



Fifth Gear

March 2006



www.torontoautosportclub.ca

Toronto Autosport Club

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KARTING:

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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 !

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.

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FROM THE PRESIDENT'S DESK

It seems that every month I go into Event Calendar mode, and talk about the upcoming year. For a change this month, I'm going to be a bit more random.

First up is the Canadian International Autoshow. I have trouble getting to the Ice Races due to some winter Synchronized Skating commitments, but I was able to fit in the Autoshow on the weekend of our TAC Ice Race. Now personally, I find the show a bit of a bore. The best cars are locked. The second best cars have line-ups to touch them, and the third best cars are not worth seeing. I had more fun wandering around running into people I knew, and chatting about racing.

The CASC-OR / RSO booth was very well done. There were new back-drops, room for 4 cars, and a couple of TV/DVD players going, showing Rally and Ice Racing. I was amazed at the number of people who dropped by to inquire about the Ice Racing. There was also lots of interest in the F1200 car that was on display, as well as SoloSprint and AutoSlalom (Solo 1 and Solo 2). I gave away about 400 TAC flyers to prospective members. I had more fun talking to interested people than wandering around the show!

The RSO AGM is coming up later this month. There is a proposal to change the voting structure from 1 vote per member to 1 vote per club, with additional votes awarded to clubs that offer OPRC or ORRC events, Ralliettes, or other rally activities. It sounds like a great way to give the votes to the active clubs, and protect the organization from being taken over by large clubs with little interest in the sport. CASC-OR did something similar a couple of years ago, and RSO needs to do something similar.

Note that the proposed RSO voting scheme would not come into effect until the next AGM. That means that you'll be asked to complete a proxy for the coming March '06 AGM.

Of course I am still trying to finish my track car. The exhaust is in, but the planned muffler wouldn't fit, so a couple of resonators have been welded in. It's not quiet, so I'm hoping it will still be legal for some of the tracks I want to run it on.

The engine is in, the transmission works. The hood is on, and most of the interior is done. Once a dead-pedal is welded in, then the seats and seat belts go in. The sun roof gets welded in place, and the window glass goes back in. I can't believe that it's been a 2 year project - with a full year to assemble after I dropped off the chassis and engine. Funny when the shop originally told me it should be running by June last year!

It should be fun. The MCO Solosprint rep (Arek W) is building a very similar car. It will be interesting to see how they compare.

While I'm finishing off the car in time for the BMW School in April, I'm also planning our SoloSprint school for May 13/14. It will be great to see a new crop of Solo 1 drivers. The graduates of this school always the keenest drivers at the track. I'm expecting this year will be no different, with the school selling out early. Registration will open closer to the Solo Open House.

Again this year, the Solo Open House will be held at CSC Racing, in Newmarket on April 2nd. The venue is great, and CSC always has some great deals for us. If you have any interest in Solo, then you must come out. There have been some changes to the classification system, and we'll be taking registration at a discount. It will be great to see everyone again.

Finally, I'd like to thank all of last year's volunteers, and encourage everyone to participate in our events that we'll be organizing this year. We have some great gear for those that help, but as everyone knows, the real reward is in helping a new participant become a regular.

