



# Fifth Gear

*March 2011*



[www.torontoautosportclub.ca](http://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 MOOSE AND FIRKIN, 7600 Weston Road (Unit 15) at Hwy 7, just west of Hwy 400 in Woodbridge ([www.mooseandfirkin.com](http://www.mooseandfirkin.com))...

## GUESTS ARE ALWAYS WELCOME !

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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.

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

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# FROM THE PRESIDENT'S DESK

Just a quick note this month, as we are in a motorsports calendar gap.

The Ice Racing season has ended, and TAC was well represented in the final standings. The Ice Race Director, TAC's own Andy Hughes, ran a great series, with 228 participants showing up on the score sheets. TAC was well represented with many members running in most classes. Congrats to all for getting in a fun filled season! I really enjoyed helping out at the TAC weekend, and hope to return next year, but as a participant.

Just as I was getting used to the name change of CASC's time trial series from 'Solo 1' to 'SoloSprint', the division has changed it again for 2011. Borrowing from a US series, they will now be called "Time Attack". Series planning is well underway, and they are looking at a new timing system based on RF-ID tags. The current I/R beam system has been around for quite a while, and its MS-DOS based timing system is "unique". The new system will track specific cars, and make timing and scoring much easier. The system looks like it would even work for Ice Racing, so the job of calling and logging cars as they pass the start/finish line at the ice races would be greatly simplified! I've suggested to both directors that they hook up and share the costs.

As in previous years, the official kick off to the Time Attack and AutoSlalom season is the Open House at CSC Racing on April 10. CSC offers tax-free savings, and you get a chance to see all your Solo buddies. We expect a good turn-out of TAC members there to renew, sign up for events, and take advantage of some great deals at CSC! The first event that TAC will be organizing is the Mosport International Raceway (Big Track) school on July 9/10.

Rally season is well underway. The next event in the Navigation series is the Spring Runoff on April 30. A bigger event will be the RSO AGM on March 19. There has been much discussion about problems with the current executive. In fact, one member reported that most of the current executive will quit if the President is re-elected. We have enough problems finding willing and able people to run our organizations. I'd hate

to lose some excellent volunteers due to the actions of one person.

Please get your proxies in. If you were a member in 2010, you can fill out a proxy. The simplest way to have your vote counted is to email anyone on the TAC Board. Our email addresses are in this Fifth Gear, likely right across from this page, on the inside cover. Please give us your permission to vote. It is for the good of TAC! If we don't hear from you, we may contact you directly to get your permission. Anyone who was a member last year can attend, vote, or submit a proxy.

Finally, some other things that are going on...





I took the HAM radio course offered by RSO, and am pleased to say that I passed, and am now known as VE3RMQ. This has been a life-long dream, ever since I saw my best friend's dad's HAM gear back in the 60's. Thanks to RSO for putting on the course. I can't wait to get some mobile gear, and use it at the rallies.

My BMW race car is at the shop for clutch and shock rebuilds. The rattling that I heard at Watkins Glen last September was from various clutch bits flying around inside my transmission's bell housing. The manufacturer has agreed to rebuild for about half the price of a new unit. I will now pull the transmission to inspect the clutch on an annual basis! I'm hoping that getting my shocks rebuilt will fix my chronic understeer problems. We'll see. The car should be ready for some instructing in May, then on the race track in June.

In the mean time, I'll watch the Australian V8 Touring Car series on Speedvision. Their re-runs of British, World, and German Touring Car series kept me going all winter. Hopefully next winter, I'll be Ice Racing instead of just watching Speed TV.

