



Fifth Gear

October



TORONTO AUTOSPORT CLUB

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SOLO-II	(open position)		
KARTING:			

2005 COMMITTEE REPRESENTATIVES:

RALLYSPORT ONTARIO:	(open position)		
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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 Miami Restaurant & Bar: 1285 Finch Avenue West, one block east of Keele...

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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FROM THE PRESIDENT'S DESK

So racing season is over, but the fun still continues! There are banquets to go to, AGMs to attend, and lots of plans to make for next year.

The Solo Ontario Banquet is coming up November 5th. It will once again be held at Le Bifteque on Dixon Road near the airport. Come early and attend the Solo workshops. Let's lobby for lower classes for race prepared BMW's! Tickets for the banquet can be purchased on-line through the CASC web site. Just go to the Member's Only area to register.

CASC's AGM will take place one week later on November 12th at 9am. Positions of Secretary, AutoSlalom (Solo 2) Director, Vice President, and Race Director are up for grabs. The CASC Race Ontario Banquet goes later that same day. Both events are at the Sheridan Parkway Toronto North.

I've heard that the CARS AGM will take place in Vancouver in January this year. After the political brawl that took place last year, it will be quite interesting to see how things work themselves out for 2006. The report of the Bylaw Review Committee should be posted elsewhere in this issue, and will make for lively discussion.

Of course, our TAC 50th Anniversary Holiday (dare I say Christmas) Dinner will be held at the Royal York hotel on December 3rd. We're expecting some TAC past-Board members to attend. I'm looking forward to hearing about the club's historic exploits - and having a fabulous meal!

We also have our AGM coming up next month. We'll have 4 positions coming open this year. Elections will be held for Vice President, Competition Director, and Secretary. In addition, Ian MacRae is stepping down as Social Director. Ian has a new job, and it is taking up too much of his time! I'd like to thank him for his stint on the Board, first as Secretary, and now, as his last feat, he will be working with Malcolm Elston to plan our 50th Christmas Holiday Dinner. Please plan on attending our November meeting to vote in the new Club Executive.

Of course end-of-season parties mean one important thing. ICE RACE SEASON IS JUST AROUND THE CORNER! This is the best

race series going for low cost, high talent. Come out and give it a try. It doesn't take much. Watch for announcements as we get closer to January. Even if you're not running, plan on coming out to help run the TAC weekend later in the season.

Also in January, we'll have our January Jaunt Ontario Road Rally event. Did I say the season was over? Seems like we've always got something going on.





Finally, the latest chapter in my BMW Track Car project. More setbacks. I bought a bunch of used engine parts for an OBD2 to OBD1 conversion. I needed the intake manifold, throttle, fuel rail, engine computer, and wiring harness from a 1993-1995 BMW 325. My favourite (cheapest) BMW parts place had all the equipment, and assured me that they all came off the same car. Well, it turns out the harness came from a pre-1993 engine. It was missing connectors for knock sensors, as well as a bunch of pins to connect it to the computer. When I went back to exchange the harness, they had none of the type that I needed. A quick search on the web revealed a harness in Pennsylvania. 2 weeks later, it was in the shop ready to be installed. 2 weeks here, 2 weeks there. Man, it adds up fast. The car was originally supposed to be ready in June. After seeing the pace at which it was coming together, I estimated that I'd have it on the track for the end of August. In September, I figured I could make the last BMW club race at the end of October. Well, now I'm hoping I'll have it for the first race in April 2006.

To make matters worse, Past President Christian Sorensen decided to do the same engine mods that I'm doing. He picked up his harness at the same BMW Cheap Parts shop, and ran into the same problems. He was hoping to have his car in and out in 2 weeks, but it's been laid up for almost 2 months waiting for the right parts.

I just keep thinking how good it will feel when I stop.

Rob McAuley,
President Toronto Autosport Club

TAC EVENTS CALENDAR 2005

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
OCTOBER 2005			
14-16	WRC	Rallye de France/Tour de Corse Rally	
14-15	Rally-CRC	Pacific Forest Rally, Merritt BC	WCRA
16	IRL	Chevy 500, Texas Motor Speedway, Fort Worth	
16	CART	Korea (Street Course)	
16	Formula-1	China Grand Prix, Shanghai	
19	Meeting	TAC Monthly Club Meeting, Miami Restaurant	 TAC
21-22	RA ProRally	Lake Superior Rally, Houghton (MI)	
23	CART	Surfers' Paradise Australia	
23	Meeting	RSO Calendar Meeting for 2006	RSO
28-30	WRC	Rallye Catalunya, Spain	
NOVEMBER 2005			
5	Awards/Dinner	Solo 1+2 Banquet, Le Biftek -Airport	OSO
5	Rally-ORRC	President's Prize Rally	PMSC
6	CART	Grand Prix of Mexico City, Autodromo Hermanos Rodriguez	
11-13	WRC	Telstra Rally, Australia	
12	Meeting	Annual General Meeting & Elections - CASC, Sheraton PkwyN	CASC-OR
16	Meeting	TAC AGM, Elections & Meeting, Miami's	 TAC
25-26	Rally-CRC	Rally of the Tall Pines	MLRC
DECEMBER 2005			
3	Awards/Dinner	TAC-Anniversary Banquet/Awards, Royal York Hotel	 TAC
FEBRUARY 2006			
25-26	Ice Race-Magnum	Ice Race, Magnum Series, Minden	 TAC

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
 WRC : World Rally Championship

REPORT OF THE CARS BYLAW COMMITTEE

The committee created at the CARS AGM in January 2005 has completed its review process. This process consisted of two elements: 1. examination of proposals referred to the Committee at the AGM; 2. examination of additional proposals submitted from within rally sport under the terms of reference given to the Committee. This second phase of the process was conducted within each region after which the Committee reviewed all submissions.

The Function of the CARS Bylaws

In reviewing all proposals submitted, the Committee has attempted to adhere to the principle that any alteration to the Bylaws be considered from the perspective of how it might affect the Bylaws as a governance document both in the day to day running of CARS and at an AGM or EGM. As a result, the Committee has assumed that Bylaws should set out the mechanisms by which an organization operates and assigns broad areas of responsibility within the organization. They should be, to the greatest possible extent, simple, brief, and self-explanatory. They should be designed to balance the members' desire for clarity and accountability with an organizational need for flexibility and ease of day to day operation. The content of Bylaws for a not-for-profit entity, such as CARS, is governed by statute and regulations issued by Industry Canada. All amendments must meet legal requirements set out by Industry Canada and which are approved by Industry Canada. When procedural questions arise about the interpretation of Bylaws, as for example may happen at an AGM, they are resolved on the limited wording within the Bylaws, and on the rules of formal business procedure as set out in Bourinot's Rules of Order. In the event that the two are in conflict, the Bylaws are supreme; where the Bylaws say nothing on a subject, Bourinot's procedural rules prevail.

...continued

V.P.'S REPORT OCTOBER 12, 2005

Membership

As of October 12, we have about 218 current members, including 135 Primary members. This is a new record. Membership fees for the remainder of 2005 have dropped to \$25 as of September 5.

Web Site

The 2005 Ralliette results have been added.

TAC is getting ready for an updated logo. Some concepts are posted in our message forum for you all to give your feedback

Message Forum

There are 45 registered users. It's still pretty quiet. There's now a link on our homepage to the forum.

Sponsorship/Advertising

Most of the advertisers have signed on. Just a couple more to chase down.

Rally

I didn't do any rallies this past month. My navigator was somewhat stressed out by other demands for her time and I thought it would be better for her health (and mine!), if we skipped the last Ralliette.

SoloSprint

I miss it already! The season ended last month. My car developed a problem half way through the last day, and I haven't sorted it out yet. I replaced the two coil-packs, since the secondary windings were out of spec, and one of the casings was cracked. I'm thinking it's the crankshaft position trigger wheel. The happened last year, and the dealer charged me over \$2,000!!! You can bet they won't be seeing the car this time. Its nice that there's no rush to get it fixed.

Marshalling

I didn't marshal at the last regional racing weekend. I hear Perry got into some automotive gymnastics, and didn't quite plant the landing right. Good to hear you're all right, Perry!

There were a number of TAC members participating in Regional Racing this year. Andrew Wojteczko finished 1st in SGT in the CASC Ontario Touring GT Championship (although his club affiliation is listed as HADA?). Way to go Andrew!

Club Meeting

The next club meeting is October 19. We are gearing up for our Annual General Meeting on November 16, so come out and put your thoughts out on the table!

REPORT OF THE CARS BYLAW COMMITTEE

continued...

Conclusions of the Committee's Review Process

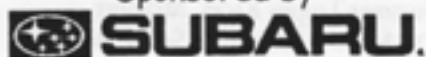
Set out below are the submissions made to the Committee and the analysis made by the Committee. The Committee has not reached agreement on all points. Within the Committee there are those who favour a variety of changes. There are, however, those on the Committee who feel that the Bylaws are adequate as they are and should not be changed. Given the differing perspectives and backgrounds of the members, both professionally and within rally sport, this was perhaps inevitable. Where these differences of opinion exist, this report attempts to set out the issues as clearly as possible within the limited context of the Bylaws, and attempts to address the technical aspects of any changes. It is for the Board, the Regions, and the members of individual clubs to arrive at the political determination of any next steps which should be taken.

[Editor's Note: The submissions and analyses mentioned run to 10 pages. These will be made available at the next TAC club meetings for reference, rather than reprinting them here.]

President's Prize Rally

The final event of the 2005 Ontario Road Rally Cup

Sponsored by



Hosted by the Peterborough Motor Sport Club



Saturday, November 5, 2005

Start/Finish: The Lion of Stouffville (restaurant and pub)
5917 Main Street
Stouffville, ON
Fuel and services available near the start/finish.

Registration opens at 11:30 am
Car "O" out at 1:00
Car "O" return approximately 4:30 pm
Entry fee: \$45

This is a 210 km navigational car rally held on open public roads and in compliance with all laws governing the operation of a motor vehicle. While some roads will be challenging, there are no "car breakers". Instructions will be available for the Novice, Intermediate and Expert classes. This event is sanctioned by Rallysport Ontario.

