



Fifth Gear

March 2009



Toronto Autosport Club

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SOLOSPRINT /SOLO-I (open position)
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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 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

Nelson Raposo has resigned as Secretary, due to work commitments and time taken by the addition to the family. We are therefore looking for a person to act as Secretary for the remainder of this year. Do not be shy and give me a call!

Last month I said that I would do an update on the Ice Race season. At that time the season was half over. All events were run, no missed dates. Everyone was wondering about the weekend following the big thaw in February, but things cooled off nicely for the weekend. If my recollection is correct, it was -20c Saturday morning.

Repairs are an inevitable part of the sport and many are done. Banging out dents is something everyone does. A couple of TACies got more involved. Rodney Schmelter did an engine swap in his Chevette. Andrew Vernon did some frame straightening after the front of the All Trac was moved about a couple of inches causing the frame to interfere with the alternator belt. He won the race after the repair.

So how did our members do? Here are the class standings;

Stud AWD

1 Kiyoo Tabuchi
4 Chris Martin - only came 1 weekend

Street Stud FWD

2 Andy Hughes
7 Peter Clifford

Street Stud AWD

1 Andrew Vernon
3 Bill Vickery
5 Dietmar Seelenmayer
8 Dan Zorica - Dan and Graham come one day only
9 Graham Tulett

RWD 1st driver

3 Rodney Schmelter

FWD short wheelbase 1st driver

2 Dan Douglas
3 Heather Peckham-Hughes
7 Dale Brinklow

FWD long wheelbase 1st driver

5 Rob Cole
6 David Lynch
21 Joe Lynch - only came one weekend

AWD 1st driver

3 Kiyoo Tabuchi
4 Paul Moore
7 Dan Zorica
13 Chris Martin

FWD short wheelbase 2nd driver

1 Tammy Douglas
9 Emma Hughes

FWD long wheelbase 2nd driver

3 Robert Lynch
4 Gary Vernon

AWD 2nd driver

4 Graham Tulett
9 Dietmar Seelenmayer - the first weekend in Paul's Justy when my car was not running
12 Chris Martin

My apologies if I missed anyone. Please let me know.

The next meeting club is at the Fox and Fiddle, as usual. Time of the meeting is 8:00 pm on Wednesday March 18. Come earlier and have dinner with other club members. See you there!

Dietmar



Road Rally 101

**A Three Night Navigational Rally School
Including a Road Rally on Night Two**

March 23, March 30 and April 6, 2009, from 19 00h

Cost: \$50 per person




**Caledon Village Place,
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**Information: Paul Henshall (905) 601-1519
paul@hslrallysport.ca**



TAC EVENTS CALENDAR 2009

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
March 2009			
14-15	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
18-22	ALMS	Mobil-1 12 Hours of Sebring	
18	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
21	Meeting	RSO AGM	RSO
23	School	RSO School	RSO
29	F1	AUSTRALIAN Grand Prix, Melbourne	
30	School	RSO School	RSO
April 2009			
25-26	RA	Olympus Rally	
3-5	ALMS	St Petersburg	
4	OPRC	Shannonville Stages Rally	PMSC/KWRC
5	IRL	Streets of St. Petersburg	
5	Solo	SOLO OPEN HOUSE - CSC Racing, Newmarket	OMSC
5	F1	MALAYSIAN Grand Prix Sepang	
6	School	RSO School	RSO
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
16-18	ALMS	Long Beach Grand Prix	
18	ORRC	Spring Runoff Rally	PMSC
19	F1	Grand Prix of CHINA, Shanghai	
19	INDY	Streets of Long Beach	
24-25	Regional Race	CASC-OR/SMP Spring Fling, Shannonville	CASC-OR
26	IRL	Kansas Speedway	
26	F1	BAHRAIN Grand Prix , Sakhir	
May 2009			
15-17	RA	Oregon Trail Rally	
29-30	CRC	Rocky Mntn Rally	CSCC
2	ORRC	Blossom Rally	KWRC
9	SoloSprint	SoloSprint School Day #1, Mosport DDT	OMSC/SPDA
9-10	Regional Race	BEMC Spring Trophy Mosport	BEMC
9	OPRC	Lanark Highlands Forest Rally	MCO
10	SoloSprint	SoloSprint School Day #2, Mosport DDT	OMSC/SPDA
10	F1	SPANISH Grand Prix Barcelona	
11	Club	Mini Rally	MLRC
15-17	ALMS	Utah Grand Prix, Miller Motorsports Park	
20	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
23	SoloSprint	SoloSprint Event #1 ; Mosport DDT	OMSC
23-24	School	CASC-OR Race School - Shannonville	
24	IRL	93rd Indianapolis 500	
24	SoloSprint	SoloSprint Event #2 ; Mosport DDT	OMSC
24	F1	MONACO Grand Prix	
30-31	Regional Race	DAC - Shannonville	DAC

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

Peterborough Motor Sport Club

Presents

Spring Run-Off Rally 2009

STATUS: Event 3 in the ORRC 2009 Series

Start/Finish

**The Captains Table Restaurant
8 Bridge St. Hastings, ON**

Registration Opens 9:00am

Car '0' Start 11:00am

Route approx 170 kms

Estimated time for rally 3+ hours

Organizer Louis Cabardos

705-696-1460

Email questions to Pete Gulliver Gulliver@nexicom.net

Entry fee \$45

NOTE: graduates of RSO Rally School will receive a \$20 discount to this event

April 15th, 2009 – the TAC Monthly Meeting



The South American Roadside Slide Show...

**...Cars, Trucks, Trains –
and Penguins !**



8:00 pm at the Fox & Fiddle, 1285 Finch Ave. West (near Keele St.).

Join us for dinner first at 7 ??

My Ian Law Winter Driving School Experience with Truckasaurus

by Rita Moore

I recently attended the Ian Law Winter Driving School in Minden, and thought I'd tell my fellow TACCies about it. I have owned a 3/4 ton pickup truck for years. During 2008, I had a series of major maintenance expenses with my GMC Sierra, culminating in a huge argument with GM Customer Service and my local dealership about a warranty repair for which I was a mere couple of weeks out. (I won the argument, but went without the truck for a long time while arguing). In perfectly rational car-owning behaviour, after getting every foreseeable thing fixed up on my truck, I decided to buy a new one, and due to the bad experience with GM customer service, I went with a Dodge this time. Although they are both 3/4 ton pickups, I had owned GM products for so long that the "feel" of the Dodge was unfamiliar, and I did not know what the Dodge could be expected to do. So, as I spent my weekends in Minden at the ice races, the thought occurred to me to take it to the skid school just across the lot.



The first part is classroom. There was one student, (I'll call her "S") who especially needed this. On steering technique, Ian asks students to demonstrate how they hold the wheel: S puts one hand at 12:00. Under the discussion on mirrors, Ian asks what should be done at a stop light. S answers, "text message!". And of course S's small car isn't wearing snow tires. I wondered if S was maybe a "plant". The course material then discusses the different approaches in a skid depending on whether the vehicle is FWD, RWD, AWD, and whether or not it has ABS, accompanied by very informative diagrams and videos. S does not know that her car has FWD and ABS. So in addition to the valuable technique theories, I also learned that yes, a person really can buy and drive a car without even knowing these basic things about it. Huh.

After lunch we proceeded out to the ice surfaces to practice our driving. There are three courses laid out on the ice which students rotate through: a slalom, a collision avoidance setup, and a particularly slippery figure eight. The Ian Law school is superior to many other similar courses because drive your own vehicle. Unfortunately, in my case, my vehicle is a little bit above average (size-wise!)--in fact, a good friend of mine refers to it as "Truckasaurus"--and the course was not designed with me in mind.

