



Fifth Gear

November 2024



www.torontoautosportclub.ca

Toronto Autosport Club

2024 EXECUTIVE

PRESIDENT	Rob McAuley	president@torontoautosportclub.ca
VICE-PRESIDENT	Gary Vernon	vicepresident@torontoautosportclub.ca
TREASURER	Brooke Jacobs	treasurer@torontoautosportclub.ca
SECRETARY	Ingrid Beck	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Graham Tulett	competitiondirector@torontoautosportclub.ca
SOCIAL DIRECTOR	Nick Beck	social@torontoautosportclub.ca

2024 COMPETITION COORDINATORS

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

2024 COMMITTEE REPRESENTATIVES

RALLYSPORT ONTARIO	Graham Tulett	competitiondirector@torontoautosportclub.ca
MEMBERSHIP	Claire Jacobs	registrar@torontoautosportclub.ca
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:



Toronto Autosport Club AGM 2024 - President's Report

Hard to believe that another year has gone by. I believe I speak for all members when I say that the year has been a blast!

We kicked off the year after the AGM with our Holiday Party. Nick and Ingrid hosted at their church location, and put on a fabulous buffet with beef and turkey and lots of trimmings. It was a great way to close out the season, and see everyone in person.

Our first event of 2024 was our January Jaunt Rally. This year, Treasurer Brooke hosted with help from wife Kim and daughter Claire. Turnout is always strong on this - the first event on the RSO Navigational Rally Championship.

Next up was the Ice Race weekend. These events are always a blast, with Competition Director Graham lining up the volunteers featuring Rob Cole and his A-Team. The events are always well run, with great feedback from the competitors. Wife Sue heads the registration desk, and everyone gets on and off track efficiently.

This year was the first time weekend revenues were pooled, and individual clubs were not punished too much by cancelled dates and poor attendance. Thank you to CASC President Ted Michalos for stepping up and covering off the Director's position and providing leadership for the series.

The Time Attack season got underway with their school and events. This year, they ran 2 weekends at Mosport International Raceway at CTMP. The weekends were well attended, and will return for another 2 weekends for 2025 plus the usual collection of weekends.

Watch for the opening school at the Driver Development Track, co-organized by TAC and OMSC. VP Gary is our TAC rep, and has been a valuable contributor to the series. He is always there to support our TAC members.

Brooke, Kim and Claire then hosted the Discover Ontario Rally, another popular event

that always runs on the longest Saturday of the year.

A couple of weeks later, we hosted our CTMP Picnic. Barbecue meister Dan and wife Cecelia do a fabulous job cooking burgers and other treats. People bring all sorts of goodies, and the racing is very entertaining! As usual, CTMP fences off a prime location at the top of Turn 2. We bring the TAC canopies for shade. There are lots of drinks, starters and desserts to compliment the hot food. This event has been so successful, we have had other clubs ask to join us. The ALMS races feature 4 classes, all running at different speeds. They are always mixing it up coming down Turn 2 into Turn 3. There is always something going on!

In the fall, as the leaves are changing, we have helped the Guru Nanak and Zonta clubs hold fund-raising rallies. This year, the Guru Nanak folks took on laying out their own route. It's a great feeling when we can show them how it's done and they fly on their own! The Zonta folks love the routes and puzzles that Rita lays out for them, and Brooke helped them out scoring their results. I know they'll be back in 2025.

And now we are prepping for our season ending holiday dinner, once again put together by Social Director Nick and Secretary Ingrid.

We have a winning formula as we move into 2025!

Nick has been tirelessly working on getting our award-winning Fifth Gear newsletter out each month. I know we all enjoy the articles, stories, and photos that people contribute.

Thanks to all who organized our events. Congrats to all who competed and won, and all the best to everyone who had fun trying!

