



Fifth Gear

May 2024



www.torontoautosportclub.ca

Toronto Autosport Club

2024 EXECUTIVE

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

2024 COMMITTEE REPRESENTATIVES

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WEBMASTER	Brooke Jacobs	brooke@brooke.net

Club Mailing Address: 148 Tamarack Drive, Thornhill ON, L3T 4X4

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. (currently via ZOOM online).

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

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



From The President's Desk

Wow! There's a lot going on right now.

Ontario Time Attack will have just completed their initial school at The Driver Development Track at CTMP, with their next school and lapping day running at CTMP's GP track on June 1st and 2nd.

Brooke, Clair, and Kim are prepping for their **Discover Ontario Rally** on Saturday June 15th.

And our **TAC Picnic** at CTMP's Chevrolet Grand Prix ALMS weekend will run July 14!

And for any Formula 1 fans, I can highly recommend the **Formula 1 Exhibition**, now running in Toronto until July 14. Wife Sue and I took it in, and had a blast. The web site says to plan on a 90 minute visit, but we were there for over 2 hours.

The exhibit starts off with some history. There are a few early cars, as well as a few artifacts. The 1987 McLaren carbon fibre chassis looks quite primitive, and there are a few articles about concerns over its fragility (all proved wrong). There is an interesting letter to a potential Russian organizer, stating that hosting an F1 race can be compared to hosting the olympics, except that it returns every year.

There are some great technical displays that show cutaway cars, and various components in detail.

I loved the early child-hood photos of various drivers in their carting days. They also have track maps of the 77 different tracks that F1 has raced on. There would be even more if they showed all the different configurations!

They have dozens and dozens of helmets on display.

One room talks about the drivers who have died while racing, and the efforts of drivers - like Jackie Stewart - over the years to make the sport safer.

The remains of Romain Grosjean's flame engulfed car are remarkable. It is hard to believe that he was able to walk away from the crash after seeing the total destruction of the vehicle.

Finally, there is a room dedicated to the Montreal Gilles Villeneuve circuit before you exit through the gift shop. There is some team F1 gear available as well as F1 Experience swag.

Finally, there is a bank of simulators. I had heard that they had to be booked in advance, but could find nothing about this on the web site. When I asked at the venue, they confirmed that a booking was required, but you could sign up and get on a waiting list. After almost 2 1/2 hours, we decided not to wait around. I went back to the web site when we got home, but still couldn't find a way to do it. If you figure it out, please let me know!

It is definitely worth the price of admission. Both Sue and I loved it. Neither of us felt rushed, and the crowds weren't too bad.

Definitely recommended!

Rob McAuley
TAC President

TAC 2024 EVENTS CALENDAR

DATE	CATEGORY	EVENT DESCRIPTION	CLUB
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May 2024

15	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
17-19	F1	GRAN PREMIO DELL'EMILIA-ROMAGNA (Imola)	
18	RallyCross	KWRC Rallycross	KWRC
24-26	F1	Grand Prix de Monaco	
25	RallyCross	PMSC Rallycross	PMSC

June 2024

1-2	Regional Race	SMP CUP; at SMP	
1	TimeAttack	Ontario Time Attack School #2, CTMP/Mosport GP Track	
2	TimeAttack	Ontario Time Attack Lapping Day #2, CTMP-GP	
7-9	F1	CANADIAN GP (Montreal)	
13-16	Vintage	VARAC Vintage Grand Prix, CTMP (Mosport)	VARAC
15	Rally-ORRC	Discover Ontario Car Rally - See Flyer-	TAC
15	Rallycross	PMSC Rallycross	PMSC
19	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
21-22	F1	GRAN PREMIO DE ESPAÑA (Barcelona)	
22	RallyCross	KWRC Rallycross	KWRC
28-30	F1	AUSTRIAN GRAND PRIX	
29	TimeAttack	Ontario Time Attack Lapping Day #3, CTMP-GP	

July 2024

5-7	F1	BRITISH GRAND PRIX (Silverstone)	
13	Rallycross	PMSC Rallycross	PMSC
13	Vintage	Peter Jackson Races, SMP	VARAC

More events to appear as 2024 Schedules are released.