I began at the slalom. First problem: my wheelbase is so long, that I have absolutely no hope of practicing small steering inputs *and* avoiding cones. We settle for avoiding cones with my front end only, but poor Ian gets pretty tired of running back to reset them. In the end I do the slalom around every other cone to accommodate my length; but that gives me a shorter slalom course. Second problem: I have fantastic winter tires on my truck. Brand new Toyo G2's, the ones with the walnut shells in the compound. They are the best winter tires I have ever had. In life, this is not a 'problem'; but when trying to induce a skid, my problem was getting these tires to break traction, even on the ice. Ian tells me to go faster in the slalom in order to slip, but being so big, there isn't much extra space between me and the ice-hard banks, and I am chicken to risk slaloming right into them. After all, being chicken is why I took the course in the first place! Third problem: the lane in which the slalom is laid out is about 1.5 car lanes wide. Students do the slalom, execute a 3-point turn at the end, and come back slaloming the other way....et cetera. I do my modified alternate-cone slalom, and, uh, wait! My truck is more than twice as long as the lane is wide. I need a 12-point turn before I am facing back where I came. For every minute of slalom practice, I am spending 5 minutes repositioning! This is not to say I got nothing out of the slalom, but I never did get to a point where I could feel the truck and develop an instinctive reaction, and my practice time was certainly less than my fellow students got. (For future tracks, a turnaround loop is planned.)

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The second ice course is collision avoidance. The plan is to accelerate towards a roadblock of cones, then brake, steer, release, and swing past the block without collecting any cones. The “brake” should induce a skid, you steer while skidding, and when you release the brakes, the steering input kicks in, taking you around the cones. But when I brake, the tires stop me without skidding. No practice with sliding. The instructor finally switches seats with me to try the course himself. He does succeed, only by entering the course faster than prescribed. Back in the driver’s seat, I am also able to practice this by increasing my speed, although it is hard to overcome my inner chicken to do so. I believe the school calls for an approach speed of 40km/hr here, and I really need to do 50 in order to lose traction. By the time I must move on to the figure eight, I’ve just managed to get a feel of the technique and perhaps lost a few of my chicken feathers.

Now, the figure eight. This lesson begins with understeering and the relation of speed to this condition. A great lesson, driven home by a great exercise; the only thing detracting from it was the instructor here must have gotten bored during the previous students, and instead of focusing on critiquing me, he kept digressing into interesting but less relevant stories about his personal driving experiences, winter clothing, and local history. Since my seat time was limited, it seemed a loss to spend it off of the subject at hand. After the understeering exercise, we moved into oversteering. Hey, something I am really good at! I was starting to get the hang of this one when a student on the slalom course got stuck in a bank during his turnaround, and all instructors went over to help. I wondered if they’d need Truckasaurus to pull him out, but they seemed under control so I returned to circling on my own. This was my best experience of the entire school, as I did indeed begin to get a hang of how to maneuver my truck in and out of different skids. Maybe because there was space outside the figure eight, I didn’t worry as much about my speed vs the banks. In future, I would certainly recommend that they build larger runoff spaces to allow a comfort zone which encourages practice; but “normal” students are probably fine already.

The final exercise of the day was emergency braking. Very simple, they delineate a ‘braking box’ which you approach at 40km/hr, then brake as hard as you can and try to stop within the zone. Discussion among the instructors and other students showed a belief that Truckasaurus would take the longest distance to stop, due to its sheer mass. Well, surprise! The zone was 5 cones long and I was fully stopped by the 3rd cone. “S”, on the other hand, with her little car and summer tires, ended up *past* the braking box by over twice its distance. I tried the approach at 50km/hr, and still stopped within the box, the only one to do so. Have I mentioned I have great tires?! An instructor asked S if she now understands why she needs winter tires. “Well, maybe next year”, was her enlightened reply, to which the instructor proclaimed: “S, if you are driving home tonight following Rita, and her brake lights come on, you will meet her trailer hitch”!

So here is a summary of what I got out of the course (other than a great handbook!).

1. Steer less. Smaller inputs can save a crash, big inputs can cause one.
2. Brake sooner; my mindset was still back in the lessons from my learner’s permit days, when I was told to take my foot off all pedals in a skid. Obviously you don’t want to jump on the brake or the gas during a skid, but it is possible and desirable to give gentle input to correct a situation, and I have to relearn that.
3. Grow fewer chicken feathers. I now know that Truckasaurus can handle more severe road conditions than I felt it could before.
4. There are a lot of people like “S” out there, and most of them are not as smart as she was to take a course like this. They are probably the most dangerous part of driving on icy roads.

If you have little experience driving on icy roads, want more confidence, or are interested in learning about your vehicle’s handling, take this course. Unless, of course, you own a big pickup truck....then wait till next year’s layout!



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Andrew's Frame
Straightening (see
President's Message)

(Photo thanks to Dietmar)



#148 young Emma Hughes
as the "Bank Manager"

(Photo found by Rita Moore,
origin unknown)

#80 Doug Forbes in a rollover
(he returned as soon as he got a
new windshield)

(Photo found by Rita Moore, origin unknown)



the Soapbox Derby

...by Malcolm Elston

We're Back!

As many of you know, Gail and I had our 25th Wedding Anniversary late last December, and we celebrated that accomplishment with a 25-day trip to South America last month. We visited Brazil, Argentina, Uruguay, the Falkland Islands, rounded Cape Horn, and finished our travels in Santiago, Chile. On March 4th we came home to a snowless, balmy Toronto. *That* was a surprise!

We had wonderful adventures (such as visiting with the penguins at home), saw awesome sights (Iguazu Falls, the largest in South America, are at least ten times bigger than Niagara!), and explored new cities such as Rio de Janeiro and Buenos Aires.

As a car guy, I was fascinated at all the unknown (to me, anyway) vehicles they have down there... and I snapped a lot of pictures. I'll cull through these and put a representative selection together for the April Monthly Meeting, along with a handful of the more interesting tourist shots. Maybe I'll add a multiple-choice quiz about car brands, just for fun – with a pint of Guinness to the winner.

Come on out to the Fox and Fiddle for the April TAC meeting, and view the world of cars below the equator...

Honda F1 Press Release, March 6th, 2009:

Honda Motor Company Limited and Ross Brawn are pleased to confirm that they have reached agreement to secure the future of the former Honda Racing F1 Team. With immediate effect, Honda will pass ownership to Ross Brawn, Team Principal of the new Brawn GP Formula One Team.

Brawn GP has agreed a partnership with Mercedes-Benz High Performance Engines, Brixworth, UK to supply the team with its 2.4 litre Mercedes-Benz FO108W Formula One engines.

The team confirms its race drivers for the '09 season, combining the talents of two of Formula One's most experienced drivers; Jenson Button and Rubens Barrichello.

Brawn GP Team Principal, Ross Brawn, commented: "The past few months have been extremely challenging for the team but today's announcement is the very pleasing conclusion to the strenuous efforts that have been made to secure its future.

Honda, March 10th News:

Ross Brawn says there was 'no choice' but for him to lead a buyout of Honda Racing, after admitting that the team would have had no Formula One future if he had not done so.

Speaking publicly for the first time since the creation of Brawn GP, the highly respected F1 figure said that he had no hesitation in taking on the challenge of being a team owner because it was the only chance the outfit had.

When asked during a media briefing at the Circuit de Catalunya if he felt he was taking a risk in getting involved in team ownership, Brawn said: "If I am frank, there were no choices. If the management group, because it is not just myself, had not taken this on, there would be no team. Then all of the staff would have been made redundant. So, this gives us an opportunity.

"It wasn't a difficult choice in that respect. Things can go wrong, but we are optimistic and if we can capitalize on the performance of the car – and the car looks good – then I think the team have got a future. If the car is poor then we only have ourselves to blame."

He said the budget was in place for the 2009 season, but more would be needed for beyond that.

My 2¢ Worth:

OK, I'm really glad that Brawn Racing is in for 2009. The idea of Bernie having to put in a couple of 'ringer' cars to make his 20-car grid commitment for TV just rubbed me the wrong way...

