



Fifth Gear

March 2010



www.torontoautosportclub.ca

Toronto Autosport Club

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

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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



TAC EVENTS CALENDAR 2010

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
March 2010			
14	F1	BAHRAIN Grand Prix , Sakhir	
14	INDY	Sao Paulo, Brazil	
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
28	F1	AUSTRALIAN Grand Prix, Melbourne	
28	INDY	Streets of St. Petersburg	
April 2010			
4	F1	MALAYSIAN Grand Prix Sepang	
9-10	Grand-Am	Porsche 250, Barber MSP, Birmingham AL	
11	INDY	Barber Motorsports Park	
18	F1	Grand Prix of CHINA, Shanghai	
18	INDY	Streets of Long Beach	
21	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
24-25	Grand-Am	Bosch Engineering 250, Alton Virginia	
24-25	RA ProRally	Olympus Rally, Olympia WA USA	SCCA
28	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
May 2010			
1	INDY	Kansas Speedway	
9	F1	SPANISH Grand Prix Barcelona	
14-16	RA ProRally	Oregon Trail Rally, Hood River OR, USA	SCCA
16	F1	MONACO Grand Prix	
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
28-29	CRC	Rocky Mountain Rally, Calgary	CSCC
28-31	Grand-Am	Line Rock Park, Lakeville CT	
30	F1	TURKEY Grand Prix Istanbul	
30	INDY	Indianapolis 500	
June 2010			
2	Rally-Club Level	Open Roads Rally Series Event, Ottawa	MCO
4-5	RA ProRally	Susquehannock Trail Rally, Wellsboro PA, USA	SCCA
5	INDY	Texas Motor Speedway	
5-6	Grand-Am	Sahlen's Six Hours of the Glen	
13	F1	CANADIAN Grand Prix	
16	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
19-20	Grand-Am	EMCO Gears Classic, Mid-Ohio	
20	INDY	Iowa Speedway	
27	F1	EUROPEAN Grand Prix, Valencia	
July 2010			
2-3	CRC	Rallye Baie des Chaleurs, New Richmond	CRAB
2-3	Grand-Am	Daytona 250	
4	INDY	Watkins Glen International	
11	F1	BRITISH Grand Prix	

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

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

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

FROM THE PRESIDENT'S DESK

We are now at the beginning of March and ice racing is finished for 2010. All six events ran on their scheduled dates, although the last weekend was getting a little sloppy. Good thing we run in the fairgrounds and not on a lake! The dirt was showing in a number of places so the speeds were up considerably but there was lots of ice in the braking zones so you had to watch it.

As I am writing this, the last weekend scores are not yet posted. There were 20 competitors from TAC at the 5th weekend, there was another at the last event. Five of those ran in more than one class. The classes are 1 - rear wheel drive, 2 - front wheel short wheelbase, 3 - front wheel drive long wheelbase and 4 - all wheel drive. Then there are studs (S) and street studs (SS) and second driver in rubber, designated with a 1 preceding the class. This preamble is to help identify the classes where our members are competing.

The members' standing as of 5 events are:

Class 1 1st Rodney Schmelter
Class 2 3rd Heather Peckham-Hughes
Class 3 4th David Lynch
8th Rob Cole
24th Cheryl Ellis (competed only 2 weekends)
Class 4 3rd Kiyo Tabuchi
4th Paul Moore
7th Dan Zorica (runs only 1 day per weekend)
Class 11 1st Rodney Schmelter
Class 12 1st Tammy Douglas
Class 13 1st Gary Vernon
2nd Robert Lynch
Class 14 1st Jessica Carrell
3rd Graham Tulett (runs only 1 day per weekend)

Class S3 3rd Andy Hughes
Class S4 1st Kiyo Tabuchi
4th Andrew Vernon
Class SS3 3rd Dan Douglas
9th Peter Clifford (does not run every weekend)
Class SS4 4th Dietmar Seelenmayer
5th Jim Carrell
6th Andrew Vernon (only ran 2 weekends then switched to S4)
7th Graham Tulett
8th Dan Zorica
11th Adam Gerlach
14th Kiyo Tabuchi (switched to S4 after second weekend)
Full results are available on the CASC-OR website.

The Committee to examine future directions of the club held another meeting prior to the last general meeting and then gave a brief report. See the minutes for more information. Questions or comments should be addressed to Rob McAuley at rmcauley@cogeco.ca.

As I mentioned last month, Albert Ribeiro will have all the information about Solosprint at the March meeting. Should be interesting.

The March meeting is on Wednesday, March 17. Start time is 8:00pm and the location, as usual, is the Fox and Fiddle on Finch Ave. just east of Keele St. Unfortunately I will not be there but will think of you while I have a glass of wine by the pool in Florida!

Dietmar



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BUILDING QUALITY RALLY CAGES SINCE 1972



ICE RACING FEB 20-21 2010 AT MINDEN



Peter Clifford, #108
(pulling over the Sheriff?)



Dan Douglas, #146

Tammy Douglas, #69



Heather Peckham-Hughes, #14



ON THE COVER

Paul Moore, #78
and Rodney Schmelter, #182
at the Minden Ice Races

(Photo by Rita Moore)

Robert Lynch, #154
Gary Vernon, #149

(All Photos thanks to Rita Moore)

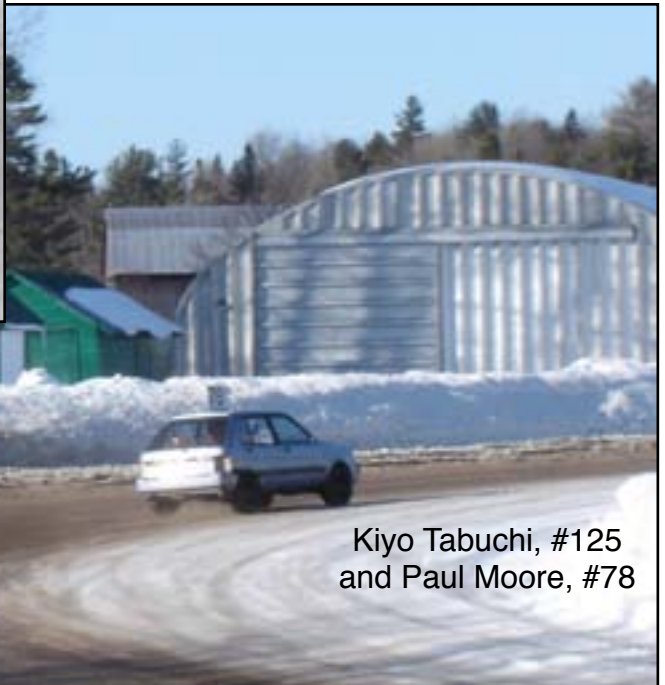
Andy Hughes, #1



Andrew Vernon, #181



Dietmar Seelenmayer, #88



Kiyo Tabuchi, #125
and Paul Moore, #78

the

Soapbox Derby

...by Malcolm Elston

Fantasy League:

Just a tip of the hat to TACcies Brooke Jacobs and Mitch Lackie, the lads who run Mitch & Brooke's Fantasy Racing League. Now entering its' 13th season, this is a fun program to participate in, and very professional. Thanks, guys.