Rob McAuley  
TAC President  
VE3RMQ

# TAC EVENTS CALENDAR 2011

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
<b>March 2011</b>			
12	club	MLRC Mini Rally, Brampton (#10 & Mayfield)	MLRC
12-13	Ice Race-Magnum	Ice Race,RAIN DATE, Minden Fairgrounds	
13	F1	BAHRAIN Grand Prix , Sakhir	
16	Meeting	<b>TAC AGM &amp; Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	 <b>TAC</b>
19	Meeting	RSO AGM & Awards, Peterborough	RSO
21-28	School	Navigational Rally School, Caledon	RSO
27	F1	AUSTRALIAN Grand Prix, Melbourne	
27	INDY	Grand Prix of St. Petersburg	
<b>April 2011</b>			
4	School	Navigational Rally School, Caledon	RSO
9	club	MLRC Mini Rally, Dundas & 403, Mississauga	MLRC
9	TimeAttack	Time Attack Instructor School, Mosport DDT	CASC-OR
10	F1	MALAYSIAN Grand Prix Kuala Lumpur	
10	INDY	GP of Alabama, Barber Motorsports Park	
10	TimeAttack	Open-House, CSC Racing	HADA
17	F1	Grand Prix of CHINA, Shanghai	
17	INDY	GP of Long Beach	
20	Meeting	<b>TAC Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	 <b>TAC</b>
22-23	Regional Race	Spring Fling, Shannonville	StLAC
23-24	School	CASC-OR Race School - Shannonville	
30	ORRC	Spring Runoff Rally , Hastings	PMSC
<b>May 2011</b>			
1	INDY	Sao Paulo Indy 300, Brazil	
7	ORRC	Blossom Rally , tbd	KWRC
7-8	Regional Race	BEMC Spring Trophy Mosport	BEMC
8	F1	TURKEY Grand Prix Istanbul	
14	TimeAttack	School Day, Mosport DDT	OMSC/SPDA
18	Meeting	<b>TAC Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	 <b>TAC</b>
22	F1	SPANISH Grand Prix Catalunya	
27-28	CRC	Rocky Mountain Rally , Calgary, Alberta	CSCC
29	F1	MONACO Grand Prix , Monte Carlo	
29	INDY	Indianapolis 500	
<b>June 2011</b>			
4	club	KWRC SNATR #2, tbd	KWRC
4	TimeAttack	Event #1 ; Mosport DDT	OMSC
5	TimeAttack	Event #2 ; Mosport DDT	OMSC
11	INDY	Twin 275s, Texas Motor Speedway	
12	F1	CANADIAN Grand Prix , Montreal	
15	Meeting	<b>TAC Club Meeting, Moose &amp; Firkin, Weston&amp;7</b>	 <b>TAC</b>
17-19	Vintage	VARAC Vintage Racing Festival - Mosport	VARAC

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

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**Andy Hughes**  
**CASC-OR Ice Race Director**  
[andhughes@sympatico.ca](mailto:andhughes@sympatico.ca)

Fellow Racers,

Now that the season has drawn to a close, I am pleased to report that there were no major incidents involving injury. One incident of note was the Strange, "never seen before" pile up on the DAC weekend proving that the Ford Focus' were on top of their competition. But I digress, no injuries and surprisingly little damage.

The fourth weekend of competition was hosted by **PMSC**. Thanks to Len Arminio and his team for a great weekend. The drivers' meeting was well attended. The Weather was co-operating with a good track. All classes ran with full laps. With milder temps the track saw a little more wear than usual with dirt showing in two traditional locations, at the end of racing. No major incidents, and racing was completed in good time.

During the fifth week of the season the track was modified to cover the worst dirt areas and the inner banks moved to cover the worst wear in the stud line. The forecast for the Thursday night was for 40% chance of showers. Of course they were wrong again and we received approx. 25mm of rain in a six-hour period overnight. By 8:00am the track looked like a veritable river and a call went out to all available manpower to pump water *off* the track, (I don't think we've ever done *that* before!). Work progressed from about 9:00am to around 9:30pm on the Friday evening before the temperatures started to plummet and the pumps started freezing up. The track was abandoned and we let Mother Nature take its course.

The fifth weekend of competition was hosted by **DAC**. The track had indeed had enough time to heal but the water was still lying in the deeper spots. It was decided that the track would be plowed after the practices to remove the larger chunks of ice and slush that would inevitably accumulate on the racing line. With much colder temps and an evil wind chill racing went on with a full schedule. By the time the first series was complete the track was dry but rough. All the racers seem to modify their racing lines. Thanks once again to Gianni Birel and his team for pulling off what must of seemed to be an impossible task at first light. Even with the aforementioned "pile up" they did an amazing job

getting finished in reasonable time. This particular weekend coincided with the county's 'Winterfest' and the Sunday's races were attended by many of the public strolling up from the arena to see what our sport was all about. I have never seen attendance like that before.