But I'm curious as to exactly who is bankrolling Ross Brawn. Clearly, if he and Nick Fry felt they had access to the resources (read \$\$\$) necessary to run an F1 team, this whole deal would have been done before the December public announcement that Honda was pulling out. Therefore, this deal was worked out later.

In mid-February there was a hot rumour that Sir Richard Branson (and his Virgin group of companies) were prepared to make the purchase, but (apparently) that didn't play through to completion. But don't forget that Branson has been involved with Formula One before; his Virgin Mobile company sponsored the Jordan team in 2002 and Virgin Atlantic Japan have been personal sponsors of Honda-backed Japanese driver Takuma Sato for the past four years. Further, Branson is a friend and business associate of Adrian Reynard, co-founder of the BAR team that became Honda in 2006... and the Honda factory sits on land owned by Reynard. However, early-March news indicated that Honda had re-buffed the Virgin offer, favouring the Brawn-led management buy-out instead.

So, how about this scenario: Given that Toyota is suffering more from the current automobile crisis than Honda actually is, Honda has become embarrassed by its' knee-jerk reaction to the crisis (canceling their F1 program last December) – especially since Toyota have maintained their commitment (matching BMW,

continued...

Mercedes, Ferrari, and Renault). So the Honda Motor Company has lost face, especially in Japan.

The costs for F1 racing are reduced by the new rules for '09 and beyond (by about 50% for 2010), so Honda is now probably doubly regretting their decision...

Now stir in a strongly-interested and Very Rich New (potential) Sponsor – Virgin – and a motivated power-broker with both a serious problem AND with bags of his own money (Bernie), and perhaps you can see a possible answer...

My guess is that Honda has cut a deal that will keep Brawn Racing tied closely to Honda (albeit with Mercedes power for now), so that Honda can get back into the lime-light through a back-door – without all the extra costs of starting a new team all over again – once the economy (read – car sales) pick back up – and the immediate embarrassment has faded a bit.

It has been reported that Brawn secured funding from Bernie Ecclestone; these were in the form of advances on television rights money.

I'll be very curious to see the livery on the Brawn Racing entries on March 29th.

..... **Latest Brawn GP Team News:**

Due to the uncertainty, the '09 Honda cars did no testing this winter, while all the others logged thousands of kilometers.

On March 9th, just four days after the former Honda Racing outfit were given the green light to continue in F1, Jenson Button was consistently fast in testing at Barcelona as he made his return to the cockpit for the first time since the end of last year. Out of ten drivers present (Heidfeld, Raikkonen, Trulli, Piquet, Bourdais, Webber, Sutil, Nakajima, and Kovalainen) Jensen stuck the new BGPE car into a solid fourth fastest, completing 82 laps.

Further, the Brawn GP car caused a bit of a stir and a few raised eyebrows up and down the pit lane, thanks to the design of its diffuser

and some aero tweaks at the front end of the car.

On Tuesday the 10th, Barrichello delivered the third fastest lap of the day in his first outing in the new car.

And to cap it all, Jenson Button continued the new team's excellent start by topping the chart on the third day of the Barcelona group test.

The British driver's time of 1:19.127 put him a full second clear of his rivals, and he also completed 130 laps - a tally only exceeded by Toyota's Timo Glock and Toro Rosso's Sebastien Buemi.

These are amazing and very impressive accomplishments, doubly so because the team had no reliability problems whatsoever.

..... **F1 Factoid Quiz:**

In what year did Honda first enter Formula One, who won the first F1 race for Honda, and how many Grands Prix have the team won in total? The answers are elsewhere in this issue of the Derby...

..... **Ross Brawn Background:**

Ross Brawn, who joined Honda as team principal last year, now heads his own F1 team, as noted above.

Mr Brawn, who is married to Jean and has two daughters, was the mastermind behind Ferrari and Michael Schumacher's record seven world titles.

He was educated at Reading School and became a trainee engineer at the UK Atomic Energy Authority at Harwell, where he studied instrumentation. Ross began his career in Formula 1 in 1976 when he joined March Engineering in Bicester, working as a milling machine operator.

Mr Brawn progressed to March's Formula 3 team as a mechanic before being hired by Sir Frank Williams in 1978 as a machinist for his F1 team. There, he worked up through the ranks before spending time with the Haas Lola and Arrows teams, then moving over to Jaguar, working in its sports racing division – which won the 1991 World Sportscar Championship.

Mr Brawn returned to F1 with the Benetton team where he met up with Schumacher, who won the championships in 1994 and 1995. Ross then followed Schumacher to Ferrari, where their success continued.

In his spare time Mr Brawn enjoys fishing, music and gardening. He received an honorary degree of Doctor of Engineering from Brunel University in 2006 for his services to motorsport.

He lives in a large farmhouse in Main Street, Stoke Row. Which is in Henley-on-Thames, Oxfordshire, and – for you CBC “As It Happens” fans, about ten miles north of Reading.

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..... **F1 Future Secure For Now:**

All Formula One's car manufacturers and current teams are prepared to commit to the sport until the end of 2012, Ferrari president Luca di Montezemolo said on Thursday, March 5th.

"All the teams and car manufacturers are prepared to commit to enter in the new Concorde Agreement until the end of 2012," he told the first news conference held by the new Formula One Teams' Association (FOTA).

Montezemolo, who chairs the organisation and is also head of Italian carmaker FIAT, said the teams had agreed with proposals that would halve the cost of competing in Formula One by next year compared to 2008.

The measures, some yet to be fully approved by the governing FIA, included slashing the costs of engines and gearboxes and making some parts, such as the controversial new KERS energy recovery system, standard from 2010 while "preserving the sport's DNA".

There would also be a further reductions in both testing, and the number of personnel attending races.

However, Montezemolo, offering the teams' a blueprint for the future of the sport, said the global financial crisis could also be a positive. "The crisis represents a huge opportunity to improve Formula One,

continued...

in terms of cost, competition and to really look ahead," he said.

He said the teams were now in legal discussions about signing a new version of the confidential Concorde Agreement which governs the commercial side of the sport. "We hope and we think that we can be in a condition to sign it before the start of the season," Montezemolo added.

McLaren team principal Martin Whitmarsh said the teams had proposed various measures to improve the sport on the track, including a new points structure from this season that would offer a greater reward for winning races.

Under the proposal, to be put to the governing International Automobile Federation (FIA) later this month, the current scoring of 10-8-6-5-4-3-2-1 would be changed to 12-9-7-5-4-3-2-1.

Constructors' points could also be awarded for the fastest pitstop during the race from 2010, with another proposal to reduce race distances to 250 kilometers or a maximum of one hour and 40 minutes.

In my opinion, the proposed points change is a good alternative to Bernie's goofy idea about awarding gold, silver and bronze medals and it should be an acceptable alternative. The downside is that the Championships (Constructors and Drivers) could be decided well before the end of the season, which will be a turn-off to some fans.

The least said about the bonus points for fastest pitstop, the better. This would require a whole raft of rules defining what does – or doesn't – constitute a "pitstop"... two tires or four, a minimum amount of fuel, etc. etc. And going for speed during a pitstop already causes safety errors, as we saw last year; why on earth increase the risk further? This idea needs to be flushed, now.

Shortening the race distance (or limiting the time) does play well for the management of broadcasts, since the current distance and time rules often nudge past a two-hour broadcast. I expect this one will be accepted, after being draped in a 'green' mantle of energy conserva-

tion, or some other claptrap. But I think it erodes the tradition of F1, and I would like to see the 300km distance retained... there should be an element of endurance in this series, and I think that 250kms (155 miles) is just simply too short!

McLaren Backgrounder:

Ron Dennis is still in Woking, the town he was born in – though his surroundings are rather different.