For more information, contact: Rita Moore 905-898-7483 or Cmilwright@aol.com



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From The Archives ...

What a long, strange trip it's been. Some history that caught my attention this month ...

WANTED !

Fiat Auto Club or TAC newsletters from the 'seventies and 'eighties: we have very few from this period; if you have any stashed away, I'd really like to give you more room at home... by placing them into the Club Archives.

From the August '84 issue of Fifth Gear: the financials from the Discover Ontario Car Rally, which had run in May... The report was dated June 27, 1984 and was filed (and signed) by Lynda Hausman, who was the DOCR Treasurer that year.

REVENUE:

Sponsors:	Carling O'Keefe	\$100
	Coca-Cola	\$100
	General Motors	\$100
	Honda	\$100
	Husky	\$400
	Hyundai	\$100
	Prestone	\$100
	RustCheck	\$100
	STP	\$100
	Texaco	\$150
	Volkswagen	\$100
	Volvo	\$100

Advertising: General Motors \$100

Entries: 71 @ \$15 each \$1065

Sandwich sales: 16 @ \$1 \$16

TOTAL REVENUE: \$2831

EXPENSES:

Firefighter's Club (room rental)	\$300
Stationery	\$100.09
Media / Sponsor kits	\$40.09
Advertising	\$50
Photocopying; pre-rally	\$324.26
post-rally	\$39.03
Rally Posters	\$49.22
Route Preparation	\$97.45
Trophies	\$494.41
Meals	\$675
Supplementary Rules & Regs.	\$203.41
Photographs	\$61.79

TOTAL EXPENSES: \$2465.74

NET PROFIT: \$365.26

.....
These two items are from October, 1989:

By Helen Grant:

A couple of years ago, my brother started a continuous harassment to have me attend some kind of a 'Solo Event' with my brand new 5.0L Mustang. After his explanation of the sport I decided that this was wimpy and unexciting and I continued my weekend adventures of drag racing.

However, my drag racing came to an abrupt end after exploding an engine at 7600rpm at 3:00am one morning. In my remorse, I weakened and decided to head out to Shannonville with my brother – and my new 5.0 Mustang. I had recently purchased a set of Yokohama 008Rs, and thought this would be the right time to test them out. I had a terrific time, and was told that if I came out next year I could be quite competitive – as a lady!

Well, spring '88 came and I had prepared the car for a Super Stock category. The first race day came at Shannonville – everyone was there – all the really good drivers, and a lot of rookies like myself. I found myself waiting on the line to go – thinking 'what am I doing?' – I can't go round corners, I don't even know where to drive on the track, and I have to have an Instructor, don't I?... Well, unfortunately with all my wasted time being scared I didn't get an Instructor and they forced me onto the track by myself. I had got myself so worked up being scared that now I was mad! My warm-up lap I recall mumbling to myself that I can't do this – also, I did have something to prove everyone; 1st being a girl, most men would not expect you to drive fast, and also being a drag racer everyone expected me to know what I was doing. I DID NOT!. Coming for the first time into Corner One I did not lift off the gas. Some friends had jokingly told me "to keep your foot into it all the way through the corner" – so I did and thought I would die... but don't show anyone you're scared, Helen – keep on going. I drove my three laps and they seemed to last forever, then my cool-down lap.

As I drove into the pits I noticed I was shaking and began crying – just a little bit. Everyone was running toward my car – I had broken the Super Stock record at 56.8 seconds!

Well, that did it – I was now hooked. I continued on for the rest of the season to win my Class, Ladies Overall, and Rookie Overall – as well as winning cash for the 'Best-Appearing Car' award.

My point is that there is no reason why we should standby and watch our boyfriends and husbands have all the fun!

From the 'Who's Doing What!' column...

"An Idea was put forth a number of weeks ago that is now reality. Your President, along with Lawrence Renaud and Rich Sullivan will be hosting a weekly Motorsport Update radio program on CHIN 100.7 FM. The show will be aired Saturday mornings at approximately 7:05. The purpose is to inform the general public of the different types of grassroots motorsports that are available for them to get involved with, as well as how to find and join a CASC Club that will best suit their interest.



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Ontario L4S 1K9
Tel: 905-770-2302

TARGA NEWFOUNDLAND BY BRIAN CROCKATT

Thank you all for the support, encouragement and messages of well-wishing.... as you understood, while we were in the race there just wasn't time to be in communication. I am glad that Barb was able to try, but she was hampered by e-mail issues and not everyone received her updates.

An exciting week it was -- and its hard to put into words that do not become an instant cliché: "more fun that anything you can do in a car sitting up..." comes to mind -- but believe me it just doesn't start to cover it!

The people make it - the people in our team, the people around us as other competitors, the officials (timers, marshals, Targa officials - an absolute myriad of people), those at the daily car shows, the hotels, the restaurants and gas stations...

Try to understand being crowded for one of the 2,500 'hero' cards we took - and needing to autograph about 1/2 of the ones we gave out (they all would have been autographed if we didn't need supper,

etc). The cards were needed at every stop we made and at times we stopped along the road to give them to well-wishing spectators who just came to the highway to see us transit by!

This is a real traveling road show for the people of the one-half of the province we visited and they closed businesses and schools in droves so they could see us when we went through their areas. Many times we stopped at old-age homes and community halls for 15-minute mid-day car shows and meet-the-folks breaks - where they told us of their towns and showed us their museums - and they brought every child within miles around. A car show that was 15-minutes for us, was about an hour for them as the 81 cars rotated through en-route to the next speed-stage.

Its just unbelievable: They invited us into their towns and villages and cities and then they asked us to drive on roads they stayed off of so they could be fully closed so we could be at full speed using the WHOLE road (what little there was of some of them). THEN they asked us if we would please do the driving at the top speeds we could achieve!!!

And for those who lost control and ended in ditches, lawns and driveways or just broke down, they all wanted to help: one car lost it and rolled into a ditch (where Newfoundlanders store their rocks and boulders) - broken windshield, radiator and wheel alignment that became more appropriate for a 3-legged camel. AS THE CREW EMERGED from the car a spectator was yelling that a mate was driving a bus from St John's in 1/2-hour and if they could get a windshield on it, it would arrive in a few hours. THEY GOT THEIR WINDSHIELD, got a rad repair, had a wheel alignment at a shop whose owner didn't mind the 9 p.m. opening as they went by, and started the next day!!!!

Unbelievable friendliness and support -- the mere word hospitality just doesn't cover it, just doesn't.

Imagine being at the threshold of control/no-control (read serious speed in the circumstances here) in a small fishing village - plunging downhill on a narrow, narrow twisty turny lane towards the ocean - reaching bottom, into an immediate (or hit the sea wall, building or fence/lawn/house) 300 degree uphill off-camber (read control IS an issue here) turn that narrows even more on uneven more twisty turny pavement and climbing back up to a hidden right between picket fences just 1-foot off each fender, roaring along until what could have been a horse path 150-years ago is the next lane to left onto ... and on it goes, and goes.

People lining the more safe areas EVERYWHERE watching us go through and smiling as we polish their fences and threaten their houses as speed & control make for some very adventurous driving lines...

And they cheered and howled with glee as we ripped through their home towns!!! and then we met the ones that could go to the city for the car show that night....

Five days of that -- for the drivers, it just doesn't get any better: can't. And the people all told us that its the same for them.

Some of the fishing villages we were in, I'm sure haven't seen outsiders since last year's Targa. Yet give us their roads - they did. Open their community hall or Legion for breakfast or lunch - they did. Crowd us to talk and get 'hero cards' and autographs - they did. And help anyone needing it - from tows out of ditches to female crew member needing a non-male wash-room. The women didn't even learn the names of the homeowners who invited them in -- didn't get the names because they were too busy politely declining the sandwiches and tea that were offered - 'just in a minute, ya know luv!'

Back in the cars and off to the next 'special stage' (the ones run at speed).

Five days later when we returned to St John's, there was a huge crowd waiting - rain, no barrier, and then the partying began in earnest after the traditional Champagne Shower. Black-tie celebration the next night.

The above might give a flavour of what we were involved in, but its really hard to describe the whole-body experience without being there in the cockpit. The competitiveness, the camaraderie (notwithstanding competitiveness), the hospitality, the terrain -- but it always comes back to the people, always the people: those with your team and the competition and those you meet for fleeting instants.

So thank you all for the support - it was really fantastic to know that you were behind us -- and so now we have you all to tell our stories to until you tell us to STOP!!! And then we'll pull out the pictures and video's.....

Thank you so much!
Cheers, Brian

Top Ten Tax Tips

1. File your taxes on time to avoid the 5% late filing penalty.

If you owe tax for 2004, and do not file your return for 2004 by midnight of May 2, 2005, CCRA will charge a 5% late-filing penalty.

If you or your spouse or common-law partner carried on a business in 2004 your 2004 tax return has to be filed by **June 15, 2005**. However, if you have a balance owing for 2004, you still have to pay it by May 2, 2005.

2. Receive your tax deduction automatically every month.

You can ask CCRA to allow your employer to reduce withholdings if you have contributed to an RRSP early in the year, made large charitable donations, or incurred substantial medical expenses. Child care expenses, alimony and taxable child support also may lower your income and reduce your withholding taxes.

3. Take advantage of Income Splitting Opportunities:

- a. Split income by employing your spouse or child.
- b. Lend money to your spouse or child.
- c. Have the lower income spouse invest all earnings
- d. Maximize your charitable deductions (amounts over \$200) by pooling your charitable receipts for up to five years and have the higher income spouse claim them.

4. Try to earn your investment income (outside of RRSPs) at the lowest tax rate possible.

5. Pay the premiums on your disability insurance.

6. Claim medical expenses on the tax return of the spouse with the lowest income.

7. Make use of your investment losses.

8. Defer tax on severance or retiring allowance.

9. Transfer shares to your RRSP, but not at a loss.

10. Make sure you deduct your safety deposit box fees, and all investment carrying charges if you have an investment loan (outside your RRSP).



