



Fifth Gear

October 2008



www.torontoautosportclub.ca

Toronto Autosport Club

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2008 COMPETITION CO-ORDINATORS:

RALLIETTES: (open position)
SOLOSPRINT /SOLO-I (open position)
AUTOSLALOM /SOLO-II (open position)
KARTING:

2008 COMMITTEE REPRESENTATIVES:

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The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (except August & December) at 8:00 p.m. at the Fox and Fiddle: 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

Fall has arrived and all events are done except a couple of Regional Rallies. Contact Rita Moore or myself if you want more information. The last ralliette was run a couple of weeks ago. We had 5 entries, which is about normal for this year. Three of the entries had not been to one of our events this year. One father and son team came for the second time. They also participated in August, the first time they had competed in a rally. They did better than the first time and hope to come to events next year. The reason I mention them is that they come from Simcoe and drive home after the event!

The last Solosprint events are now history. From all accounts both events were a success. Thanks to Serge for the Shannonville day and Rob for the Mosport weekend.

A reminder to all ice racers and potential ice racers the fall competitor meeting is on Sunday afternoon October 19, at the Annandale Golf and Country Club. This is the first Sunday after Thanksgiving. Go to the CASC website for time and directions or call me. The preliminary schedule has TAC doing the first event on January 24/25, weather permitting. Pre tech weekend is January 17/18. Time to get that car or use the old daily driver and buy a new one!

The annual general meeting is in November, still a month away. Part of the procedure at this meeting is the election of officers for the club. The terms are for two years. Half the executive is elected one year and the remainder the next. This provides for an overlap in the terms and continuity in the operation. This year there will be nominations and elections for President, Treasurer and Social Director. This is your chance to stand for one of these positions to help run the club.

The Christmas Party/Annual Awards Banquet will be held on Saturday, November 29. It will be at the Fox and Fiddle, same place as last year. Also the same place we hold our meetings. The awards

to be presented are for Club Members that have the most points in a particular series. These are Race Driver, Solosprint, Autoslalom, Navigational Rally Driver, Navigational Rally Navigator, Performance Rally Driver and Performance Rally Co-driver. Now to get the results for all these activities, I ask that you send a summary of your results to either Serge Gushin or myself. We will then sort out who the winners are.

Oh yes, last years winners should get the trophies to Serge or me by next meeting if possible.

The next meeting is Wednesday, October 15 at the Fox and Fiddle. The meeting will start at 8:00pm. Come and join your fellow TACies for some social banter before and after the meeting. As always some of us are there earlier for dinner.

Dietmar

TAC ELECTIONS FOR 2008

Up for election at the November 19th Annual General Meeting, are the positions of President, Treasurer and Social Director, each for a 2-year term.

The duties are outlined below.

7.2 The President:

7.2.1 shall preside at all meetings of the members and enforce order;

7.2.2 shall be charged with the general supervision and management of the affairs and operation of the Club;

7.2.3 shall approve correspondence and minutes of the Club;

7.2.4 shall sign all membership certificates;

7.2.5 shall call meetings of the Executive when advisable.

7.5 The Treasurer:

7.5.1 shall keep full and accurate accounts of all monies received and paid out by the Club;

7.5.2 shall deposit all monies in a financial institution approved by the Executive;

7.5.3 shall report to the Executive the current financial state at all Executive meetings and at meetings of the general membership;

7.5.4 shall complete and distribute to all members a financial report covering the activities of the Club for each year;

7.5.5 shall keep a record of all Club properties.

7.7 The Social Director:

7.7.1 shall plan and oversee the organization of all social activities for the year;

7.7.2 shall provide regular reports to the members of all past and upcoming social events;

7.7.3 shall identify and welcome guests at meetings.

ALSO:

7.8 The Past President:

shall be an ex-officio member of the Executive without voting privileges.