He is in his expansive office at the McLaren Technology Centre, a stunning Norman Foster-designed complex employing 1,300 people, most of whom work on the core mission to help Lewis Hamilton retain the Formula One world driver's championship he won in dramatic style in November.

Mr Dennis will be in the McLaren pits offering advice to his protege when the F1 season begins in Melbourne next month, but he will not be giving instructions – or orders.

After 42 years in the sport, during which he has chaperoned some of F1's greatest drivers to 10 world drivers' championships and guided the McLaren team to more than 138 grand prix triumphs, he announced last month he was stepping down as team principal to become chairman and chief executive.

"Sitting on the pit wall was just becoming more and more inappropriate," says the McLaren boss.

Ron Dennis got his break in motor racing when, as an 18-year-old car technology student at the old car racing company Coopers, he was asked to fly to Mexico to help prepare the Cooper-Maserati car entered for the Mexican grand prix. He had never been abroad before; in fact he had barely stepped foot outside of Woking.

Now, after a life spent in the jet-set world of F1, he will shift his focus to the business of the McLaren Group, which includes divisions devoted to luxury car manufacturing, electronics and applied technology. "I have a lot of responsibility in the group now, the group is growing, and we are about to push the group forward. I am an absolute believer

that change creates opportunity," says Mr Dennis, who retains a 15 per cent share of the company.

These are roles he has been developing since he became co-owner in 1980. "I don't call myself self-trained but I do spend a lot of time trying to get better," he says.

Along with the other owners – Daimler, Bahrain Mumtalakat, a holding company owned by the kingdom, and Saudi Arabia-born entrepreneur Mansour Ojeh – Mr Dennis has big plans to begin volume production of luxury sports cars, and then to float that business.

McLaren has held only a tiny share of this market, leaving the field clear to its great F1 rival, Ferrari. But, in spite of the downturn, McLaren judges it timely to make serious inroads into a market that even Mr Dennis predicts will decline overall by half by 2011. The owners are willing to fund an investment package of \$500 million and have instructed bankers to approach other investors.

It is the kind of entrepreneurial risk-taking that was a hallmark of Mr. Dennis's F1 career, a trait he is keen to highlight. "I am embracing this recession in a positive way," he says. "We are going to power through it." He repeats that phrase half-a-dozen times during the course of the interview.

Describing himself as a workaholic – "I only have every other weekend off" – he makes much of focusing on both the large and the small. "I don't want to be egotistical, but people know very well I have a phenomenal attention to detail, yet I pride myself on looking at the big picture.

He offers, for example, an elaborate explanation for why we should invest through a crisis: "Look at how research accelerates in a war. All the space program came out of war. In the end, mankind will populate other planets in the universe. When that happens – and it has to happen – you can go all the way back to the very fundamental seedcorn moment. It was because of war.

"Everything that hits you in life, both private and corporate, is a change. We (McLaren) will not change our

continued...

programme other than have greater financial prudence. You have to power through the recession. Now is the time."

Re-printed with permission of the author.

The New McLaren Principal:

As a reminder, on March 1st Martin Whitmarsh replaced Ron Dennis as the team principal at McLaren, and his first job is to help Lewis Hamilton become the first British driver to retain the Formula One title.

"I've been trying for 20 years to win races and championships, but I have to say I feel an extra zing this time," he told British newspaper reporters.

"I want my first win as team principal and my first world championship more than I realised. And I certainly don't want to be the man who fails to deliver the championship for Lewis Hamilton."

License Fees:

Further to last month's Derby notes about the cost of F1 race-licence fees; on Feb. 12th Max Mosley politely reminded the Formula One drivers that they could race elsewhere if they are unwilling to pay for their super-licences.

Replying to a statement issued by the Grand Prix Drivers' Association last week, Max said the fees demanded for the mandatory licences were reasonable.

The Monaco-based Grand Prix Drivers' Association (GPDA) has advised members to stall on signing their super-licences pending talks on what they consider to be unfair hikes in the fees demanded by the FIA from the start of last year. The GPDA has also accused the FIA of using them as a revenue stream to fill holes in the budget.

McLaren's 24-year-old world champion Lewis Hamilton, who is not a GPDA member, will have to pay about a quarter-million dollars for his licence, although his earnings are estimated to be somewhere up in the tens of millions.

"Apart from F1 there are a large number of series and championships where a professional racing

driver can earn a good, sometimes very good, living," Mosley wrote.

"The costs of such licences are fixed by the relevant ASN (national sporting authority) but are usually modest. A driver who does not want, or even cannot afford to pay for, a Formula One super-licence thus has many alternatives.

"The drivers who compete in Formula One are, in general, by far the highest paid motor sport competitors. It seems reasonable they should make a tax-deductible contribution to the safety and running of the sport from which they benefit so greatly," continued Mosley.

"If it helps I can confirm increases will be limited to inflation for the foreseeable future."

Equipment Costs:

The following costs were released within an interview with Mark Webber last week... his choice of racing suit is the Sparco F1 ADV 2009, which comes in at \$925 from www.demon-tweeks.com.

As with all racing, the overalls worn by F1 drivers must pass stringent FIA safety tests, including resisting 250°C for 11 seconds. Most, including this Sparco suit, contain Nomex, a lightweight material made from heat-resistant aramid fibres, which are highly breathable. Lewis Hamilton wears a customised version.

Uvex RF1 FIA race boots; \$215 from www.racewear.co.uk.

The shoes F1 drivers wear are typically lined with Nomex. The non-flammable sole is made of a rubber material and is as thin as possible to provide the driver with maximum feel. Although this can make the sole a weak spot for safety, this Uvex pair has carbon-fibre inserts built in for added strength as well as fire resistance.

Webber's Schubert RF1.7 Helmet (\$17,750 from tinyurl.com/dhvrtd) weighs about 2lb 12oz and contains several layers to combine strength with flexibility. This Schubert model was worn by both Ferrari drivers in 2008 and has a unique heated visor, which proved of great benefit in

last year's rain-sodden British Grand Prix. The price includes custom hand-painting to the drivers' design.

Latest KERS News:

Williams have ruled out using Formula One's new KERS energy recovery system at the season-opening Australian Grand Prix, as have Brawn Racing and Force India.

The Kinetic Energy Recovery System (KERS) gives a driver a brief burst of extra power at the push of a button through the recovery of energy generated by the car's brakes – that would otherwise go to waste. F1 teams have been given the option of whether or not to use the device, with some manufacturers opting instead to use their engine partners'.

Force India opted for the latter option, using McLaren's KERS device, and although the Woking-based team have revealed there is a strong chance they will be implementing the system at Melbourne, Force India have said they won't.

The majority of teams have said they will wait until after the final pre-season test before deciding whether to take the system to the first race. Chances are that teams which do not use KERS in Australia won't use it in Malaysia either, since that race runs on the following weekend.

Williams have developed a flywheel (as opposed to battery) system and have also set up a company to develop the technology for Formula One and further applications outside the sport. (!?)

A Williams spokesman noted that "The greatest performance opportunities are currently in weight distribution, balance and optimising set-up for the slick tires. This is where we focus initially. We will introduce KERS as and when we have a system that can improve performance."

And the Factoid Quiz answers for the March issue of the Derby are: Honda's year of entry into Formula One was 1964, Richie Ginther won the first race for Honda in 1965, and Honda has won two additional Grands Prix events since then, for a not-so-grand total of three.

continued...

My 2009 F1 Predictions:

The 2009 F1 season is going to be a dandy, and I can hardly wait for the first green flag on March 29th!

Despite the most massive overhaul of rules, regulations, and vehicle specifications in decades, the (now extremely limited) winter testing dates have shown that all the top teams are quite capable of running within a tenth (of a second) or so of each other. Wonderful!

Such a broadly level and potentially competitive F1 playing field is unprecedented, in my long memory.

Red Bull, Toyota, Williams, Ferrari, Renault, and BMW are very tightly competitive, with McLaren my personal pick for the best-prepared, most-likely-to-succeed team. Despite their recent reliability problems.