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



DISCOVER ONTARIO CAR RALLY

Saturday, June 15th, 2024

The results for the 2023 rally are [here](#)

The Discover Ontario is the fifth round of the Ontario Road Rally Cup. This is a **beginner-friendly** event that is a great introduction to the sport of rallying. Any licensed car can compete and there are no car-breaker roads. All you need is a clipboard and pens, and a settable clock. Straightforward, easy-to-follow route book instructions are specifically designed to introduce newcomers to the fun of navigational rallying.

Approximately 200 km of entertaining back roads.

There are two classes of competition: Novice and Expert.

Never rallied before?

No problem. There are many resources available to help you get started.

Go to the event info Web Page for links: <https://brooke.net/docr/>

Registration Information

Pre-registration will be available on the RSO website shortly.

Entry fee is \$50 or \$40 if both driver and navigator are TAC members.

Start Location:

Guelph, ON

Precise location to be announced

Registration at 12:30 ; Car zero is out at 1:00

Beginner's School

A Beginner's School will be held prior to the rally. If you have never rallied before, this is a chance to understand some of the basic rules to get you started in rallying.

Pre-registration will be available on the RSO web site

For information, please contact Brooke: brooke@brooke.net or 905 764-1833.

Organized by the Toronto Autosport Club

AN EVENT IN THE 2024 ONTARIO ROAD RALLY CUP
SANCTIONED BY CARS — RALLYSport ONTARIO

Come see the **2024 Chevrolet Grand Prix** at CTMP!
July 12 -14 and TAC's Famous BBQ on Sunday 14th



This is Mosport's biggest weekend, and TAC will be back in their usual corral (infield, between turns 2-3) with another amazing barbecue (Sunday) – included in the price of admission!
Family & friends are invited.

Featured races include:

- IMSA Weathertech SportsCar Championship with LMP2, GTD Pro, GTD Classes
- IMSA Michelin Pilot Challenge
- IMSA VP Racing SportsCar Challenge
- Idemitsu Mazda MX-5 Cup
- And more



July 12-14 (TAC BBQ on Sunday 14th Only)
Tickets - \$30 for members, \$40 for guests

Please RSVP to president@torontoautosportclub.ca

Note: only current TAC members with ID are able to pick up tickets for you and your friends, at main entrance/Registration building. Best to all arrive together.



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We went to the desert in a Jeep with no name.....

Paul Moore

It was good to get out of the rain, or at least the damp spring weather into the hottest, driest, and lowest place on the continent: Death Valley National Park (DVNP). With the exception of one day spent in an unusual spring “monsoon” storm commuting back to Lost Wages, Nevada, DVNP’s weather lived up to the legend of clear blue skies, and temperatures nudging over the 40+C mark. Rita was doing her bimonthly work trip to Las Vegas, so we took advantage of adding an extra week for the spring get away.

A decade ago, we visited DVNP and attempted a long drive into the backcountry in a rented Jeep Wrangler with all its original equipment still intact (at first). To understand backcountry driving in DV, you must take a geography lesson. There are only four paved roads in the park extending to each of the cardinal compass points. As described by the park service, “At over 3.4 million acres (93% of which is designated wilderness), Death Valley is the largest U.S. National Park outside of Alaska. This vast park protects the lowest place in North America, expansive salt flats, rugged mountains, deep and winding canyons, rolling sand dunes, spring-fed oases, important historic and cultural sites and endangered plant and animal species.”

The wilderness starts 50 feet from the centre line of the paved roads with about 50% being classical “desert” (mostly flat bottoms of valleys - 282 feet *below* sea level) and the remainder being uncrossable mountain ranges with elevations ranging up to 11,049 feet (Telescope Peak, because you can see the Pacific Ocean - more than 150 miles away!) Driving anywhere in the backcountry requires climbing out of the valley (mostly to around 5 to 6000 foot high passes) on what the park service ironically calls native “roads”. That is native, not “Native”. These were not ancestral trails, but composed of whatever nature tossed down the mountains. Think someone, at some time, maybe not in the last couple of years, drove a bull dozer across the desert and the “road” is the tracks it left. Once into the mountains, the “roads” follow the flood paths of the winter rains as they wash sand, gravel, rocks and house sized boulders down from the mountains.

The park service is quick to point out that driving into the backcountry is dangerous. You will die if you break down without being fully prepared. The “roads” are never patrolled and there is no radio or cell service in the park. Our first foray years ago ended in two blown front shocks on an “off road” vehicle.