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TAC EVENTS CALENDAR 2008

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
October 2008			
12	FI	JAPANESE Grand Prix, Fuji	
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
17-18	Rally-CRC	Pacific Forest Rally	WCRA
19	FI	Grand Prix of CHINA, Shanghai	
19	Rallycross	RSO-FOURSTAR Rallycross Championship	MLRC
25	ORRC	President's Prize	PMSC
November 2008			
1	Solo-I	SoloSprint / Autoslalom Banquet (TBA)	CASC-OR
2	FI	BRAZILIAN Grand Prix, Interlagos	
19	Meeting	TAC Annual General Club Meeting, Elections Fox & Fiddle Rest. (Finch W)	 TAC
20-22	Rally-CRC/OPRC	Rally of the Tall Pines	MLRC
December 2008			
6	ORRC	Northern Lights Rally	KWRC

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

Brian Maxwell on the Targa Newfoundland

On this page are photos of the car Brian Maxwell did the 2008 Targa Newfoundland in, with driver Rob Pacione (as you can see, their usual Mustang was not available).

Brain says "Results for the event are available at www.rallyscoring.com. (Rob and Brian finished 12th overall. Ed.)

There are nice pictures online at www.flatovercrest.com. I'll try to do a short article for next month, but haven't yet been reunited with my luggage that has my notes and routebooks.

Cheers,
Brian"

Thanks to Joe Pacione for the photos. On this page, Day-5 of Targa.



On the Cover:

Joe and Brian on
Day-6

OLD SCHOOL MOTORSPORTS - REVISITED

Some might remember back around this time in 2005. On the cover of Fifth Gear was my old 1985 Subaru RX Rally Car. I spoke briefly about the events attended through the year, and what the future held. The infamous Rally of the Tall Pines was next on the calendar, and promised to be a successful event for us. And well...it started off well!

After months of dancing and praying much like all good Ice racers do in the first weeks of January, I got my wish of a snowy Tall Pines! With barely used ice race tires, we set off on the first stages of the rally, and set good times. However, after burning quarts of oil at a time and battling engine mis-fires all morning, the motor seized up solid and we DNF'ed out of 8th place overall!

Looking forward, a swap to a more modern Subaru drivetrain from a WRX and open class made sense, however while sorting out the swap, the engine saw a similar fate, and plans more or less stopped there.

After much consideration and thought, a move to a more modern rally car with greater parts availability made the most sense, and in late July 2006 what would be the next rally car was purchased and imported from the US. The 1993 Subaru Impreza L, with some modifications promised a great base for a build. The parts availability and interchange for the chassis is literally endless, as parts from even brand new WRX's and STi's could be put into service with little or no modifications.

Over the next year, the car spent more time on it's side than it did upright, as it was stripped bare, fully seam welded, reinforced, and caged from the ground up. While preparation continued, servicing and building a Legacy Turbo for friends became beneficial as weaknesses and tricks were exposed, and could immediately be corrected in the new car build. Destined to be a snarling open-class monster from day one, the originally planned 2.2L turbo-charged motor was substituted for a very stock Impreza 2.5L motor, in a effort to shake down the newly built car and return to the rally where it all began. With a final month long push, the new car rolled from the garage just hours before Tall Pines 2007.

The return to Tall Pines proved successful, and a solid 15th overall national finish proved a great result for the untested car in a very competitive field. The outlook for the future proved great, and plans for future events were set.

2008 has proved a success! Competing in a vast variety of events over the last year has proved fun and educational. By far the most

unconventional of which were “performing” in a rally demonstration in Montreal’s Olympic Stadium, and confusing the drifting world by showing up with a converted RWD Impreza! More conventional events like Black Bear, Galway-Cavendish, and Rallye BDC, have been both fun and successful.

Now a month and a half from Tall Pines 2008, I once again embark upon the preparation and modification process. In the wake of a 3rd Overall finish at the Galway-Cavendish Forest Rally, the decision to finally build the snarling beast of a power plant was made. As I type this, the mostly assembled engine sits idle on an engine stand awaiting its installation, along with many other new parts.

Sitting here, looking both forward and back, I must obviously thank a few who offer their continued support! Rising Sun, Team Manick, Minchspeed, and Group-A have all provided resources which I would be lost without. Elizabeth, Jeff, Steve and Sophie, thanks the hard work and dedication.