Mark Hudon is a Certified Financial Planner (CFP™) and Personal Coach since 1994. His investment approach incorporates tax planning to minimize your investment tax bill each year. A tax-smart portfolio is a portfolio that focuses on maximizing after-tax investment returns. After all, it's not how much you earn, but how much you keep that matters most. He can be reached at mhudon@gpcapital.com or by telephone at 1-800-608-7707 x37 , or 416-622-9969 x37 www.gpcapital.com

The Long Road to Newfoundland ...or How I Learned to Targa!

by Gail Walker

The Backstory:

It all started with an e-mail in March 2004 from Brian Crockatt, a friend of 25 years. Brian has a 1968 Alfa Romeo Duetto (think 'The Graduate') that is maintained by Autotech. Dennis Rak, the owner of Autotech, had been to Targa Newfoundland and had been regaling Brian with stories of his experience.

Brian saw the opportunity for the ultimate sportscar drive and contacted Malcolm to be co-driver. Malcolm immediately deferred that responsibility to me, and he signed on as Crew Chief. Brian's partner Barb enlisted as Logistics Co-ordinator to make a four-person, two-couple team.

Targa 2003 was televised and Brian was busy making a preparation list for everything we would need – driving suits, helmets, an intercom system, shoes. He had also noticed that the tarmac roads of Newfoundland were at times rough, gravelly and pot-holed! Maybe the low-slung Alfa was going to require a sump guard. However, he was not yet convinced to diminish originality by installing seat belts! A referral to the Targa rules resolved that question.

Fashion statements are all very nice but the human content of the car is what wins rallies. I saw step one as getting Brian driving under rally conditions. The Alfa wasn't road ready for rallies, but my Legacy Turbo was wired for the Terratrip – so that became our practice vehicle for the 2004 season. I had not competed in a rally for 4 or more years and was hoping for some leniency on the class of instructions that we would receive.

But Dietmar stood firm – once an expert navigator, always an expert navigator. Because ralliette instructions aren't as straight forward as performance or Targa instructions, I suggested that Brian read my Rally Master's notes posted on the TAC website. He did glance over them before we entered the April 2004 ralliette. I was a little nervous about returning to the hot seat, but was pleased by the warm welcome I received.

I was particularly touched when a new rallyist came over to meet me. He had read and re-read the Rally Masters Notes as he entered the sport and was thrilled to meet me! Fame – imagine!

As we sat in the car with the instructions, I realized was that one important thing had changed in the prior four years. I now need reading glasses in addition to sunglasses – arghh! As you might expect, the first event was an adventure as I got tripped up in some instructions and was busy trying to remember old tricks while keeping an eye on Brian.

Brian was busy learning to read distances from the Terratrip, and trying to remember the next instruction while being encouraged to go neither too fast or too slow. We had some off-route adventures and the recovery time cost us some penalties, so we finished second and there was no trophy for us.

I was out of town for the May 2004 Ralliette, so Brian gained some insight about the right hand seat and navigated while Malcolm drove. It also gave Brian time to see Malcolm in competition and

understand how to balance speed when approaching stop signs and maneuvering on twisty roads. "Navigating was an interesting experience" Brian said afterward – but it was one that he did not want to repeat. Brian & I were back in our normal positions for the June & July Ralliettes, taking a third and second respectively.

In August 2004, we entered our first MLRC Mini Rally, since they were offering Targa style instructions and Targa timing. Again, I was delighted by the warm welcome for my return to MLRC competition. No one was surprised to learn that I was entering the Targa but they were taken aback that Malcolm wasn't the driver...

There were lots of teams interested in the MLRC Targa class, and 11 cars competed. I was most surprised to meet one keen team that were headed to the 2004 Targa (only one month away) with plans to purchase a rally odometer (and get used to it) before the event! The navigator also wanted to figure out this "timing thing" – maybe on the 20 hour drive to the ferry docks!

Targa instructions are just standard-format performance rally instructions with cumulative and non-cumulative distances, plus tulips, plus written directions that include road names. It would be impossible to get lost unless the navigator had a really, really bad case of mixing up her left hand with her right hand.

Targa timing is the same as regular road rally timing, except the window to enter a checkpoint is larger. At the start of the Mini Rally Targa-class, we had a 24-second

Continued...

window. That is, we could arrive 12 seconds early – or late – and still score zero. This tightened up to 18 seconds, then 12 and I think it finally closed in at the normal 6 second window that I am used to. I just looked at this as a lot of forgiveness early in the event. We simply attempted to run a consistent 3 seconds fast to stay within the narrowest 6 second window, as that is the precision that will win the event.

The dead simple instructions let me give Brian more frequent timing feedback, which again made it easier to stay in the correct timing zone. We ran a nice, clean event with no ‘oopsies’ by either Brian or myself. My in-car scoring showed a major 1.1 minute early at the first checkpoint, which was later revealed to be a missing pause in the Targa instructions versus the regular instructions. The next early was a misplaced checkpoint that was about 0.4 Km out of position. This delivered a perceived late at the next checkpoint, as the actual distance between checkpoints was greater than it should have been.

I got some up-close exposure to the mathematics of Targa scoring at the finish when I advised Paul Henshall of the missing pause – and he handed me all the Targa route cards to re-score! They were corrected, and our ‘early’ turned into a zero. We tied for a first place finish with 0.5 penalties – and Brian won his first rally plaque.

Was he excited? “We need an external sound system so that we can play the music the choppers used in Apocalypse Now”.... Unfortunately, we were not starting a winning streak and only managed a third in the September Ralliette.

Last winter, all four of our team members met monthly to map out our plans - and enjoy some excellent meals together. Barb excelled on the logistics by watching the Air Canada site and nabbing four seats on Aeroplan points. We got our Grand Touring – ‘Equipped’ entry

submitted in time to benefit from the early bird special – a savings of 25%. Barb also booked us with Maxxim Vacations that offer a competitors package for accommodations and rental (support) vehicles.

However, about this time we had a fascinating discussion. I had not yet been shown the Alfa (despite hearing about it for 6 months). While I knew it was a convertible, I had always assumed that between ensuring that the instructions did not blow away, and keeping out the rain and cool temperatures that constitute a normal Newfoundland summer, we would be running with the top up. Brian, on the other hand was insistent that we run with the top down. He was also resistant to destroying the originality of the car by bolting in the Terratrip, installing roll over protection – and he had still not installed seatbelts. Despite these show-stopping differences, he submitted our application for the 2005 event in October of 2004.

An open top would mean a closed face helmet, and that was going to be a problem with my reading glasses challenge. I got some “trial” soft bifocal contacts from my ophthalmologist. Being a hard lens wearer, I found the soft lenses difficult to insert and the bifocal slow to focus. I had the additional challenge that it is a bad idea to not wear your hard lens for a week because you then had to reacclimatize.

It was going to be a big problem if I couldn’t read the instructions! I finally located some sunglass reading glasses that gave full eye protection with a magnifying insert at the bottom for reading.

Our monthly winter meetings did not manage to resolve much, except that the team name would be Looking Glass Racing. After all, if you go through the Looking Glass, whom will you find but the White Rabbit! Brian adopted the Mad Hatter character with plans to wear various silly hats throughout the event.

By March 2005 we still had not found a way to install a roll cage that met with Brian’s approval. Besides drilling holes in the car, he would need to install a lower seat so that the roll bar would be above his head when wearing a helmet – if the convertible top was to be able to close.

Inspiration struck, and Brian resolved all issues by announcing that he had acquired a 1987 BMW 535i for the event! Targa graciously allowed us to transfer our entry to this less exotic (okay, non-exotic) car.

We fitted the Terratrip into the BMW in time for PMSC’s Spring Run-off Rally, and were ready for some more practice time. Unfortunately the next several runs were plagued with Terratrip problems since it would read fast – and then too slow – during an event. I was beginning to lose my mind as to how to make this work.

We ultimately discovered that the probe was not installed properly - but only after several practice opportunities were missed. Thinking our problems were behind us, we next entered a Ralliette only to have the ECU chip shake loose, starving the engine of gas. We aborted the rally and limped back to Toronto for another repair. We certainly were not getting the practice time we had planned for.

In a separate training exercise, Brian entered the May Solo I events at Shannonville to brush-up his driving skills. He and Malcolm shared the BMW, with one observing while the other drove. Over the weekend it came out that Brian’s motorsport experience from the ‘70’s – which he had often talked about – was from the marshalling perspective, and not from the driver’s seat. However, as Brian and Malcolm worked on the principal of ‘slow in and fast out’ of the corner, Brian’s driving became smoother and he started to close the gap to Malcolm’s times.

Plans were made for Brian to enter other Solo I events and some Solo II events, to be prepared for the tight in-town stages of Targa. Somehow, schedules and illnesses got in the way and those opportunities were missed. In the meantime, I solicited advice from experienced Targa co-drivers – Brian Maxwell, Paul Henshall and Stephen Rogers. Each had their own take on the event but several useful tips helped to differentiate Targa from ORRC events. I was encouraged to learn that all of the timing calculations could be done in advance, and not on the fly. A count-down timer was essential since the location of the final finish was provided – so it should be fairly simple to cross the line exactly on time.

Finally, we were advised not to rely on the Terratrip average speed reading as it could not refresh fast enough to be accurate. Ironically, this is the element of the equipment that distinguishes Equipped from Non-Equipped in the Grand Touring Classes!

Autotech prepped the car mechanically in late August, and then Malcolm installed the fire extinguishers, removed the glove-box for easy access to the ECU (just-in-case), bracketed the Terratrip into position, installed the Terraphone intercom, and went through his checklists again. We decided to forgo driving suits (this is only Grand Touring, after all) in favour of matched embroidered shirts and khaki pants.

We did have two rather large ‘Surprise!’ requirements emerge.

First, the final banquet was to be a black tie gala – and this only came out via the Targa discussion board. I always pack a ball gown for auto-sport events – **NOT!**

Second, it seems our adoring fans would be collecting something called “hero cards”. These would be full colour postcards with pictures of the car and crew. We would be autographing them at car shows. Further investigation

suggested we should bring about 2500 so that we did not run out! As luck would have it, I run a graphic studio that put this together, and a friendly printer helped us out, too. With hours to spare, everything came together in early September.