See you at the track,

Rob McAuley
President

TAC EVENTS CALENDAR 2006

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
MARCH 2006			
15	Meeting	TAC Monthly Club Meeting, Relocated, SEE FLYER	☞ TAC
18	ORRC	Greenspond GoRound Rally	MLRC
19	Fi	MALAYSIAN Grand Prix 310.408km	
20	Rally School	RSO Beginner Rally School	RSO
25	Meeting	RSO AGM/Awards	RSO
26	IRL	Homestead-Miami Speedway	
27	Rally School	RSO Beginner Rally School	RSO
APRIL 2006			
2	Solo-I & II	SoloOntario Open House, CSC Racing, Newmarket	OMSC
2	Fi	AUSTRALIAN Grand Prix 307.574km	
2	IRL	Grand Prix of St. Petersburg	
3	Rally School	RSO Beginner Rally School	RSO
8	ORRC	Spring Runoff Rally	PMSC
9	CART	Streets of Long Beach	
10	Mini Rally	Mini Rally	MLRC
15-16	School	MCO Race School, Shannonville	
19	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ TAC
22	IRL	Twin Ring Motegi	
23	Fi	SAN MARINO Grand Prix 305.609km	
24	Meeting	RSO Board Meeting	RSO
26	Ralliette	Ralliette Series Event #1, #400 Service Centre North	☞ TAC
27-29	School	HRC Horizon Racing Club Racing Drivers' School	
29	Solo-II Series	CASC-Ontario Solo-2 School, Brampton Sports Centre	HADA
MAY 2006			
6	ORRC	Blossom Rally	KWRC
7	Fi	EUROPEAN Grand Prix 308.863km	
8	Mini Rally	Mini Rally	MLRC
13-14	Solo-I	Solo Lapping School Days, Mosport DDT	☞ TAC/OMSC
13	CART	Houston, Reliant Park	
13-14	Regional Race	BEMC Spring Trophy Mosport	
14	Fi	SPANISH Grand Prix 305.256km	
17	Meeting	TAC Monthly Club Meeting, Miami Restaurant	☞ TAC
20-22	Regional Race	Victoria Day Sundown 3-Hr Mosport	
21	CART	Monterrey, Fundidora Park, Mexico	
24	Ralliette	Ralliette Series Event #2, #401 Service Centre Mississaga	☞ TAC
26-27	CRC	Rocky Mountain Rally	CSCC
28	Solo-II Series	CASC-OR ;8th Annual Judy Brunner Memorial Slalom; Picton	StLAC
28	Fi	MONACO Grand Prix 260.52km	
28	IRL	90th Indianapolis 500	
31	Club Rally	Summer Nights Rally	MCO
JUNE 2006			
3	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series #2; Bracebridge	SPDA
3-4	Regional Race	CRDA Shootout at Shannonville	
4	Solo-II Series	CASC-OR Mobil 1 Autoslalom Series #3; Bracebridge	☞ TAC
4	CART	The Milwaukee Mile	

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

MARCH MEETING LOCATION CHANGE

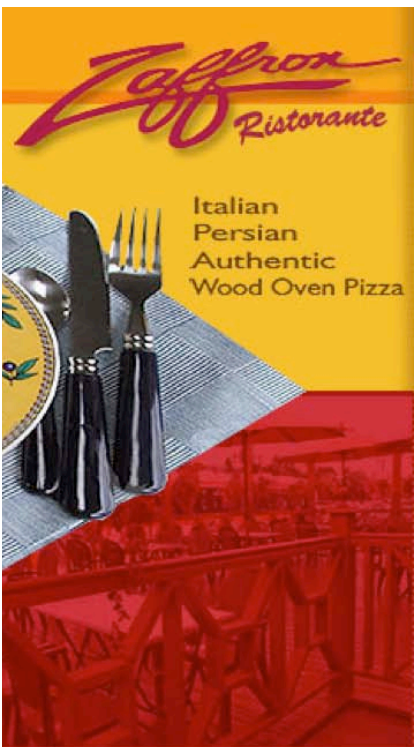
The Miami bar and restaurant, our normal meeting location, has been going through renovations and unfortunately will not be ready in time for the next meeting on March 15. I have found an alternate location for this month at a restaurant called Zaffron, in the Yonge Steeles area.

<http://www.zaffron.ca/>

The restaurant has a "party room" off the main dining area so we can carry on the meeting without interrupting diners or them us. The arrangement there is the same as it was at Miami's in the room is free as long as some food is ordered.