The last weekend was hosted by **BEMC**, and Mother Nature co-operated with much warmer temps. All races ran with a full schedule and full laps. Particular attention was taken to insure that contact was brought to a minimum, by those racers vying for overall position in the standings. The BEMC team did an amazing job with gridding and placement on track with very minimal delays, a procedure that I think should be adopted by all clubs. One incident of note was a coming together of three cars at the start of a stud race, the result of which was Scotty Millers spin into the outside bank, and eventual "come from behind" win for class position, an amazing feat to say the least and to see it from the bank, a real treat. On Sunday morning the spring drivers meeting was held at the Minden Arena. It was well attended and the minutes of which are posted on both the Forum and the CASC website.

In closing I would like to thank all the club teams, my advisory committee and all you racers for a successful season. With a record number of rookies, (32), and an increased number of races I feel that we pulled this one out of the hat!

The final season standings are now posted and congratulations to all the class and overall champions for a well-raced season. For the first time in many years there was a tie for first overall in second driver Rubber.

This years awards banquet will be held again at the Annandale Golf and Country club, Church Street, Ajax. Saturday April 9<sup>th</sup> 2011. Cocktails at six and dinner at seven. Tickets are still available for \$35 per person. Please let me know by email or PM no later than April 6<sup>th</sup> and I will reserve your ticket.

See you at the Banquet!  
Andy.

# MAGNUM ICE RACING SERIES

Summary of TAC members in the final standings :

Name	Placing	Race Class
Alex Filenkov	16th (Rookie)	Class-13 FWD>2415 WB
Andy Hughes	<b>2nd</b>	Class S3-FWD
Andy Hughes	11th	Class-12 FWD<2415 WB
Christopher Martin	5th	Class S4 -4WD & Specials
Christopher Martin	8th	Class-4 4WD & Specials
Dale Brinklow	10th	Class-2 FWD<2415 WB
Dalton Kellett	9th	SS13 Street Stud FWD
Dalton Kellett	10th	Class-13 FWD>2415 WB
Dan Douglas	<b>2nd</b>	SS3-Street Stud FWD
Dan Zorica	11th	SS4 Street Stud AWD
DArcy Boudreau	11th	Class-13 FWD>2415 WB
David Lynch	11th	Class-3 FWD>2415 WB
Derek Kreindler	9th	SS11 Street Stud RWD
Dietmar Seelenmayer	12th	SS4 Street Stud AWD
Dietmar Seelenmayer	<b>3rd</b>	SS14 Street Stud AWD
Emma Hughes	12th	Class-12 FWD<2415 WB
Evan Craighead	8th	Class-13 FWD>2415 WB
Gary Vernon	<b>2nd</b>	Class-13 FWD>2415 WB
Graham Tulett	9th	SS4 Street Stud AWD
Graham Tulett	9th	SS14 Street Stud AWD
Heather Peckham-Hughes	4th	Class-2 FWD<2415 WB
Jason Heuvingh	<b>3rd</b>	Class-11 RWD
Jason Heuvingh	13th	SS11 Street Stud RWD
Jim Carrell	4th	SS4 Street Stud AWD
Matt Minchella	7th	SS3-Street Stud FWD
Mike Connell	4th (Rookie)	Class-1 RWD
Paul Moore	4th	Class-4 4WD & Specials
Peter Clifford	13th	SS3-Street Stud FWD
Peter Miller	10th	SS11 Street Stud RWD
Peter Miller	15th	SS1-Street Stud RWD
Randy Samson	12th (Rookie)	Class-3 FWD>2415 WB
Robert Lynch	<b>1st</b>	Class-13 FWD>2415 WB
Rodney Schmelter	5th	SS11 Street Stud RWD
Serge Diatko	19th (Rookie)	Class-3 FWD>2415 WB
Tammy Douglas	<b>2nd</b>	Class-12 FWD<2415 WB



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# TAC ICE RACE DINNER

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TAC members met after the Saturday's racing for dinner at the Dominion Hotel, in Minden



Thanks to Rob Cole  
for these photos.





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# AN EMAIL DISPATCH DIRECT FROM MINDEN...



Folks:

Thought I'd share with you a couple of photos I took at the track today. There are two. Both taken at the exit from the track. In the first one, [...On the cover this month -ed...] Dietmar is looking quizzically back at the track, wondering where the little bolty things that hold the wheel on have gotten to. Guess they came out, and the wheel and tire decided to go in a different direction than the car. The marshalls (not shown to protect their identity) have retrieved the wheel from the snowbank. It's now been returned to a location close to its proper place. The car is definitely not as fast with three wheels. Need all four for that true street stud grip! Peter Clifford approaches in the background.