I hope to make updates a little more regularly than 2 years, as hopefully some of you will enjoy.

Look in November for exciting and revolutionary ideas and concepts which will debut at Tall Pines!

Chris Martin

chris@oldschoolmotorsports.ca



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the Soapbox Derby

...by Malcolm Elston

Congrats and Thanks to the TACcies who took some personal time to contribute to the September issue of Fifth Gear... it was the best issue so far this year. Nick and Ingrid work hard to make our club newsletter look good, read well, and to publish it promptly – but it's so much better when they have interesting contributions from the members.

Sad to read this week that there is no Canadian Grand Prix on the 2009 F1 Schedule... apparently we've been replaced by Abu Dhabi.

2009 marks the 60th Anniversary of the Modern Era of Grand Prix racing, and while Canada has only been a part of the circus since 1967... Montreal (the sole Canadian venue since 1978) is one of the favourite stops for the drivers, teams, and sponsors.

And as the only F1 stop in North America for most of the past 20 years, Canada has been very important for the sport's commercial interests.

Too bad, so sad – but Normand Legault (who owns and runs the Isle Notre Dame Motorsport Club, sole and private lessor of the Circuit Gilles Villeneuve) did rather embarrass himself with the '08 GP – the "re-surfaced" track broke up at a rate that would have made Charmin look durable in a low-flow toilet test. But Normand and Bernie are 'best buds', so we might yet see a further change... providing Normand coughs up enough \$\$\$ to make Bernie feel better. As always, your tax-dollars at work. This time they'll come from the Montreal business development fund.

Thinking about F1, I'd like to give my wife a round of applause... Gail is currently in 2nd place in Mitch & Brooke's Fantasy racing league (an outstanding site created and managed by a couple of enthusiastic TACcies!). Meanwhile, I'm languishing back in 52nd place, 763 points behind her... Her secret weapons (and better picks) were Jarno Trulli (I went with Coulthard) and Timo Glock (I picked Sebastien Bourdais)... next year I might listen better.

I was more than a tad skeptical about the feasibility of racing F1 cars 'under the lights'. NASCAR – well, sure – why not?... huge stadia, simple 4-corner tracks, technically identical vehicles, questionable levels of true driver skills, and a crowd of fans proudly and loudly wearing their beer-goggles. No-brainer entertainment, really.

So I was considerably surprised to see just how well F1 converted to the night-time scenario; the TV coverage was clear and bright, no drivers complained about vision, clarity, or contrast as they fought their way around the 23-corner track – and the overhead and long-distance camera views were both beautiful and beguiling. Especially those that showed the local traffic moving along ramps and highways above the temporary F1 road circuit!

Lewis Hamilton, currently the F1 Drivers' Championship points leader, has been described by some writers as 'Arrogant'. Here's an insight that belies that opinion.

Towards the end of a question-and-answer session hosted by Steve Rider, of ITV, Hamilton was addressed by Kate Burton, an Englishwoman who works in Asia as a TV golf correspondent. Her question and his answer provide all we need to know about how he is perceived by millions around the world and how he views himself.

"Hi, Lewis," Burton said. "You are this incredible, precocious talent – you are so young – you nearly had a chance to win it last year and you've got a fantastic chance this year. What makes you so good?"

At this point, a clearly taken-aback Hamilton (and as everyone else was laughing), Burton added: "All the girls want to know."

"Thank you for that," Hamilton said uncertainly. "I don't think I've been asked that question before. I don't know. I've had a talent since I was very young and it was a case of taking that talent, trying to nurture it and doing the best job I can with it. Every experience I've had since I was 8, I've really taken every little bit, with the help of my dad, who has always been teaching me.

"From a young age I've learnt the skill to take away the positives from a bad weekend and I have grown and grown. I have perhaps learnt a lot faster than other people around me, but I just drive my heart out and I've got my family behind me all the way. I'm just a normal guy in this huge business and I honestly don't know how I do it. (Even) I get in the car and surprise myself."

Arrogant? Hardly.