I would appreciate a response if you are planning to come to the meeting this month and whether you would be dining. Hope to see you there

Dietmar Seelenmayer , Competition Director (416) 250-7082 dietmar.s@sympatico.ca



Zaffron
Ristorante


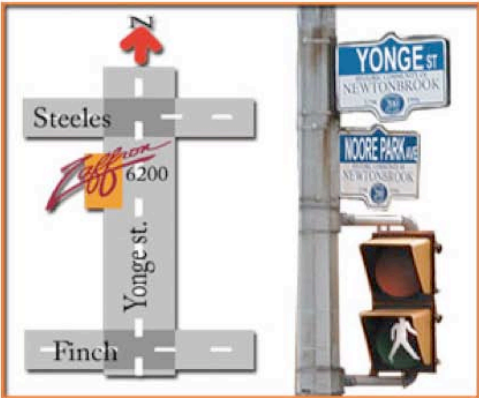
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Hours:
Mon - Thur; 11:30am to 10:00pm
Fri & Sat; 11:30am to 11:00pm
Sun; 11:30am to 10:00pm





ALSO OF INTEREST FOR APRIL MEETING:

Roger and Penny Fountain will be attending the April meeting. They were very active members of the Fiat Owners Club, who have been living in England since the late 'eighties...

Roger & Penny will be bringing a selection of Fiat Owners Club memorabilia (for the TAC archives), and will turn this material over to TAC at the April meeting.

So the April meeting should be a 'must attend' for a lot of our longer-term members

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

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 – 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.





www.csc racing.com

**SOLO
open house
&
registration**

Sunday
April 2, 2006
1:00 - 4:00

at CSC Racing

This will be the third and final SOLO Open House that CSC will host as part of our three-year contract as a Corporate Sponsor of CASC.

We at CSC Racing have enjoyed a long and mutually beneficial association with SOLO I and we hope that this will continue for many years to come. In addition to the \$2000.00 cash that CSC Racing pays to SOLO 1 each year for the privilege of hosting the Open House, we will be offering tax free savings on April 2, 2006 on all in-stock

items from Bell Racing, Leaf Racewear and the nomex racing boots that we have manufactured under our logo. This will be the last time that savings of this magnitude will be seen. We are discontinuing the CSC Racer's Exchange that usually happens the Saturday before the SOLO open house. We told people last year, that was the last Exchange there would be but most people didn't believe it! It was a tradition that went back over a decade. With competition from the Internet and the global nature of the healthy competition we face in the business place, margins have decreased to such a point that we are not able to offer tax-free discounts any longer. Sadly these sale days have never been funded Federally or Provincially so our customers don't pay the taxes - but we still have to.

Although statistically we know that most of our other CASC customers don't take advantage of tax-free days we know that our SOLO customers do. In fact more than half of what the SOLO community purchase from us is done tax-free. Of course they have had a greater opportunity to do so since we started hosting the open house. We hope that between us we will be able to come up with something creative for the future, that will continue to put CSC Racings' sponsorship dollars into the SOLO I competitors' pockets. We look forward to serving many of you on April 2, 2006.



**SHOWROOM
HOURS**

Monday to Friday
8:00 am to 4:30 pm

Thursday
8:00 am to 7:00 pm

**SATURDAY
9:00 - NOON**

No Saturday hours on long weekends.
limited staff available on Saturday - please
call ahead to let us know you are coming.

125A Harry Walker Pkwy., Newmarket, Ontario
tel. 905/954-0520 email@csc racing.com fax. 905/954-0523

TAC ICE RACE



TAC ICE RACE



TAC ICE RACE



Photos: Ingrid Beck ; Cover Photo: Kurt Seelenmayer

TAC MEMBERS FEATURED IN THIS ISSUE:

- | | | | |
|----|------------------------|-----|------------------|
| 1 | Andy Hughes | 120 | Chris Martin |
| 2 | Graham Tulett | 125 | Kiyo Tabuchi |
| 5 | Dan Zorica | 146 | Dan Douglas |
| 14 | Heather Peckham-Hughes | 154 | Bob Lynch |
| 20 | Doug Martin | 149 | Gary Vernon |
| 54 | Matt Minchella | 180 | Rodney Schmelter |
| 56 | Chester Mickelborough | 181 | Andrew Vernon |
| 88 | Dietmar Seelenmayer | | |