Got Kids or Seniors?

If you saw the Wheels section on March 6th, you'd have seen the big cover story about school buses and winter tires. You might not have read it, but if you have children who travel by school bus, or care about any seniors who also travel (the Fun Bus!) in this class of vehicle, you should be concerned.

Here's the backstory.



Rob Blanchard, Canwest News Service

On January 12, 2008 a fifteen-passenger van carrying the Bathurst, NB high school basketball team home from an away game spun in front of a transport truck. Seven teenaged players were killed,

as was the wife of the coach. It was a huge tragedy that galvanized the whole community.

Most folks dealt with it as an accident, but some of the grieving mothers refused to be placated, and they started demanding answers... and calling for a coroners inquest. This was aggressively blocked by the provincial government, and other interested parties, but finally the mothers prevailed...

... in late 2008 an inquest was called, and it commenced in May, 2009.

The results of the inquest were damning, to say the least.

The bus in question had been taken off the road a month prior to the crash, as it was deemed unfit. The bus was not owned by the government, nor by the school board... the provincial government had downloaded the ownership of buses for recreational activities to the school boards, who in turn downloaded it to the private sector. In most cases, the school boards encouraged the staff to form a small company to manage these vehicles.

In the Bathurst case, 'Bathurst Van Lines' was owned by the school principal and several teachers, and funded by the Student Council, who sold chocolate and did other fund-raising to keep the buses available.

Somehow, two weeks before the tragic crash, this particular bus was miraculously re-plated and put back into service, although there were no records showing that the needed repairs had been done. In fact, the inquest also revealed that at the time of the crash, the bus was mechanically unsound, had dubious brakes, and was running on four heavily-worn all-season tires – that were also under-inflated.

So clearly, the fatal crash was no accident. The driver, Wayne Lord, (who was a teacher at the school, the team coach, and part-owner of Bathurst Van Lines) lost his wife in the crash. He had been up for 16 hours straight, so fatigue was also a contributing factor... and since the crash occurred just after

midnight, and less than 5 minutes from the rendezvous point with the team parents, perhaps he let his guard down a bit.

Continued...

Certainly, it was a bad-weather night. Freezing rain was falling, and the highway was slippery.

Wayne Lord accepted full responsibility for the crash, which effectively let the high school, the school board, and the provincial government off the hook from any legal or insurance ramifications.

Two of the positive post-inquest outcomes were that the provincial government declared that 15 passenger vans could no longer be used to transport students, and that they would be replaced by purpose-built 21-seat MFAVs (Multi-function Activity Vehicle) instead... we know them as School Buses, sometimes referred to as a Short Bus. They are as common as can be. The second positive outcome was the requirement for winter tires to be fitted to these vehicles.



In October of 2009, the mothers (now organized under the title of 'Van Angels') noticed that the new buses had indeed been fitted with four winter tires – but only on the rear axle! The front tires were ribbed, or all-season, tires.

This prompted an outcry, and both the NB Minister of Education, and the NB Minister of Transportation, strongly defended that fitment. The mothers reached out for further information, and it all came back the same way... winter tires must be fitted at all points... fronts as well as rears.

The government dug in harder, and insisted that the mothers had to provide evidence of their assertions, despite letters from Continental Tire, Michelin, and other key manufacturers. John Mahler (the Tire Guy from the Wheels section) had weighed in with his opinion, as had I. Even Transport Canada had sent a letter saying that winter tires had to be fitted all around.

But the New Brunswick government remained unmoved. They refused a request to allow one of

their new buses to be independently tested.

Continental Tire generously offered their winter test facilities in Brimley, Michigan (near Sault Ste. Marie) from February 23rd to the 25th, 2010. Their professional drivers and crew, their measuring equipment. The bus manufacturer (Girardin) offered the use of a bus, and Loblaws provided free transport for the bus from Drummondville, Quebec to the Continental site, and back. Three of the Van Angels mothers were flying in to observe the tests, and an anonymous donor made it possible for a professional video crew to capture the tests.

John Mahler I drove up, leaving on Tuesday morning, the 23rd.

When we arrived mid-afternoon, we were appalled to discover that just that morning, the New Brunswick government announced that they had a new policy – winter tires would be fitted to the front of the new, short buses... effective immediately. They included a note that the cost of buying and fitting such tires to the 14 buses affected would be \$5,000.

The Van Angels were elated, as were we, because the battle to do the right thing had been won... but what a fight it was!

The NB government also released a shaky, low-quality video of a 'test' done somewhere, sometime, by Transport Canada that they claimed was the motivation for their about-face. No details were provided, no methodology described, and no hard data given. Frankly, the whole thing looked very suspicious.

And the timing, of course. The government knew of the upcoming Continental testing, they knew the mothers had flown into the Soo, they knew we were going to do professional video... but the news of the decision reached the Van Angels by a flurry of calls from New Brunswick journalists. The Ministers did not have the balls to call the mothers personally, even though they had been in constant contact since the crash occurred two years earlier.

Personally, I would rank their rudeness as one of the most disgusting displays of political cowardice I have ever seen. When one of the mothers called the transportation Minister, that Minister suggested that the tests were now 'unnecessary'. Talk about taking a self-serving position, and a feeble attempt to deflect criticism!

The folks at Continental decided to go ahead, since they had never done a test on this type of vehicle. Seeing we were all assembled in Sault Ste. Marie,

Continued...

Michigan, we all decided to proceed.

That night, from 8pm to 3am, Continental tested... on a control set of six tires (to set a base-line), on six worn all-season tires, on a 'combination' of all-seasons at the front, and winters at the rear, and on six winter tires. At night, the temperature is constant, and the snow conditions aren't impacted by the sun.

They did straight-line braking tests, a constant-radius turn test, and a brake-and-avoid test.

By breakfast on Wednesday, they had the data, and there was no room for discussion;

Stopping distance from 60km/h: 38.7 meters on 6 winter tires, 49.6 meters on the 'combination' set-up.

Lateral Cornering: .417g on the winters, .181g on the 'combination'.

While The brake-and-avoid exercise was easily accomplished on the winter tires, it was completely impossible on the 'combination' set-up.

On Wednesday, we all convened on the South Field, a 10 acre spread of hard-packed, dead-level, groomed snow. And we watched (and filmed) the tests in broad daylight.

You will find the resulting nine-minute video on You Tube:

<http://www.youtube.com/watch?v=o2ceZhoxsN0&feature=email>

It is compelling viewing, and I urge you to watch it.