In the second photo, Dietmar sees me with my Blackberry, recording the evidence. Notice his usual smile is a bit thinner than usual. Actually, maybe he's wishing I didn't have an email enabled camera in my Blackberry. Too late! Peter Clifford is ever closer. He arrives, and as we lift the car so Dietmar can slide the jack under it, Peter says: "this brings back memories". And, indeed it does. When Peter and Dietmar shared his previous Audi in street stud and rubber to ice, there were lots of tire changes between races. Some times, we'd "help" with our electric impact gun. This usually produced a Keystone Cops scene, assisted greatly by the usual German car wheel bolts instead of studs, and general misalignment of the wheel, the brake disc or the hub, making getting the bolt in a "challenge" to be miserably failed by all participants. Most of us have cars with wheel studs. And, a good thing too. Our wheels usually stay on. Dietmar's race cars, with wheel bolts instead of studs and wheel nuts, general misalignment of wheel, brake disc and hub, and "phantom tightness", have been known to have disappearing wheels before. Some folks think this is just a myth. But, it's at least the second time I've seen it happen! This time, we have photographic evidence!

Dietmar: Christmas is still almost 10 months away. However, it's still not too early to start reminding Santa that you'd really like one of those cordless impact guns!

Regards,  
Gary Vernon





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## **NOTICE OF ANNUAL GENERAL MEETING**

The 2010 Annual General Meeting of RallySport Ontario will be held on Saturday, March 19, 2011, at 10 o'clock in the forenoon at the following location:

Baker's Hill Banquet Centre  
555 Parkhill Road East (at Television Road)  
Peterborough, ON, K9L 1C2

(Note: Google maps and Garmin (etc.) databases will not provide the correct directions using this address. Use 555 Parkhill Road East, Otonabee-South Monaghan, Peterborough County, Ontario, if you plan to rely on these directions.)

### **Elections to be held at this meeting:**

President – Two-year term (Incumbent Ray Felice)

Treasurer – Two-year term (Incumbent Peter Gulliver)

Vice President, Performance – Two-year term (Incumbent Rob MacKenzie)

Trustee – Three year term (Incumbent Peter Gulliver)

### **Discussion item:**

capping of road damage fund, proposed by Peter Gulliver

Awards and banquet will follow at 1 o'clock in the afternoon.

If you do not wish to attend this meeting, you may delegate your vote to another member of RSO using the following form.

RSO AGM PROXY

I, \_\_\_\_\_, a 2010 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 19,

2011, and any adjournment thereof.

Signed \_\_\_\_\_ (e mail identification acceptable)

Date \_\_\_\_\_

Printed Name \_\_\_\_\_

## 2010 RallySport Ontario Report from Vice President Navigational, Rita Moore

This past year saw a few new things in navigational rallying. One of these things was the use of "Do It Yourself" checkpoints. This might not actually be called a new thing, as they had been seen and tried at various points in the past, but in 2010 we began seeing them more often: in three different ORRC events, and possibly in a couple of club series events also. Their use allows organizers to score extra checkpoints even when volunteer numbers are insufficient to crew them. They have been employed in different ways, from "this is the spot, record your arrival time" to "find this spot, record your distance", according to the needs or intent of the organizers. In all cases, the competitors had no objections to the concept; and any fears that DIY checkpoints would be too easy have been proven invalid, as even expert teams fail to zero them regularly. I would expect to see their use continue in the current season.

The ORRC series in 2010 consisted of 9 events presented by 6 clubs, with a total of 149 entries in all classes for the year. This is strangely almost identical to the 2009 season, which saw 147 class-entries; while we would like to see an increase, at least consistent numbers are better than a decline. Given the general economic situation in Ontario last year, maybe it is pretty good after all. What seems interesting to note is that each event reported having several brand new teams enter; this indicates that our sport is reaching more potential participants, but it would seem that we are failing in the retention of returning teams. Many possible explanations for this have been suggested by entrants and organizers, but the one reason which comes up most often is overly difficult instructions taking the fun out of entering. This is supported by the fact that our two events with the largest entry numbers were the two offering the simplest instruction packages (MLWR and ORR, with 30 and 25 entrants respectively, as opposed to the series average of 17). Therefore I would like to reiterate to organizers that we should never be intentionally writing a rally to be "impossible to solve". Such vanity does nothing except discourage and frustrate entrants; and not only will they probably never enter your rally again, but they quite likely won't enter any other rally either. We advertise navigational rallies as fun events that anyone can enter -- let's all try to keep that promise, and I hope we will see more retention by this time next year!