Hence, the bright yellow Jeep with no name. We rented this time from Vegas Jeep Rentals who provided a 2023 Wrangler with upgraded tires and suspension. The Jeep was powered by a 3.6 litre V6 with three manual locking differentials, electronically disconnecting sway bars (to increase wheel articulation) and a super low crawling gear set once in low range. We also carried food and water for an extended stay plus a SPOT satellite rescue beacon, two GPS units, topographic maps and outstanding guidebook: “California Trails” by Massey, Titus, and Wilson.

On the drive over to DVNP, we stopped along the way at Ash Meadows National Wildlife Refuge (Nevada). This is the largest natural oasis in the Mohave Desert and home to some of the most endangered species on the planet. The Devil's Hole Pupfish, for example, only live in one spring pond about the size of a large bathtub on the surface (but going down underground more than 500 feet). The water coming up at the various surface springs is ancient having been forced into the aquifers during the last ice age. These springs allowed for aboriginals and later settlers to make the journey west across the Mohave. The roads here were rough, gravel, but drivable at the speed limit of 25 mph. This was a good warmup.



Drive #1 — Skidoo Road

Skidoo Road is 9.6 miles to the end requiring back tracking to return and climbs from 5 ft to 5900 ft. The beginning of the road was about 20 miles from our headquarters at Stove Pipe Wells. Skidoo Road has a difficulty level of "2" on a scale of 1 to 10. A "2" can be done by a two wheel drive vehicle with high ground clearance assuming a degree of off road skills. Anything above a "6" means you will damage the vehicle and likely die - you have been warned! Most of the road was rough washboard meaning patience was in order. Ten miles per hour is almost too fast and steep hills required crawling along at less than 5 mph.



The highlight of the drive is the Skidoo village site (nothing left) and the remains of the Skidoo gold mine. The road as with all of these drives, no other tourists were encountered. The road terminated at the mine site which was blowing lovely 15C air!



Drive #2 - Echo Canyon

The Echo Canyon Road starts about 5 miles south of the Park Headquarters at Furnace Creek (40 miles from Stove Pipe) and is a "4" difficulty (4wd required and high lift). It climbs up to 3900 feet through a narrow slot canyon, passing several interesting geological formations and historic mines once up at the pass through the Funeral Mountains, 10 miles away. It is possible to drive

out to the far side of the park, however once to the pass, the road becomes a “trail” and the difficulty increases to an “8”. We did an out and back trip.

The road starts with a gradual uphill climb from the valley floor through a wash of gravel and rocks. Once entering the mountains, the road follows the winding slot canyon for a few miles still climbing. At times the rock wall are only a couple of feet from the mirrors!



Along the way one drives around the “Eye of the Needle” rock formation 300 feet above the road with Telescope Peak 35 miles in the distance. Impressive. If you return in a couple of millennium that will be a rock arch. Following the 5 hours on the drive, we had a nice lunch at Furnace Creek.



Drive #3 - Cottonwood Canyon/Marble Canyon

This drive was our most ambitious covering more than 35 miles with a little bit of everything thrown in but with only a modest climb of 2,500 feet. The first 8 miles (and last on the way out) turned out to be the most fun. Cottonwood canyon road starts in Stove Pipe Wells which is located on the edge of the Mesquite Flats. The Mesquite Flats also has the Mesquite Sand Dunes. The dunes are just what one might expect in the desert ranging up to 200 feet tall. The Road skirts the edge of the dune field, but with strong southern winds the day before, the dunes had done what dunes do - moved - and covered the road with two to four foot "sand drifts". No one had been through before us.

The number one rule for traversing loose natural sand is to keep your momentum high. Speed is your friend, but too much speed results in a loss of steering control. Finding the sweet spot is trail and error, but for the Jeep in 4wd high, it is 30 mph. The feeling is much the same as driving in deep soft snow with the vehicle smoothly floating over the top of the sand and the suspension topping out between each drift. Cool.



Once through the sand and up to the foot of the Panamint Mountains, the road dropped 50 feet (it looked like straight down!) into the canyon wash and then followed the canyon up to a plateau and finally descending again into a tight canyon. Along the way there were petroglyphs on the canyon walls.