Rob McAuley
TAC President

TAC 2024/2025 EVENTS CALENDAR

DATE	CATEGORY	EVENT DESCRIPTION	CLUB
<hr/> November 2024 <hr/>			
20	Meeting	TAC Club Meeting, AGM & Elections, ONLINE by ZOOM, 8pm see Notice	TAC
21-23	F1	HEINEKEN SILVER LAS VEGAS GRAND PRIX (Las Vegas)	
23	Rally-CRC/OPRC	Tall Pines Rally, Bancroft, ON	MLRC
29-1	F1	QATAR GRAND PRIX (Lusail)	
30	Awards Dinner	TAC Annual Awards Dinner, Vaughan Mills, New Hope United Church	TAC
<hr/> December 2024 <hr/>			
6-8	F1	ABU DHABI GRAND PRIX (Abu Dhabi)	
<hr/> January 2025 <hr/>			
15	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
18-19	Ice Race-Minden	Ice Race PRE-TECH weekend, Minden	
25-26	Ice Race-Minden	Ice Race, Minden Fairgrounds	DAC
<hr/> February 2025 <hr/>			
1-2	Ice Race-Minden	Ice Race, Minden Fairgrounds	BEMC
8-9	Ice Race-Minden	Ice Race, Minden Fairgrounds	BARC
15-16	Ice Race-Minden	Ice Race, Minden Fairgrounds	PMSC
19	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
22-23	Ice Race-Minden	Ice Race, Minden Fairgrounds	TLMC
<hr/> March 2025 <hr/>			
1-2	Ice Race-Minden	Ice Race, Minden Fairgrounds	TAC
19	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC

More events to appear as 2025 Schedules are released.

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

TAC MOTORSPORT CLUB INC.
(TORONTO AUTOSPORT CLUB)

ANNUAL GENERAL MEMBERSHIP MEETING AND THE 2024 ELECTION OF CLUB OFFICERS

Notice is hereby served that the
2024 Annual General Membership Meeting
and the **2024 Election of Club Officers**
will take place ONLINE

on **November 20, 2024 at 8:00pm E.S.T.**

TO BE HELD via ZOOM. Call is coordinated by Rob McAuley.

Following Regular General ZOOM meeting.

Email Rob at president@torontoautosportclub.ca if you need information other than by email from the club or assistance for phoning in. Or write to club address below.

It is important that members attend (either “virtually” in-person or by proxy) so that you can have your say in the running of the club to vote on matters properly brought forward and for executive positions up for election

Under the Constitution of the Club, the positions to be filled at the election are:

President, Social Director, and Treasurer, Each for 2-Year Term

Each of these Executive positions commences immediately after the conclusion of the 2024 elections and runs through until November 2026 . Other positions not up for re-election this year, have 1 year remaining until elections are held in November 2025.

If you will be unable to attend, please fill out the notice of proxy below and submit it (paper, scan or photo) to the Club Secretary before the elections take place.

The proxy text can be emailed to anyone attending the meeting, brought in-person, or mailed to club address : 148 Tamarack Drive, Thornhill ON, L3T 4X4

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.

2024 ANNUAL GENERAL MEMBERSHIP MEETING and ELECTIONS

I, _____, being a member in good standing of the Toronto Autosport Club, do hereby assign my voting rights at the 2024 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 20, 2024

to _____, who is also a member in good standing.

Signed: _____ Date: _____

[Click Here for link to TAC ZOOM Meeting 8pm](#)

Toronto Autosport Club Year-End AWARDS DINNER

**Saturday,
November 30, 2024**

6:30 pm

Dinner at 7 pm

Awards presentations to follow



AT

“New Hope United Church”

9100 Jane Street, Bldg “E” UNITS 37-43

CONCORD/MAPLE

Near Vaughan Mills Mall & Rutherford Rd & Jane St, East off Hwy 400

Link and QR code below

\$30 per person (subject to adjustment)

Dinner Cost is partially subsidized by the Club
Variety of Mains courses provided

Please RSVP ASAP - Deadline Tuesday Nov 26 Midnight
AND Advise us in advance, of any dietary or other requirements

RSVP & for more information e-mail, text or call
Nick at nickbeck08@gmail.com or 416-200-4630

Link to GOOGLE MAP: <https://maps.app.goo.gl/pftyNDS12FmL8KcbA>





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Toronto Autosport Club
Treasurer's Report
November 1, 2023 to October 31, 2024
Brooke Jacobs

Starting Bank Balance: \$23,319.75
Ending Bank Balance: \$25,744.95

Awards Holiday Party

Income: \$300
Expenses: \$651.82
Loss: \$351.82

Ice Racing

Income: \$8,583.25
Expenses: \$11,469.64
Loss: \$2,876.39

Rally

Income: \$1,350
Expenses: \$482.38
Profit: \$ 867.62

Zonta Contract Rally

Income: \$650

Membership Fees

Income: \$1,746.52

BBQ

Income: \$880
Expenses: \$385.97
Profit: \$494.03

Time Attack

Equity in Ontario Time Attack: \$26,185
Approximate results are break even for 2024

RSO & CASC affiliation Fees: \$382.50
Website domain: \$45.20
CASC Insurance:\$810
RSO Levies: \$220

Zonta Club Car Rally for Charity

The Zonta Club of Toronto is a member of the worldwide charity Zonta International, a leading global organization of professionals empowering women worldwide through service and advocacy.