Don't forget that the next event is the Spring Runoff, held in this area by PMSC on April 30. This is always a fantastic rally -- one of my personal favourites -- don't miss it!

Another new development under way in navigational rallying is the recent commitment by RSO and myself to review the navigational portion of the rulebook. These rules has been cobbled together and added to so many times over the years that many items are no longer relevant, and some very important issues, while taken for granted, are actually not even mentioned. Even the numbering system shows that the rules are not a coherent entity, with inconsistent subsection labeling throughout. If I continue as vice president, I plan to invite anyone interested to participate in this project as soon as possible.

On that topic, however, I feel obliged to announce that, although there is one year remaining on my term of office, this could be my last AGM as vice president-navigational. If Ray is acclaimed or re-elected at this meeting, I will be resigning from the Board. I will regret it, since there is still good work I believe I could do for the sport, but I simply cannot invest any more of my life working with a Board led by Ray. I have spent the past year dealing with outrageous behaviour from Ray. He has disciplined people without evidence--while he is in a gross conflict of interest on the matter as a competitor--and without even consulting the stewards or witnesses to verify facts. He has unilaterally overturned decisions of the Board without letting any of us know. He has forbidden the Secretary from publishing any minutes or notices without his express approval, which he then neglects to grant for weeks on end (did you wonder why the minutes have been so late in appearing on the website?) He has gone out of his way to obstruct even the simplest of board issues (eg: to "is the next meeting a Skype or a regular conference call?" he responded "yup", and then it took 8 more emails to get him to actually answer the question). I voiced my objection to this behaviour, and he began a vendetta against me and has literally threatened to ban me from all rallysport--no



organizing, no competing, no volunteering. The rest of the Board told him he could not do that, and so I have continued, but when he was recently told that he really should apologize (it did not occur to him in 8 months' time on his own), he wrote me that he was sorry I was offended. Not sorry for his actions, just sorry I didn't like them. He stated clearly that he has no intention of altering his behaviour, and with that, I feel that my love of rallysport is overshadowed by my distaste for working with Ray. Although he stated two years ago, and again at the last AGM, that he would not be running for re-election, he now says that he will seek another term as President; and thus I repeat that if he is successful, I will resign mid term. Should this happen, I apologize to you all for not completing my duties as you deserve. I have tried for the past 5 years, but enough is enough, and the situation is not improving.

Now back to the annual report. From the administration of the series standpoint, I have spent a lot of my time in the arranging of green crews for the events. All rallies need to be checked by an independent team, to catch errors by the organizers (yes! we all have lots of those!). Such a team must be advanced enough in the sport that they are able to judge how the instructions will be performed by the competitors. This is an area where our lack of retention is greatly affecting navigational rally: there were 9 events in 2010, but there weren't 9 expert and intermediate teams actively competing. By resorting to begging, I was able to obtain the generous assistance of several teams of past competitors, who are the reason that we had an ORRC series in 2010 at all. I want to say again how grateful I am to all the green crews who gave their time and money to help us out this year. They have been invited to this banquet courtesy of RSO, but that is nowhere near the debt we owe them for their help. Thank you again.

Overall statistics for the ORRC series: 149 total entries, with an average of 17 per event, a maximum of 30 and a minimum of 7. About 65% of the entries were in the Novice class, in which the average entry was 11, with a maximum of 19 and a minimum of 4. RSO levies paid by the clubs totalled \$745.00, while green crew expenses paid back by RSO totalled \$760. The nine events had an average distance of 263km, ranging from 180km to 404km.

Now to the results!

