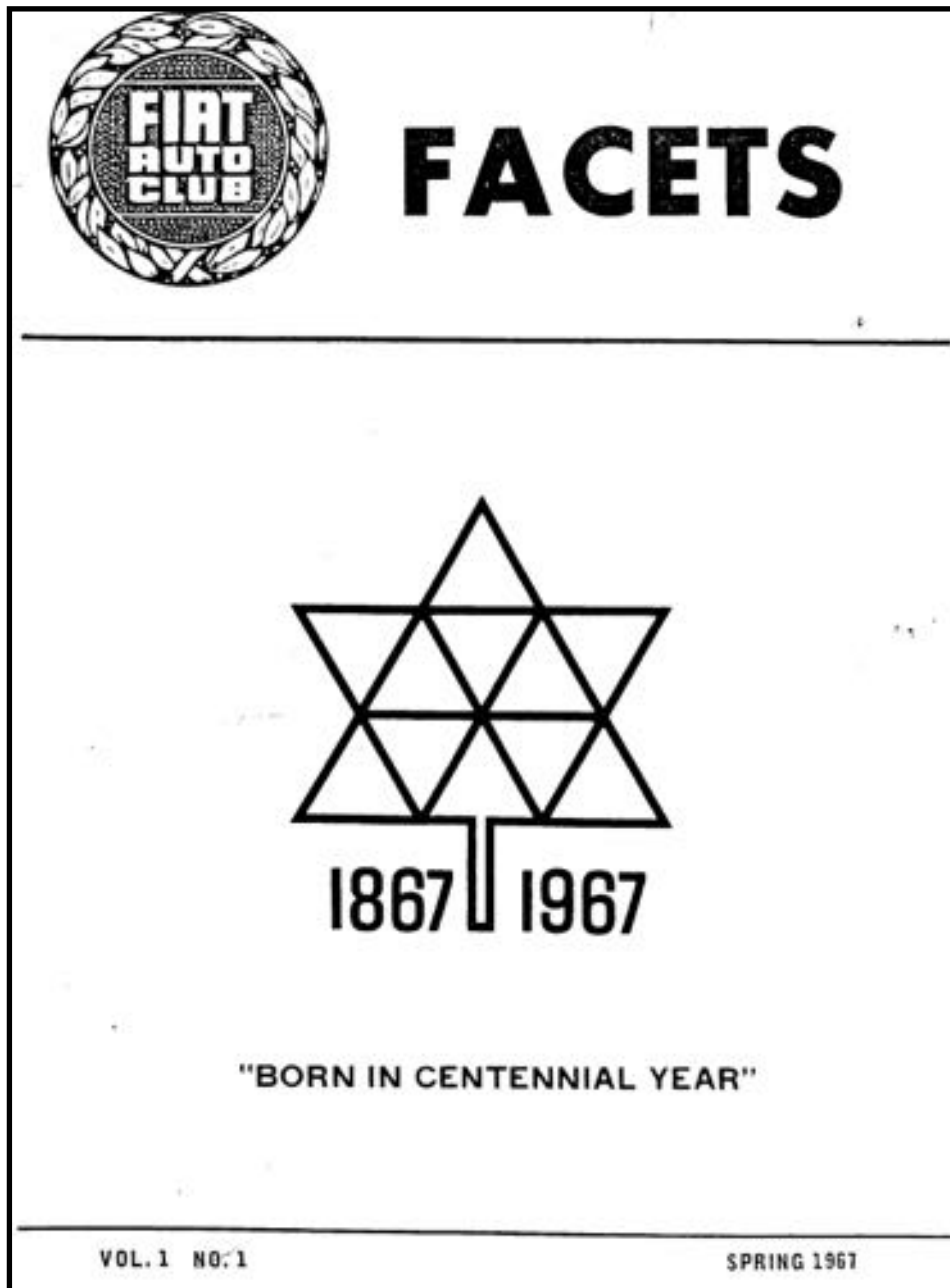




# Fifth Gear

*May 2020*



# Toronto Autosport Club

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## 2020 EXECUTIVE

PRESIDENT	Rob McAuley	(905) 399-9374	president@torontoautosportclub.ca
VICE-PRESIDENT	Paul Moore		vicepresident@torontoautosportclub.ca
TREASURER	Rita Moore		treasurer@torontoautosportclub.ca
SECRETARY	Ingrid Beck		secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Graham Tulett	(905) 828-0245	competition@torontoautosportclub.ca
SOCIAL DIRECTOR	(position vacant)		