One of their fundraising events is a car rally offered to their members, which has been organized for them by TAC for many years. This year's event was created by Rita Moore and overseen on the event day by Brooke and Claire Jacobs.

This year, there were 10 cars, 8 of which made it to the finish. One had another engagement and another wasn't feeling well.

Zonta raised over \$7,000 and were very happy with TAC.

Zonta member Nita summed it up: "We had a wonderful day and raised a lot of money. We are looking forward to next year."



Brooke and Claire Jacobs at the rally finish.

Sorry, no photo to post of Rita Moore working on the rally instructions. Rita with Paul Moore's support, has managed to create unique events for the Zonta Club for many years now. Thanks Rita !

TAC AGM Nov. 15, 2023 via Zoom

Called to order 8:20 pm

We have a quorum, 11 members present, 7 proxies.

Last years minutes were reviewed and accepted.

Reports:

President Report - read as published

Vice President Report - as published in Fifth Gear

108 members, 6 life, 62 primary, 40 family

Treasurer - as published in Fifth Gear.

Competition Report - summarized the published report.

Brian Maxwell, with amendment to Treasurer's report as discussed, made a motion to ratify, sanction, approve and confirm the actions of the TAC executive for 2023. Seconded by Paul. All in favour passed unopposed.

Old Business - when can we get back to holding in person meetings
- need to update the constitution and by-laws. (ONCA)

New Business - none

Elections: Rob Jones volunteered to be returning officer.

Open positions, Vice President, Competition Director, Secretary.

Position of VicePresident: Nominating Committee nominates Rob McAuley. Seconded by Rob M. No other nominations. Gary Vernon is declared by acclamation as Vice President for another 2 year term.

Position of Competition Director: Nominating Committee nominates Graham Tulett. Nominated by Rob M. and seconded by Brian Maxwell. No other nominations. Graham Tulett is declared by acclamation as Competition Director for a 2 year term.

Position of Secretary: Nominating Committee nominates Ingrid Beck. Nominated by Gary Vernon and seconded by Brian Maxwell. No other nominations. Ingrid Beck is declared by acclamation as Secretary for a 2 year term.

Rob Jones steps down as returning officer and hands the meeting back to the President.

Motion to close the AGM by Ingrid, 2nd by Rob Jones, All in favour.

Meeting adjourned 8:35 pm

Minutes by Ingrid

TAC GM October 16, 2024 via Zoom

Called to order 8:09 pm

Present: Rob M., Graham T., Nick B., Brooke J., Gary V., Ingrid B.

President

Nov 9 annual meeting banquet CASC

Vice President

100 members: 8 life, 56 members, 36 family

Treasurer

RBC	\$ 25,027.87
PayPal	\$ 77.08

Competition

Time Attack director reaching the end of his term; looking for a replacement.

Shortage of volunteers to run these series.

Ice racing has a meeting coming up. Also looking for a director.

Graham gave an update on the status of the TAC ice racer

Zonta Rally this weekend, facilitated by Brooke and Claire

RSO is talking about reducing the number of ORRC rallies next year - about 4 or 5

Possibly June 21 for the DOCR

Social

Annual Awards banquet November 30, 2024. Tickets \$30. Deadline to order Nov. 23/24

Old Business - none

New Business - none

Items for Sale - none

Items Wanted - none

Loonies in the Bus - on hold until we meet again

Meeting adjourned 9:18 pm

Minutes by Ingrid

Gritty Adventure — Paul Moore

As many of you would have read in months past, I recently purchased a 2024 Ford Bronco in the Badlands/Sasquatch trim. One of the unexpected perks of Bronco ownership was an invitation to a “complementary” day at one of the seven Bronco Off-Road (yes, the spelling is correct) facilities which are all located in the USA. Strangely, local Ford dealers seem to know nothing about this program nor does Ford Canada advertise it. Thank you internet and the Bronco Nation online community! (US owners get an invitation as soon as a Bronco is ordered.)

Why the quotes on “complementary”? Well, not only do they charge a \$50 US registration fee, but there is also a \$150 US deposit. At least you get the deposit back after you have attended the event. I opted for the \$75 US insurance which limits damage liability to \$3500 US, as we would be using Ford’s Bronco. No private vehicles allowed. Travel and accommodations are not included and with the closest facility to Ontario being Gun Stock, New Hampshire, one must budget for a couple of nights accommodation, meals and fuel.