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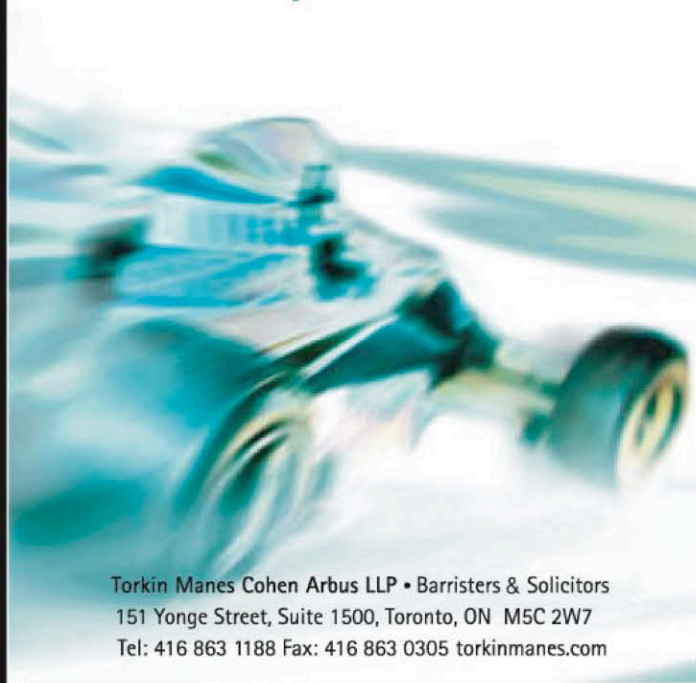
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BOB BONDURANT DRIVING SCHOOL EXPERIENCE

By: Todd & Andy Presswood

Phoenix, AZ

The Bondurant School was started in 1968 and has called several tracks 'home' over the past 38 Years. The school has enjoyed title sponsorships initially from Datsun, followed by Ford and has most recently formed an alliance with GM in 2003.

The Bondurant school truly offers something for everyone and encompasses everything from teenage driver and limo driver training to advanced road racing courses. The list of names of high profile professional drivers is long and includes drivers such as; Dale Earnhardt, Al Unser Jr., and Kenny Bernstein. We participated in a 3-day Grand Prix Road Racing course. The course was done almost entirely in 2003 C5 Corvettes.

Day 0

We decided to check out the facility on the Sunday before class started and we were greeted by a fantastic surprise. The marketing material and pictures on the internet of rows of high performance cars lined up was exactly what we actually found at the property. Rows and rows of Ford Mustangs, Cadillac CTS's, Chevrolet Corvette C5's, Chevrolet Corvette Z06's, and Formula Fords. There were also quite a few Pontiac Grand Prix's and GTO's. The number of cars is truly shocking, most of the cars are relatively stock with the exception of exhaust, but noticeably, the CTS's have huge Baer brake kits on them, and the Mustang's have a modified suspension. Some of the Corvette's and all the Mustangs had full roll cages.



Day1

The day started with the signing of waivers and a classroom orientation session where the instructors introduced themselves and went over some basic driving techniques. After that they took us on a tour of the Bondurant facility, showing us the cars, in-house shop, and racing museum. Then, they offered to take us on a van-ride, but advise sitting out if you get motion sickness easily. So the group piled into two Chevy Van's, the type that can hold around 15 people each, and they took us out on the skidpad, through the slalom, and around the Bondurant road course. While on the road course, the two vans raced much more closely than most of us were comfortable with, and at speeds you wouldn't believe. They even came dangerously close to bumping on one corner in particular. The instructors really drove the wheels off these things. Neither of us will ever under-estimate any car again.

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BOB BONDURANT DRIVING SCHOOL EXPERIENCE

After the 'Van Ride', they divided the group into the different courses and then further divided the course students into groups of 3 with individual instructors. Our instructor, Pete, took us for a drive around the skid pad and explained the Heel-and-Toe downshift technique in a Cadillac CTS. The next thing was what everyone was waiting for... "Pick a Vette and hop in" ...now you're talking! The very first thing we did was begin to practice heel-and-toeing while stationary. This created the very cool view of about 10 LS1's lined up with Borla exhausts revving up to 6000 RPM. The next exercise was driving around an oval practicing heel-and-toeing by ourselves, pulling over and picking up an instructor when we, or they, felt we were doing something wrong. During lunch, all of the cars are checked over and re-fueled. At the end of lunch, we each met Bob Bondurant and did group photos.