We were finished by early afternoon, and twenty of us (Continental staff, the mothers, the video crew, John & I) had a wonderful celebratory lunch – provided by Continental – and headed back to our hotels. The job was done, and done with excellence!

So, back to my headline... if you have kids who travel

on short buses, or if your parents do, take a good look at the tire configuration on the vehicles they are riding in. If there aren't the correct Rubber Manufacturer's Association 'Mountain & Snowflake' icons on the sidewalls, then that bus is fitted with all-season tires. The M+S (Mud & Snow) rating is no longer valid. That appears (legally) on some all-season tires, but not on proper winter tires.

The 'Boys in Red' (the Bathurst High School Phantoms basketball team) wouldn't wish their fate on anyone. Nor would their mothers, the Van Angels. You can fight bureaucracy, and you can win... it just takes determination.

Now that we have the hard data, the video, and the knowledge it will be inexcusable if more children are killed. Please, think about it. Everything we learned and recorded is available for your use, without restriction. You can download the footage, read the



The three green cones next to the orange cone (yeah, I know this is going to print in B&W, but hopefully you'll see a shading difference!) indicate the average stopping distance of the MFAV bus when equipped with six winter tires. The 'stopped vehicle' barricade is made from vinyl-wrapped styrofoam blocks, velcroed together.

releases, and even get even more details from the 'net. Feel free to send this article, or the links, to anyone.

Get involved, and check the tires on the buses your loved ones are riding in.

Continued...



John Mahler, Toronto Star

2010 F1 Forecast:

The 2010 F1 season is very difficult to handicap – there are more teams, new rules, and a record-matching 19 races. By the time you read this, the first race will have been completed, and the final form of the teams will have been revealed. Sitting here on March 9th, there is still too much fog shrouding the reality for me to speak with my usual confidence.

However, having said that, I think the top three teams will be Ferrari, McLaren, and Red Bull, in that order.

Top three drivers? Ahh, that's even more of a challenge, and I'm going to wiggle a bit – and name

four! Massa or Alonso, Hamilton, and Vettel. Any one of them can win the title – and so could Hamilton or Button – but I have a hunch that Massa will be the most motivated, and that can count for a lot. We can't forget he missed the 2008 title by only one point...

Am I ignoring Michael Schumacher and his return with Ross Brawn? Not entirely, but while the Mercedes team will undoubtedly be competitive I am not confident that Michael will be a dominant force. I think his team-mate (Nico Rosberg) will turn out to be a considerable distraction, and that will in turn limit Michael's focus.



Malcolm Elston

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Cold, Wet, and Amused:

My primary task this winter has been project-managing the restoration of the 1967 Chevy II, 2-door sedan pictured on the previous page. Nothing special, not a Nova SS, just an inline 194cid 6-cylinder with a two-speed Power-Glide tranny – with optional seatbelts and the base AM radio.

However, what makes this particular car really interesting is that it has been in the same family since new, was the vehicle used while raising eight children –and yet it only has 43,000 original miles on it.

The sentimental value greatly exceeds the monetary value, needless to say.

I'm really enjoying this project, and my client (the youngest of the eight kids) is excited, too. Most of the job has been straight-forward, since the car has been pretty well-cared for.

However, at some point the heater-core failed and whoever repaired that problem did a very poor job; when they reassembled the heater box they left out the braces and clamps meant to hold the heater core in position, they lost the foam baffles, and 75% of the fasteners... were simply missing.

So, a trip to a boneyard was in order.

It has been about 35 years since I last went digging in a wrecking yard, but some lessons you never forget. So I phoned around until I found a yard that assured me they had "two or three" '66 or '67 Chevy II's on site. Armed with a toolbox and optimism, off goes Malcolm.

After driving as far as I dared down a very wet, muddy, snow-centred farm lane, I could finally see the acres of dead cars, and I parked the smart where I knew it wouldn't sink... it was +5°C, and the melt-water was flowing...

Starting at one end, I walked for an hour before finding the (two) Chevy II hulks.

Both were nosed into a swamp, and the meltwater was running... and after beating-back the shrubs and small trees I was pleased to discover that both cars had intact heater-box assemblies. So I hiked back to the smart, grabbed my

tools, and hiked back.

Crouched down in 3" of very cold meltwater (complete with ice chunks), it took half-an-hour to disconnect the control cables, the wiring, and to undo the firewall bolts necessary to pull the complete heater unit free.

Then I had to carry both the unit (30" x 18" x 8", roughly) and my tools back to my smart.

Sometimes I forget how much fun being a Car Guy really is. It was good to get back down to the roots of the car hobby again – on a sunny spring day, next to a swamp. Zero bugs present, but it was a good thing that I had the right boots on!



The best 'faux-finish' painting job I've ever seen!

rich's ramblings

march 10

Just when *Dalton* (McGuinty, the other *Proroguer*) and *Julian* (Fantino, aka "Mr. OPP") thought they had everything solved with their "*Speed Racer*" and their "*Hand-held Electronic Device*" legislations along comes this:

"CRIME: Elderly motorist suffers heart attack

"Hacker causes frenzy of Excitement in Russia

"MOSCOW – Russian police said on Tuesday they had arrested a prankster who hacked into a computer system to show a pornographic movie on a giant advertising screen.

"The clip, displayed on a video screen above a road south of the Kremlin, caused midnight traffic jams and a frenzy of excitement across the Russian blogosphere.

"The 40-year-old man said he wanted to "give people a laugh."

"Rossiya-24 television said an elderly motorist suffered a heart attack after seeing the scenes." (from 'The Barrie Examiner', February 17 – Reuters)

Couldn't you just see that happening along the *Gardiner*? I can see another law coming along anytime now.

And then there was the truck that rolled and deposited its load of chip board on the 401 at Yonge Street in the last week of February. There were all the tv camera crews interviewing the OPP and Sgt Woodford looks up to see this car come along with the driver holding his cell-phone out the window, taking pictures. The OPP officer went bananas – he couldn't call the driver to the shoulder of the road fast enough (as if that was the only car, the tv showed at least a dozen more doing the same thing, including one guy who actually had an SLR camera out the window for pictures). Now, my question is – Is the driver liable for prosecution under the "*Hand-held Electronic Device*" law for the taking of the picture? I guess one would have to know if the phone was also being used to transmit the picture at the same time. Am I right? Anyhow, it was really neat to watch.

So, did you figure out what the "*Committee to examine future directions of the club*" is doing? I got my February issue of *Fifth Gear* (as usual, another great job, Nick & Ingrid) just before the February meeting of TAC. As is my wont, I began at the rear cover and

headed to the front of the issue. (Eloise blames it on my being left-handed!) So I first got Malcolm's ravings over the Committee's meeting and then much later Dietmar's explanation of the make-up of the Committee and how they were actually able to give a report at the January meeting. Unfortunately I continued to miss any details of what said report contained or anything else about the Committee's workings. There just wasn't anything else by or about the Committee in the rest of the issue. Here's hoping there's a little, okay a WHOLE lot, more in this month's issue.