## 2020 COMPETITION COORDINATORS

TIMEATTACK /SOLO-I	Gary Vernon
AUTOSLALOM /SOLO-II	Keith Hui

## 2020 COMMITTEE REPRESENTATIVES

RALLYSPORT ONTARIO	(position vacant)	
MEMBERSHIP	Paul Moore	registrar@torontoautosportclub.ca
WEBMASTER	Brooke Jacobs	(905) 764-1833 brooke@brooke.net

**Club Mailing Address: 18759 Kennedy Road, RR1, Sharon, On, L0G 1V0**

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 "Turtle Jacks Muskoka Grill", 925 Dixon Road (at Carlingview), Etobicoke .

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## 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. Past issues of FIFTH GEAR are posted for viewing on the club website.

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

### **DISCLAIMER**

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

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

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

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



# From The President's Desk

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Before I begin my tale of woe, a couple of announcements.

First off, a new ASN has been confirmed.

Still not too many details or gossip to report, but we know that the FIA did not renew ASN Canada's sanction after 2019. There was some scrambling, as our club gets our insurance through ASN. We were covered until the end of March, when we were able to get coverage through CARS. Well, late last month, the FIA announced that it had selected a new group to act as Canada's ASN. This group was headed by the Canada GP Formula 1 race president, and included Ron Fellows as a VP. In their announcement, the FIA said that the new group would be consulting with regional clubs.

Interesting though, there is no trace of this new organization on-line. The old ASN Canada web site has been taken down, and CASC-OR says they have yet to hear from them. Well, it's not like we have much to do these days!

RSO held their AGM via WebEx earlier this month. It worked surprisingly well, but I wish people would look up - and follow - some of the recommendations on presenting themselves well on camera. Too many people were sitting in front of windows, or had really bad camera angles, highlighting their necks and bottoms of their chins. Some people had very noisy keyboards that overwhelmed the moderator. In the end, we have a solid board, with Martin Loveridge as President, and Louis Carbadous as VP of Navigational Rally. Other Board members remain intact.

Everyone is waiting for guidance to see when we can return to our sporting activities.

Driving schools will be difficult, and we certainly won't be putting instructors in cars with students for the foreseeable future.

You may see instructors driving around, leading students in separate cars, talking to them via cell phones (still while wearing helmets), but we still need to be able to meet with "larger" groups. Divisions like Time Attack are trying to gauge how this may go over. Certainly, if the season gets underway, it will be abbreviated, and likely undersubscribed.

Canadian Tire Motorsport Park has just announced that their Victoria Day Speedfest will now be a series of eRaces. Anyone can stream the races and follow along - just do it on your own! Ontario Time Attack has been holding a number of eRaces at different tracks around the world.

We are still hoping that the IMSA weekend at Mosport is a go, and TAC will be able to put on our annual barbecue at the top of turn 2.

It is supposed to run the July 4/5 weekend, but that may just be wishful thinking.

Now for my tale of woe.

Wife Sue and I were very excited to get our new-to-us BMW 750 in the fall of 2018. It was a 2016 model with less than 50,000 kms on the odo. We really enjoyed our previous 7er, until about 300,000 kms when the Check-Engine light came on, and we were advised to get rid of it while it still ran. Talking to the guys at our regular service shop, Techmax, they warned us. The car needs to be cared for, and out of warranty repairs can be very pricey. No problem. Our vehicle was still under warranty, and we could get an extended warranty any time up to 80,000 kms. When we bought the car, Autoplanet in Brampton told us that they didn't have the service history, but it had been maintained at Performance BMW in St. Catherines, a sister company to Autoplanet. The car had new tires, brakes, and looked to be in great shape.