We had another short in-class session done by powerpoint presentation. Then we went out and did an accident avoidance exercise. Basically you drive at 45mph to a point where one lane splits to three, then 2 of the 3 lanes will be "blocked" (red lights shown) and you have to maneuver into the "open" lane (green light). The exercise was helped the drivers learn the capabilities of the car. During this exercise, the brakes on Andy's care went soft and he needed a replacement C5.

After a quick break, Pete (our instructor) introduced us to trail-braking using a ride-along. We hopped in our cars and started lapping the short oval. Heel-and-toeing was not required in this exercise, so we could concentrate purely on trail-braking. About ¾'s of the way through the exercise, the brakes on Andy's Corvette cried "mercy" and faded out. He snagged the only remaining C5 and continued with the exercise. After the trail-braking exercise, we went straight back to practicing heel-and-toe downshifts. During the heel-and-toe exercise, Todd's second C5 once again lost brakes, but, since there were no remaining C5's of our course's nature, Todd got upgraded to a C5 Z06 – which probably deserves its' own story about its' superiority over the standard C5. By the time the heel-and-toe exercise was done, we were tired, the cars were beat and the day was concluded after a quick classroom wrap-up.

Can't wait for tomorrow....

Day2

We started on the Maricopa oval combining heel & toe downshifting with trail braking. Maricopa is a section of the Bondurant course; it's ideally sized for a heel-and-toe exercise as you barely have time to shift up to 3rd after a corner, before going back to 2nd for the next. During this exercise, Andy retired another C5 to the shop with a 'stabilitrack failure'. The exercise was very valuable and taught two skills that neither of us had been exposed to in past driving schools. Both are critical in achieving optimum speeds in driving any car around a track.

We moved on to the skid pad with a fully rigged Cadillac CTS skidcar. There were four people (instructor included) to a car in this exercise which meant each person had two shifts in the back seat with someone else spinning the car out of control over and over again. The skidpad exercise is used to simulate over-steer and under-steer without the risks of high speed driving. This alone was a crazy ride. After the skidpad, we made our way to a braking exercise where we were told to accelerate as fast as possible until we reached some cones and then brake as smoothly and quickly as possible without the ABS kicking in. We would hit approximately 65mph before hitting the brakes.

The time after lunch was spent on the Bondurant Road Course ran in almost its full configuration. A section of it could not be used as the NHRA was rolling into town and required the extra stopping area that part of the track occupied. We started off with some quick laps in the instructor's CTS and then some slow ones where he explained everything he was doing. We then got into the Corvettes and followed the instructors for about 25 laps. The instructors then went over the course once again on a whiteboard in the pits. This was followed by one hour of open laps in which at some point our instructor hopped in our cars and gave us some pointers. The big news of today was Andy passing Todd and then getting away. Todd feels confident with some work on two corners in particular, on day three he'll be passing Andy.

BOB BONDURANT DRIVING SCHOOL EXPERIENCE

Unlike day one in which the Stabilitrak system of the Corvette was a huge annoyance, seemingly cutting power at will, on day two we learned that if we're smooth with the throttle and steering inputs the stabilitrak won't kick in. That's not to mention it probably saved both of us from off-track excursions a few times.

Tomorrow is supposed to be extra heavy on seat time in order to work on the techniques learned...

Day3

The day started with a quick classroom session to discuss overnight thoughts and provide an overview of the day ahead. This day was designed to do several things. In no particular order, these objectives were as follows; tie together everything we have learned and provide plenty of opportunity for the students to ask questions of the instructors, provide plenty of seat time, and complete some full race start and re-start scenarios with all students involved. The program includes all content required for it to be an SCCA (Sports Car Club of America) accredited course.

We started the action by heading out onto the track for open session on the full track (minus an end loop used by the NHRA as mentioned previously). The morning was spent with lots of open lapping and some brief breaks where the instructors answered questions and described the fastest techniques on a whiteboard located in pit-lane. One of these breaks required the cars be re-fueled because we had been doing so much driving!



