0.3e	0	3.7	3
7	Taras Magun / Vitali Mossounov	-/-	Novice	1.4	0.3e	0.0	0.7e	0.1e	0.6	0.5e	0.7e	0.3	0.1e	0.2	0	4.9	4
16	Don Armstrong / Jeff Kafka	-/-	Novice	1.6	0.2	0	0.3	0	0.7	1.6	0.5	0	0.1	0	1	6.0	5
3	David Cotie / Sean Travers	MLRC/SPDA	Novice	1.6	0.5e	0.9e	1.1	0.2	0.7	1.1	1.1e	0.4	0	0.2	0	7.8	6
11	Murray Dammeier / Sanja Dammeier	-/-	Novice	1.3	0.1e	0.3e	0.3	0.8e	0.1	2.0	1.1e	0.2e	0.7	0.1e	1	8.0	7
14	Benjamin Watts / Cam Watts	-/-	Novice	1.3	0.4e	1.6e	0	0.4e	0.2e	0.8e	1.4e	0.5e	0.6e	0.2e	1	8.4	8
2	Leif Wilson / Trevor Wilson	-/-	Novice	2.4	0.1	0.3	3.2	0.2	1.2	2.9	1.1e	0.4	0.7	0.3	1	13.8	9
12	Jamie Smith / Yeugeny Gospodinov	-/-	Novice	0.6	0.5e	0	1.6	0.1	0.4	2.0	2.0	2.0	2.0	0.1	0	65.3	10
9	Andrei Semine / Olga Mironenko	-/-	Novice	3.8	0.1	1.0	1.0	1.8	1.1	2.0	2.0	2.0	2.7	0.4e	1	72.9	11
10	Alexandere Tchiguirev / Krystyn Kuz	-/-	Novice	3.1	11.1	1.8	1.0	0.3e	0.2e	7.5	2.0	2.0	2.0	2.0	0.3	105.3	12
13	Anthony Posa / Ra Ezbarbary	-TSC	Novice	20	20	4.8	1.3e	0.5	2.2	2.0	2.0	2.0	15m	2.1	0	125.9	13
15	Stephen Deneka / Opal Gamble	SPDA/SPDA	Intermediate	0.6e	0.2e	0	0.4	0.4	0.5	1.3	0.4e	0.1e	6.5	0.4e	0	10.8	1
1	Paul Moore / Rita Moore	TAC/TAC	Expert	0.8e	1.0	0	0	0.1	1.2e	0	0	0	0	0	0	3.1	1
5	Jane Leonard / Bruce Leonard	MLRC/MLRC	Expert	0.7e	0.7e	0	0	0.8	0	5.2	1.4e	0.2e	0.8	0	0	9.8	2

Special thanks to the volunteers who helped make this event possible:

Kim Sparks, Dietmar Seelenmayer, Peter & Margaret Fenwick, Nick, Ingrid, Heidi & Tim Beck,
Dennis Wharton, Roger Sanderson and Jim Troy.

DISCOVER ONTARIO CAR RALLY



DOCR Organizer Brooke Jacobs, with Stephen Deneka and Opal Gamble, winners of Intermediate class

Rita Moore and Paul Moore, winners of Expert class



Tim Burgess and Perry Ford, won Second Place in Novice class

Marlene Billings and Ron Billings, winners of Third place in Novice class



ON THE COVER

Novice Winners Peter Brownhill and Gary Corbett, with Brooke Jacobs holding the DOCR Cup

the

Soapbox Derby

...by Malcolm Elston

A perfect Mosport Track Day:

Mosport, June 8. They don't happen often, but when they do – savour them. Today was perfect, simply perfect. An easy drive east bringing me to the track by 7:20am. An almost cloudless sky, with a light breeze, and the early morning temperature already in the high 'teens. A handful of laps in my smart before the crew and clients arrive... just to clear the cobwebs... and oh, by-the-way – I'm finally getting close to breaking the 2:20 lap time target!

21 drivers, and 19 cars. A brace of GT3's, five Turbo's, a Stradale, an F-Lexus, two mid-sixties full-race Shelby GT350 Mustangs, an M6, and AMG SL600, and a gaggle of Carreras and Boxsters. And a beautifully restored 1966 Lotus Cortina, which I'll come back to later...