On Thursday, September 8th we flew to Newfoundland. Friday was a quiet day as we sorted out mechanical problems with the rental van (i.e. exchanged it for a new one), checked the BMW over to ensure no harm had occurred during shipping, and moved tools, spares, and other supplies into the van.

We had originally been told that we could register on Friday – but the Targa office was resolutely closed. So we opted to enjoy some local Newfoundland culture with dinner at a George Street pub (I had my feed of cod’s tongues), and then a performance by Buddy Wassits Name and the Other Fellas.

The Diary:

Saturday: Keen didn’t even begin to describe our team. Registration and scrutineering opened at Mile One Stadium at 8:00 AM. We arrived at 7:00AM just to get in line. We were surprised to find the doors already open and we were allowed to park inside. They then decided to process us through registration, since we were there. The paperwork was signed and team materials were in hand by 7:20, so we wandered off for a leisurely breakfast. Malcolm put the Targa sponsor decals and car numbers on the car & shepherded it through Scrutineering with no problems. Of course, PMSC’s Peter Gulliver (Chief Tech for Targa) expected nothing less of Malcolm.

It was the start of a great day for seeing lots of my old motorsport friends. Then I headed back to the Holiday Inn to review the route books and prepare the timing spreadsheets. A list of questions started to emerge for discussion at the navigator’s clinic planned for Saturday night.

Mid-afternoon, Brian & I set off to run the odometer check and calibrate the Terratrip. As we started out, I discovered that the route book was produced in such large type that I didn’t need reading glasses at all! Bonus! – so much worry for nothing!

The odo check was a 2-part affair, with one going out of town – and one coming back. Strangely, I got a different answer on leg two. We ran the route again, with Brian this time convinced that he should stay in one lane, versus weaving back and forth to pass slower traffic. Again we had a different answer coming back into town. Hoping for third time luck, we ran the route again. Now I knew that it was the organizers and not us! At 6:00PM, I corralled John Bellefleur of MLRC (Targa Route Master), and asked him which was correct. He assured me that Targa was loose enough that I could safely use the average.

My other questions were put to rest when John realized that I had found three significant errors in the route books. John posted a correction notice for all Grand Touring entries, and I had my answers. The other interesting learning at the meeting was that our class (GT) was not required to stay within tight time windows during transits. A lot of my Saturday afternoon work went out the window, but it meant that there would be much less preparation required for the balance of the week.

Saturday ended with a public car show at Mile One Stadium. Our ‘Hero Cards’ were quickly being collected by the “fans” and autographs were sought. It was also a time to meet and greet all of our friends who were competing and crewing for the event. It seemed like we already knew a quarter of the field of 84 cars.

Sunday: A 9:00am mandatory crew briefing (complete with roll call!) placed a major emphasis on safety. Robert Giannou (President, Targa Newfoundland) pointed out that

none of the crashes in the previous 3 Targas had been mechanical; either the driver or co-driver made the error.

The other key message was the degree of community involvement required for this rally. Something like 80 communities had agreed to have their lives disrupted by closed roads for this event. In exchange, they wanted a show – and they wanted to meet the teams. We were ambassadors for the event and our (good) behaviour would ensure that the event would be possible in the years to come.

Then we headed for the cars and the start of the Prologue, which ran through communities close to St. John's, but did not count in the scoring. It was an opportunity for the teams and the timing/marshaling crews to work out any bugs before the real deal began on Monday morning. We started with a very tight "in-town" stage at what we would later realize were fairly low speeds. (I encourage you to check out the stage maps at www.targanewfoundland.com to see just how tight and twisty these stages could be!).

In addition to the route book instructions, roads were taped off and directional arrows placed to help the drivers. The weather was intermittent rain, which was a precursor for the week. Brian could not reach rally speeds in town, and we finished late.

Lunch was held at a local school and was catered by Subway, a Targa sponsor. Rain kept spectators to a minimum.

The afternoon Prologue stage was a higher speed, more open route. We were closer to our target time – but still not hitting the mark. Mid-afternoon we had a "Park Exposé" at a Seniors Residence. The rain kept them inside. We were welcomed in to a reception with tea, coffee, sandwiches and baked treats... and the residents were keen to collect our autographed

hero cards and find out all about us. Now we had a clear image of the impact that Targa has on small communities. This kind of reception just doesn't happen in the Big Smoke. As we returned to St. John's, we heard about the first big casualty of the event (and this was just the practice day). An MGB from Alberta slammed into a retaining wall in front of a home, and the car was destroyed. The co-driver sustained two broken legs/ankles. That was the end of their first Targa.

Our team had a nice dinner in St. John's, and then back to the hotel to make timing notes for the next day. It was the first of a lot of late nights...

Monday: Just to ensure that we were not having too much fun, every entrant needed to blow "green" on a breathalyzer before starting. This was repeated every morning.

It was another cold and rainy day, and was I glad that we weren't in a convertible! The first "in-town" stage was in Brigus. I was so busy watching the time and calling the turns I didn't see much of the town. I was just left with the impression of a lot of white picket fences, really close to the road.

At one Tee left, we had a white picket fence directly ahead of us. The car was not turning left and seemed to be steering/skidding somewhat right. I called the left with rising intensity. At the last minute Brian managed to gather everything back together and turned left, leaving the fence unscathed. This moment of ignominy was captured on film and made the "party tape" show at the Gala.

The Targa instructions have cautions marked with one, two and three exclamation points, indicating the severity of the caution. We had been through several single cautions and – as long as one was driving in control – no issues. (remember, we were in Grand Touring – so our speed was controlled).

As we left Brigus, we approached the first Double Caution. Brian and I had discussed this caution twice before the start of the stage. We would be running uphill, crossing a 4-way intersection – and the caution was a compression. I called the caution as we approached but Brian did not lift off the throttle. **BANG!** We slammed the aluminum sump pan into the road. Brian laughed and carried on. He really didn't seem to understand how lucky he was to get away with this until he heard spectators recount the incident – and until he had had a tense discussion with our crew chief, after the end-of-day car inspection...

Lunch was at a Legion hall, again catered by Subway. Tales of more carnage and a blocked stage in the Targa classes drifted in as the cars came into the lunch stop. We thankfully discovered that we were not required to wear our helmets on the transits and happily tossed them into the back seat for a three-hour transit north to Gander. Just when we would have liked to collapse at the hotel, we had one more stage through Gander's subdivisions...

This was more fun than a Solo I, and I would have liked to have a chance to drive it. Our time window for the day was +/- 30 seconds, and we finished with no penalties. As we arrived at the Gander arena, we were directed to the "drive through" car wash; a team of kids with soapy water and a hose soaped us down and rinsed us off in record time.

We then parked in the arena and handed the car over to Malcolm. Barb whisked Brian & I off to pre-arranged chiropractor appointments. I knew in advance that this event would not be kind to my two herniated discs and chronic "navigator's neck"! Since Brian also suffers from back issues, this planning by Barb was key. I had another late night with the books as I tried to stay a full day ahead in my preparations...

Continued...

Tuesday: We started the day off with another run through the Gander subdivision with the speeds cranked a little higher. Great fun! Every day had 6 to 9 Targa stages with transit sections in between, and I won't attempt to describe them all – but I'll share the ones that really stood out in my mind.

A long, high-speed “dead end” stage with the turn around in Leading Ticks. (I did ask: a Tickle is another name for ‘narrows’). The 2.5 hour lunch stop allowed all of the cars to complete the first stage and then have the route re-closed for the run out. Lunch was in a huge ocean front park with live music, and an incredible choice of local cuisine. I enjoyed the Jigg's Dinner. Other choices included moose stew, moose burgers, fish and chips, fish and brewis – and a few “safe” choices like a hamburger.

Later in the afternoon, we had a subdivision stage in Bishop's Falls and came across the unexpected sight of the Audi TT that had started 2 cars before us, parked at the curb. Triangles were out and we were waved onwards. An undis-

closed mechanical problem ruined their stage but they were quickly back in the game.

The next stage was through an older community that had an interesting parallel road set-up. We raced one direction, made a U turn and raced back. It was great for the spectators to see lots of action. We also had a Park Exposé for 10 minutes at the end of the stage and we could see some of this switch-back action.

We do put on a good show! Some of our time windows were narrowed to 20 seconds, but yet again, Brian and I managed to clear the day with no penalties. Back in Gander, we reprised the chiropractic appointments. There was also a big group dinner event that Malcolm & I went to. Barb was exhausted and she & Brian elected a quiet evening on their own. The dinner usually includes a talent show put on by participants but this was cancelled as too many teams and their CROs (pronounced ‘crows’ and meaning ‘Competitor Relations Officers’) were tied up with repairing damage from the day's events. The dinner

also honoured the volunteer teams that man all of the Targa stages.

Many of these people are from outside of Newfoundland and take their vacation time to make the event happen. They have our undying gratitude.

More paperwork after the dinner, but now Barb is helping by transcribing my timing notes into the route books. Which is a godsend – and an advantage we have over the other teams. She could do this at stops during the day, or in the evening, and she really took a load off of me.

Wednesday: The rain from the tail end of Hurricane Katrina finally let up and the skies started to clear. The day's route took us to the north-east coast and then around some smaller bays as we worked our way down to Clarendville.

Our service crew had to work out a schedule that would ensure that they got past roads prior to closure, so that they could meet us at scheduled stops. Barb was annoyed at Malcolm's suggestion



Continued...

of an early departure time – “it’s not an endurance event you know!”

It sure looked and felt like an endurance event to the rest of us!

In one stage, I got confused reading the clock trying to determine if we were early or late. I ended up writing myself a note beside the count down timer – “if this number is lower, you are too slow”. But even that note didn’t save me on Friday.

The event was taking its toll on Brian as well. What I initially perceived as an emerging brake or tire problem turned out to be driver fatigue.

Just before lunch, we had a pretty in-town run through New-Wes-Valley and then a lunch hosted by the Lions Club at the Beothuk arena. Another feast of home made food – this is surely not a week for weight control! The stage after lunch was to be a repeat of the New-Wes-Valley route (at a higher speed, of course), but was cancelled and run as a transit instead. As we came through, we saw a Neon off the road and on its’ roof in someone’s yard. Several people and the tow truck driver were working out how to extract it.