## Continued — From The President's Desk

Of course, we forgot all about the extended warranty until we ran into problems at 120,000 kms.

We were anal about oil changes, and enjoyed the free dealer service every 15,000 kms while under warranty. Afterwards, we took the car to Techmax on their recommended interval of 10,000 kms. We thought it interesting that just prior to one of the dealer-scheduled oil changes, the "Add Oil" indicator came on. Oil was added, and I mentioned it to the dealer, but didn't think anything more about it.

At our 120,000 km oil change, the Techmax technician brought the car out from the garage, and mentioned that the engine was ticking. Techmax owner Attila immediately sounded all kinds of alarms. The engine is toast, get rid of it immediately, take it to BMW at once! Technician Tony ran back inside and pulled the old oil filter out of the bin. Sure enough. iron filings. He said it looked like the oil was full of glitter.

We ran the car to the closest BMW dealer. It sat there for 3 weeks while everything was shut down for COVID, then we got the phone call. Bad News, Good News, Horrible News. The engine WAS toast, and would have to be replaced. BMW would pay for half! The cost to us would be \$19,500. We were in shock. I had hoped that BMW would step up, and say that an engine should last longer than 120,000 kms, and they would make us whole. However, the first owner was late on his first 2 oil changes by 3,000 and 2,000 kms. These N63 engines are high-strung, and have a reputation for oil consumption and premature wear. The tardy leaseholder's bad habits didn't help. Funny how Autoplanet couldn't provide the service details, but Pfaff BMW had all the info. One redeeming note, the car wouldn't have qualified for the extended warranty. It had to have been

maintained by the book before BMW would issue the warranty.

We were still in shock. I wrote a nice letter to BMW Customer Service and the head of BMW North America telling them how we have owned 8 BMWs, how I raced them, how we expect a long life from them, and how I am the President of TAC, and a member of 2 BMW clubs. I received a nice phone call from a Customer Service who thought that BMW was going above and beyond to cover 50% of the bill, given how the car had been mistreated. I suggested that they were still making money on the transaction, given the huge markup on parts. He reminded me that the new engine would be warranted for 2 years. I figured that that was about half its expected life, so they'd be safe.

Our only option was to get Techmax to do the work. They were estimating \$15,000 for parts and labour, but with no warranty and a reconditioned engine or an engine out of a wreck. This time, we really wanted the warranty. We authorized the work, and loved the 2020 BMW X3 loaner car that Pfaff gave us for the 2 weeks more that the car was in the shop.

So, we all know the lesson here. We were so excited to get a lovely car, with low miles at a great price. We didn't want to hear any potential bad news, so we took the salesman's word that the service records were not available. I'm not sure I can talk Sue out of a luxury sedan for her next car. I hope that all our future BMWs will just be race cars!

Rob McAuley  
TAC President

# TAC 2020 EVENTS CALENDAR

CAUTION: Assume ALL Listed Events are Cancelled until further notice

DATE	CATEGORY	EVENT DESCRIPTION	CLUB
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## May 2020

20	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	TAC
21-24	F1	GRAND PRIX DE MONACO (Monte Carlo)	
22-24	Rally-CRC	Rocky Mountain Rally, Invermere BC	CSCC
24	INDY	Indianapolis 500	
30	INDY	Chevrolet Dual in Detroit Race 1, The Raceway at Belle Isle Park	
31	INDY	Chevrolet Dual in Detroit Race 2, The Raceway at Belle Isle Park	

## June 2020

5-7	F1	AZERBAIJAN GRAND PRIX (Baku City, Azerbaijan)	
6	INDY	Texas Indy 600, Texas Motor Speedway - Fort Worth	
12-14	F1	CANADIAN GRAND PRIX (Montréal)	
17	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	TAC
20	Rally-ORRC	<b>Discover Ontario Car Rally, - See Flyer-</b>	TAC
21	INDY	REV Group Grand Prix at Road America - Elkhart Lake, WI	
26-28	Rally-CRC	Rallye Baie des Chaleurs, New Richmond, Quebec	CRAB
26-28	F1	FRENCH GRAND PRIX (Paul Ricard)	
27	INDY	Indy Richmond 300, Richmond Raceway - Richmond, VA	