Why the extra two drivers you ask? Well, a pair of Dad's decided to bring their teen-aged sons along for their first-ever Track Day experience. How cool is that... a G1 license, a Porsche, and a parent giving permission – at Mosport, on the Big Track! Awesome !!

A classroom session and chalk-talk for the three first-timers while the experienced drivers went through their warm-up sessions, and then I joined my crew on pit lane.

Everyone behaved, and when we broke for lunch, not a tire had left the asphalt, nor had a turn-in, apex, or exit cone been so much as brushed – let alone dislodged.

When we reconvened at 1pm, the track had warmed further, the ambient was a delightful 22°C, and the Turbo's were making power like no tomorrow.

Unexpectedly, a client arrived mid-morning with his Lotus Cortina, and I happily rode shotgun as he put it on the track – for the first time, ever. Delightfully restored by the Beer Brothers (Steve & Martin), this gem has been parked for years, getting only the rare weekend outing on the Orangeville area roads...

Climbing in and sitting on the flat, non-bucket, seat was one step back in time. Realizing that the car had no belts was a further remove into the past... only once before can I recall heading down Mosports' pit lane without a helmet and without even a lap belt. And that was in a '71 Ferrari Daytona Spyder, with Horst Kroll behind the wheel... but that's another story.

After lunch, David developed a headache, and he passed the keys to me and asked that I take his son out for a session. An offer I simply couldn't refuse...

I took a couple of laps to acclimatize to the car, and then I gently started to push. The steering wheel rim was wood, barely thicker than my little finger. The gear shift knob was also wood – and about half the size of a modern Californian strawberry. There was a delicacy to the core controls that I had completely forgotten about, and in a car that was a giant-killer in its' day the almost dainty nature of the tools to hand was really quite surprising.

Body-roll? Check. Good brakes? Ditto. Grip? Yep, and lots of it... but you have to 'set' the car at turn-in, and then use the throttle to make subtle corrections as you carve towards the apex. All while anchoring yourself by planting your left foot on the floor (avoiding the dip-switch, of course), your left knee against the window-winder, and hunching your shoulders while deliberately not putting the death-grip on that oh-so-skinny steering wheel rim.

The original air-box seemed to be limiting the twin DCOEs, and I couldn't get 6,000 on the tach... but then maybe the tach was just tired. Certainly, the speedometer oscillated wildly, bouncing around like Brittany in her earliest videos. Was I fast?

Not a hope... a 600hp Ferrari passes a Lotus Cortina on the Andretti Straight the same way a Canada Goose passes poop... fast, and loose. With five times the power, there is no option... signal the pass, hold on for the backwash, and wait for the wail.

Was I driving the nuts off the Minilites? Certainly felt like it, and Junior was wide-eyed, slack-jawed, braced for disaster – and impressively focused on survival. It feels good to do that to teen-aged boys from time to time...

And back in pit lane, the crowd around the Cortina was dense... it is still a beautiful design, 44 years on. Clean, simple, elegant on the outside, and uncluttered by black boxes and all the accoutrements of modern car-craft within – the simplicity and integrity of the mechanicals are open and honest, easily seen and understood.

Continued...

Appropriately for a British car (with Lucas electrics), the fuse box carries a simple admonishment: "Ensure Good Earth". A lovely sentiment, and so fitting for today.

Today, my planet was perfect, and I was (within the meaning of the above Lucas Electrical phrase) well-grounded indeed!

The ChumpCar World Series:

Shannonville, May two-four weekend. Actually, in terms of fun, the entire thirty days since the last Derby has been great.

May 22 / 23 saw the debut of the ChumpCar World Series at Shannonville Motorsport Park, a spectacle I couldn't resist... especially since it is only an eight minute drive from Millrace.

This series has been on my radar for a while, especially since Mr. T. was hyping his experiences in a 2009 24 Hours of LeMons event at a TAC meeting a few months ago. Sounds like grass-roots racing, and that always gets my attention... in fact, back in February I kited the idea of fielding a LeMons-type team with some of my TACcie Ice Race buddies, but we failed to achieve ignition.

So I wandered over to the track early on Saturday afternoon, knowing the green flag had dropped at 9am, and it was the first day of two seven-hour enduros...