After the lunch break, we went to the classroom for an overview of race flags and race-start procedures and theory. The instructors then demonstrated a race start with all the students loaded into their Cadillac CTS's. This was probably the instructor's favourite part of the 3-day course. They coasted along while banging the car off its rev limiter, slipping the clutch just enough to keep the car at pace, when the green flag dropped they dumped the clutch, shifted as hard as they could into 2nd and 3rd and raced 2 wide through the first chicane section of the track. This was done twice followed by a demonstration of a race re-start (single-file). The rules in these situations are different; as in a race start, the pace car speed must be held by the pole position car until the green flag is dropped. In a re-start situation, the pole car does not have to wait for the green flag to drop in order to change the pace of the pack. We did some starts and a re-start with all 9 students involved and both of us agreed that it was quite a thrill to be in that situation.

After the starts and re-starts were completed, we finished the rest of the day with an open lapping session. The course concludes with the announcements of the graduates of the program; we had only one person in our group that didn't graduate as he was sick after the second day. However, there is a sign-off sheet for an SCCA license and not everyone got signed off on that, but there were not announcements about who did and who didn't. (We both did in case you are wondering).

FOR SALE - 2001 SUPERCHARGED BULLITT

TRACK PREPPED AND STREET FRIENDLY

2001 Mustang GT Bullitt - Green
Targa Prepped (only needs roll cage)
Currently Solo 1 SGT2 class at 400RWHP
Race prepared engine by SHM
Blower is Saleen Series V with intercooler
4.6L 360-475RWHP with 9, 12, 15, 18lb
boost pulleys
2 sets of rims and tires & all original parts
No pre-detonation on pump gas
Runs 12 second ¼ mile 115 mph on street
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Sean Hyland Motorsport 4.6 block (575hp)
SHM Stage 2 heads
SHM Cams & springs

Saleen Series V blower (Whipple 2.3l) with
intercooler
360-475RWHP with 9, 12, 15, 18lb pulleys
Boost and Fuel Pressure gauges pillar mounted
Shift light
SHM switch chip
Cobra double fuel pump and Cobra fuel tank
Cobra crank & aluminum flywheel
FRPP 11” inch clutch
Short throw shifter
FRPP Aluminum driveshaft with safety loop
Auburn Pro Differential
FRPP 3.73:1 & 4.10:1 gears
FRPP 31 spline axles
Welded sub frame
Cobra brakes with fresh pads
FRPP headers with Bassani x pipe and
Magnaflow cat backs
Cobra front control arms with bushing kit
Bump steer kit
Steeda camber/caster plates
Steeda front sway bar
Eibach Sportline competition springs
FRPP upper rear control arms
Mega Bite lower rear control arms
Cobra Fiberglass hood with cold air intake system
Front Rims 17 x 8, 17 x 9
Rear Rims 17 x 8, 17 x 10.5
Current Tires BFG KD 275/40/17 315/35/17
Winter dry stored Nov-April





MOTORSPORT

COMPETITION



WHEEL & TIRE ZONE
WAREHOUSE/DISTRIBUTION

2139 Lawrence Ave., E. Toronto, Ontario M1R 3A4
 Tel: 416-288-1577 Fax: 416-288-9913 Toll Free: 1-888-715-8398
 www.wheelandtirezone.com

LOCATIONS

Mississauga
 1116 Mid-Way Blvd, Unit #9
 Ontario L5T 2H2
 Tel: 905-624-1577

Richmond Hill
 11300 Yonge St.,
 Ontario L4S 1K9
 Tel: 905-770-2302



Toronto Autosport Club
Monthly Board of Directors Meeting Minutes
Wednesday, February 8, 2006
9:00PM