## July 2020

3-5	F1	AUSTRIAN GRAND PRIX (Spielberg)	
12	INDY	Honda Indy, Streets of TORONTO	
15	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	TAC
17-19	F1	BRITISH GRAND PRIX (Silverstone)	
18	INDY	Iowa 300, Iowa Speedway - Newton, IA	
31-02	F1	FORMULA 1 MAGYAR NAGYDÍJ (Budapest)	

*More events to appear as 2020 Schedules are released.*

*For more information on any event, please contact the organizing club or sanctioning body directly.*

# It's TAC HISTORY MONTH

Due to the COVID-19 restrictions and the resulting lack of our regular motorsport activities, this month FIFTH GEAR revisits some of the history of the club.

Originating in 1955 as the DKW Owners Club, the club was left in the lurch in the 1960's after the DKW brand was no longer produced nor imported.

FIAT to the rescue! With agreement with FIAT Canada, the club assumed the name of the "FIAT Auto Club" So, this month we highlight several pages from the inaugural issue of the club newsletter, "FACETS", from Canada's Centennial Year, 1967.

## PRESIDENT'S MESSAGE

### "Born in Centennial Year"

What a theme for a Club's inauguration! The executive of your club has many great plans for this year. We are starting off with the greatest membership drive ever. Fiat of Canada have allowed us to have a corner of their display area at the Sportman's Show.

With over 200,000 people passing through the turnstiles last year and probably more this year, the chances of attracting new members to the club are tremendous.

Along with the show, the membership committee is organising a novice rally to be held approximately two weeks after the show closes. This is where the help of every last member of our club is needed. With over 5,000 rules and regulations being handed out from our desk and our usual list of 300 it is possible that there may be up to 500 entries!! If this should happen we would have to plan a different route for every hundred entries and at five or six checkpoints per route that would really require many checkpoint crews! So when one of the Executive calls on you please be ready to help him out.

After this promotion is over and hopefully our membership is around the hundred mark, the social side of our Club will hold an inaugural dance, a prelude to many more social gatherings.

Continuing this year as in the past, the competition department will run one mid-week rally per month, suitable for all types of entrants, and with good publicity and good rallies we should get the entries over the 50 mark again.

Remember this is the big year for the Fiat Auto Club, this is the year it has to grow. Your executive have many ideas, but they are only nine people and they desperately need YOUR help. Without YOU the club is nothing and could fall apart no matter how hard we work.

With plenty of jobs left in the Club which have to be filled as soon as possible, there is lots of room for good Clubmen.

Wishing you a successful year,

*I remain, yours in the Sport,*

Lutz D. Ecker.





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## FROM A VICE-PRESIDENT

The purpose of this message is to acquaint the reader with the background of the Fiat Auto Club so that he will understand what membership in the Club will mean to him.

The DKW Owners Club was founded in 1957 by a group of car enthusiasts who at that time drove DKW Automobiles. Through their association they were able to discuss their problems with one another, obtain technical advice, enter races and rallies, make new acquaintances, and attend social functions. It might be of interest to know, for instance, that this club held the very first race meet at Mosport, or that some of our members are in the top standings of rally entrants, or that other members act as marshalls at races throughout Ontario and Quebec.

As the membership grew, friends of members joined the club bringing along new makes of cars and competition amongst members and interest in other makes increased. New ideas were added for meetings and finally several cross country courses were set up for members to test their skill against one another. Tours, movies, and discussions often were included in regular meetings. And of course, as with every club, the year's activities culminated in a large year end party for wives, husbands and sweethearts.

As the years went on sales of DKW decreased throughout the world and so it was felt that a manufacturer should be sought to back the club and increase the membership. Obviously Fiat was the choice, for here was an organization wanting to expand and providing the sport with an attractive and willing product. The nucleus of the original club was still active and so the combination with Fiat had to be good.

The Fiat Auto Club is moving ahead, and as can be seen above anyone joining the club is ensured of having a good time while enjoying his automobile whether it is a Fiat, DKW, or a Rolls Royce.