The afternoon took us to Greenspond, a picturesque fishing community at the end of a causeway. The stage had huge elevation changes over 2.24 km and 8 instructions. This is also the site of Targa’s triple caution. Brian approached this with far more reverence than his first double caution. The instructions went something like “road bears right between 2 houses (I’ve seen wider driveways!), narrows at crest of hill where there is a ‘yump’ – and then a steep downhill left”. The next instruction is a narrow uphill left in 170 meters. I’m glad to report no incident with our car at least!

The next stage ran through Eastport. This community had lost four men only two days earlier when a longliner fishing boat cap-

sized at sea. Despite their grieving, they still allowed us to race through their town.

One of the competitors, fondly known as the Faster Pastor, conducted a brief service to honour the men as the cars were lined up to start the stage. Down the road, Port Blanford flashed past in our first high speed stage with an average of 88.7kph. With the improving weather, people were lining both the stages and the transits to see us come past. Finally, the day ended in Clarendville with a tight in-town run. As we approached the arena and car wash we were delighted by local ingenuity. Pipe had been welded in a large U, drilled with holes and connected to the fire hydrant. We drove through to wet the car, were soaped down and then drove through the second U-pipe to rinse off!

We had a quick bite to eat while Malcolm checked the car and then detailed it for the car show, and then we headed off to meet a new chiropractor. This was the last late night with the books as I calculated Friday’s timing. Did I mention that we finished Wednesday with no penalty points? John Bellefleur was muttering about this, and came through with his promise to “tighten things up”. The next day was the start of the +/- 3 second windows.

Thursday: We were up dark and early for a 6:00am start and a 150 minute transit; we needed to be through a certain intersection by 8:45 since the road would then close for the first stage. As all of the competitors arrived in Harbour Mille, we tripled the village’s population! Breakfast was served in the Fire Hall, and I had a Canadian delicacy that I don’t think I’ve eaten since 1967 – fried bologna, yum!

They’re certainly a tight-knit community; I was surprised that the women’s washroom in the Orange Hall didn’t have stall doors. Reminded me of ORRC rallies in the bad old days before my campaign to improve washroom facilities!

We had a lot of duplicate stages today; some run in the same direction, some in the opposite. Malcolm helpfully suggested that I make route notes on the first pass – as if I had time!

One popular stage is Garnish, which started with a 90.2 kph high-speed rural run then a 62.5 kph trip through the village, returning to 93.7 kph after. We adopted a strategy: arrive at the village 3 seconds early (still in our window) so that we could lose up to 6 seconds in the village, and still stay on time. Last year the Interim Time Control (ITC) was at end of the village... Later in the day we ran the same route in reverse with speeds of 94.2, 64.4 & 90.2 respectively.

Lunch was in the lovely village of Burin – on the Burin peninsula, due west of St. John’s. We enjoyed another outstanding buffet of homemade salads, cold cuts and more desserts than should ever be in one place. A live band played while we strolled the boardwalk in the sunshine, contemplating houses for sale at \$18K...

After lots of high-speed stages all afternoon, we stopped for the night at Marystown. There was another group dinner, but without a formal agenda this time. We dined with Jim Kenzie and the Mini team, who went on to win the Unlimited Division the next day. We had managed to survive yet another day with no penalties, and were the only team in our division to do so. Mark and Lawrence Hacking were also at 0.00 in the Unequipped Grand Touring Division. It was too early to be confident yet; a simple mistake could throw it all away since several other teams had less than a minute in penalties...

Friday: Higher speeds, tighter windows, more rain – and only 7 stages to go. We ran clean until Placentia. This was a long in-town stage, and it was difficult to hold speed; at one point Brian was about 8 seconds late. As he was hustling to catch up, we came right up on

the back of the Porsche 911 Twin Turbo that had started 30 seconds ahead of us; they were struggling to find traction in the rain.

I never realized that flames come out of the back of those things when the driver lifts or shifts down. I thought he was going to melt the decals off of our front bumper!

We couldn't pass him because the turns were too close together. We regained our time and actually were 5 seconds early as we passed the ITC. By the time we crossed the finish line, we were 3 seconds late. Phew! But with the +/- 3 second window, we had incurred our first penalty of :02 at the ITC. Most other teams were late at the finish, but we did not know by how much.

After a hearty lunch, we set out again and the gremlins arrived in the Pointe Verde stage. In the hamlet of Cuslett, I called a tee right and Brian turned left. We didn't hit the caution tape and quickly got the car turned around in the right direction. In the confusion, I thought we were late. Brian

put the pedal down and by the time I realized we were in fact early, we were into the finish zone, arriving: 14 early for a 9 second penalty (+/- 5 window). Not knowing how everyone else was doing, I thought that we had just thrown away the win. We got our rhythm back for the Branch stage, only to encounter our next nightmare during the North Harbour stage.

After pushing the same buttons all week, I managed to simultaneously hit the freeze button on the Terratrip – and fail to hit the start button on the countdown timer! I also managed to do this on a 9.12 km stage that had only 2 instructions, or said another way – only 2 recovery points. Luckily, there were no ITCs and we gathered it all back up 2.3 km from the end of the stage to get a zero score.

And we managed to hold it together for the rest of the event, although scoring gave us a :05 penalty at the final finish line. I still think this was a scoring error, but who cares;

- WE WON!

The cars were marshaled into a parade to the St. John's waterfront where we received our Finisher medallions, and then the winning cars continued on to George Street. There was an on-stage trophy presentation, and my very first champagne shower!

With stinging eyes, we were now cold and soaking wet but very, very happy. Off to the hotel for a hot shower, clean clothes, dinner and then bed. For me, Saturday was a quiet visit to yet another chiropractor and a masseuse as we prepared for the black-tie Gala. As Division winners, our trophies were presented on stage.

The trophy is a beautiful stainless steel disc, laser-cut into the shape of a steering wheel - with the map of Newfoundland in the centre hub, and a chequered flag making up the lower half.

It is proudly on display at Millrace - where I can dream of Targas to come...

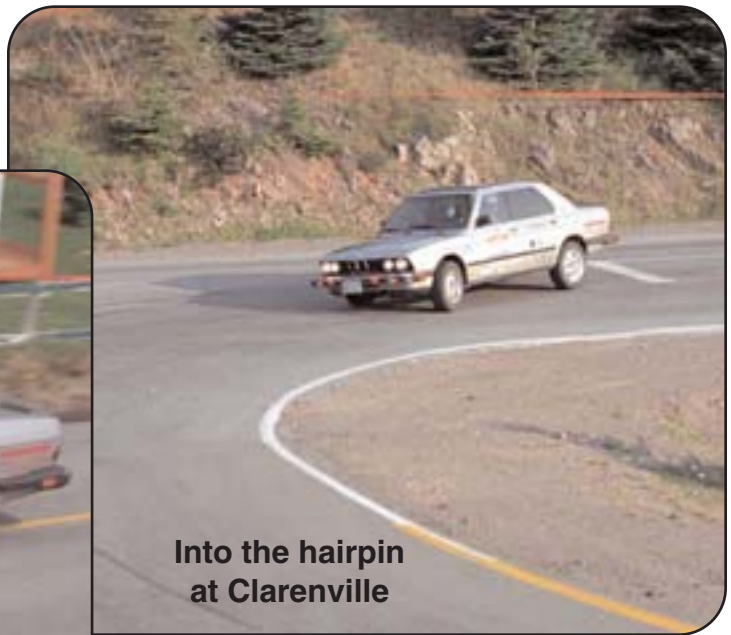


at speed in a residential 'Special Stage'

PHOTOS FROM TARGA NEWFOUNDLAND



At speed in a Special Stage



Into the hairpin
at Clarenville

Photo by Garth Gullekson



Caught !



After that, it is all a bit of a blur.

I'd take our Service Vehicle (Grand Caravan, rear seat removed) to 'Parc Ferme' (the local Arena) around 7:00am each morning, unload my tools, and check the car from stem to stern. Pack the tools, go back to the hotel to pick up Barb, Brian, and Gail. Back to the Arena, watch the Start, and then Barb and I would climb into the van and head out.

Service the car at lunch, get back in the van, and head out again.

Drive to the hotel, and Barb would check the team in, then we'd go to the Finish, and unload the tools, the fluids, and other gear. Barb, Brian, and Gail would take the van and go for chiropractic adjustment while I would first dry the exterior (after the carwash), and then again check the car from stem to stern.

They'd come back and pick me up (usually just as the Car Show was commencing, around 7:30), and off we'd go off to dinner. Back to the hotel, and into bed.

Day after day after day... the rental van logged something over 2,200km

The BMW ran like a train; maybe it liked being fussed over, and getting a daily massage...

The car was known to consume oil; at a Solo I weekend, oil disappeared at a rapid rate. On the first day of Targa, it ate 1/4 litre. The next day, an 1/8th.

After that – nothing.

Obviously the consistent use of high revs had freed a sticky ring or two!

By Thursday I was getting pretty twitchy... other teams were on their second clutch replacement, at least a dozen entries had crashed out of the event, and it seemed like everyone but us had been snake-bit to some degree. I knew our turn was coming, but I couldn't know from which direction...

And, while it was just ducky that our team was running penalty-free on Friday morning, I had a dark foreboding that something was going to go wrong that day...

On our way into Placentia for the lunch service the van wobbled a bit, and I pulled over. Yep, the passenger-side rear tire was going down, fast. I found a safe place, and changed to the spare – a doughnut, of course.

We made it to the service, and heard from Gail that they incurred their first penalties... and then I found that the battery in the BMW had come loose. There was a faint 'hiss' in the rain as I tightened that, and then went off to get the van's tire repaired.

No could do; sidewall torn, carcass toast. A louder 'hiss'.

The doughnut was at the required 60psi, so Barb and I hit the road again, since I had planned for a mid-afternoon service as well that day (did I mention that I was twitchy?).