The impact of the current international financial mess on F1 will be considerable, I fear. While the audience has grown sufficiently to justify the huge inputs of cash from Big Business, the sudden shock of a recession will reduce their profits, and that shortage will make contract renewals challenging.

But there is already a working group inside F1 trying to reduce costs, and increase the thrill factor.

A strong case can be made that circuit design militates against passing moves, but for 2009 the design of Formula One cars themselves will change yet again. Backed by the sport's ruling body, the

continued...

FIA, and in an extraordinary and hitherto unknown spirit of mutual collaboration, design engineers from the three leading teams of 2006 - Ferrari, Renault and McLaren - pooled their knowledge, resources and experience to frame crucial new aerodynamic regulations aimed specifically at creating better overtaking opportunities. The plan was not to make passing so easy that it happens like points in basketball, however.

"Great overtaking," suggests McLaren's Paddy Lowe, who together with Renault's Pat Symonds and Ferrari's Rory Byrne formed the Overtaking Working Group, "is appreciated most where the guy has really worked for it. My personal favourite was when Mika Hakkinen passed Michael Schumacher at Spa in 2000 as both of them overtook on either side of Ricardo Zonta going up the hill to Les Combes."

Basing their investigation on empirically sourced information from McLaren's highly advanced simulator, the working group figured that at the old Barcelona circuit, with a fast corner leading on to the main straight, the driver in a following car needed an advantage of two seconds a lap in order to have a chance of overtaking into the ensuing first corner. The aim was to reduce that to a second, and the McLaren test driver Pedro de la Rosa tried a wide variety of aero configurations in the simulator until a suitable combination was achieved.

During the research it emerged that the wind tunnel is still the most suitable investigative tool, rather than computational fluid dynamics, with which former design Nick Wirth had carried out previous studies which led to the two-part CDG rear wing. The FIA planned to make that mandatory next year before the group's work exposed flaws in its conception.

"Almost all of the attempts to reduce downforce in the recent past have been retrograde in terms of overtaking possibilities and wake

behaviour," one working group representative observed. "If we had wanted to make overtaking chances worse, that's what we would have come up with ..."

The 2009 cars will have fewer ugly appendages, such as barge boards and air extractor chimneys - partly to reduce drag and partly because team principals want better advertising space - but the real key is management of the turbulent wake that each car generates. The rear wings will be smaller and mounted higher, while the front wings will be wider and mounted lower.

Crucially, drivers will also be allowed to adjust their front wings while in motion, through three degrees, twice per lap - the first time that movable aerodynamics have been legal in Formula One since wings first appeared 40 years ago. Thus drivers will have a much better chance of maintaining their car's balance while chasing another, and that should reduce the understeer that currently militates against overtaking attempts.

More Electronic Nannies! I have been railing against these things for years, but they keep on arriving. Last week it was Ford announcing the debut of the 'Parent Key' so teenagers couldn't use full power - neither from the engine, nor from the stereo.

But this item might have some merit - Mercedes is declaring that nighttime journeys by car are about to become safer. They have developed an innovative system that automatically adapts headlamp range to the distance of vehicles ahead or to oncoming vehicles. This means drivers will benefit from optimum headlamp range at all times to recognize other road users, pedestrians or danger spots more easily and more quickly. The adaptive high-beam assistant will be available from spring 2009.

Unlike conventional systems that simply switch between dipped and main beam, the new Mercedes-Benz technology is adaptive, adjusting light yield in accordance with prevailing traffic

situations. Dipped beam range can therefore be increased from around 65 metres to as much as 300 metres without dazzling other motorists. If the system detects oncoming traffic or vehicles ahead it continuously adjusts headlamp range so that the headlamp cone falls in front of other road users. The high-beam assistant also takes steering angle into account, so that headlamps are dipped appropriately on tight corners. On empty and open roads, the system gently switches to high beam.

Practical tests have shown that the adaptive high-beam assistant significantly enhances the safety of motorists when driving in the dark. Despite oncoming traffic, pedestrian dummies positioned at the edge of the road were recognized at a distance of around 260 metres - approximately 150 metres earlier than with conventional dipped beam lighting. The new Mercedes-Benz assistant therefore offers a more than two-fold safety bonus.