I hope to see you at our next meeting.

Sincerely,

*George A. Ormsby*

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## A 'FACETS' SCOOP

### Road Test of the New '124'

---

*By a travelling correspondent*

Well, Fiat have really built a car intended for the American market this time. This peppy '124' will cruise along at turn-pike speeds and still have reserve for passing. The acceleration for engine size is tremendous. Zero to sixty can be attained in 12 seconds.

The gear ratios are almost perfect. There is no lagging or waiting for the revs to build up. You can shift through the box and in no time flat you are at 70 mph in fourth.

The car was road tested on a snowy weekend so we did not get the true handling characteristics at speed, but I must say we never spared the horses all weekend and we never got out of line all this time. It is a very easy car to drive and if the back end does hang out a bit, correction is easy with perfect control. To me the '124' had everything I would expect of a car in its price range, except a tachometer. One of these would be very useful with the free revving engine.

Comfort wise the front bucket seats are good, and with the reclining squabs, superb, complimented by well placed armrests. One improvement that might be appreciated by a tall driver with the seat right back, would be a longer stick, with a dog leg or even one bend, since the throw to third is rather long. At first, the shift seemed to have that 'pudding stirring' quality but familiarity with the gate and spring tension made all four synchros easy to find. It is possible to drive all day without becoming tired.

Anchorage for diagonal seat belts both front and rear are built in and front hip/shoulder room is good, better than many imports. The trunk space will easily stow away enough luggage for a vacation.

The heater is great. Even at below zero temperatures having the control in a medium position and the two speed fan switched off was found to be sufficient. A great improvement on the usual systems found in most European cars. For North America the battery, generator and all electrical components will be heavy duty items.

Instrumentation could be improved. The oblong 'cluster' contains a 100 mph speedometer (complete on the test car with a wavering needle), a total odometer but no trip unit and a fuel gauge only. Did I say only? There are no less than seven oblong 'idiot lights' and a final attempt to get them all lit at once was successful when the amount of gas left was reduced to less than one Imperial Gallon.

Suspension is independent all round. Swing arms and coils at the front with a hefty sway bar, coils and a milder stabilizer bar at the rear keep the 13 x 4½J wheels in constant touch with the road. As mentioned we did not have the opportunity to fully test this arrangement nor did we experiment with the recommended 20/23 lb. front/rear tire pressures.

Steering is by worm screw and roller with a 16.4 to one ratio giving 3.7 turns lock to lock through lubricated for life bushes and joints. Response and road feel are very good and one always feels in complete control, cross winds having no effect.

*Continued*

*Attention Proud TAC Members!*

Now you can buy clothes and more with the TAC logo on it, through the Toronto Autosport Club's online store (a partnership with Café Press.com).

Choose from a large selection of shirts, jackets, mugs, bags, even games and toys! Almost anything that Café Press sells, they will sell with the TAC logo on.

Visit the store at

<http://www.cafepress.com/torontoautosportclubgear>



*Continued*

### ROAD TEST OF '124'

Brakes are the forte of the 124. Floating caliper discs at all wheels, with a compensator in the rear circuit to proportion the action, means safe, sure stops. Whether Fiat have completely solved the problem of making an effective parking brake with the rear discs remains to be seen but on the test car the arrangement worked well. The hand brake operates on the rear pads and there is an automatic take up device to compensate for pad wear.

The front mounted four cylinder engine has a displacement of 1197 cc and an 8.8 to 1 compression ratio. It seems to go best on the equivalent of your premium gas fed through a two barrel side draft Solex. We understand that North American models will come with a Weber fitted, this, plus a bit of 'tweaking', which the five main bearing crankshaft can easily stand, will no doubt improve on the manufacturers rated horsepower figures of DIN 60 - SAE 65. Cold weather starts were no problem, a little applied choke being all that was necessary. By blow gases and crankcase vapours are recirculated through a one way valve to comply with the anti-smog regulations.

The front hinged hood and the general compartment layout makes all accessories easy to reach. The coil could be shielded and/or repositioned since, when driving in heavy traffic in wet weather, it has been known to become saturated and drown out. I know, by personal experience, that this can happen to all makes of cars and is an opportunity for some inventive person to go to work on an effective cure.