On the 20th of February I was off to Bancroft to help Martin with the scoring for the *Maple Leaf Winter Rally*. This is about the fifth time I've done this with him, so we have the timing of the trip from Ingersoll (Martin's stomping grounds) to Barrie (for me) and on to Bancroft down pretty well. With a reasonably clear day (that is, no blizzard blowing!) we left my place just after 5 in the late afternoon. Heck, the sky was still reasonably bright and it was easy to see that the 8" (20 cm for the metrically-inclined) of snow covering my backyard was as deep as the snow was all the way to Bancroft. Snowbanks along the way were not really noticeable – got us wondering what the backroads around Bancroft would be like – sometimes it is advantageous to have a soft snowbank to carom off rather than plow on into the ditch! We got into Bancroft shortly after seven-thirty and headed for the restaurant. (NO! Not *Tim's* this time!!) We both knew a long night was coming and being well-fed would make it a lot easier to take. (Thankfully we did eat – the kitchen at the Hunt Club was locked for the first time in three years, no access to the kettle for hot chocolate, no microwave for popcorn: we really had to rough it!) After, as we were heading from the restaurant to the Start, we passed the local *Chrysler* dealer. Now I knew that *Chrysler* was going through a rocky time, but when the sign at the dealership said, "**ONLY 3 2008 PT CRUISERS LEFT**" I really started to worry. 2008???

With first car due to start at 10:01 we got to the Start just after 9. Unloaded the Volvo – scoring takes a lot of computer stuff. As we set up, the entry level rose to 30 cars. A good entry – an increase from last year's *MLWR* and a big increase from the *January Jaunt*.

rich's ramblings

There were 2 cars running in the Expert Class, 9 cars in the Intermediate Class and 19 Novice Class entries. And a number of the Novices were truly that; so a fun night was in store for a lot of people. (I ran this event for years with Baab in his GTI and then once with Malcolm in Gail's Legacy. When we won our class I hung up my driving gloves. No sense pushing my luck, I figured!) The 30 cars would keep us busy with inputting the scores – there were 28 checkpoints and 3 End-Of-Leg times to process for each car – 930 entries over the course of the night.

The route was such that the cars went out on Leg A (6 CP + EOL) came in for a 20 minute or so break beginning around 12:30 am; Leg B (13 CP + EOL) until around 3:30 with a 30 minute or so break; then Leg C (9 CP + EOL) until around 7:00. And the timing actually worked quite well. We had ham radio contact from the Start/Finish to almost every CP and could keep track of each passage of competitors. With the gas stop/breaks we were able to bring the cars back into one minute spacings when we sent them out again into each of Leg B and C. In Leg A the rally suffered its only DNF – a Subaru Legacy out of Kingston had head gasket problems and the driver elected to get a great load of water and set out on the long journey home. At 1 am that would be a long and arduous night ahead – CAA+ is always handy at a time like that! But that was the only car that we lost all night. (So we really only had 904 entries to put in to the computer!) Every other car made it the end of each leg, and started the next one. Fabulous.

The last cars were in shortly before 7:45 and while the crews and others dug in to breakfast Martin and I kicked it into overdrive - we had the scoring all done and preliminary results posted by 7:55 am. Twenty minutes later, with no one getting excited over what they had, the results became “official” and we were able to start dismantling the computer equipment. At the end of the night, Ferdinand Trautsmendorff beat Frank deKat for the Expert Class by a score of 5.9 minutes to 11.1. In the Intermediate Class (running the same instructions as the Expert Class) Stephen Denka and Opal Gamble came out on top with a time of 4.3 minutes! Also in the Intermediate Class, the second and third place cars had scores of 10.6 and 10.7 minutes, while fourth and fifth had 11.4 and 11.5 minutes! Remember - each tenth of a minute is only 6 seconds – after a long night! Wow.

For the first time that I can recall an ORRC event used “self” checkpoints. At a certain spot in each of Leg B

and Leg C the crews passed some sort of marker and they were supposed to write the time this occurred on their route cards and on a sticker attached to the route card. Not all crews remembered to mark the time on their cards so at Scoring we had to find the time through other means. This usually meant waiting until the next manned checkpoint either sent in the detached sticker with Course Closing or brought the sticker in to us. Of course, that didn't always work either – some CP crew were not even sure why the rally crews were giving them the sticker, some rally crews forgot to write their car number on the sticker so we had to struggle to piece together where an errant sticker belonged. While the struggle was certainly interesting, we did manage to actually work through it all. I think with some “tweaking” this could be a viable means of adding to the fun of rallying. The truly interesting part of this was the fact that it was even allowed. A couple of years ago another rally club asked the **RSO** for permission to try out “self” scoring checkpoints, and got dumped all over by the **RSO** Board – so much so that the would-be organizer suddenly found he was way too busy to organize the rally and summarily cancelled it! .And yet, here in 2010 the self same Board has no trouble approving “self” scoring checkpoints for this rally? Strange.

Another interesting item - in the 30 cars that began the night I could not find one **TAC** member. Time was when there would be five or six cars of **TAC**ies.

Maybe that's why the “Committee to examine future directions of the club” exists!

Now that rallying, and long distance racing, have had a number of events all the “true” motorsports fans can wake up! With March begins the real racing – right?! Between this issue of **Fifth Gear** and the next, there are no less than three Grands Prix scheduled.

According to the **TSN** web-site, the *Bahrain GP* has qualifying on Saturday, March 13th at 5:55 am, race on Sunday the 14th at 7:55 am; the *Australian GP* qualifying on Saturday the 27th at 1:55 am; race on Sunday the 28th at 2:55 am; and the *Malaysian GP* qualifying on Saturday, April 3rd at 4:55 am, race on Sunday the 4th at 3:55 am. Also on Sunday the 4th at 11:00 am is the 2010 *Rallye Perce Neige*, round 1 in the *Canadian Rally Championship*. Get out the recipes for mega breakfasts, couch-potatoing begins in earnest!! (And don't forget the usual disclaimer: *Schedule subject to change without notice. Check your local listings.*)

rich's ramblings

Have you experienced sudden, unintended acceleration in your car? I caught two testimonials regarding this that just left my head shaking.

The first came from Western Canada:

- this guy claimed his Lexus *“suddenly accelerated to 160 kilometers per hour! This went on for almost six kilometers before I crashed into the back of a large truck.”*

The second came from testimony before the US Congressional Committee:

- the lady claimed her Toyota *“suddenly accelerated to 100 miles per hour. This continued for eight miles before the **Hand of God** intervened and slowed the car down.”*

Now I don't know about you, but I'm thinking MY HAND would have been working long before those outcomes. I would have reached down and knocked the car into NEUTRAL (and, yes, Jim Kenzie aside, my *focus* can be knocked from Drive to Neutral without depressing any lock-out button) before I looked for a truck to run into or waited for some Divine intervention!