In addition, the system helps relieve the burden on car drivers because it is no longer necessary to operate the lever on the steering column. Once activated, the adaptive high-beam assistant will automatically provide the optimum headlamp range so full concentration can be given to driving.

I was present when the Group C cars made their only appearance at Circuit Gilles Villeneuve in Montreal, back in the early '90's. It was memorable because just past the mid-race point - the cars simply stopped coming around.

From the east hairpin, all of us suddenly noticed an ominous plume of dark smoke rising above the trees. It was obviously a bad situation, and the race was red-flagged. Only later did we learn that the tremendous ground-effects of these cars had actually fractured the welds securing a manhole cover to its rim, and finally the cover itself was sucked up and flung (like a frisbee) into a following race car.

continued...

Luckily, no one was killed. But the incident did cause a major re-work of the track, and has always left me wondering about temporary street courses, and what other unexpected dangers they might hold.

Well, it would seem that the Singapore Grand Prix revealed one a couple of weeks ago... Red Bull have identified a tram as the likely culprit for Mark Webber's retirement in the Singapore Grand Prix.

The Australian, who has been dogged by bad luck in a 118-race Formula One career, was on course for a podium finish in the first night-time grand prix when his car's gearbox tried to select two gears at once and broke on lap 30.

Team boss Christian Horner told Britain's Autosport magazine that it appeared a sudden electrical surge at turn 13 was responsible.

"A tram line runs beneath the track at that corner and it seems as if static from a passing tram at the very moment Mark was in the corner passed through the ground," he said.

Webber was running behind Renault's eventual race winner Fernando Alonso and might have finished second.

The Ministry of Transportation is still demonstrating an appalling level of incompetence, and we are still paying for this!

Last week I arrived at our country home (Millrace, near Shannonville) and was surprised to find an MoT envelope in the mail box. Upon opening it, I was even more surprised to find it contained an official, security-coded, brand-new Ontario Drivers' License!

Sitting in a totally unsecured rural mailbox for how many days?

What was really surprising, though, was that my current Drivers License doesn't expire until September, 2010. So why a new license with a new address (Millrace)?

Especially worrying was the fact that a) it is illegal to have two 'official' Ontario Drivers Licenses at the same time, and b) this second license came at me out of the ozone layer... who knew?

So, after investing some time in talking to MoT officials at three different desks, the best answer suggested was that I had caused the problem by moving the Ontario Registration (license plate) of my '66 Mini Cooper S from Toronto to Millrace... they think that that might have 'triggered' the new (unrequested) Drivers' License.

OK, but my smart fortwo is registered in my name to my Toronto address... what does that mean?

In essence, I'm now breaking the law because the MoT jumped the gun and decided that a plate renewal (on the Mini) trumps the plate renewal (done at the same time, in the same licensing office) of my smart. Dumb.

Another example of What is Wrong! – What Are You Thinking!?

On September 6th, Gail got tangled up in a minor three car collision in Belleville...

Mr. Tamlin turned left across her bow at a controlled intersection (lights). Gail tagged the rear-end of his Buick Allure, launching Mr. Tamlin sideways into a slide. He then collided with the innocent, stopped mini-van waiting at the red light. At which point everything stopped.

The Belleville Police were called upon (no collision centres out in the hinterlands).

The investigating Officer assured Gail that Mr. Tamlin was at fault, but it later turned out that the Officer chose not to lay charges against Mr. Tamlin. After all, he was a visitor from Lindsay, his car was broken (both sides), and there weren't any rental cars available... the poor man was inconvenienced!

Mr. Tamlin (who singlehandedly caused the collision by turning left on a green light in front of

oncoming traffic – Gail – is 72 years old). He made a driving error, maybe the first one in his career as a motorist, but maybe not. Who knows?

BUT... He was not charged under section 144 S(8) of the Highway Traffic Act (Failing to Yield the Right of Way to Oncoming Traffic). And with 'No-Fault Insurance' in place, he incurs no penalty for his error, which caused a three car collision.