15km out of Placentia, on a gravel highway going straight through the heart of nowhere (but which we had to use to jump ahead of the closed rally roads), the doughnut grenaded and the rim buckled. Barb's cellphone had no service, mine one bar...

The snake arrived; we'd been bitten.

Other service teams were using the same road, and after (barely) contacting Thrifty I abandoned Barb with my cell and a dead truck, took her phone, grabbed my basic tool kit and hitched a ride with another team's crew.

The mid-afternoon service on the BMW revealed no problems, so away they went. Which was moments before I discovered that all I had left of Barb's cell-phone was the belt clip... the phone itself had vaporized. I looked and looked, but it was gone.

More ominous hissing noises...

I left my tools with another team, and cadged a ride to a road-side ice-cream shop, figuring that I could re-establish contact with Barb via their land-line. After ascertaining that she had prevailed with Thrifty and was heading back to St. John's in the cab of a Chrysler-provided Road-Side Assistance flat-bed tow-truck, I had to negotiate a ride for myself.

A \$60 tank of gas and a bottle of

rum got me back to our hotel in St. John's, far from the Finish. Our CRO (Competitor Relations Officer) confirmed that the car had finished, but could not tell me their placing.

Barb was not answering my cellphone, nor Brian his...

So I poured myself a stiff drink and settled in to wait for news.

When the room 'phone rang an hour later, I was delighted to hear Gail's voice — especially when she announced that they had won!

Once she gave me the coordinates for the celebration, I grabbed a cab and re-joined the team on George St., just in time for the champagne and awards presentation.

That 'Hiss...' had transformed into a 'Yesss!!!'.

Later, it came out that when Brian and Gail called Barb to announce their success, they were startled to hear the phone ring inside the BMW. Seems I'd knocked it off my waist and into a door bin while checking the extinguisher clips and oil and octane-booster supplies inside the car...

All's well that ends well.

I signed on to this adventure because it would definitely *be* an adventure – and I was not disappointed.

As Crew Chief, I never dared to dream of winning. I wanted everyone in the car to be as safe as possible, and I wanted the team to finish — and since that had seemed impossible with all the Alfa issues, Gail and I had prepared ourselves to quit the project.

Brian's acquisition of the BMW turned us around, and with a concerted effort from all four team members, the event was a success. We were well equipped, capable, and with our preparation delivering reliability on all levels, we had an opportunity.

The other teams bobbed in various ways, we didn't – and we prevailed.

Targa Newfoundland certainly ranks as one of my most unique motorsport experiences – to date...

Targa Newfoundland 2005; the Crew Chief's perspective...

by Malcolm Elston

Assuming you've read the other articles about the Looking Glass Racing Teams' adventures, you've got a pretty good grasp of how it all went down; Gail's 'Backstory' and 'Diary' encapsulate the key points accurately.

Culminating in what was – to me, at least – an unexpected success.

When Brian phoned 18 months ago and asked me to navigate for him in the '05 Targa, I laughed – he clearly had the wrong person! I pointed out to him that Gail was arguably one of the best TSD navigators in the country, and would probably be up for a Targa adventure since we had often discussed entering it ourselves. Provided she accepted his invitation, I volunteered to be the Crew Chief – primarily because I wanted to ensure that the car was safe, sound, and competitive, but also because I wanted to be there as part of the team. Brian's partner, Barbara Ross, had volunteered to be the teams' Logistics Coordinator, and the responsibilities were thus assigned.

I like small-displacement sports cars, and Brian's '68 Alfa Romeo is a classic; fully restored and ready to go. All it needed was belts, roll-over protection, intercom and Terratrip implants, newer tires – and a sump-guard.

However, these proved difficult – especially the roll-over protection. It could only be installed by sacrificing the originality of the car, and Brian was – quite understandably – reluctant to go down that road. On the other hand, I was adamant that Gail was not going to enter any rally in a convertible without – at the very least – twin back-braced hoops and a four-point harness.

Even if Targa Newfoundland's Grand Touring class rules didn't require 'em.

By the spring of '05 I was ready to walk away from the project, since Brian and I seemed dead-locked on this issue.

Then Brian announced that he had acquired an '87 BMW 535i, and would be entering that instead of the Alfa in the rally.

After I saw the car, my worries about Gail's safety were eliminated; the E28 BMW is essentially a bank-vault on wheels, built in the era when BMW was trying to out-do Mercedes-Benz.

Further, the car was already known to Dennis Rak and Autotech (the folks who had restored Brian's Alfa, and who are known to me as one of the best Porsche shops outside the dealer network), and the BMW came highly recommended by Dennis. Not much was required, since the previous owner had done lots (E30 front brake upgrade, Bilstein shocks and springs, chip, cat-back exhaust)... but still, the car would start Targa with 268,000km on both the engine and the clock.

A complete nut-and-bolt was done by Autotech in late August, with fresh fluids throughout, braided brake-hoses, ATE rotors and all new pads being key elements of their work. As Crew Chief I grafted in the Terratrip (404 model, now a rare piece and definitely advantageous), a Terraphone intercom, fire bottles, etc., – and made certain that the triangles and tow-strap were secure and accessible.

I negotiated with Parkview BMW – thanks, Steve & Mike! – for a large supply of spares to travel with us, since I know from brutal experience that the only part of a race car that WON'T break is the part you have a spare of – in the pits (or – in this case – in the Service Vehicle!).

So we were packing a spare rear half-shaft, tie-rods, suspension bushings, water-pump & gasket, rad hoses, cylinder-head gasket set, clutch, pressure-plate, throw-out and pilot bearings, and much more...

Decaling the car took a day at AutoWrap in Newmarket, and I must say that their work transformed the car from being boringly beige to at least achieving a smidge of visual interest; BMW's three-box design was exceptionally engineered, but it could never have been called 'stylish'.

However, for Targa Newfoundland, strength over style is superb!

Tire selection would be critical; from five years of weather reports (Brian has access to airport weather records), we knew the mornings would be cold, the chance of rain high, and that fog and mist can dampen the road surface even if it wasn't actually raining. We carefully selected tires that would deal with those elements with aplomb, grace, and grip.

205/65 R15 all-season Toyo TPTs; suitably tall sidewalls – lots of 'air-spring' to save the suspension, the electronics, and the occupants. A rubber compound that would work right across the temperature range we would encounter, and a tread pattern that could evacuate water quickly and yet also provide a responsive feel to the driver.

The car was detailed, loaded with tools, tires, spare parts, helmets, etc., and dispatched to St. John's by transport truck.

When we re-united, and after a detailed check-up, I was pleased that nothing untoward had happened in transit, and so I happily signed-off on its' readiness.

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CONGRATULATIONS ELI AND JENNIFER !

Jen and Eli Edwards are again proud parents! On Oct the 5th at 11:45pm Jen delivered a healthy baby boy 8lbs 3ozs. Colby Gordon Charles Edwards. Our daughter Emily (3.1/2) is already interested in racing and I am sure he will be the same.

Just a matter of time before the Edwards rally team comes to life.(HA HA).

~wilwood~rebco~bell helmets~roll bars~roll cages~books~

~scales~fuel cells~tape~books~neck braces~



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The Toronto Autosport Club Ralliette Series Results for August 2005

Thanks to everyone for attending the August Ralliette.

Codes: Class E = expert I = Intermediate B = beginner e = early m = missed or maximum lateness.

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	Fin	Tot	Pos
8	Katie McAuley	TAC	Sue McAuley	TAC	B	1.4	5m	2.0	1.0e	2.0e	1.2e	0.2	2.1e	1.5	1e	17.4	1B
2	Paul Emmeson	TAC	Cheryl Emmerson	TAC	I	0.7e	0.2e	0.3	0.1e	0.3e	0	0	0.4	0.4	0	2.4	1I
2	Garth Thompson	MLRC	Mathew Thompson	MLRC	I	0.4e	0.3e	0.5e	0.2e	0.6e	0	1.5	0.2	0.3	2e	6.1	2I
5	William Horne		Tom Sikora		I	0	0.5E	0.5	0.3E	0.5	8M	2.6	0.9E	0.3E	0	13.6	3i
5	Sandy Robertson	MLRC	Alastair Robertson	MLRC	E	0	0	0	0	0	0	0	0	0	0	0	1E
1	Paul Moore	PMSC	Rita Moore	PMSC	E	0	0	0.1	0	0	0	0	0	0	0	0.1	2E
7	Kurt Seelenmayer	TAC	Kurt Seelenmayer	TAC	E	0.1	1.5	0.4	0.1e	0.6e	0.6e	0	0.2e	0	0	3.5	3E
6	Peter Fenwick	TAC	John Charles	TAC	E	0.9	0.4	0.1	0	5m	0.2e	0	0	0	0	6.6	4E

We are using the ralliette scoring system, where the maximum lateness at a control is 5 minutes and the penalty for a missed control is 8 points.

Thanks go to Brooke Jacobs for organizing this month's event,

I wish to thank the checkpoint workers Rob McAuley, Peter Clifford, Chris Atkins, Nick Beck.

Next event is at **the Shell Service Centre on Hwy 401 eastbound between Winston Churchill and Mississauga rd**, on Wednesday September 28, 2005, Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2005 Ralliette Series Standings

x = ignore best 4 of 6 count

Beginner Driver

		April	May	June	July	Aug	Sep	Total
Russ Harding	TAC	10	9	10	10			39
Susan McAuley	TAC	9	10		9			28
Katie McAuley						10		10
Ralph Grabenheimer				9				9
Sean Smith			8					8
Mike deBruin		8						8
Andrei Glotov			7					7

Beginner Navigator

Sheryl Graham	TAC	10	9	10	10			39
Sarah MsAuley	TAC	9	10		9			28
Susan McAuley						10		10
Rose Fountain				9				9
Lisa McCombie			8					8
Paul Driesen		8						8
Natalia Glotova			7					7

Intermediate Driver

Paul Emmerson	TAC		10	9	10	10		39
Garth Thompson	MLRC	10	9	8		9		36
William Horne				10		8		18

Intermediate Navigator

Cheryl Emmerson	TAC		10	9	10	10		39
Matthew Thompson		10	9	8		9		36
Tom Sikora				10		8		18

Expert Driver

Paul Moore	PMSC			10	10	9		29
Sandy Robertson	MLRC	10	9			10		29
Niels Jensen Sr	TAC	7	10		9			26
Peter Fenwick	TAC	9	8			7		24
Ed Richardson	MLRC	8		9				17
Kurt Seelenmayer	TAC					8		8

Expert Navigator

Rita Moore	PMSC			10	10	9		29
Alasdair Robertson	MLRC	10	9			10		29
Niels Jensen Jr	TAC	7	10		9			26
John Charles	TAC	9	8			7		24
Eric Richardson	MLRC	8		9				17
Kurt Seelenmayer	TAC					8		8



Canadian Automobile Sport Clubs Ontario Region

CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

Vancouver Stock Car Takes War Bonnet 3hr Over Porsche

The **ProFormance Racing** GM-based stock car of Styan/Paetz and Owluk took first overall at the inaugural **BEMC War Bonnet 3-Hour** endurance race in September.