Let the engine blow itself to oblivion if it wants – still a lot better than me heading to meet my Maker!

I frequently think a lot of drivers out there are *“accidents looking for a place to happen”*, now I have the proof in their own words!

Oops. I almost forgot – coming up in March, mere days after the next TAC monthly meeting, there will be the **RallySport Ontario Annual General Meeting and Awards Banquet**. I see where they have again this year decided, in the interest of keeping attendance to a minimum again I guess, to utilize the meeting place at the far north-east corner of Peterborough.

Makes perfect sense to me – after all, there is one club in Ottawa, one club in Peterborough and only three clubs in Toronto and one in Kitchener in the **RSO** fold.

With luck there will be some sort of announcement for the meeting in this issue. I'm not sure whose position (s) is/are up for re-election this year. Having made it to last year's **RSO AGM**, the **TAC AGM** and **Awards Banquet** and the **CARS AGM**, I am pretty sure I would have a lot of trouble convincing myself that I want to go to another **RSO** one. Although, I must admit, it would be interesting to go and hear the explanation for the latest *“rule change”* for navigational rallies. Posted on the **RSO** web-site a week after the longest rally in the **RSO's ORRC** series calendar is this notice:

“A new rule has been added to the ‘rules for navigational rally’ portion of the RSO rule book.

“22.6 (c) Rallies over 4 hours in length should have a rest stop approximately every 3 hours or less.”

First off, of course, is the timing of the announcement – **AFTER** the longest, only over-night rally. (Not that the **MLWR** didn't have stops – but I do wonder, *“Why, after?”*) And then secondly, if it is a **RULE** why is it *“should have”* and not *“must have”*? There seems to me to be lot of wriggle room there. I guess **RSO** does not want to be seen to be taking to firm a stance, just in case! And then thirdly, why is this really necessary after 20% of the season is run? As I said, the explanations would be interesting to hear.. But perhaps still interesting enough to entice me out of my bed and across to Peterborough that early in the morning! Hopefully someone will give us a full report as to the going-ons.

So that's it for me. Take care of yourself. See you out there somewhere, sometime.

Rich

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THE RUBBER-SIDE SOMETIMES RISES



Here are 2 photos from the DAC ice race weekend February 6th & 7th. This is the outcome after 4 laps of my last race of the day on Saturday when I tried to pass for the lead in the first corner but during exiting I had to lift the throttle to avoid contact with the lead car. Unfortunately when I lifted I also found loads traction but had my wheels pointed towards the inside snow bank and when I hit the bank it sent me over. Thanks to my team and other competitors that came to the track early Sunday morning we (my father (Bob) and I) were able to race again, its was a little chilly because we had no windshield, but it did not slow me down coming back to win both races on Sunday.

Regards,
Dave Lynch
Class 3 (FWD)

Photos by Jimmy Mcglade

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Art On The Go — Saturday, May 1st, 2010
A Scenic Drive Through Northumberland to a "Mystery Destination"
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11:30 a.m. start at Molson's Mill, Jocelyn St., Port Hope (rain or shine)
Route Master: Brian Maxwell

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agn@eagle.ca

In Port Hope:
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presents our
Navigational rally series for beginners

Saturday Night at the Rallies (SNATR)

This is a series of four navigational rallies aimed at beginner level competitors. The events are about 100 km long and take about two hours.

For 2010 the events are on the following dates:

Saturday May 8, With the ***Blossom Rally***, running out of the Mohawk Inn, Campbellville.

Saturday June 19, running out of Woodstock

Sunday July 18, our annual BBQ, Starting in Kitchener and finishing at Pinehurst Conservation Area.

Saturday August 21, running out of Kitchener

Entry fees are \$20.00 per car. Instructions are simple, average speeds are well below the posted limits and most of the roads are paved.

Navigational rallying involves following the assigned route at the average speeds given and arriving at checkpoints along the way at the correct time. The locations of the checkpoints are not given in the instructions.

When you arrive at a checkpoint your time is taken as you pass the control board. You then pull off the road and go back on foot to the control and get your sticker with the arrival and leaving times. The time early or late from the calculated ideal time is your penalty. Once you have got your time into a control your penalty is set; you can't erase that penalty by driving faster or slower on the way to the next checkpoint.

In general we are using the standard rules for rallying in Ontario, but as these are short rallies we have adjusted the length odometer check and made some other allowances. Typically a team consists of two people but we will allow more people in the car for these events. All who participate will be required to sign a waiver.

for more information:

[Martin Loveridge](#) 519 485 2131

[Dennis Wharton](#) 519 576 7463

TAC FUTURES COMMITTEE PROGRESS REPORT

The TAC Futures Committee was formed at the request of member Malcolm Elston at the 2009 AGM, who was wondering why membership was dropping, and had expressed concern that the club was not meeting the needs of its members.

I accepted club President Dietmar's invitation to chair the committee. Joining me as members are Graham Tulett, Andrew Kinal, Malcolm Elston, Alex Ling, and Paul Moore. To date, we have met twice, and will continue to meet monthly.

We have reviewed some of the reasons membership may have been dropping - lack of participation in competition events, fewer social events, fewer TAC members involved in organizing events, etc. We noted that there appears to be a general apathy towards events that previously engaged much of our membership.

We started looking at our membership, and realized that we didn't really know specifically why people were members. We identified the various types of members:

- Active Participants (members who both compete, and participate in general club activities)
- Members of Convenience (competitors who join the club because they have to join some club)
- Active Volunteers (members who help with club activities)
- Geezers (People who join - or renew - but do not participate)
- Family Members (who are signed up by primary members who fall into the above groups)

We acknowledged that we didn't know how many of our members fell into each group, nor could we determine what it would take to get members and future members into the Active Participant group.

We felt that we should conduct a survey to better understand our members. Be prepared to respond! We also will be looking into trends in motorsports, including participation levels in the various ASN, CASC, CARS, and RSO disciplines.

Once we get a better idea of what the club membership is looking for, we will make some recommendations to the executive.

If you have any comments or concerns, please feel free to email me, Dietmar, or any member of the committee.