So I decide to pursue this decision by the investigating Constable. To her Acting Sergeant, her Staff Sergeant, all the way up to the Inspector... and all I hear is an unwillingness from them to 'over-rule' the Constables right to use 'discretion' when investigating a collision.

Which is exactly the rule that allows the cops to decide (on an individual basis) who is speeding, and who is not...

I've decided to take this matter further, and am currently exploring the requirements for me to lay a private "Information" charging Mr. Tamlin with a 'Fail to Yield' offence.

Yep, a private citizen laying an HTA charge.

Why?

Because if I can succeed in this matter, Mr. Tamlin will be forced (under Provincial Law) to go for a drivers' test (G2 Road Exit).

Which is a Good Thing, in my opinion... all drivers' should be re-tested on a regular basis, but we can't do that in Ontario anymore – unless you are charged with causing a crash after your 70th Birthday.

His Insurance Company (which paid both Gails' claim, and that of the van driver) will not, can not make him re-do a re-test. They don't care...

I'll let you know how I get on with laying a private HTA charge in the November issue.

To be Continued...

Presidents Prize Rally

Saturday October 25, 2008



Details:

Registration opens at 9:30am

Drivers Meeting at 10:35am

Car "0" leaves at 11:00am

Entry Fee: \$45.



Start/Finish location: Cango Gas Station on the southeast corner of Hwy 7A and Cty Rd. 10 in Cavan, Ontario.



Instructions for Novice,
Intermediate and Expert

Rally length approximately
190km, 3 1/2 hours.

ORRC Event

Organizer: Dan Demers ddemers@pvncdsb.on.ca

Design By: rusty steel

DESIGNERS.COM



The Toronto Autosport Club Ralliette Series Results for September 2008

Thanks to everyone for attending the September Ralliette.

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

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	Fin	Tot	Pos
1	Trevor Hancher	SPDA	Stephen Deneka	SPDA	N	1.3	0	.9	0	.1e	.1	0	2.4	1N
2	Mike Pebesma		Ken Pebesma		N	.70	.9e	1.1e	.1	1.4e	1.5e	2e	7.7	2N
4	Ron Ekblad		Shawn Martin		N	1.1	4.9	.2	4.6	.1e	.2e	1	12.1	3N
3	Brad Gregovski	SPDA	Bryn Crothers		N	1.8	3.3	.4	8	8	8	5e5	34.5	4N
5	Jane Leonard	MLRC	Bruce Leonard	MLRC	I	0	0	.1e	.2	0	.2	0	.5	1I

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.

I wish to thank the checkpoint workers Nick and Ingrid Beck. and Graham and Andrew Tulett

This was the last event of the season. At this time I am not sure what TAC will be doing next year regarding the beginner ralliettes, but I will let you know when that is decided. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

MCO announces new stage rally for May 2009!

The Motorsport Club of Ottawa (MCO) is pleased to announce a new stage-rally event to be held next spring in the Township of Lanark Highlands. The road we have chosen is northwest of the town of Perth, and it winds through beautiful Canadian Shield forest. Please circle this date on your calendars: May 9, 2009 - and let yourself be tempted by the inaugural Lanark Highlands Forest Rally!



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The early May date means that competitors will be able to rally earlier next season, with two new rallies on offer: the PMSC/ KWRC rally at Shannonville in April, and the Lanark Highlands Forest Rally in May. Darryl Malone is organizing the rally.

Some of you may remember, or have heard of, the 1974 World Championship Rally of the Rideau Lakes. This five-day international rally was headquartered in Smiths Falls and ran stages as far north as Bancroft. The MCO is proud to be building on this tradition with our own Lanark Highlands Forest Rally, 35 years later, on one of the same roads!

Jean MacGillivray

MCO Rally Director

Minden Kin Club Wins Top National Award



Karin Koch, Dana Robinson, Andy Hughes, Tom Prentice Sr., Heather Peckam-Hughes, Sheila Carrell, Jack Prentice, Jim Carrell, Dale Brinklow (absent: Sandra Lee Brinklow, Dan Douglas, Tammy Douglas, Paul Saranyo)

There are presently 528 Kin Clubs across the country; they are situated in sprawling, huge urban centers and small rural communities. The national membership of approximately 7,500 includes people from all walks of life working together for the single purpose of helping others within their communities. Each club functions independently under the umbrella of Kin, and plans fund-raising projects within the particular area they serve.