Mr. T. (Graham Tullet, past CFO of TAC) was present and – unsurprisingly – was fast running yet another bunny into the ground. Ditto the Beer Brothers, who had spent \$500 to acquire a mid-nineties Mercury Mystique / Ford Contour with only 276,000 on the odo... and some 15 other odd and unexpected cars were joined in the battle.

And they were racing. Really.

I had a soft spot for the Jaguar XJS ChumpCar team... I saw the Group 44 XJS (Bob Tullius) run at Mosport back in its day, and anyone optimistic enough to put that much English weight onto a race track deserves – at the very least – a sharp intake of breath and a spontaneous round of applause. It isn't a good idea, but you just have to admire commitments made at that level.

The Honda Civic with the upright Peterbilt exhaust was notable for creativity, and obviously very few teams were taking themselves too seriously – they were there for fun, and seemed to be finding it in big bags all over the 16-turn Long Track.

Sunday I went back to watch the chequered flag fly at 4pm, and the Awards Ceremony, which reminded me of the camaraderie seen within the Solo I community back in the early '00s...

It's heartwarming to see that folks can still have cheap fun playing with cars in the real-time, real-world.

Ferrari-Marlboro:

Interestingly, the long-term sponsorship / partnership between Ferrari and Phillip Morris (Marlboro, amongst other tobacco brands) seems to have evaporated. A decade-long, billion \$\$ deal that wasn't due to expire until 2013 was heavily altered in early May when the 'bar code' livery on the back of the Ferrari F1 cars... blew away like a puff of smoke in a tornado.

British medical experts leveled accusations that the two companies were complicit partners in a scheme to use subliminal advertising as an end-run around F1's four-year ban on tobacco advertising.

Just as practice for the Spanish GP was about to begin on May 7th, the familiar bar-code evaporated, replaced by an empty red space outlined with a white border.

Which pretty much describes a pack of Marlboro cigarettes, IMHO.

Unless F1 is about to order Ferrari to change their traditional Italian red livery for something completely different, I think that any white-on-red design will be linked to the Marlboro brand for at least another couple of decades, if not longer.

Both Ferrari and Marlboro are very powerful brands, deeply embedded into our brains, and inextricably linked by the commonality of two extremely powerful colours – red, and white.

Kinda like the Canadian flag...

1,000hp from 1.5L:

The late '70's to mid '80's was an amazing period in F1 history... 1,000hp from a 1.5L engine was the norm – and sometimes even more when in qualifying tune... some cite as much as 1,150hp from those tiny turbo-fours...

Well, here we go again – maybe. Formula One teams are close to agreeing upon a new engine formula for the six-year period beginning in 2013. Until then, development of the current 2.4 litre V8s will remain 'frozen', to be replaced thereafter by similarly powerful engines that use less fuel, emit less pollution and are affordable for the small teams.

Continued...

Spain's El Mundo Deportivo newspaper said an in-principle agreement has been reached for a four cylinder, 1.5 litre engine equipped with a twin-turbo and direct injection. The new formula would reportedly also involve KERS.

"If F1 has to develop something helpful for real (road) driving conditions, then the best solution is for an engine that is turbocharged and GDI (gasoline direct injection)," Ferrari CEO Amedeo Felisa said. "That is what we would support. It is the best solution for driving efficiency and utilisation of the engine in a positive way."

Mercedes' Norbert Haug agrees that smaller engines are likely for reasons of consumption and emissions, but warns that high technology needs to remain a crucial focus. "If you fly from Europe to Japan on a 747, you would use more fuel than an entire F1 season," he said. "We need to see the whole picture."

The good news is that we – the daily drivers – can reasonably expect some good technical trickle-down from F1 into our road cars if this engine formula is approved.

13" Wheels in F1:

I have long been amused that Formula One – arguably the most technically advanced racing formula – has continued to specify 13" wheels on their cars, while the rest of the world has gone nuts fitting ever-bigger wheels to vehicles. For example, I recently saw an early '70's El Camino with 24" rims...

But I understand the physics. All pneumatic tire / rim combinations are nothing more than an air-spring, and they represent the first (and most critical) component in every suspension design. Being restricted to 13" rims has forced F1 into developing highly effective (but small) braking systems, and has given the suspension engineers lots of headaches in other areas, as well.