Styan, Paetz and Owluk beat MCO's **Bruce Gregory** and **Ted Martin** to the checker by over 78 seconds. Their best time of 1:33.81 was nearly 1.8 seconds slower than the best from the Gregory/Martin Porsche. ProFormance Racing has entered BEMC's September Indian Summer weekend in past seasons, and brought three cars this year. A single car was entered for the 3-hour race.



The War Bonnet was this season's second 3-hour endurance race, and unlike the earlier **Sundown Grand Prix**, was held entirely during daylight hours. Entries came from teams spanning from Vancouver to Nova Scotia, and south to New York State.

The War Bonnet headdress was awarded to the largest class of the race. A brace of ex-showroom stock series Sentras boosted the GTD field, and **Frank Blanchet** and **Jay Fieger** credited pitstop timing for their class win.

Annual General Meeting 2005

The CASC Ontario Annual General Meeting for 2005 will take place once again at the **Sheraton Parkway Toronto North** in Markham. Date for this year's meeting is Saturday, November 12th at 9AM.

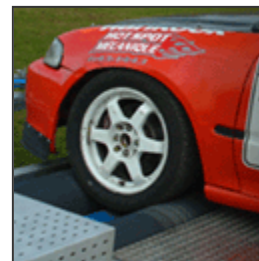
The **Vice President**, **Secretary**, **Race Director** and **Solo II (AutoSlalom) Director** positions on the CASC Ontario Board of Directors will be up for election.

Ontario Solo II Director Wes Tanney has made a late-September announcement that he will not campaign for a third term, but may step forward if no suitable candidate is nomination. Race Director **Gunter Schmidt** is anticipated to bid for a return. At press time, neither **Robb Smith** or **Scott Ellsworth** have yet finalized plans regarding the Secretary and Vice President positions, respectively, which they currently hold.

Members interested in gaining nominations to the CASC Ontario board of directors should contact their club president.

Paddock Dyno at Celebration of Motorsport

Quebec-region competitors **Mako Racing** will have their portable Mustang chassis dynamometer setup for paddock runs at Celebration of Motorsport, October 1st and 2nd. CASC Ontario members are offered a special rate of \$50 per run including taxes and color horsepower and torque curve printout. Tickets for Celebration of Motorsport are free of charge, available for download at www.casc.on.ca.



Post-Season Awards Banquets

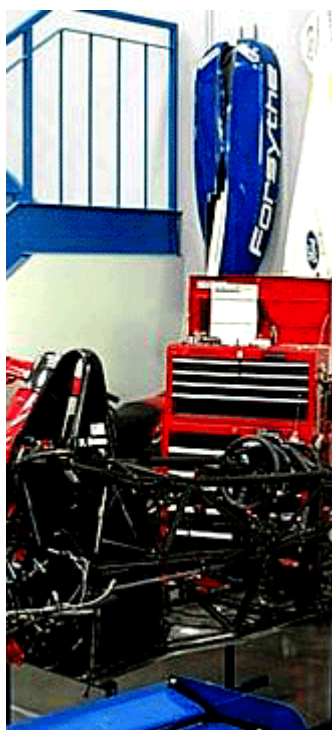
Once again, CASC Ontario will award another hundred or so category, discipline and subcategory championship trophies, with the help of charismatic and doubtlessly patient emcees like RaceOntario banquet host **Tom Hnatiw**.

SoloOntario's Awards banquet is once again taking place at Le Biftheque Restaurant's Airport location in Etobicoke. Visit www.soloontario.com for details.

The **RaceOntario Awards banquet** will take place on the evening of Saturday, November 12th, at the familiar Sheraton Parkway Toronto North, after the Annual General Meeting at the same location. **Tickets** are once again \$50, and will be available to order from the CASC Ontario Region office. A mail-in stub appears on page 2 of this newsletter.



Attention, 2004-season trophy winners: please return trophies ASAP.



AIM Autosport Workshop

AIM Autosport, one of Canada's top race teams, is once again hosting an evening of helpful advice and hints on race car rebuilding and setup. Seminars for purpose-built and production-based cars will be conducted simultaneously, with the **Krikorian & Co.** race team providing info for production-based cars.

The sessions will be on Friday, November 18th at 7:30PM, and on Saturday, November 19th at 10AM, at AIM's headquarters at 35 Silton Road in Woodbridge. The Friday night session will have a presentation of helpful advice and hints on race car preparation. The Saturday session will be a hands-on demonstration on setting up the different cars and related information. There will be ample time for questions and hopefully you will get the answers you are looking for.

A light lunch will be served on Saturday, courtesy of CASC Ontario.

Please contact the CASC Ontario region office, at 416 667 9500, or 1 877 667 9505, to register for one or both of these workshops and specify whether you are interested in production based or purpose built cars. Please call early as space is limited.

Club Member and Vote Tallies

	<i>At September 29, 2005</i>	STANDING	REPORTED	PENDING	VOTES
1	BMW Club of Canada - Trillium Chapter (BMWCC)	Good	285	2	27
2	British Automobile Racing Club (BARC)	Good	244	8	23
3	Motorsport Club of Ottawa (MCO)	Poor	236	3	22
4	Vintage Automobile Racing Association of Canada (VARAC)	Good	228	28	21
5	Toronto Autosport Club (TAC)	Good	217	7	20
6	Subaru Performance Drivers Association (SPDA)	Good	129	1	11
7	Ontario Z Car Owners Association (OZCC)	Good	116	3	10
8	Motorsport Marshalling Services (MMS)	Good	109	70	9
9	Oshawa Motor Sport Club (OMSC)	Good	107	2	9
10	Toronto F-Body Motorsports (TFBM)	Good	107	4	9
11	Deutscher Automobil Club (DAC)	Good	102	0	9
12	British Empire Motor Club (BEMC)	Good	93	0	8
13	Twin Lakes Motor Club (TLMC)	Good	91	2	8
14	HADA Motorsport Club (HADA)	Good	88	1	7
15	Western Ontario Sports Car Association (WOSCA)	Good	85	2	7
16	Canadian Race Communications Association (CRCA)	Good	73	1	6
17	Peterborough Motor Sports Club (PMSC)	Good	71	2	6
18	Maple Leaf Rally Club (MLRC)	Good	67	4	5
19	St. Lawrence Automobile Club (St. LAC)	Good	37	1	2
20	Canadian Timing Association (CTA)	Good	36	1	2
21	London Auto Sport Club (LASC)	Good	13	4	1
22	HRC Horizon Racing Club Inc. (HRC)	Good	12	26	1
23	Competition Corvette Club (COMP)	Good	11	0	1
24	Canadian Racing Drivers Association (CRDA)	Good	8	0	1
25	Thunder Bay Autosport Club (TBAC)	Good	8	2	1
26	Mazda Sports car Owners Club (MSOC)	Good	2	0	1
27	Thousand Islands Zed Car Club (TIZCC)	Good	1	0	1
28	Kitchener-Waterloo Rally Club (KWRC)	Poor	0	0	0
29	Saab Owners Club of Canada Inc. (SOCCI)	Poor	0	2	0
30	St. Catharine's Motor Club (SCMC)	Poor	0	0	0
31	Underground Miata Network (UMN)	Poor	0	0	0
			2576	176	228

Magnum Ice Racing Series Regs Online

Magnum Ice Racing Series Director **David Hiton** released the 2006 season regulations at the Sunday, September 25th Ice Race Competitor's Meeting. Though print copies are limited, a printable PDF version is currently available for free download at www.casc.on.ca

To Order RaceOntario Banquet Tickets, please fill in your name, order and payment information below, and mail to CASC Ontario, 703 Petrolia Rd, Toronto, ON M3J 2N6

Name _____

Tickets _____ @ \$50.00 ea. (Incl. GST)

Payment by (Cheque / Visa / MC)

Cardholder Name: _____

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(Complimentary tickets are available for award winners. Contact the CASC Ontario office for details.)

From The Archives






British Empire Motor Club's Globe ad for the September 30, 1955 race at Edenvale.

Formula SAE Teams Express Continued Interest




The Sunday schedule for BEMC's **Indian Summer Trophy** featured a Formula SAE on-track demonstration during lunch hour. FSAE cars from several Ontario schools were in the paddock, for an all-around positive event. Bryan Coughlin, who oversees the Cardinal Carter school's FSAE program, commented, "I would like to thank you and BEMC for a great experience for my students...[we] are hoping to be able to show you and the good folks at BEMC our 2006 car next summer."