The invitation also allows the Bronco owner to bring along up to four friends who can ride along or drive (two drivers per vehicle) depending on the fees paid. Ah yes, “friends” are not complementary! Rita decided to co-drive and not take the wheel: \$495 US. Had Rita opted to drive, it would have cut my wheel time in half, and set us back \$595 US.



So, what do you get for the “free” owner and friend’s fees? Well, to sum it up, a very professional one day experience. The purpose of these experiences is to introduce the owners/drivers to all the off road prowess of the Bronco as well as how to exploit all the technology Ford has baked into the vehicle, which all works once the pavement, gravel, or even double-track is left behind. Once at the Roadeo, snacks, lunch and dinner are provided as is some sponsor swag, along with one or two high skilled professional risk takers. Weather permitting, they will also light up a campfire for evening bench rock crawling.

The best part, however was the use of their Bronco for the day!

Rita had to work in Las Vegas for a week, so I cashed in some points for air fare and made our reservation at the Nevada Bronco Off-Road event located about 20 miles from the Strip on Mount Potosi, in the Spring Mountains. We arrived at 8 am for our 9 am start. Check in went smoothly (individual iPads) and we each received a huge Yeti insulated water bottle (Bronco labeled, of course). Our group (12 people) gathered on the expansive porch of the Administrative building to load up on snacks and fill the water bottles. Although the forecast was for a sunny mild day in the mid-80's, the humidity was hovering around 10% at Base Camp. The 1200 acre property we would be using was on the side of the mountain with Base Camp around 6000 feet in elevation and topping out our travels around 7,700 feet. While this is desert, don't think sand dunes.....think cactus, pines, rocks, rocks and more rocks with no level ground anywhere. Dehydration is a very real threat.

We were introduced to Danny, our guide for the day, who would be riding with one of the solo drivers at the lead. Danny is a retired secondary school Principal who has been off-roading for decades and leading at this facility for a couple of years. He was informative and extremely laid back.



First up was our session at the Pavilion. This was a large open air building with lots of tables and chairs and a comfortable sitting area with a Bronco staged in the middle of the building. Danny ran us through introductions of the group, "rules" of the experience, and an overview of

off road terms (ABD angles, for example, Approach, Break Over, and Departure angles) as well as the technologies on the Bronco (more on this later). He quickly covered basic vehicle systems for those who didn't really know what a transmission did, for instance. It was also made clear that going slow was the order of the day. Really, slow. Like low range, manually 1st gear and no throttle slow: less than 5 mph. After only 40 minutes and lots of stickers won for correct answers (!) class was adjourned for the day and we headed to the playground for recess for the next eight hours.

The next hour we walked the "Sluice Box" and the "ORX Training Course" while the finer points of off road driving were described and demonstrated by volunteers from our group. Tight maneuvering and an

introduction to rock crawling were on topic as was a demonstration of "Ford Trail Turn Assist" which, at more that 85% steering wheel turn, automatically locks the inside rear wheel and causes the Bronco to basically pivot on the stationary tire. Yes, you can do a turning circle of about 4 feet in a 5000 lbs truck. The Sluice Box was a nasty jumble of refrigerator sized rocks piled to create a driving path, as well as a small water crossing (the ONLY one on site). A concept that would be repeated all day was the ability and utility of balancing said 5000 lbs truck on two wheels diagonally when the need arose to get through or over obstacles.



We were then led over to our awaiting Broncos. Rita and I nabbed a two door Badlands like ours with only 500 miles on the ODO. There was a good mix of 2 and 4 door models, 4 and 6 cylinder engines, but sadly all had the 10 speed automatic transmission. Every truck had a radio so Danny could provide directions, coaching and colourful stories on the fly. Danny would also be out of his ride through technical sections where he would spot for us, directing our wheel placement down to the inch.

Over the next 90 minutes we covered 3 miles (!) of increasingly more challenging trails. At one point the radio crackled with Danny, "You guys having fun? Let me hear some horns. OK, great. You are all doing so well, we are going to make the next left and run down Gun Shot Canyon. Now usually this is the last thing we





do in the afternoon, but it is really fun and I think you can all handle it.” At the left, we plunged down a 10 foot wide bobsled run of huge boulders while the on board inclinometers warned about a 23 degree pitch and a 18 degree roll at the same time. Darn, that was fun. This was also the site to demonstrate, “Ford Hill Descent Assist”. Basically, turn it on, point downhill, and take one’s feet away from the pedals (left foot braking is usually a requirement in this type of terrain). The truck will crawl at 1 mph regardless of the descent angle. All one has to do is steer as the truck uses engine and service braking.