And based on the only three days of testing they've had so far, the Brawn GP Team look like they've stunned the other teams with a superb package that certainly appears to be capable of challenging the big boys for outright wins. Who could have foreseen that?

The KERS wild card will remain wild until at least the fourth or fifth event, when it could easily turn into a massive advantage for one team or another, as I've written here before.

So...

1) For the third year in a row I am predicting that Lewis Hamilton will win this season's Drivers' Championship. Given my 50% accuracy on this so far, I might just as well have flipped a coin instead of using brain-time, but based on what I know today (March 11th) I'm making the same prediction again.

I think the big surprise drivers this year will be Button, Glock, Kubica, and Vettel... and I'll be watching Buemi closely for the first few events; this kid seems to have real talent. Massa will do well, of course, but I'm not expecting much from either of the Finns.

3) I'm calling for the top three '09 Constructors to be McLaren, BMW, and Ferrari, in that order. Williams may very well end up fourth, after a dog-fight with Brawn and Renault.

February Field Notes:

Traveling around South America was great fun, and while sixteen of our twenty-five day trip was spent aboard the MS Amsterdam, there were plenty of shore excursions. Which permits me to make some broad comments about the cars, traffic, and roads we saw and used.

Try to imagine a sixteen-lane version of University Avenue, right through downtown Buenos Aires; then let a 6-million strong population loose during rush hour. Fortunately, it's divided into four sections, separated (like University) by boulevards – pedestrians can get across, but it's a multi-step process and more than a little unnerving! While it is good that most of the cars are much smaller than we drive, that just means greater density.

During rush hour, ten to fourteen inches of free space around your car is considered ample if the speeds are below 30km/h. Above that, they open up a bit but not to levels that anyone here would consider safe. Fold in thousands of small displacement (125 to 250cc) motorcycles and an equal number of scooters – both of which are allowed to ride the line between the lanes – and the net effect is pretty damn scary!

On the other hand, Hwy. #1 in Uruguay was a beautiful four-lane road with a wide centre median, and about zero traffic. Once outside of Montevideo we often went for a minute or more without seeing another vehicle, in either direction. With gently rolling terrain and a 120km/h limit, this was a delight!

We saw all kinds of cars and trucks, many of them unknown to me, and Gail got a little testy as I continuously dashed around snapping pictures of odd signs and unusual vehicles. There were some old favourites, like original beetles and minis, but lots of other things that caught my eye.

Come on out to the April Meeting and I'll share a selection of the best!



Above: This politically-incorrect model was never offered in North America, for obvious reasons!



Above: This actually is a Thrifty Rental car. No, really – I mean it!

Left: This grill badge was very common across South America – any clue about the brand name?



Life in the Passive/Aggressive Lane

I know most TAC members read the Toronto Star Wheels section on Saturdays, and some may have noticed a few letters to the editor referring to a somewhat tongue-in-cheek letter that I wrote back in January. Generating heat through letter writing seems to be a skill possessed by TAC Past Presidents.

The issue involves driving in the appropriate lane on our highways, and general awareness of other vehicles on the road. Every so often, the Toronto Star Wheels section posts an article lambasting "left lane bandits" - people who drive in the passing lane while not passing anyone. In the past, I've read these, dreamed of my drives on the motorways of Europe, and the strict lane discipline observed there, and figured that North American drivers just would never get it. In the mean time, I would drive in the right-most lane available, usually at a speed of about 20 kms/hr over the posted limit, and wonder why I was the only car in that lane.

I've seen people tailgate, and seen those same cars get frustrated when the driver refuses to pull over. The tailgaters tend to give up, and try to jump into another lane, usually cutting someone off as they swerve around the slower car. The car causing the problems - the slower car in the middle lane are oblivious to the commotion they cause. During one of my highway runs, I thought I'd slow down, and watch the offensive driver to see how they reacted while they affected traffic by driving at a speed below the flow of traffic. True to my theory, they drove as if they deserved to stay in the middle lane, driving at a speed they deemed appropriate. I watched as all cars coming up from behind would either try to merge into the left lane or tailgate the middle-lane driver, hoping they would pull into the right lane.

I wondered how one could get these lane bandits to drive in the appropriate lane. As I'd seen, tailgating was not effective. I tried passing on the left, then changing into their lane and slowing to a bit below their speed. They would tend to pull into the left lane, and just stay there, meaning that we were blocking the 2 "fast" lanes. When I pulled back into the right lane, they would pull back to the middle lane, unfazed.

Like any driver who is aware of their surroundings, I know how awkward it feels when someone is cruising in your blind spot. I figured that if it was awkward for me, then it would be awkward for these middle-lane cruisers. I had to give it a try. Driving in the right lane, I approached a car driving in the middle lane. I noted that faster cars approaching would pull into the left lane to pass. Instead of cruising by in the right lane, I matched his speed. I could see the driver checking his blind spot, and after less than a minute, he signalled, and pulled into the right lane. I was amazed at how effective this worked. Tailgating seems to just make people mad. Driving in someone's blind spot makes them uncomfortable!

A few things struck me while I was driving along. I was the car in the "slow" lane. The car in the middle lane could speed up or slow down to pull over if he felt uncomfortable. I wasn't doing any illegal - unlike those tailgaters. The drive became much more interesting. I had to watch the car in the middle lane to ensure he wasn't going to change lanes into me. I was prepared to make an evasive move - as anyone should be when driving beside another car. I also had a great seat to watch the traffic coming up from behind as they either jumped into the left lane, or stayed in the middle lane, hoping the car beside me would either speed up or change lanes. I could then see the passing cars getting upset with the middle-lane cruiser. It certainly livens up a normally boring drive!

So when a gentleman raised the issue with a letter to Wheels suggesting that police take action against people that cruise in the middle lane, I had to write in response:

In response to "Middle Lane Morons need police censure" by David Dodgson, where he once again complains about people cruising in the middle lane at 105 kms/hr, and forcing people to pass in either the left or right lanes, I'd like to share my secret on how to get them to pull over.

I always drive in the right lane on multi-lane highways, unless I have to pass. I frequently come upon people dawdling in the middle or left lane. I simply match their speed, and drive in

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their blind spot - just behind, and to the right of the offending vehicle. This does a number of things.

First, the driver in the middle lane becomes uncomfortable. They saw me approaching from the rear, but now wonder why I have not passed - in fact they may wonder where I have gone! Second, any other cars approaching from the rear must now move into the far left lane to pass. In many circumstances, this forces a large portion of the traffic into one lane - just to get around our rolling road block.

The middle-lane driver becomes quickly aware that he is now holding up traffic, and will want to pull over. I am more than happy to slow down and let him in at that point.

As long as you are aware of what the middle-lane driver is doing (as any Wheels readers would be), the tactic is safe. And you are just driving at a comfortable speed in the right lane. To me this makes much more sense than the tailgating that you see some aggressive drivers do!

My letter was one of the few that supported the initial letter writer. One person wrote: "I thought the curb lane was for transports and people who are accessing and exiting. Since the far left lane is a passing lane, where are people who just want to driver around the speed limit, which is 100 km/h, supposed to drive?" The letters page featured a great photo of an empty highway - save for a row of cars driving in the left lane.

Now, I'm never one to shy away from controversy, and knew that my letter would get under the skin of the general public. I couldn't wait to read the responses.

I was not disappointed! Under a photo of the police holding a sign at the side of the road saying "Keep right Except to pass", were a page of letters.

While there were some well thought out comments from people passing on their own techniques, "...if vehicles are passing you on your right hand side, you are in the wrong lane.", and others quoting the highway traffic act, the entertaining ones took me to task:

"I can't believe that Robert McAuley ...thinks the other driver is smart enough to figure it out

(that he's blocking traffic) and move over safely. DUH!" "It is careless people like McAuley who create chaos on the highways."