Rob McAuley, Committee Chair
rmcauley@cogeco.ca

RSO Board/Executive Meeting Minutes– February 25/10

LOCATION – Conference Call – 7:30 PM

Present: Ray Felice, President; Rob MacKenzie, VP – Performance, PMSC Club Representative; Rita Moore, VP – Navigational; Ross Wood, Secretary, RallyCross Coordinator, MLRC Club Representative; Peter Gulliver, Treasurer; Pasul Moore, TAC Club Representative

Agenda

1) Approval of/additions to Agenda – as amended – Felice/Gulliver

2) Approval of December 15, 2009 meeting minutes – as published – Gulliver/MacKenzie

3) Treasurer's Report – as presented – Gulliver/Wood

4) CARS Update – (1) Scrutineering Manual being created
(2) Stewarding Committee – core Stewards list has been created from that list Stewards are being assigned to Baie & Defi; Stewarding Guidebook is being created
(3) Marshalling Standards – National handbook is being created
(4) Safety Guidelines to be reviewed
(5) New website will be launched very soon

5) Old Business -

(a) 2009 RSO AGM & Awards Banquet – will be held on Saturday, March 20th at Baker's Hill, Peterborough (same location as last year). Elections will be held for VP Navigation (2 years) and Secretary (2 years). Candidates should make their intentions known to an RSO Board member. The RSO Trustees Committee elects one candidate per year for a three year term. Candidates should make their intentions known to an RSO Board member. Award winner lists were discussed and finalized. Paul H. will order the awards.

Invitations are being issued to award winners, Stewards, Organizers etc

Extra rickets are being sold at the subsidized price of \$15 – contact Ross Wood to order tickets. AGM is at 10 AM; bar opens at 12:30; lunch and awards at 1:00

(b) 2010 CME Auto Show (Canadian Motorsport Exposition) – January 22-24 – International Centre – was quiet on Friday, lots of activity Saturday & Sunday

(c) Calendar Cards – have been printed and distributed at the Auto Show – any club wishing some should contact Ray Felice

(d) Skype – will do a test before the next Board meeting

(e) 2010 RSO Calendar – has been sent out to Clubs and published on the website – Note one change – Blossom Rally will be held on May 8th.

(f) CARS Rulebooks – are now available – contact Ray Felice if you need one

(g) Burnt River Offroad Facility – not quite ready for our use yet for RallyCross – loan to be repaid in near future

(h) RSO First Aid Course – 10 attended – all passed

6) OPRC

(a) Series Standings – to be updated soon

(b) Tall Pines – pending Steward's Report -

(c) Perce Neige – 54 starters – record for CRC since 2004 – ran very well – great competition – pending Steward's Report

(d) Light Bars – Paul Moore is coordinating the project – a technical expert is checking the existing lights and will make recommendations – a dash-mounted light is being tested – some good leads have come in re purchasing – an inexpensive source for sirens has been found

(e) Marshals' Handbook – being coordinated by CARS
(f) Scrutineer's Report - 1) One new logbook issued so far this year.

2) Perce-Neige went fine from a tech point of view. We had just enough help and the facility was excellent.

There was 2 issues that came up:

a) Tow ropes being pre-attached to cars. We informed the organizers and left the decision to them.

b) There was concern about the condition of one car. The competitor was informed along with the appropriate officials. It was also noted in the logbook.

(g) Shannonville Testing – CARS Rule applies – no practising on track for 60 days prior to the event

7) ORRC

(a) Series Standings – current as posted

(b) Discover Ontario Rally – pending Steward's Report

(c) Open Road Rally – Steward's Report received

(d) First Frost Rally – Steward's Report received

(e) January Jaunt Rally – Steward's Report received – 18 cars – good event – dry road conditions

(f) Maple Leaf Winter Rally – 30 cars – ran well – some problems with competitors in QZ's – Steward's Report received

(g) Rule change – Rest Stops – added to RSO Rules – 22.6 (c) Rallies over 4 hours in length should have a rest stop approximately every 3 hours or less. Note – see attachment for full explanation from the V.P. of Navigational Rally.

(h) Do It Yourself (DIY) controls – were used at MLWR – to be reviewed closely by RSO before further use – need to be used consistently whenever used.

8) Growth Committee - (per Christina Chinn) - No report

New Business –

(1) RSO HAM Radio Course – March 6 & 7 – register online on RSO site or contact Roger Sanderson directly – 9 registered to date

(2) RSO Rally School – March 22, 29 April 5 – contact Paul Henshall for info at Paul.Henshall@gmail.com - \$10 ORRC discount coupon will be issued to all participants.

(3) RallyCross – MLRC's February RallyCross was run in Bancroft on Feb. 28 – 30 entries

10) Club News

MLRC (per Ross Wood) - The Mini Rallies have started for the 2010 season – events held on January 25th & February 10th at the Husky at Hwy. 400 & 88. Entries slowly growing. Events have run well.

The Maple Leaf Winter Rally (MLWR) was run on the night of February 20-21 out of Bancroft. This year's event ran with very simple instructions. 30 teams entered and the event was a great success. The Intermediate team of Stephen D/Opel G took 1st O/A with a score of 4.3. 2nd O/A went to the Expert team of Ferdinand & Christoph T. With a score of 5.9..

First RallyCross was run on January 24th - highly successful with 34 entries. Next one will be held on February 28th in Bancroft..

RSO Board/Executive Meeting Minutes– February 25/10

TAC (per Paul Moore) - The Toronto Autosport Club hosted on the January Jaunt again this year opening the 2010 ORRC series. Sixteen teams (11 novice) challenged the twisty, rural roads in and around the Niagara Escarpment. The weather didn't cooperate by providing winter conditions for the teams, but route and instructions were classic Jaunt fare!

Eighteen TAC members are competing in this year's ice racing in Minden. The sixth and final weekend of racing goes on February 27 and 28 on what is expected to be a rapidly vanishing track. The mild winter weather has played havoc to the track builders. As the season wraps up, there is no clear contenders for the "Bank Manager" award, but Dave Lynch unfortunate "turtle" experience in round 2 has him leading in the TAC "Roll Over" award. Dave was not injured and many competitor loaned tools and hands to have the Escort back on the track on Sunday morning. Dave's only comment after racing twice in -15 degree, snowy weather was that he won't ever race without a windshield again!

Work is already underway for the two remaining TAC rallies of the season: the Discover Ontario Rally in June and the Infinite Monkeys in August.

MCO (per Vincent Landreville)

The open road navigational rally series run by Open Road Motor sports had it's first event on Jan 23. All went well but only 9 participants. Hopefully, we will increase numbers for the next events.

-Perce Neige rally produced allot of hardware for MCO members.

P Sport: first in class the locals Ouellette brothers, Alex driver and Nick co-driver

P GT: first in class with TONIK team Warren H driver and Jim M co-driver

G2: first in class with MCO rally rep Vince L driver and Chuck S co-driver

Given the level of MCO involvement relating the the Perce Neige event, MCO as a club is very happy and proud of the successful weekend and competitor performance. We are all looking forward to next year and getting all the more involved.

The SnowX series is going very well with over 60 competitors in the championship and a average 30 competitors per event. The track is being well maintained (given the lack of snowfall) by a very helpful grooming crew. Great commitment from those guys.