But bigger rims (and smaller sidewalls) will definitely be a sea change if it comes to pass, which is looking more and more probable since Bridgestone – which has been the sole tire supplier to F1 since the 2007 season – has flatly stated that it will not return once its supply contract expires at the end of this season.

The Cooper Tire & Rubber Co. may be a supplier to for the 2011 Formula One season and beyond. Specifically, Cooper's Avon brand has been drawn into the F1 tire supplier rumor mill, joining Michelin as possible solutions when Bridgestone departs.

Cooper has open wheel race experience, supplying Avon brand race tires for the ill-fated A1GP series (a take off on the F1 series) and in F3 racing.

Talk is that Michelin wants to return to F1, provided the series go from 13-inch to 18-inch wheel diameters and the tiremaker be permitted to sell race tires to the teams.

Michelin has said it prefers not being the sole supplier, preferring open competition among brands, leading to speculation that both Michelin and Avon may both come on board.

A cheaper, non-branded tire is also under discussion.

Because of the potential for dramatic tire changes, teams want the issue to be resolved quickly so preparations can begin for their 2011 car designs.

Going to a significantly bigger rim size will radically impact next years' cars, if indeed the FIA approves the change.

More History:

Graham Hill is the only race car driver to have won a Formula One championship, the Indianapolis 500 and the 24 Hours at Lemans. The legacy of this British racer is rich, and extends way beyond S-curves and straightaways.

He came from humble North London beginnings. While freelancing as an auto mechanic, Hill bartered services to drive customer cars. A chance meeting with Colin Chapman landed him a mechanics job at Formula One Team Lotus. After much cajoling, Chapman finally let him race. Hill drove Lotus from 1958 to 1960, but grew steadily irritated by repeated mechanical failures. He left to join the fledgling British Racing Motors team (BRM).

He won his first world championship in 1962, then rejoined Lotus in 1967 to form a super team with two-time world champion Jim Clark. Hill claimed the world title again in 1968.

Five victories at Monaco brought hoards of adoring fans. On race day, well-wishers packed Monte Carlo streets and apartment balconies, waving handkerchiefs.

Hill relished success and his fun loving spirit provoked gales of laughter. At a charity dinner, with strippers the evening's entertainment, Graham suddenly took off his trousers and ran toward a woman at the head of his table. He tripped and ended up with a long goblet stem embedded in his calf. Who better to rush him to the hospital than the "Flying Scot," future three-time Formula One champion Jackie Stewart.

Continued...

At the racetrack, however, Graham was grimly serious. He could be hard on team mechanics, demanding and short-tempered. On race day, no one could go near him.

“The chief qualities of a racing driver are concentration, determination and anticipation,” Hill said. “Time is of the essence, and I’m very short of essence.”

Formula One has always been dangerous. Its early years were particularly treacherous. In wet conditions at the 1966 Belgium Grand Prix, Jackie Stewart careened out of control, ending up sideways in a ditch. Hill stopped his car, clamored out and went to the aid of his friend. It took twenty-five minutes for Hill and a crew member to extract the petrol-soaked Stewart from the car.

In a 2008 BBC retrospective, “Driven”, Stewart recalls the incident. “Graham saw me from inside his car; he looked down and saw me down in this drop-off area. He could have continued, but didn’t. He came to help me. In those days we were using high-octane aviation fuel that is very corrosive. It was burning my skin off.”

Stewart elaborated further. “So Graham took all my clothes off. Literally, I was lying naked in the back of a farm truck. Nuns arrived and found me naked in the back of this truck. You can imagine what the nuns were thinking: poor injured racing driver being taken advantage of by devilish looking racing driver with the swept-back hair and mustache.”



Graham Hill: 1929 to 1975

Hill entered the Indianapolis 500 for the first time in 1966 and received the checkered flag. His wife Bette wanted to join him in Indianapolis, but Graham thought it best that she stay home. He was upset that toilets inside track loos had no doors, and angrily reported it to track officials. Doors were installed the next day.

My '55 - in - a - 50' zone...