Lubrication points are dispensed with

and oil changes come every 6000 miles keeping maintenance costs low. Preventative maintenance should be done by the book and in this case there is no excuse. A word of praise for Fiat with regard to the most comprehensive instruction book supplied. It is chock full of the most pertinent data a home maintainer could wish for and ought to be copied by many more manufacturers.

The '124' has a curb weight of 1885 lbs., a wheel base of 95.3 inches, is 158.8 inches overall and is 55.9 inches high. Although it does not have the good looks of its little sister the 850 coupe, it does have contemporary European styling being neither better nor worse than the opposition from other countries. Is contemporaneity a good thing? Knick-knacks like vanity mirror, map pockets, tow brackets, etc. are only appreciated with use, however they are there.

If I may indulge in a parting shot, could I wonder, after seeing Fiat safety films, about the placement of the gas tank behind the right rear wheel?

That is a personal whim. On the whole, the '124' should prove a useful addition to the breed of reasonable priced Sports Sedans. As to what the price will be in Canada is pure speculation.

*Redattore Italiano.*

*Editor's Footnote:* After the car is introduced here in late April, this magazine's test drivers will thoroughly wring one out so that the next issue will have definite handling characteristics, intermediate gear acceleration times and additional specs, which to us, are important.

*B.A.*

## **Announcement 2020-03**



### **Subject: Rocky Mountain Rally**

**Issue Date:** March 26, 2020

With the current social precautions in place for the Covid 19 pandemic, the organising committee of the Rocky Mountain Rally has decided that it isn't possible to hold the event this year on the traditional May date in the Columbia Valley.

“We will be moving the event to early November, and basing the event out of Cochrane, Alberta, replacing the Kananaskis Rally. That means the return of the much loved 34km Powderface Trail stage to the Canadian Championship... a road that challenges even the best drivers. “

“We'll share more details as they come together.”

New dates are November 6 and 7<sup>th</sup> 2020



## Announcement 2020-04



### **Subject: Rallye Baie des Chaleurs**

**Issue Date:** April 13, 2020

In light of the governmental measures in place to prevent Covid-19, the organizing committee of the Rallye Auto International Baie-des-Chaleurs and the Club Rallye Auto de la Baie is obligated to cancel the 2020 edition of our annual rally which was to be held from the 26th to the 28th of June 2020. We would like to remind you that sporting and cultural events, both indoor and out-door, are not allowed until August 31 2020 in the province of Quebec.

Along with these governmental measures, CARS and the Canadian Rally Championship have also established specific guidelines outlining timelines for the postponement or cancellation of National events. We intend to follow these guidelines.

Since the calendar of the Canadian Rally Championship is already very busy in the fall of 2020 with the holding of 6 rally events in 12 weeks between September and December across Canada and we especially do not want to harm the other events, we have made the difficult decision to cancel our event, unless the situation changes.

Rest assured; we will be back in 2021!

Be safe, take care of yourself and of those close to you during this difficult

time. Jean-François Guité

Marc Dimock

Rallye Baie-Des-Chaleurs Coordinator

Club Rallye Auto de la Baie President

Toronto Autosport Club – April 2020 Executive Conference Call Notes

Call date: April 1, 2020

Call time: 8:07 pm

Participants: Rob, Paul, Rita & Graham

President

CASC-OR Presidents Meeting currently scheduled for May 2

RSO AGM will be virtual and rescheduled to April 18

Club Insurance is changing. Contract Rally insurance no longer included or 3<sup>rd</sup> parties. Premiums changing some up and some down. RSO permit application process changing.

Vice President

Membership 72 = 6 Life + 37 Primary + 29 family

Treasurer:

Account balances: chequing \$8,163.99; savings \$15,160.07; PayPal \$133.74

Ice race sponsorship invoice to be sent to Guru Nanak

Might be time for a new order of club shirts, perhaps long sleeve

Competition:

DOCR will not be held in June 2020 due to COVID.