Unfortunately, rain the evening before on the other side of the Panamints had resulted in water seeping out from the canyon sides and putting a water flow down the road. While only a foot or so wide and no more than a couple of inches deep, it nevertheless caused us to turn around 2 miles from the end of the road. Although the tires on the Jeep were for off road use, they were worn and consequently packed up quickly with mud. The 5 mph speed on the rough road was not fast enough to evacuate the treads of the mud and traction was getting worse by the yard. Getting stuck that far from civilization didn't seem like the best plan on our last day in Death Valley!



After six days in Death Valley, we packed up and headed back to Las Vegas in a blinding rainstorm (locals call heavy summer rains monsoons) which turned the paved roads to rivers. The 150 mile drive took just over 4 hours.

I am happy to report that no Jeeps were injured in any way during the making of this short vacation. I highly recommend Vegas Jeep Rentals (and Tours) if you ever want to visit the real Las Vegas and the Mohave Desert.

Postscript: Once returning the Jeep, Rita and I rented a Subaru Forester from SixT rentals for the last two days to get around locally. It was cheap and we only put 30 miles on it. Would you believe that as I pulled into the rental return lane, the car started screaming about low air pressure and the left rear tire went completely flat? Maybe the desert gods had followed me back to town?

Attention Rallyists ! For Sale

I've come across this rally calculator that I would like to move on.

Would it be of interest to anyone in the club, who is into old-school rallying.

I'd like \$10 for it, pickup in Burlington.

Jeff Fenwick
jfenwick1@gmail.com



Keep your rally indicator at its zero when not in use. Changing clock weights may distort zero.

ODOMETER CHECK

Stop at the odometer check point and read odometer or counter accurately. Set dial between M pointer of the indicator when odometer gives you the rally instructions cipher and hold it there. Set E pointer on your odometer mileage and move arms together. Do not adjust E and M arms for the rest of the rally. Use M pointer for all subsequent odometer readings. Use T arm to read time.

USING

THE RALLY INDICATOR

To set odometer to a rally course—be accurate 50 mph—set T arm on 30. If you're on M, and cipher shows out, to take a time reading, set T arm on your odometer mileage and read corresponding time in minutes on T arm. To take a mileage reading set T arm to odometer mile in minutes from last speed change and read corresponding mileage on E arm.



Targa Newfoundland simplifies rules for competitors

St. John's, NL, May 1, 2024 ... Targa Newfoundland, the only tarmac-based car rally in North America since 2002, has simplified the rules and regulations to make them easier for competitors to understand and follow, and easier for organizers to manage.

There are three competitive and one non-competitive divisions in this legendary event, which runs September 12-19: Targa 1 and 2, Grand Touring, and Fast Tour. The competitive Targa 1 and 2 divisions are further grouped by two-wheel and all-wheel-drive vehicles made before or after the year 2000.

“We wanted to make it easier for competitors to figure out which division to enter,” says Targa Newfoundland President Joe Dowden. “You just need to choose from the competitive and non-competitive divisions and identify whether your car is two-wheel or all-wheel-drive, whether it has a roll cage, and when it was made. It’s as simple as that.”

Targa Newfoundland divisions:

- **Fast Tour (FT)**, a non-timed, non-competitive motorsport adventure, top speed 130 kph
- **Grand Touring (GT)**, a time, distance and speed competition, top speed 140 kph
- **Targa 1**,
 - a competitive event for cars without roll cages, top speed 140 kph
 - **Targa 2**, a higher speed competition for cars with roll cages, top speed 190 kph

Targa 1 and 2 are broken down into the following groups:

- **Two-wheel drive (2WD)** built before or after the year 2000 (Classic or Modern)
- **All-wheel drive (AWD)** built before or after the year 2000 (Classic or Modern)

From the start in 2002, Targa Newfoundland adopted a set of rules and regulations based upon those from Targa Tasmania. As the vehicles changed and pivoted towards modern cars with more electronics we rethought our classification system. When we reintroduced Targa in 2023, we combined the Bambina (two-day) and Targa (six-day) event classifications

into one new system for both events. It was instantly popular as it allowed us to accept virtually any vehicle, however modified, and class it based on simple criteria.

For the complete **Rules and Regulations** and other information on Targa Newfoundland, visit targanfld.com.