Given the statistics and demographics, what the Minden Kin Club has accomplished with just 13 members is truly impressive. At the August 2008 Kin-Canada National Convention in Lethbridge, Alberta, it was announced that the Minden Club had won the "Hal Rogers National Service Award". This award is presented to honour the Kin Club that has contributed the most to the fundamental objectives of the association, that of helping its community. Although the local club has been in existence for 52 years, this is the first time it has received such prestigious recognition. The "Hal Rogers Service Award" is the highest national award that can be attained.

The local Kin Club accomplished this through its winter ice-racing series, which began in 1977 and is held January to March at the Minden Fairgrounds. Running the event requires a three-month commitment by Kin members, preparation is paramount, and the actual six weekends of racing is a small portion of the labour required. Building the track involves icing and ploughing, often at night in extremely cold temperatures. A total of 250 hours of volunteer time goes into the preparation and running of events, this being orchestrated and carried out by thirteen Kin members. An additional 424 hours of paid manpower and equipment rental is required due to the magnitude of the project. Kin received support from the Bobcaygeon Kinetite Club, Keaney Chrysler and Magnum Fine Printing along with five non-Kin volunteers; no government funding was involved.

Kin gets revenue from renting the track to car clubs belonging to the Canadian Automobile Sports Club, (CASC) from the food booth, and collects track rental for winter driving lessons provided by Ian Law Driving School.

In addition to direct donations of financial assistance by Kin to community initiatives the spin-off revenue is significant. During the often slow and long winters, the racing series brings life and commerce to the locality. Drivers, crews and spectators require fuel, repairs, food, recreation and accommodations, all of which contribute to the local economy. Several competitors have moved into the community, buying homes and cottages, as a direct result of their involvement with ice-racing.

Minden Kin uses ice-racing as a venue in which to raise funds to help the local community and in doing so, has been recognized by its own as the best in all of Canada.

Ice racing begins the last weekend of January for the 2009 season. ■

Thanks to "The Voice" for providing this article.



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2008 Membership Application

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

Email: registrar@torontoautosportclub.ca

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

JOIN or RENEW ON-LINE :

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

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

- TAC Membership includes 2008 CASC-OR (Race, Solo) & RSO (Rally) affiliation
- Family rate limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number # (if known)
- 2007 membership numbers will be reserved until February 1st, 2008.
- All memberships expire December 31 2008. Date: _____

1st Member _____ [#] Home Phone (____) _____

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

2nd (Family) Member _____ [#] email: _____

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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 2008 autosport interests

- Solosprint (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 in 2008

- 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

TAC MOTORSPORT CLUB INC.
(TORONTO AUTOSPORT CLUB)
ANNUAL GENERAL MEMBERSHIP MEETING
AND THE
2008 ELECTION OF CLUB OFFICERS

NOTICE IS HEREBY SERVED THAT THE
2008 ANNUAL GENERAL MEMBERSHIP MEETING
AND THE **2008 ELECTION OF CLUB OFFICERS**
WILL TAKE PLACE AT **8:00 PM** (OR LATER)
FOLLOWING THE REGULAR BUSINESS MEETING
ON **WEDNESDAY NOVEMBER 19, 2008**
AT THE FOX AND FIDDLE, 1285 FINCH AVENUE WEST, TORONTO
(1 BLOCK EAST OF KEELE)

**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 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, Treasurer, and Social Director

Each of these Executive positions is for a two year term, commencing immediately after the conclusion of the 2008 elections and running through until November 2010.

If you know that you will be unable to attend, please fill out the notice of proxy below and submit it to the Club Secretary before the elections take place (in person by proxy-holder or to club address : 14 Princess Anne Crescent, Etobicoke, Ont M9A 2P1

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.

2008 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 2008 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 19, 2008

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

Signed: _____ Date: _____