Annual award distribution to review, particularly with respect to Keepers. Likely no change with Permanent trophies.

Social: Status of Sportcars Racing Weekend & annual TAC BBQ not confirmed due to COVID

Old business – nil

New business – St LAC promoting club sponsored discounted evening lapping at Shannonville.

Adjourned at 8:44 pm.

Notes by G. Tulett

## **Toronto Autosport Club - Executive Conference Call Meeting minutes May 6, 2020**

Call time: 8:00 pm

Participants: Rob, Paul, Rita, Graham & Ingrid

### President

Graham & Rob took part in RSO AGM virtual call on May 2, 2020. Louis Carbadous was elected as RSO VP of Navigation. All other positions were acclaimed by incumbents.

CASC president's meeting delayed indefinitely.

### Membership

73 members: 6 life, 37 primary, 30 family

### Treasurer

#### Account Balances:

PayPal	\$133.74
Savings	\$15,164.63
Chequing	\$8,133.99

Shirt orders will be put on hold.

### Competition

Everything is on hold, maybe something in July but not confirmed.

Discussion about insurance re: contract rallies

Social - Hopeful that the TAC Picnic at the IMSA Race Weekend at CTMP is still on, but awaiting word from the track.

Old Business - nil

New Business - interest in using Zoom for future Exec meetings?

Adjourned at 8:50 pm

Minutes by I. Beck

## BULLETIN 2020-04



**Subject: Subject: Rule Changes - Changes to Artificial/Manufactured jump rules**

**Issue Date: May 14, 2020**

**Effective Date: For review, comments will be accepted until May 28, 2020**

### Rationale

Recently the CARS board changed the rule related to artificial/manufactured jumps, by not allowing them at all. The board has received feedback and a request to rethink this rule.

In doing so the board recognizes that both Organizers and Competitors have a vested interest in this type of artificial/manufactured jumps.

Event organizers want to enhance the spectator appeal of their rally as this can help improve the rally's viability. This is often achieved by using spectator stages, and artificial/manufactured jumps can add to the spectacle.

Competitors who are required to take the artificial /manufactured jumps, can be subjecting their car to potential damages, there are numerous examples of damaged cars over the years due to this type of artificial/manufactured jumps not being properly engineered, moving or deteriorating through use. This can dramatically increase the cost to compete.

In an attempt to satisfy all parties involved. The board has adjusted the previously written rule to allow for these jumps, providing that a non-penalty by-pass leaves the choice to take the jump with the competitor.

### 13.2.3 Jumps

The use of natural jumps as a spectator feature, should include precautions to protect spectators and buildings in the vicinity of the jumps. Consideration should be given to the landing zone and potential for an out of control vehicle. Artificial/manufactured jumps are not allowed unless a non-penalty by-pass is provided, allowing the competitor to choose to take the jump or not.





# Membership Application

**Mail:** 18759 Kennedy Road,  
RR#1 Sharon, Ontario, L0G 1V0  
**Email:** [registrar@torontoautosportclub.ca](mailto:registrar@torontoautosportclub.ca)

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

(You may PAY ON-LINE or by Cash or Cheque; 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 may be shared with CASC-OR and/or Rallysport Ontario.

Date \_\_\_\_\_

1st Member \_\_\_\_\_ [# ] email \_\_\_\_\_

Address \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_

\_\_\_\_\_ Bus. Phone (\_\_\_\_) \_\_\_\_\_

Province \_\_\_\_\_ Postal Code \_\_\_\_\_

2nd (Family) Member \_\_\_\_\_ [# ] email \_\_\_\_\_

3rd Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

4th Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

5th Family Member \_\_\_\_\_ [# ] email \_\_\_\_\_

**PAYMENT METHOD:**

Cash       Cheque # \_\_\_\_\_       PayPal       Other      TOTAL \$: \_\_\_\_\_

To pay by PAYPAL/Credit Card, please visit the Club website at: [www.torontoautosportclub.ca](http://www.torontoautosportclub.ca).

This Application Form must also be filled out and submitted so we have your information.

You should begin receiving the FIFTH GEAR newsletter within 2 months. Please let us know if you don't.

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

**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



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