Divisions and Groups, Targa Newfoundland, 2024-27

Division	Group	Safety	Average Speed	Top Speed
Fast Tour	All	Roll bar (open cars)	110	130
Grand Touring	All	Roll bar (open cars)	130	140
Targa 1	2WD (Classic and Modern)	Roll bar recommended, (required in open cars)	130	140
	AWD (Classic and Modern)	Roll bar recommended, (required in open cars)	130	140
Targa 2	2WD (Classic and Modern)	Roll cage (all)	140	190
	AWD (Classic and Modern)	Roll cage (all)	140	190

About Targa Newfoundland

Targa Newfoundland draws professional and amateur competitors from around the world. Competitors will cover over 2000 km (about 1240 miles) including about 500 km (310 miles) of closed courses on winding, narrow, public roads through spectacular scenery, towns and outports. The six-day competition will take teams from the historic capital city of St. John's to the charming fishing outport of Leading Tickles and about two dozen points in between. A shorter two-day Bambina event is also an option.

Newfoundland and Labrador, Canada's easternmost province, is a land of adventure and breathtaking natural beauty. With rugged coastline, towering cliffs, and pristine wilderness, Newfoundland and Labrador is a paradise for outdoor enthusiasts and thrill-seekers alike.

Owned and operated by Newfoundland International Motorsports Limited, Targa Newfoundland is one of three internationally recognized Targa motorsports events in the world.

Media contact:

Blair Riddle, 403-246-7750, bridle@targanfld.com

TARGA NEWFOUNDLAND

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Formula 1 Exhibition

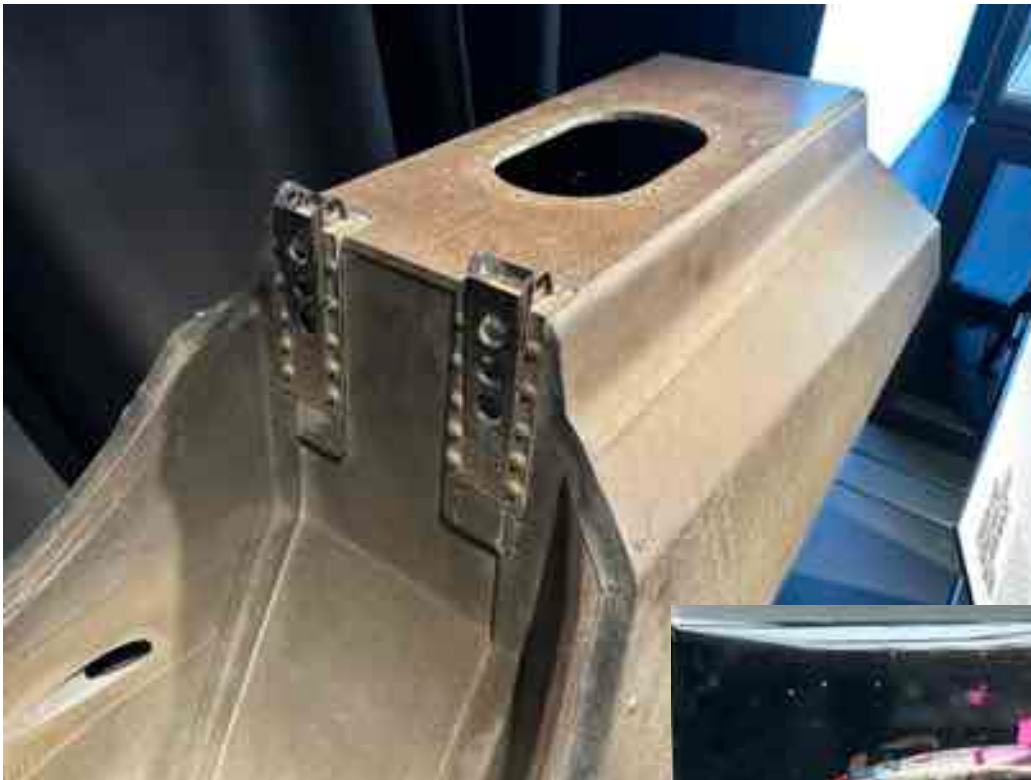
Where Rob and Sue are Enthralled . . .



1: President Rob & Wife Sue are excited to see the F1 Exhibit



2: The first carbon fibre F1 chassis from the 1987 McLaren



3: The carbon fibre proved more durable than the aluminum previously used

4: The Spice Girls introduce the McLaren-West Mercedes in 1997. Do you think Christian Horner was in the audience?





5: A cutaway of the 2020 Haas VF-20 engine bay



6: Floorboard cutaway of the 2020 Haas.



7: Check out those winglets!