Present:	Robert McAuley, Russ Harding, Dietmar Seelenmayer, Peter Clifford, Todd Presswood	
Regrets:	Chuck Atkins	
Guests:	None	
Recorder:	Todd Presswood	
Location:	Lone Star Restaurant, 930 Dixon Road.	
	Items/Discussion	Tasks/Deadline
1. Membership	<ul style="list-style-type: none"> - We currently have 144 total members including 5 life members. - There are 12 new members to the club so far this year. - Russ brought the current members list to the meeting for review of members that need to be contacted. - New membership stickers and cards ordered. 	<ul style="list-style-type: none"> - Russ to check into crests for new member packages.
2. TAC 50th	<ul style="list-style-type: none"> - A review of members payments for the TAC 50th Anniversary party must be completed. 	<ul style="list-style-type: none"> - Dietmar to look for e-mail from Rob back in December with list of expected attendees and payments.
3. Graphics Apparat	<ul style="list-style-type: none"> - Russ noted that the TAC shirts fit large and most people will require a smaller size than usual. 	
4. Volunteer Rewards	<ul style="list-style-type: none"> - Russ to send invoices for 5th Gear for 2006 to current sponsors. 	
5. Website	<ul style="list-style-type: none"> - No new news at this time. 	
6. Volunteer Rewards	<ul style="list-style-type: none"> - Volunteer rewards hours is under review after some suggested changes by members. - Shirts are available for volunteer rewards this year. 	<ul style="list-style-type: none"> - Dietmar to make edits and arrange rewards availability with Chuck.
7. Fifth Gear	<ul style="list-style-type: none"> - Russ said that Nick is going to get new software so that 'Fifth Gear' can be created in one file. Estimated cost of software \$600. 	
8. Banking	<ul style="list-style-type: none"> - Peter reports: <ul style="list-style-type: none"> - No significant changes. 	<ul style="list-style-type: none"> - Rob to ask Christian at next meeting about TAC Solo1 funds receivable.
9. Rally	<ul style="list-style-type: none"> - No significant changes. - There may be an opportunity for TAC to combine with a MLRC rally. 	<ul style="list-style-type: none"> - Dietmar to look into potential to work with the Maple Leaf Rally Club (MLRC) - Dietmar to look into the potential corporate (Q107) rally.
10. SoloSprint	<ul style="list-style-type: none"> - Dates and locations for this years events are not yet released. Christian Sorensen is arranging some final details and the schedule will be posted on the Solo(sprint) forum. 	
11. AutoSlalom	<ul style="list-style-type: none"> - TAC is organizing the Sunday portion of the June 3rd and 4th weekend at Bracebridge go-cart track. - SPDA (Subaru club) is the organizing club for the Saturday portion 	
12. CASC-OR Elections	<ul style="list-style-type: none"> - Russ is going to write a report on the events of this years' CARS AGM in Vancouver. 	<ul style="list-style-type: none"> - Russ to write report on CARS AGM

13. Ice Racing - The TAC event is the weekend of Feb 25/26 in Minden Fair grounds. - We are looking for volunteers to help with organization.	- Dietmar to send out an e-mail to the members looking for volunteers.
14. AutoShow - TAC tri-fold brochures to be edited, reviewed and printed by this weekend and sent to Steve Scala	- Todd to send draft version to BoD for approval prior to printing.
15. Other Business - Rally Sport Ontario (RSO) AGM coming up soon. - Last meeting (Jan 30 th), change to voting structure was discussed to address the issue of improper use of proxies. - TAC will be setting up a table at the 'Fun in the Sun' end of ski season gathering for Russ' ski club in hopes of attracting some new members. - Peter has given the TAC inventory list to Todd and it is in need of updating.	- Russ to send the members list to RSO - Todd to send the list to the members and ask for updated information.
16. Adjournment - There being no other business, the meeting was adjourned at 22:45 hours.	


Next scheduled meeting is a conference call commencing at 8:00PM on Monday March 6, 2006.

Autophile

MODELS BOOKS

We have moved to a new & larger premises at:

**850 Eglinton Ave. East
Toronto, Ont M4G 2L1
(at Laird Drive)**



TEL/FAX 416-425-1555
www.autophile.ca



2006 Membership Application

Mail: 2267 Lakeshore Blvd W, Suite 1214,
Toronto, Ontario, M8V 3X2

Email: registrar@torontoautosportclub.ca

New or Renewal Members – Single or Family \$50.00

JOIN or RENEW ON-LINE :

JOIN-> www.casc.on.ca/joinAClub.php

RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2006 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2005 membership numbers will be reserved until February 1st, 2006.
- 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** **MasterCard #** _____

Mastercard Expiry Date: ____/____ **Signature** _____

Amount: **\$50** **Other** _____ **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 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