In the Novice Class, two teams battled the entire season for the championship. It came down to the last event of the year, with only one point separating them as that event began. It was tense at the scoring, and when all was said and done, we had a tie for first place overall in 2010! Congratulations to drivers Peter Brownhill and Tim Burgess, and navigators Gary Corbett and Perry Ford. In second place Novice, the team of Taras Magun (driver) and Vitali Mossounov (navigator) were never far behind the champions, but just couldn't gain enough points in the end. For third place, driver Kyle Power was a mere 2 points behind 2nd place, in spite of a triumphant win in the Infinite Monkeys in August. (His usual navigator chose not to become a member of an RSO club, and therefore sadly was not eligible for the series championship).

In the Intermediate Class, two teams competed regularly in the season. They were evenly matched, and a hot competition was on, until one team developed major car problems in the spring, which put them out of the running for three events. The winner became the team of Stephen Deneka (driver) and Opal Gamble (navigator), with 6 event wins; and Trevor Hancher (driver) and Ted Doig (navigator) came in 2nd for 2010.

In the Expert Class, it was another tight race for top points, coming down to the last couple of events in the year. (Sometimes the most fun aren't even the wins, though, as we immensely enjoyed the Spring Runoff while simultaneously proving that an 8100lb baseline diesel truck is quite non-competitive against a Subaru with rally equipment! The proposed event tie breaker of "heaviest gross weight vehicle" was not called into play -- it was never even close to a tie!) At the end of the year, Paul Moore (driver) and Rita Moore (navigator) came in first with 60 points, while Jane Leonard (driver) and Bruce Leonard (navigator) were second with 59 points! I'd like to give an extra thanks to the Leonards also, for stepping up as green crew for the President's Prize Rally with extremely short notice, when the first green crew had to bow out. What team players they are!

Speaking of team players, I think that all the volunteers who helped with our rallies this year deserve their names in lights. These generous people come out just to enable the events to run, giving their time, burning their gas, and missing out on other things in their lives, for us. You are the sport of rallying. Thank you very much.

Organizers

(many of whom also work checkpoints at other events):

Dietmar Seelenmayer  
Kurt Seelenmayer  
Bruce Leonard  
Jane Leonard  
Ryan Huber  
Louis Cabardos  
Dennis Wharton  
Martin Loveridge  
Roger Sanderson  
Brooke Jacobs  
Paul Moore  
Rita Moore  
Mark Newell  
Glen Clarke  
Robert Roaldi  
Trevor Hancher  
Stephen Deneka

Guru: Robert Roaldi

Steward: (usually at checkpoints too) Paul Henshall

Green Crews: (many of whom also man checkpoints)

David Jones  
Paul Leonard  
Paul Moore  
Rita Moore  
Brian Maxwell  
Dietmar Seelenmayer  
Dennis Wharton  
Roger Sanderson  
Alan Ryall  
Carolyn Ryall  
Bruce Leonard  
Jane Leonard  
Ferdinand Trauttmansdorff  
Christof Trauttmansdorff  
Tim Laye

Marshals (and my humblest of apologies if I missed somebody!):

Len Arminio	Heidi Beck	Nick Beck	Ingrid Beck	Tim Beck
Scott Burrell	Razzy Black	Jamie Cashin	Owen Clarke	Lynda Connolly
Alain Cabardos	Emile Cabardos	Christina Chinn	James Drake	Nuwan Dantanarayana
Frank deKat	Adam Dowsett	Bryce Deathe	Stefan Dyczkowsky	Trevor Edwards
Doug Edwards	Margaret Fenwick	Peter Fenwick	Emilie Guse	Adam Gillis
Peter Gulliver	Evan Gamblin	Doug Hollands	Trevor Hancher	Earle Henderson
Emma-Kate Hamilton	Glen Hamilton	Tom Hayston	Donna Huber	Janet Jones
Rob Jones	Greg James	Phil Jeffries	Jim Johnston	David Kennedy
Claire Kennedy	Brian Lynas	Jaak Laan	Jane Laan	Martin Loveridge
Jeff Lantz	Ian Lantz	Dave Laye	Adrian Marzetti	Mike Murphy
Greg McGrath	Jim Morrow	Jeannie MacGillivray	Dave MacCourt	Rob Metcalfe
Kristin Nicholson	Andrew Ross	Andrew Rizzetto	Rich Sullivan	Kim Sparks
Tashko Sarakinov	Goni Sarakinov	Gina Smith	Merrill Smith	Jim Troy
Gary Thomlinson	Collett Taber	John Vanos	Steve VanRees	Peter Watt
Ross Wood	Janet Wood	Fred Walker	Jane Worobess	Peter Watson
Jeremy Wallis				