8: The front wing of the 2018 Mercedes W09





9: How vortices are developed!

10: All F1 tracks, past and present.
How many have you been to?



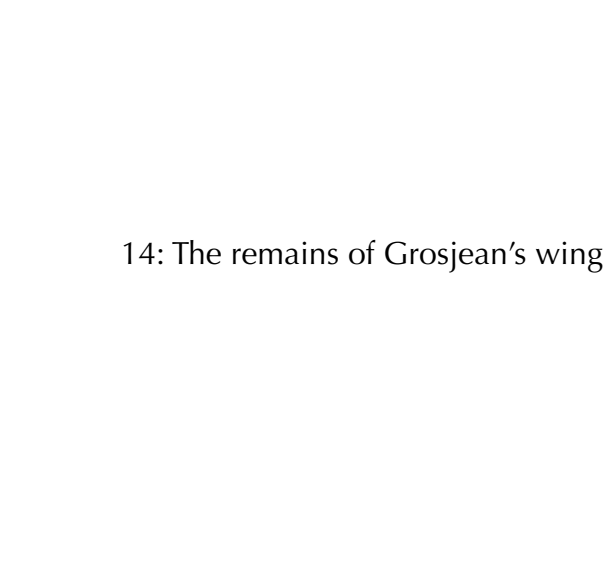
11: Rob admiring 2 of Jacques Villeneuve's helmets

12: Romain Grosjean's Haas from his 2020 crash and fire.
The car was ripped in two, with the rear section on display here.





13: Rear right of Grosjean's car



14: The remains of Grosjean's wing



15: The left side of Grosjean's car.



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>



Toronto Autosport Club - Executive Zoom Call Meeting Minutes May 1, 2024

Call time: 8:15 pm via ZOOM

Participants: Rob, Graham, Gary, Nick & Ingrid;

President:

Nothing to report.

We have 617 followers on Facebook.

Membership:

85 members; 8 life, 45 regular, 32 family (No update this month)

Treasurer:

Account Balances: (No update this month)

RBC	\$ 25,588.69
PayPal	\$ 761.07 (in transit to RBC)

Competition:

Miami Grand Prix is on this weekend.

Time Attack: Open House at JRP on April 20, 2024, a lot of people in attendance.

First Event May 11/12 - School on the 11th, Lapping Day May 12. TAC is co-organizing with OMSC.

Spring Fling last weekend with only 5 cars in attendance.

First Lucky dog race was last weekend with about 30 entries.

Victoria Day Sprints at Mosport 18/19 weeken

Ice Race committee meeting on Monday May 6, 2024

Social - planning on doing quarterly events, possibly a fun rally, go-kart night

- July 14 TAC BBQ at Canadian Tire Motorsport Park

Old Business - none

New Business - none

Adjourned at 8:35 pm

Minutes by I. Beck



Announcement

N° 2024-08

Subject: New CARS Positions

Issue Date: May 9, 2024

Over the last few months at CARS, we have been working on creating some new positions as well as revamping the National Series Manager position. As a volunteer run organization, we recognize that everyone, including ourselves, only have so much time they can give to the sport. We are trying to spread the workload out over a larger number of people so that each of us individually can do a better job and have more time available to plan for the future of rally in Canada.

The two new positions I am announcing today are the Executive Director and Safety Delegate. Both role descriptions have been posted to the CARS website.

CARS has also posted the new role descriptions for the National Series Manager. We have decreased the workload on this position. We also want to trial having two people in this position. The plan for this would be to have each one in charge of four of the eight national events with the events each of them manage shifting year to year. This would require close collaboration between these two individuals, but we see this as the best way to manage the workload.

CARS will be accepting applications for these positions until midnight (MDT) May 23, 2024. You may apply by sending me an email at pres@carsrally.ca with information about what role you are interested in and a little background. We will then set up a brief interview with the CARS board. We look forward to meeting with anyone interested in helping out.

Chris Kremer
President
Canadian Association of Rallysport



Membership Application

Mail: 148 Tamarack Drive,
Thornhill, Ontario, L3T 4X4

Email: registrar@torontoautosportclub.ca

- New Members – Single or Family \$40
 Renewal Members – Single or Family \$30 or \$25 Early

(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.

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

You should begin receiving the FIFTH GEAR newsletter by email within 2 months.

FIFTH GEAR is also available on the website.

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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