As for rallyX this summer, the jury is still out on that one as we do not have a confirmed RallyX rep or a confirmed site for the events. Some "better" news may be coming on that front shortly.

I wish I could (finally) join you for the meeting as I still have not met some of you but I work Thursday evenings. Hopefully in March.

KWRC (per Christina Chinn)

PMSC (per Rob MacKenzie)

The Peterborough Motor Sport Club has 68 members to date.

Thank you goes out to Peter Watt for organizing a great Ice Race weekend for PMSC. The date of the event was February 13-14 with many PMSC members working and competing. Thank you also goes out to the other clubs who had members working the event.

The Shannonville Stages Rally, organized by Peter Watt, is well under way to being another great RSO event which will take place April 10, 2010.

SPDA (per Nuwan Dantanarayana)

11) **Next Meeting – TBD after RSO AGM & Election**

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NOTICE of 2009 RallySport Ontario AGM

Saturday, March 20, 2010

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

Directions – Note - both Google & Mapquest have this address messed up – they both place it at 0.5 km W of where it actually is.

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. No special items of business have been received to date.

Worthy of special mention and your consideration in advance:

ELECTIONS – Two positions –

Vice-President of Navigational Rally – two year term (position currently held by Rita Moore)

Secretary – two year term (position currently held by Ross Wood, who has indicated that he does not plan to run again)

Respectfully submitted,

Ross Wood, Secretary RallySport Ontario

RSO AGM PROXY

I, _____, a 2009 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 20,
2010, and any adjournment thereof.

Signed _____ (e mail identification acceptable)

Date _____

Printed Name _____

2009 Report to RallySport Ontario from Vice President, Navigational

by Rita Moore

In the past there have often been requests that the RSO officers' year-end reports be available before the Annual General Meeting, to allow time to study them and prepare questions if desired. I totally understand the impracticality of reading a bunch of reports handed to you at the door! So here is my report for 2009; feel free to prepare any questions and bring them to the AGM (March 20), or contact me any other time you prefer.

I would like to begin my report by acknowledging the people who generously volunteered their time to Organize, Green Crew, and marshal all of our ORRC events. I know first hand how much time and thought it takes to do these jobs properly, and also how crucial it is to the series -- and indeed the entire sport. I am pleased that this year we were able to invite our navigational green crews to the banquet as a very small thank you for their contributions. Some people may not realize that, given the small number of experienced "regulars" competing in the series last year, most of the green crews were not even in the scores, and therefore the "green crew points" were not an incentive to them at all. Marshals are possibly even more underappreciated, and again they are largely not regular rally competitors; yet they generously give their time and burn their fuel to be out in the middle of nowhere waiting to hand out stickers for us. Some have been known to take this to extremes, and be found with only a checkpoint board on a lonely stretch of road somewhere outside Bancroft, in the middle of a -20C night, with no car!! I again offer my heartfelt thanks to you all for the help you have been and the time you have given us.

New things in the navigational side of RSO this past year have included a couple of small changes to the rules. Most significantly we clarified the rules regarding competitors who wish to enter events "below their class" (eg, a car with a full rally computer wishing to run Novice class in a non-competitive way for fun or practice.) The rewording of 30.0(i)(b) allows this while preventing such competitors from taking event awards or points away from teams who are scoring; or allows them to enter their proper class (Intermediate or Expert) and opt out of points yet still win event awards if they wish. Also, the 'opting out' may now be done on a per-event basis, whereas before it was only allowed per season. Wording has also been added which enables an extra, non-scoring class, to be offered at the organizer's discretion.

Another rule change was made for the benefit of our newest organizers, who were competing and earning points in the Novice class. As "experienced" novices, Trevor Hancher and Stephen Deneka had both the desire and the background to take on organizing an event, so it seemed only right that they should be able to earn organizer points for their efforts. We therefore readily changed the rule 30.0 to allow awarding of organizer points to Novices. (As the series turned out, it made no difference, as the class winners went to a tie after all!) Here I also have to specially mention the great job that these guys did on their event, the First Frost Rally. These new organizers, working from scratch on a brand new event, managed to attract the largest number of entries of all the nine events this year! In fact, 34 cars entered their rally, 26 in the Novice class, which is over double the average of the rest of the series! Clearly Trevor and Stephen have much to show us all!

A new idea this year was to print up discount coupons, entitling the bearer to \$5 off entry fee at any ORRC event. All students at the spring Rally School were given coupons, and the Rally of the Tall Pines spectator guide also featured them. A few were redeemed throughout the season, so we will be printing them again this year with the added value of \$10, covered not by the event organizers but by RSO. Hopefully this will result in some more new people giving rallying a try.

Speaking of money, I am sometimes asked about the levies RSO charges to the clubs. As you probably know, the per-car levy at ORRC events is \$5, reduced from \$10 two years ago. RallySport Ontario pays some expenses for our green crews, using a formula based on the rally

2009 Report to RallySport Ontario from Vice President, Navigational

distance. It is interesting to note that in 2009, the green crew payments made by RSO amounted to \$730, while the entry levies collected were \$735! Of course there is also the \$30 listing fees for the 9 events, totaling \$270, which I suppose has gone towards this banquet. I am pleased to say that RSO will be keeping the per-entry ORRC levy at \$5 for 2010.

In 2009, the vice presidents took over responsibility for the series standings scores in our respective divisions. In spite of my own ancient computer hardware, time constraints, and software conflicts, I am proud to think that I kept the scores up to date after each event in a timely fashion. I'm sure both Rob and I have our hats off to Roger, who used to look after both series all by himself. I did in the process learn a new trick for the RSO website, however: you may have noticed that photos are now appearing on the main page, now that we know how to do that! Reminder: if you have any neat pictures from any recent event, send them in! We'd like to have new ones put up often!

Here are some statistics on the 2009 ORRC series: nine events were held by six clubs. Distances varied from 161 to 410km in length, with the average being right around 200km. The average entry was 16 cars, from a minimum of 9 to a maximum of 34. On average, 75% of the entries were Novices, and there was effectively no Intermediate class as only 5 teams entered only one event each. (One team who could have qualified for Intermediate felt too alone in that class, and opted to compete in Expert instead. You will notice Jane and Bruce Leonard claiming the 2nd Place Expert awards later this afternoon!) Each event had a steward, and although for various reasons it was not always our regular steward, each one was able to supervise the administration of the rally, while helping out the organizers with any issues which may have arisen.

Finally, just before turning to the final series results, I must draw your attention to a correction on the RSO Calendar Card. If you picked up one of these green cards at the Motorsports Expo or any other event, you may notice that the ORRC event, "Blossom Rally" is listed on May 1. This is incorrect. The Kitchener-Waterloo Rally Club is pleased to present the Blossom Rally on May 8, 2010, the 4th event of the nine rallies in the 2010 series, and coming up soon! Of course the next event is the Spring Runoff, only a month away on April 17 right near here in the Peterborough area; always an excellent rally!