This matter is still dragging on, and the Police Service is still stonewalling my request for an examination of all the tickets given out at the trap I was caught in. (FYI: I was told I was doing 68 in a 50, but was given a ticket for doing 55. What kind of enforcement is that?)

Headquarters has denied me access to the records, and – not surprisingly – so has the Traffic Sergeant at 53 Division, who was the commanding officer in charge at the time. However, I have learned that the records are kept for a minimum of two years, so I will have time to pursue them after I figure out how to launch an enquiry under the Freedom of Information Act.

Parking Ticket Secrets in Toronto:

Finally, City Council has released some details of its Parking Ticket Cancellation Guidelines, which have been jealously guarded for decades.

Here are the top five:

- 1) Members of a congregation can get a ticket canceled by getting a letter from a clergy person.
- 2) Under a courtesy exemption, drivers who can convince staff that they were tagged because of medical reasons, age, unusual circumstances, or ignorance of the bylaw – particularly those who live more than 100 kilometres out of the city – might get off.
- 3) Those parking on streets where authorized parking alternates from side to side can argue that they were confused about the schedule. A ‘grace-period’ for change-over dates is allowed.
- 4) Security companies, Utility vehicles, taxis and limos, delivery trucks and fast food delivery drivers can all appeal to have tickets cancelled if they can prove they were on business at the time of the tag.
- 5) If you’re ticketed more than once in three hours for the same reason – such as an unpaid meter – you can ask to have the subsequent tickets cancelled if you pay the first.

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We are now in our 32nd year insuring antique and specialty collector vehicles and we want to say "THANKS" for being one of our valued customers.

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The question we are most often asked is "What can I use my car for?". The answer is simple, anything to do with the hobby, and/or collector car activities which can include a pleasure drive on a nice day; however, we ask that you do not drive your car to and from work, on weekly shopping trips, for business use, or on extended vacations. (We can provide vacation coverage if you call in advance). You **must** have a regular vehicle insured for all of the above daily uses. All drivers must also have a minimum of 10 years driving experience.

We know and love antique vehicles and we want you to enjoy yours. We do not restrict you to driving in a car show or parade, nor do we require you to always be with your vehicle. The bottom line is, have fun and enjoy your collector vehicle any day! (We assume your car is stored during the winter months.)

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- Limited use (same usage guidelines as our current Silver Wheel Plan™)
- Vehicles must be Limited production/Factory special edition packages.
- Annual mileage not to exceed 4,000kms
- *Please contact our office for full details.

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AMOUNT TO BE INSURED	ANNUAL PREMIUM
\$40,000	\$1170
\$60,000	\$1630
\$80,000	\$2090
\$100,000	\$2550

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PLEASE CALL OUR OFFICE FOR COMPLETE DETAILS.

Toronto Autosport Club – Minutes of May 2010 Executive Conference Call

Call Date: May 5, 2010 Call time: 8:45 pm

Present: Dietmar Seelenmayer, Rita Moore, Graham Tulett

- Bank balance \$21,005.60.
- SoloSprint dividend has now received for 2008 & 2009.
- Membership currently 84, of which 49 are primary members.
- List of Fifth gear mailings reviewed. PDF's will be emailed to other clubs rather than sent via Canada Post.
- Some consideration of a new meeting location should be given later this year.
- Minutes not yet published in Fifth Gear to be sent to Nick Beck.
- Andrew attended the Solo open house but no new members signed up. TAC is co-hosting the June 19th SoloSprint weekend at Toronto Motorsport Park. An organizer is required for one day.
- Dietmar reported that website was not complete after recent testing. Need to check if host Affirma can handle the new easier update application.
- Corporate registration status – while status certificate has been provided to CASC, additional checking concerning the named officers & directors will be sought.
- Fun Rally planned for July 11, 2010 – likely to start from Guru Nanak location.
- Contract Rallies – Zontas & Guru Nanak – Dietmar to follow up on advance agreements.
- ALMS weekend around August 29 would be good for a pot luck lunch at Mosport while watching the races.

Adjournment: call ended at 9:30 pm.

Minutes recorded by G. Tulett



Membership Application

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

Email: registrar@torontoautosportclub.ca

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

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

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

Date: _____

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

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

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

TAC works only because volunteers make autosport happen!

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

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

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