I thought I'd addressed the "careless" part in my letter. Besides, the responder actually blamed the person in the middle lane, calling him "not smart enough". Had I overestimated the Wheels reader audience??

It seems that I had. My personal favourite: "Of all the boneheaded editorial decisions you've made recently, none tops the public validation you gave Robert McAuley... There are only three words that can adequately assess this folly: STUPID, STUPID and, oh yes, STUPID!" Sadly, the author had no point to his letter, other than saying it was stupid to publish my letter.

One writer points out "...it is quite obvious how many drivers are not aware of their surroundings and also how many drivers make lane changes without checking their blind spots." Something I too have observed. These are the people to watch out for on the highways.

So I have to concede that many drivers are clueless, and many Wheels readers are too - though some do have a good understanding of the rules of the road!

Always remember that it takes 2 cars to collide, and if you are aware of what is going on around you while you are driving, you won't be one of them.

Rob McAuley
TAC Past President

ON THE COVER

Ice Racing at Minden:
Paul Moore, running in Class 4

(Photo found by Rita Moore, origin unknown)

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In honour of the upcoming RSO AGM here's a couple of performance rally shots that prove the higher one flies, the harder one lands!

The photos are of Chris Meeke in his Peugeot 307 S2000 at the Intercontinental Rally Championship event in Brazil on the weekend of March 4 - 7.

(Thanks to Rich Sullivan for these)

Recent RallySport Ontario Rule Changes

In the last few months, there have been a couple of changes to the RSO rulebook. Two of them affect navigational rally, which is my department, so here is a bit of background and elaboration on them.

The first change affects Section 27, Administration of a Rally. In the last few years, several navigational events were canceled in an abrupt manner by the organizers involved. In one case, the organizer became unavailable a few weeks before the date, and was not replaced; however two weeks before the event the organizing club had not announced the cancellation. (For those without experience as rally organizers: if the event is not written and being checked by 3 weeks before, there won't be an event, whether you admit it or not). In another case, the organizer became unavailable and immediately sent out notice of cancellation to the rally community, without first consulting his club who *had* an alternate organizer able to rescue the event; this cancellation had to be retracted. In another case, the organizer notified me that it was canceled, while at the same time his club's Board were telling me that they would search for an alternate organizer.

Each instance left people wondering what was going on! Some RSO members with longer memories than mine pointed out that, while there were at least 3 ORRC event cancellations in the last few years, nobody could remember when an OPRC event had last been canceled. It seemed that OPRC organizers are much better planners than ORRC organizers. But if we were confused, much worse was the image these things were leaving with the competitors. Imagine, only a few days before an event, not knowing its status. Unless you were a diehard ORRC competitor, you probably would have decided not to bother driving out to that rally. Or worse, what if you did leave the date free, make the drive, and only then discover that it was off? This level of uncertainty was definitely a factor in the decreasing attendance at ORRC rallies at that time.

So, RSO decided that we ought to have a policy which would help control this from happening again. Such a rule should both guide and encourage organizers to follow through on their commitments to present their events. The possibility of a fine was considered, but RSO did not want to write something that punitive into the rules. A new subsection was added which outlines a proper sequence of events leading up to a cancellation announcement. In the case of a rally which doesn't make their change of plans in a decent amount of time, the subsection also requests a token bond be posted for one year. There's a lot of misunderstanding about that: people seem to think there is now a fine for canceling an event. No. The only time that an organizing club will experience any negative consequence is if they do not give reasonable (3 weeks) *notice* of a cancellation; and even then, that can be recouped if they simply return to better planning for their future events. It's only courtesy and common sense, but as they say, it's not always that common. So, here is the new rule; we hope these guidelines will make our event calendar 100% reliable again.

27.8 EVENT CANCELLATION

(a) Should an organizer or organizing club find that they are unable to put on an event from the current calendar for any reason, the following procedure must be followed:

- i) the organizing club executive should attempt to find another organizer to take over the event and allow it to proceed.
- ii) If no alternate organizer can be found within the club, the club President or Rally Director must notify RSO VP Navigational that the club officially wishes to cancel the event.
- iii) RSO VP Navigational may then either attempt to find an alternate organizer from another club, or announce the event's cancellation.

(b) (i) The procedures in 27.8 (a) must be performed in such a way that 27.8(a)(ii) occurs no later than 3 weeks before the event's scheduled date.

(ii) No refund of the original listing fee shall be issued to a club for any event canceled during the current calendar year.

(iii) Should a club violate 27.8(b)(i), the club shall be required to post a bond to RSO of \$75 for the following calendar year's events. This bond to be refunded at the end of that year if their subsequent events return to compliance with 27.8.

Another recent RSO rule change affects the earning of points in the Ontario Road Rally Cup series. The rules already allowed a team to "opt out" of earning ORRC points in all events in a season. The reason for this was rooted mostly back in the times when there were brisk drivex-style events on the calendar. Such events would tend to attract competitors who were not interested in navigational rally, but were more there as a warm-up to performance rally. The problem to the ORRC series was that the teams who really did care about navigation sometimes did not place well against the interlopers. So the rule was written to allow the ones who *did* care to maybe get the points of those who

didn't.

Other reasons for opting out of points came up. Perhaps a team had won the ORRC series in the past, or in some other way were of advanced experience. Some of these teams found that they no longer wished to be competitive, and did not want to bother with the "work" of navigating, but still wanted to come out and enter a rally for the fun and camaraderie. So they would take the easier Novice instructions; but since it would be unfair for guys like that to compete against a first-time beginner team, the experts would opt out of the points.

With more of these situations coming up, RSO decided that the "opting out" rule needed to be modified a bit so that there were more options (and clarity) for these relaxed experts. So it was rewritten to say that the opting out of points could be for a single event, not necessarily the whole series. These experts may not take a class prize (e.g. Novice) away from someone who belongs in the class, but if it's only the series points they are waiving and they enter in their proper class, they can still win the event trophy. The rule also now outlines the possibility of offering a new class which does not score points towards the ORRC series, but may have its own trophies. So, here is the updated wording for this rule under 30.0, Regulations for the Ontario Road Rally Cup:

30.0(i)(b) Notwithstanding 30.0(i) and 30.0(i)(a), an RSO member may opt out of scoring for the full season or for an individual event, provided it is done before the start of the event in question. A competitor who opts out of scoring may then enter the event in any class they wish, regardless of 30.0(c), 30.0(d), 30.0(e), or 30.0(f). A competitor who has opted out of scoring in order to change classes may not win an event award over any competitor who is scoring in that class. Organizers may offer a separate class outside of ORRC scoring for such competitors, e.g. "Touring Class", "Open Class", and award event prizes for that class as well as for the regular ORRC classes. Non-scoring competitors may then enter the non-ORRC class, or any ORRC class of their choice.

--article by Rita Moore

RSO AGM PROXY

I, _____, a 2008 member in good standing of
_____, an RSO affiliated club, hereby appoint and authorize
_____ to vote on my behalf

at the RallySport Ontario Annual General Meeting to be held in Peterborough
on Saturday, March 21, 2009, and any adjournment thereof.

Signed _____ (e mail identification acceptable)

Date _____

Printed Name _____

WINTER Poem

It's winter in Canada

And the gentle breezes blow
Seventy miles an hour
At thirty-five below.

Oh, how I love Canada

When the snow's up to your butt
You take a breath of winter
And your nose gets frozen shut.

Yes, the weather here is wonderful

So I guess I'll hang around
I could never leave Canada
Cuz I'm frozen to the ground!

Have a great day...



98% OF CANADIANS SAY "OH ST"
BEFORE GOING IN THE DITCH ON A SLIPPERY ROAD.**

**THE OTHER 2% ARE FROM NEWFOUNDLAND AND THEY SAY,
"HOLD MY BEER AND WATCH THIS."**

(Rich Sullivan)

NOTICE of 2008 RallySport Ontario AGM

Saturday, March 21, 2009

10:00 A.M. - Baker's Hill Banquet Centre,
555 Parkhill Rd. E., Peterborough, ON (SW corner of Parkhill Rd. & Television Rd.)