And now, the results of the 2009 Ontario Road Rally Cup. We have an unusual situation this year, with a tie in both the Novice Navigator and Novice Driver categories. With both of the tied drivers organizing the final event, it was up to the two top navigators to break their own tie at the First Frost; most 'bookies' would have figured one or the other would take the event win and thus the series. That was not how it played out, however, as a come-from-behind KWRC team won that rally, bumping both other contenders out of the points, and leaving them with an overall tie. We therefore have 1st Place Novice Navigator being awarded to both Ted Doig and Opal Gamble, with 57 points (and 3 wins) each. 1st Place Novice Drivers are Stephen Deneka and Trevor Hancher, with 58 points each. In 2nd Place, the KWRC team of Andrew Kulikowski (driver) and Gary Sutherland (navigator) were only 16 points behind, and could easily have gained on them if they had entered the last few events of the year. In third place, just 13 points behind 2nd place, Peter Brownhill (driver) and Gary Corbett (navigator) deserve a special tribute for not just their great showing, but their perseverance over the long commutes to some events, and an unfortunate series of mechanical issues which they overcame. They are really tough competitors!

In the Expert class, Paul Moore (driver) and Rita Moore (navigator) came in first with a "perfect" score of 60 points, in spite of an excursion onto a motocross trail at the Spring Runoff which I will not explain. Jane Leonard (driver) and Bruce Leonard (navigator) proved that they did not need a year of practice in Intermediate, by winning 2nd Place Experts; and in third place, Roger Sanderson (driver) and Dennis Wharton (navigator) could easily have pulled into the lead with just a few more event scores.

2009 Report to RallySport Ontario from Vice President, Navigational

The Club Championship competition remained heated throughout most of the series, with any one of the top four clubs looking at different times as though they could come out ahead. By the last few events, however, it had come down to just two clubs trading positions, and in the end, SPDA pulled in front to win the top club title for 2009, leaving Maple Leaf Rally Club in second place, and Kitchener-Waterloo Rally Club a very close third. Just goes to show how much difference it makes when your members enter a few events: total points are more important than just having a few class winners. Congratulations to SPDA!

I hope you all enjoy the banquet, and I look forward to seeing you at events this year!

Rita Moore

Thanks to the following VIP's! Volunteers from the ORRC events (grave apologies to those whose names I did not find):

Organizers:

Dietmar Seelenmayer	Kurt Seelenmayer	Ryan Huber	Louis Cabardos
Martin Loveridge	Dennis Wharton	Brooke Jacobs	Paul Moore
Dan Demers	Robert Roaldi	Stephen Deneka	Trevor Hancher

Green Crews:

Tim Laye	Steven Laye	Brian Maxwell	Julie Parker
Peter Fenwick	Alan Ryall	Carolyn Ryall	Roger Sanderson
Glenn Clarke	Fraser Wheeler	Jane Leonard	Bruce Leonard

Marshals:

Nick Beck	Ingrid Beck	Heidi Beck	Tim Beck
Scott Burrell	David Butler	Scott Baker	Alain Cabardos
Dave Cotie	Raphael Cabardos	Peter Clifford	Mac Calder
Christina Chinn	Frank deKat	Adam Dowsett	James Drake
Maurizio DiPietro	Ivano DiPietro	Brenda Demers	Nuwan Dantanarayana
Brad Demers	Doug Edwards	Trevor Edwards	Mike Fothergill
Margaret Fenwick	Peter Fenwick	Melody Gaunt	Alan Gaunt
Cam Golberg	Evan Gamblin	Emilie Guse	Peter Gulliver
Earle Henderson	Paul Henshall	Donna Huber	Steve Hayes
Norman Hibbert	Tom Hayston	Brian Harrison	Doug Hollands
Phil Jeffries	Jonas Jasinskas	David Kennedy	Jeff Lantz
Ian Lantz	Melanie Lim	Mitch Lackie	Jean MacGillivray
Jim Morrow	Mike Murphy	Steve Martin	Rob MacKenzie
Mark Newell	Eric Nkubito	Maxine Petersen-Lee	Allan Rennie
Rich Sullivan	Eloise Sullivan	Tashko Sarakinov	Goni Sarakinov
Merril Smith	Gina Smith	Gary Thomlinson	Dave Tinney
Marc Bernard Tremblay	Steve VanRees	John Vanos	Ross Wood
Janet Wood	Jeremy Wallis	Peter Watt	Peter Wong

TORONTO AUTOSPORT CLUB - MINUTES OF JANUARY 2010 GENERAL MEETING

Meeting Date: January 20, 2010 Meeting Opened: 8:05 pm

Attendance: 10 members and 2 guests

- 1) Minutes: Motion to accept the Minutes of the November 2009 meeting as published in the December 2009 Fifth gear was moved by Robert McAuley, seconded by Peter Fenwick. Carried.
- 2) Correspondence: CARS rules were received and will be held by Rita Moore.
- 3) Treasurer's report: Chequing account balance \$18,487.92.
- 4) Membership: 2010 to date – 60 Total = 31 primary + 29 family. Similar to 2009.
- 5) Competition:
 - a. ORRC – January Jaunt held last weekend with 16 entries.
 - b. Next ORRC event is the overnight Ontario Winter Rally Feb 20/21
 - c. Next OPRC event is the Pierce Neige
 - d. Ice racing season starts next Saturday January 23, 2010. Track configuration reported as slightly different than last year.
 - e. TAC Ice Race is January 30/31 weekend. Volunteers are still needed. Please contact organizer Andy Hughes.
- 6) Old Business: Motion from the 2009 Annual General Meeting to strike a committee to review the direction the club is heading and make recommendations. Rob McAuley has volunteered to Chair the committee. Other volunteer members: Alex Ling, Malcolm Elston, Andrew Kinal, Paul Moore, Graham Tulett. A preliminary meeting has been held with the next meeting to be scheduled in February 2010.
- 7) New Business: Advertising of business cards is available in Fifth Gear.
- 8) Items for Sale / Items Wanted: None
- 9) Loonies (?) in the bus: Peter Fenwick was the lucky repeat winner of \$10. There was \$1 left in the bus for the February draw – this will be a bonus round!
- 10) Social: three Ice race videos of glorious exploits from days gone by were played to whet the appetite for what lies ahead. So old they were on VHS cassettes.
- 11) Adjournment: meeting closed at 9:20 pm.

Minutes recorded by G. Tulett



Membership Application

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

Email: registrar@torontoautosportclub.ca

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

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

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

Date: _____

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

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

PAYMENT METHOD:

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

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

TAC works only because volunteers make autosport happen!

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

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

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