## Toronto Autosport Club February 2011 Executive Conference Call Notes

Call date: February 2, 2011

Call time: 8:39 pm

Present: Rob McAuley, Andrew Kinal, Rita Moore, Dietmar Seelenmayer, Graham Tulett

- Rob discussed his experience working at the Canadian Motorsports Exposition. Steady stream of attendees and at least one new TAC member is expected. TAC trifolds were distributed.
- Treasurer's report : ING Direct account balance of \$17,016. The chequing account balance is \$2,297.65.
- 2011 Membership currently at 74 family with 45 primary members. There have been new members this year and this appears to be a positive sign.
- TAC's Ice Race weekend appears all ready for February 5 & 6 in Minden.
- Time Attack (Solosprint) proposal regarding introduction of expensive new timing equipment / transponders was discussed at length. A financial contribution from TAC is anticipated and generally agreed in principle.
- Social: Dietmar has made inquiries and will pursue a social event involving the DKW marque cars (one of TAC's predecessor club) this summer.

Meeting adjourned: around 9:21 pm.

Notes recorded by G. Tulett.

## Toronto Autosport Club – Minutes of February 2011 General Meeting

Meeting date: February 16, 2011 Meeting opened: 8:05 pm Attendees: 7

Minutes of the January 19, 2011 meeting moved for acceptance by Rita M and seconded by Paul M.

- 1) President's report:
  - a. There was a brief discussion with the author of last month's letter concerning the committee report at the Ice Races just before the start of a race that needs to be continued.
  - b. There is a proposal by Time Attack to introduce a new transponder based timing system and it will be suggested that the Ice Racing director consult with the director regarding potential joint use.
  - c. Time Attack Treasurer has determined there should be a return of equity to organizing clubs from prior years and TAC should receive an unexpected cheque.
  - d. Time Attack instructors must be certified.
- 2) VP Report :
  - a. Andrew was not able to attend but advised 78 total members and 47 primary.
- 3) Treasurer's Report:
  - a. Chequing account balance \$5,361.02
  - b. Investment account about \$17,035.
  - c. Ice race proceeds expected to approach \$2,000 once all bills paid. Entries up 20%.
  - d. Recent club merchandise toques/hoodies etc. mostly sold.
- 4) Competition:
  - a. Dietmar was unable to attend but Rob expressed his thanks to the organizers and everyone who volunteered. The event was an operational and financial success for the club. There was some good close racing!
  - b. Maple Leaf Winter Rally was held overnight in Bancroft. 25 cars. Good roads, some snow
  - c. OPRC – Pierce Neige was well attended and a true winter rally event.
  - d. RSO's AGM is coming up in March in Peterborough. All club members are strongly encouraged to give their proxies to either Paul or Rita Moore who are board members. There have been too many issues with the current president of RSO for our board members to continue to tolerate. New leadership is essential or our current board members may resign.
  - e. RSO is spending about \$20,000 on new timing equipment for performance rally, likely funded from the road damage fund.
- 5) Social:
  - a. Dietmar was not able to attend but is working on a DKW car showing and the ALMS BBQ will be held at Mosport July 23 instead of the usual date in August.
- 6) Old Business: Paul Moore's nomination last month as Inside Track magazine's Rally Driver of the year was announced and the readership voted him as runner up! Congratulations Paul.
- 7) New Business: nil
- 8) Items for sale: nil
- 9) Loonies in the bus: Nick Beck must have borrowed my luck and won again the \$7.

Adjournment: about 8:50 pm

Minutes recorded by G. Tulett.





# Membership Application

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

**Email:** [registrar@torontoautosportclub.ca](mailto: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](http://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 autosport interests for the coming year :

- TimeAttack (Solo 1)
- Autoslalom (Solo 2)
- Navigational rallying
- Performance rallying
- Road racing
- Vintage Racing
- Ice racing
- Karting

Please indicate three areas that you can help with this year :

- Solo (1/2) organizer / worker
- Road Rally/Ralliette organizer
- Contract Rally organizer
- Rally Checkpoint/Green-crew
- Social Event Organizer
- Ice race organizer / worker
- Event timing / scoring
- Performance Rally organizer



Toronto  
Autosport  
Club