The meeting will begin at 10:00 A.M. sharp. Refreshments will be provided.

The official Agenda for this meeting will be posted separately but will be the usual AGM Agenda.
Worthy of special mention and your consideration in advance:

ELECTIONS - ([official proxy form here](#))

Three positions -

President - two year term (position currently held by Ray Felice)

Vice President of Performance Rally - two year term (position currently held by Rob MacKenzie)

Treasurer - two year term (position currently held by Peter Gulliver)

THREE MOTIONS PROPOSING BYLAW CHANGES (see below):

- (1) Motion re Dissolution Plan for RSO
- (2) Motion re Proxies
- (3) Motion re Quorum

1. **Dissolution Plan for RallySport Ontario (RSO)**

Motion by Peter Gulliver

Seconded by Alasdair Robertson and Dennis Wharton

That the Dissolution Plan for RallySport Ontario, presented at the 2007 AGM be accepted and included in RallySport Ontario Bylaws as Bylaw number Three.

FORWORD to motion

1. RSO assets have come from many sources over the years, including competitor levies, Road Damage Fund levies, Affiliation fees, Listing fees, investment income etc.

Assets are currently held as cash (Current Accounts and GIC's) as well as a number of physical assets, primarily a trailer and its contents.

The unanimous opinion of the committee is that there is no way these assets can be returned on a proportional basis to clubs or individuals.

2. Should RSO cease to operate, or become incapable of conducting the affairs of the Corporation, its assets should be turned over to a Board of Trustees [BOT] created to oversee the disposal of the corporation's assets.

3. Creating such a Board of Trustees would require an amendment to the By-Laws of RSO. The committee therefore recommends the insertion of the following into the existing By-Laws:

ByLaw number Three

Dissolution: In the event that Rally Sport Ontario ceases to operate, its assets will be turned over to a Board of Trustees [BOT] under the following terms:

The BOT shall be comprised of:

three members each serving a three year term

elected each year at AGM with one Trustee being replaced each year

a Trustee may serve no more than 2 consecutive terms,

no more than one member of BOT can be an elected RSO Board member.

should the BOT be required to exercise its mandate, the composition of the Board shall be fixed.

If any member is unable to complete their term, the Board of Directors of RSO may appoint someone to complete the year and then there shall be an election for the rest of the term at the next AGM.

The members of the BOT are to receive no remuneration with the exception of any expenses they

may incur while carrying out duties as Trustees (moved from below)

Explanation:

The BOT would only have a mandate to act should RSO cease to function as a Corporation. Since there will be no further elections at RSO, the BOT at the time of dissolution shall remain intact. Should a member of the BOT need to be replaced after its activation, the remaining members of the BOT shall appoint a successor.

The belief of the Committee is that the assets of RSO are intended to organize and promote rally within Ontario. The BOT, working with interested parties would attempt to assure continuity within the sport by:

reviving RSO,
creating a new organization to run rally sport in Ontario,
joining with a current organization that that the BOT recognizes would be willing to promote rallying.

If any of the options above are achieved, the assets shall be turned over to that organization. If, after three years, no suitable group or organization is found to continue promoting rally, the assets of RSO are to be disposed of. The physical assets are to be sold off for the best price the BOT is able to receive. All cash assets are then to be liquidated and distributed as per their mandate. Once the BOT has been activated, their decisions shall be final.

We would suggest that any assets be distributed equally to the Hospitals in areas that we hold performance rally events. Currently they would be hospitals in Minden, Bancroft and Peterborough. The committee of Alasdair Robertson, Dennis Wharton and Peter Gulliver are willing to serve as first BOT.

2. **Motion Re Proxies** MOTION to change Article 11.6
Moved by Peter Gulliver

Rational

Currently any one person can solicit any number of proxies and if they so choose determine the outcome of any vote presented to the membership. The maximum number of proxies that any person may carry was arrived at after careful consideration of club membership numbers and participants at past AGMs.

MOTION to change wording of 11.6 by adding a new last sentence

11.6 Each member in good standing, present at a meeting, shall have the right to exercise one vote. A member in good standing may, by means of written proxy, appoint a proxy holder to attend and act at a specific meeting of members in the manner and to the extent authorized by the proxy. A proxy holder must be a member in good standing of the Corporation. No one person shall hold more than Eight (8) proxies.

3. **Motion Re Quorum**
Moved by Peter Gulliver

Rational

With some very large clubs being part of RSO, many members of which are not Ralliests, it has become increasingly difficult to form a quorum at the Annual General Meeting. The motion would make it easier for RSO to form a quorum while at the same time protect member interests by ensuring a majority of member clubs are involved with any decision.

Motion Article12 Quorum change to read

12. QUORUM

12.1

A majority of member clubs, each officially represented by a member carrying his/her club's proxy, at any Annual or other General Meeting or Meeting of RSO shall constitute a quorum.

A majority of the Board of Directors shall constitute a quorum at any meeting of the Board.

A general motion will be carried by a simple majority of the votes cast.



2009
Rally Rebate Purchase Program

GET \$750 CASH BACK
on your purchase or lease of a new Subaru
vehicle

This offer is open to CARS affiliated club members



Here's how it works:

- Make your purchase or lease arrangements with your local Subaru dealer
- Gather the required documentation – see application on reverse for details
- Send completed form and documents to CARS office for processing
- Get \$750.00 Cash Back from Subaru!

Eligibility:

1. A valid member of CARS or an associated member club.
2. You must have been a member in good standing for one year prior to your purchase or lease of your vehicle

CARS Announcement 2009-#3

2009 Mitsubishi Rally Support Program

February 11, 2009

Stouffville, ON: CARS and Mitsubishi Motor Sales of Canada, Inc are pleased to announce year two of the national Mitsubishi Rally Support Program that encourages amateur participation in organized rallysport – and directly benefits competitors, volunteers, promoters, organizers and fans of the Canadian Rally Championship (CRC). The program was very well received in 2008 with 19 teams reregistering in the program in its first year. The support offered by this program helped provide a lot of excitement in last year's championship and the series saw a significant increase in the number of Mitsubishi vehicles at events.

The multi-tiered program has been carefully structured to provide several levels of support for all eligible Mitsubishi competitors – plus additional merit based rewards and recognition for achieving certain goals. This innovative and extensive program is designed to complement existing CRC programs, to offer meaningful assistance for private competitors and to help infuse the Mitsubishi brand and competitive philosophy into the fabric of the Canadian rally community and its fans.

“Based on our initial objectives, the first year of the Mitsubishi National Rally Support Program was a qualified success,” said Koji Soga, President and CEO of Mitsubishi Motor Sales of Canada, Inc. “Most importantly, we officially got involved as a company with the Canadian Rally Championship and began to develop ongoing relationships with the participants and the volunteers who make this great series possible. For 2009, we have increased our commitment to the series and the participants, and are very pleased that the number of competitors using Mitsubishi products has increased dramatically over last year. Mitsubishi, as a brand, has been involved in competitive rallying for many years and our Canadian program reflects the excitement and athleticism of our current products.”

“Mitsubishi's continued involvement in the Canadian Rally Championship is an indication of the strength of the series as well as the strength of Mitsubishi products,” said Tom McGeer, president of CARS. “Several new competitors have recently become involved in the series as a direct result of Mitsubishi's assistance, and as the CRC is the only truly coast-to-coast automobile racing series in Canada, Mitsubishi's travel fund has also allowed a number of teams to compete at a national level.”

The 2009 program has been adjusted to increase the travel fund for competitors and Mitsubishi will continue to support the events as they did in 2008.