Likewise, we were also introduced to “Ford Trail Assist” which allows for ultra slow cruise control of between 1 and 10 mph in .5 mph intervals and “Ford One Foot Driving” which allows the Bronco to be driven with only the accelerator. Backing off the “gas” results in a controlled application of the brakes automatically (aka “Tesla Mode”). Interesting, but I found it really choppy and nearly impossible to drive smoothly especially in technical sections.

A hot, catered lunch awaited us back at Base Camp in the Pavilion. The food was excellent and there was enough options to meet most people’s tastes. This also provided the group time to interact on a social level. Our group was a mixture of solos and couples ranging in age from 30-somethings to 70-somethings. There was more grey hair than not and a very friendly bunch. Also during lunch was time to check out the “Mercantile” which provided a range of Bronco, Ford and Off-Roaders branded apparel, travel accessories, and other swag to purchase. We collected our share!

Back in the Broncos, it was time for the “high speed” session. We conga-lined up to “Red Gate Road”, ironically through a red metal gate, and at 10 second intervals and Danny’s radio instructions, “Let those ponies run!”, we proceeded up the mostly straight half mile. There was a lot of woohos over the radio, but for a couple of former rallyists, it was more like walking some tame miniature ponies. I think we saw 22 mph at one point, however the thick cloud of dust from the four Broncos in front of us did add a bit of excitement. I never saw the rocks that sent the Bronco airborne a couple of times.

Next up was a climb up a very narrow and steep trail to the Overlook nestled at the foot of the steep cliffs that guard the summit of Mt. Potosi. There were a couple of steep “step ups” over rock ledges which tested the Bronco’s low gearing and locking differentials on both axles. The 18 psi in the tires also helped! There are spectacular views from the 7700 foot overlook.



Danny filled us in on the recent history of Mt Potosi: both the mining during the world wars and the crash site of Carol Gable’s (nee Lombard) airplane in 1942. The group also claimed its only injury at the Overlook when one of the participants discovered that Chollas cactus are not friendly to bare arms.

Heading back down the mountain provided a bit of comic relief when a up-bound group failed to radio their intentions as we descended the three-quarter Bronco wide trail. Two does not go into .75 wide, resulting in 30 minutes of jockeying vehicles around each other using the mere inches of space off the trail and avoiding tumbling off the mountain. During the scene from the keystone cops, one of the other group suffered their only injury when she discovered why a particular cactus is known as a “shin dagger”. Danny bemoaned that after carrying his first aid kit for two years, that was the only time he had ever used it.

Our next challenge was “Stump Trail” which was comprised of a very narrow, down hill, winding trench which was reminiscent of the Death Star trench scene only at 2 mph. To enter this trail required a short, very steep descent that kissed the high front bumpers on the sand. Of particular excitement was a tight left turn that was only about four feet wide at the bottom, far too narrow for the Broncos to pass. In order to get through, one had to drive the passenger side front wheel up the vertical side of the trench and up over a felled tree stump (hence the name of the trail). With the Broncos balanced on just the two left wheels and the front right on





top of the stump, photos were snapped and we discussed whether or not the roll inclinometer's 24 degrees meant tipping over was imminent. According to Ford anything over 20 degrees is risky.

After a short refreshment break, we headed out for our last drive of the day, the Enchilada Trail. Danny explained that this trail is not usually used for participants, but it would give us quite a challenge starting with some huge "guard boulders" which provided a natural gate to keep amateurs out of the trail. Yeah, OK. This trail provided all the challenges we needed with big rock strewn climbs and descents, tight turns over boulders, and balancing the vehicles on two wheels diagonally while maneuvering through technical terrain. Very slow and extremely smooth tire placement was the order of the day.



Unfortunately, the sun was rapidly setting and our headlights were starting to pop on in the gathering dusk. Wisely, Danny decided to exit this trail (via a vertical climb of 35 degrees!) and head back to Base Camp and dinner. Yes, that is right; we didn't get to do the whole enchilada.

By the time we arrived back at the Pavilion, it was fully dark and another



excellent hot dinner was provided by the caterers. Curried Chicken, Salmon in Dill Sauce, salads, vegetables, rice and decadent dark chocolate cake were all on the menu. Mmmmmm

Overall, the experience was fantastic. Every element of the day was delivered professionally and we got just the right amount of thrills to keep even jaded “off roaders” grinning and not sending novices running off the mountain.

The full day program we took is only open to Bronco owners, however anyone wanting to experience driving a Bronco can sign up for a half-day experience. Just go to the “Bronco Nation” website for more information. I can’t speak for the other venues, but in Nevada, even the “squeegee kids” are entertaining (and work for carrots)!



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>





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