(After BEMC Indian Summer Trophy Weekend)




2005 CASC ONTARIO TOURING GT CHAMPIONSHIP - SUPER GT CATEGORY

Pos	Car	Driver	CLUB	Car	Points
1	191	Andrew WOJTECZKO	HADA		1387
2	251	Allen LEWIS	BMW		922
3	260	Barry MITCHELL	CRCA		551




2005 CASC ONTARIO TOURING GT CHAMPIONSHIP - GT CATEGORY

Pos	Car	Driver	CLUB	Car	Points
1	54	Alan JONES	BARC		1308
2	266	Ray ARLAUSKAS	BMW		1042
3	267	Sean HYLAND	WOSCA		453

2005 CASC ONTARIO TOURING GT CHAMPIONSHIP - TOURING CATEGORY




Pos	Car	Driver	CLUB	Car	Points
1	41	Scott NICOL	HADA		1681
2	91	John LOC-KHART	BMW		1494
3	43	John BONDAR	BEMC		1230

2005 ONTARIO CHALLENGE CUP (GT1)




Pos	Car	Driver	CLUB	Car	Points
1	85	Jay FIEGER	BARC		402
2	32	Leo ROMANO	BARC		325
3	03	Joel REISER	DAC		296

RaceOntario Championship Leaders



2005 ONTARIO FORMULA 1600 CHALLENGE

Pos	Car	Driver	CLUB	Car	Points
1	71	Shane Jantzi	BARC		222
2	90	Rick Doktor	BMW		191
3	5	Nigel Mortimer	MCCO		187


2005 ONTARIO CHALLENGE CUP FORMULA 1200 CHAMPIONSHIP

Pos	Car	Driver	CLUB	Car	Points
1	1	Guy BELLINGHAM	BARC		222
2	11	Nick SHAW	BARC		191
3	76	Frank STEINHAUSEN	BARC		187

2005 ONTARIO CHALLENGE CUP FORMULE LIBRE CHAMPIONSHIP

Pos	Car	Driver	CLUB	Car	Points
1	4	Greg BERESFORD	HRC		531
2	27	Mario URBANO	BARC		182
3	04	Jim HALLMAN	TLMC	?	151

2005 ONTARIO CHALLENGE CUP GTA CHAMPIONSHIP

Pos	Car	Driver	CLUB	Car	Points
1	36	Peter CARPENKO	TLMC		294
2	153	Rocco MARCHELLO	BARC		273
3	09	John COSGROVE	BARC		225

Safety Committee Launches Race Driver Medical Card Program

In an effort to improve our medical response at the track, CASC Ontario's **Safety Review Committee** have issued a **voluntary medical card** so that race physicians will have pertinent information in a timely manner. Information will be stored in a locked box and transported to each event for the exclusive use of the doctor and his staff.

Drivers can fill out the information on the card and deliver it to the CASC Ontario region office, or hand it in to the personnel in the medical room at the track. Medical personnel can also assist those with difficulties filling out information on the cards. The program is entirely voluntary, however, in the event of an injury at the track, its lack could delay treatment that could prove beneficial to members.

Cards are available at the CASC office or at the track medical centre.



More Cash Award Winners

Inside Track Motorsport News' Mystery Position Award program continues into the 2005 season, providing cash award to randomly selected entrants in the open categories for both closed-wheel and single-seater groups.

Winners at the recent **Canadian Touring Trophy** round were Formule Libre team owner **Brian Graham**, and GTD newcomer **Patrick Parato** (Ford Escort GT). At CRDA and VARAC's **Presidents Trophy** round, **Nick Shaw** won the open-wheel prize, with **John Cosgrove** taking the GT prize.

CSC Racing Service Advisory

CSC Racing's **Ralph and Jennifer DeWinter** will be away for a week from October 10-15, with brother Bill and Secretary Liz answering phones for the five days following Thanksgiving.

Those seeking Jenn and Ralph's familiar and extensive knowledge of racing supplies or fabrication are advised to call after October 17th

TAC PARTIES AT THE MOSPORT ALMS WEEKEND



The Hannaford's treated TAC members to a really fine dinner in the wilds of Mosport !



Thanks to Peter Clifford for these ALMS photos.

SOLOSPRINT AT SHANNONVILLE

Photo thanks to Renee van Vuuren





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CSC roll cage,

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Car will be eligible to compete in 2006
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for Ontario Touring, Solo I or II,

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Please contact Kris for more info.

kris_rams@hotmail.com

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FOR SALE

BOSCH RALLYE 225 LIGHTS

I have some Bosch Rallye 225 Lights and accessories for sale.

Yep - I kept them all this time - 10 years I think.

See photo showing all of the items

4 lights in their housings - 1 new never used

2 housings - new

4 soft covers

3 hard covers

extra bulbs

3 mounting kits

I am located near Guelph now so if someone is interested in having a look it can be arranged.

I would like to \$200 for the lot.

Contact Bob Pearson at rpearson@sympatico.ca



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with 9, 12, 15, 18lb pulleys
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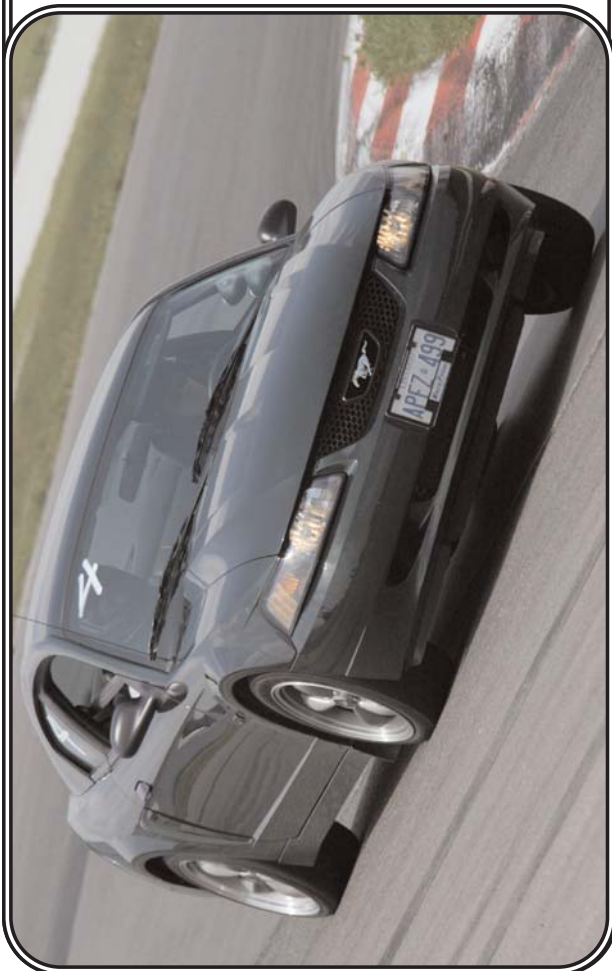
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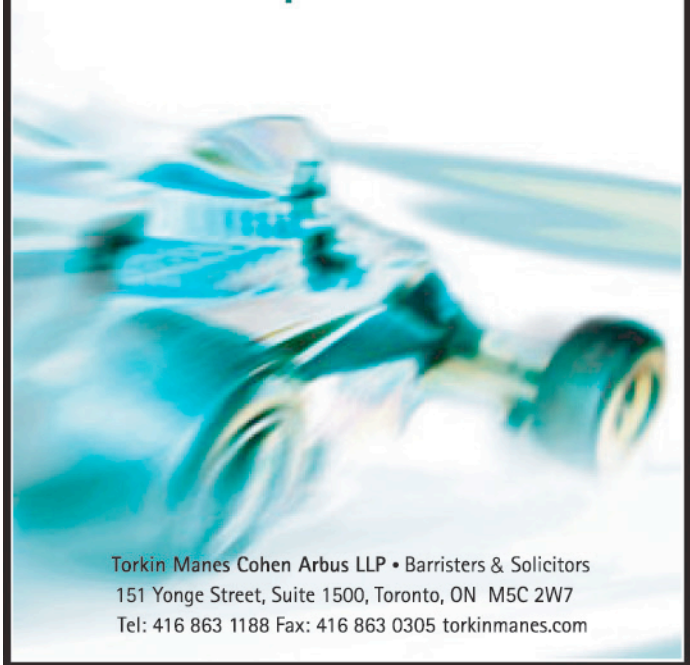
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2005 Membership Application

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Email: registrar@torontoautosportclub.ca

Fax: (519)- 893-0423

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JOIN-> www.casc.on.ca/joinAClub.php

RENEW-> www.casc.on.ca/welcome.php

- TAC Membership includes 2005 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- 2004 membership numbers will be reserved until February 1st, 2005.
- All memberships expire December 31.

1st Member _____ Home Phone (____) _____
 Address _____ Bus. Phone (____) _____
 _____ Postal Code _____

First Member _____ email: _____
 2nd (Family) Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____
 Additional Family Member _____ email: _____

PAYMENT METHOD:

Cash Cheque VISA or MasterCard # _____

VISA/Mastercard Expiry Date: ____/____/____ Signature _____

Half-Year Reduced Amount: \$25 TOTAL : _____

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 all of your
2005 autosport interests;

- Solo I
- Solo II / Autoslalom
- Ice racing
- Navigational rallying
- Performance rallying
- Road racing
- Karting

Please indicate three areas that
you can help with in 2005;

- Solo I / II 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



Corey Cole came across this record-setting bridge. He describes it so:
There was a really good documentary

on the construction of it on Discovery or TLC and month or so ago. It's located in southern France, and is the highest bridge in the world.

It is a truly amazing piece of engineering, especially considering the method used to span the distance between the piers. BTW the red towers you see in the photo were removed following completion of the bridge.

TAC MOTORSPORT CLUB INC.
(TORONTO AUTOSPORT CLUB)
ANNUAL GENERAL MEMBERSHIP MEETING
AND THE
2005 ELECTION OF CLUB OFFICERS

Notice is hereby served that the
2005 Annual General Membership Meeting
and the **2005 Election of Club Officers**
will take place at **8:00 pm** (or later)
following the regular business meeting
on **Wednesday November 16, 2005**
at the Miami Restaurant and Bar, 1285 Finch Avenue West, Toronto
(Between Keele and Dufferin)

**It is important that all members attend (either in person or by proxy)
so that you can have your say in the running of the club.**

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

Vice President, Competition Director, and Secretary.

Each of these Executive positions is for a two year term, commencing immediately after the conclusion of the 2005 elections and running through until November 2007.

The position of **Social Director** is also open for election to complete a 1-year term, running to November 2006.

If you know that you will be unable to attend, please fill out the notice of proxy and submit it to the Club Secretary before the elections take place.

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.

2005 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 2005 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers to _____, who is also a member in good standing.

Signed: _____ Date: _____