Eligible events for the 2009 Mitsubishi Rally Support Program will include all six Canadian Rally Championship events and Targa Newfoundland.

The 2009 Rally Support Program from Mitsubishi Motor Sales of Canada, Inc.(MMSCAN) includes:

- * A increased travel subsidy for Mitsubishi teams entered in Canadian Rally Championship events as well as Targa Newfoundland
- * Subsidized entry for Mitsubishi teams competing in the Canadian Rally Championship as well as Targa Newfoundland
- * Cash awards for top class and overall finishes by Mitsubishi teams in Canadian Rally Championship events as well as Targa Newfoundland
- * A Mitsubishi Cup year-end award for the top overall placing Mitsubishi vehicle at the end of the Canadian Rally Championship
- * Support at events with both display materials and with vehicle parts and advice
- * Eligibility for Mitsubishi's VIP pricing program, offering exclusive deals and great savings on new Mitsubishi vehicles

Complete details of the program as well as the program registration form are detailed on the CARS web site (www.carsrally.ca). (Competitors already registered in the program do not have to register for 2009.)

Terry Epp
National Series Manager
905-640-6444
Email: crc@carsrally.ca

Yokohama Tire Program

January 28, 2009

General Outline

For the 2009 Canadian Rally Championship supported by Yokohama Tire Canada, three sets of tires will be provided by Yokohama to each of the events to use as rewards to participants in each event (18 sets of 4 tires). One set of tires will be competition tires which will be awarded by the event organizers to the winning driver in the event's 2WD championship category or the event's top novice driver. Two sets of street tires will be awarded by the event organizers to event workers.

Details

- event organizers will announce prior to the event start how the recipients of the tires will be chosen;
- certificates will be issued to the recipients at each event awards' ceremony;
- certificates have no cash value and may only be used for tires as expressed below;
- competition tires may be snow (AO34s) which come in one size -195x65x15, gravel tires (AO35s) which come in one size (205x65x15 in either soft or medium compounds) or Advan Neova which come in various sizes;
- if the winners of the competition tires are unable to use the size offered, the certificate may be used for street tires as detailed below;
- street tires may be Ice Guard iG20, Avid H4S, Avid Touring S, Avid TRZ or Avid T4 and be for passenger cars/vans;
- in all cases, the tires must be in stock;
- any additional charges such as installation and balancing are the responsibility of the certificate recipient.

Redemption Process

All certificate redemption will be done through Yokohama Tire (Canada) Inc head office. Recipients are asked to phone Shenaya Sweetman, Sr. Marketing Communications Coordinator (Ph: 604-546-9656 extension 1142) to make arrangements to receive the tires. There is an \$800 maximum limit for street tires and a \$900 maximum limit for competition tires based on the manufacturer's suggested list price. Costs above these maximum limits are the responsibility of the recipient. The certificates may not be combined with sales promotions, additional coupons or other discounts.

Questions and Arbitration:

All inquiries about the program or concerning the redemption process should be directed to the Canadian Association of Rallysport (crc@carsrally.ca or 905-640-6444).



The Great Vehicle Adventure

February 11, 2009

Dear Debbie,

The Great Vehicle Adventure is the Must-See event for our Greater Toronto Area families. We are launching the Toronto Show on April 25th, 2009 and will bring the Show to numerous cities across Canada and the United States.

The Company's mission is to provide an event that captures the imaginations of children and adults alike, putting them in the driver's seat of vehicles that represent all aspects of life. The addition of Entertainers and Celebrities makes The GVA a very exciting event that appeals to the entire family. We anticipate attendance in excess of 10,000 visitors.

The Great Vehicle Adventure is pleased to be supporting local charities by ensuring many children's organizations throughout Toronto and surrounding areas receive free tickets to our Show. Including, Easter Seals, Variety Village, Youth Assisting Youth and Big Brothers and Sisters. Tickets may be distributed to one of our affiliated charities or to a charitable organization of your choice.

Some of our Show Exhibitors and Presenters from our previous Show in Las Vegas include: Heavy Construction vehicles from Komatsu, Monster Trucks, BMW Motorcycles, Limousines, Ferrari, Lamborghini, Vintage Cars, Mini Submarine, Three Fire Departments, Two Police Departments (including SWAT and K-9) UFC and MLB celebrities and Trucking Equipment from Peterbilt, to name only a few. We have an extremely exciting Show planned for Toronto with over 100 unusual, unique and everyday vehicles for the kids, both big and little, to experience first-hand

Thank you again for your interest and consideration in making The Great Vehicle Adventure a great weekend event for the Toronto Community. Please call me at 416-443-9542 if you have any questions. I look forward to speaking with you.

Yours truly,

Anne Wilson.

444 Maple Avenue, Toronto, Ontario, M4W 2T7
Telephone (416) 797-1342 Facsimile (416) 927-0113
www.thegreatvehicleadventure.com

The Great Vehicle Adventure

The Must See, Must Experience Event of the Season!



Finally, a Show that has Only One Goal-
Produce an Extraordinary, Family Event that puts

YOU in the Driver's Seat!

Toronto Congress Centre
April 25th, 2009

Benefiting Local Toronto Charitable Organizations

www.thegreatvehicleadventure.com

Minutes Of The TAC General Meeting
Wednesday, February 18, 2009
at the Fox & Fiddle, Finch Ave, Toronto.

Meeting opened at 8:10pm.
Minutes recorded by Rita Moore.

Present: Dietmar, Peter Clifford, Paul Moore, Rob MacAuley, Nick Beck, Janet Jones, Rob Jones, Rita Moore.

Previous Minutes: from the January 21/09 meeting, accepted as published.

Competition items:

- RallySport Ontario AGM coming up March 21/09.
- Targa Newfoundland 2008 on TV March 15 at 3pm.
- Maple Leaf Winter Rally, the second ORRC event of 09, on Feb 21 overnight in Bancroft.
- Mini Rally by MLRC to be held Monday Feb 23.
- the recent Sebring Porche/BMW event had over 100 entries.
- TAC had the first ice race weekend, 195 entries, many cars to tech.
- Dave Bradley has ice race pictures on his website, and a CD burned.

Financial:

- TAC made \$2137.21 after all expenses on our ice race weekend.
- insurance expense pending, no others.
- balance \$19554.38
- still shirts left for sale.

For Sale/Wanted: complete tail lights for 1992 Integra for sale, contact Peter Clifford.

Loonies on the Bus: Rob MacAuley.

Meeting Adjourned: 9:17pm.

TAC BOD Meeting Minutes
February 4, 2009 8 pm

Present: Dietmar Seelenmayer, Peter Clifford (scribe), Serge Guschin

Ice Race (Dietmar): The TAC weekend was a success with 195 entries over Saturday and Sunday.

Solo (Serge): The 2009 Solosprint rule book is not yet available. It should be finalized by the end of February and posted on line.

There is no Solo2/Autocross news and no update on the proposal from Malcolm and Serge for a TAC organized driving school/lapping day.

Website (Serge): Serge plans to do some work on the website this spring.

Membership (Dietmar) : There are some problems with membership cards – some members have not received them. There are also problems with the membership list in the CASC database with some members not showing and others showing a 2010 expiry.

Finance (Peter): We have sold a few more T-shirts and given some away as early membership renewal. There is still a good selection of sizes/styles in white but choice in grey is limited.
The bank balance is \$20752.99.

5th Gear (Serge): The possibility of replacing the paper version with an e-version only for interested members was discussed. To be pursued.

Meeting adjourned at 9:05.



2009 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

JOIN or RENEW ON-LINE : JOIN-> www.casc.on.ca/joinAClub.php
 RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2009 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2008 membership numbers will be reserved until February 1st, 2009.
- All memberships expire December 31 2009. 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 want a mailed copy

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____/____ Cardholder 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 your 2009 Please indicate three areas that you can autosport interests help with in 2009

- | | |
|--|---|
| <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 |