



Fifth Gear

October 2014



Toronto Autosport Club

2014 EXECUTIVE:

PRESIDENT	Rob McAuley	(905) 335-3141	rob@rmcauley.ca
VICE-PRESIDENT	Paul Moore		vicepresident@torontoautosportclub.ca
TREASURER	Rita Moore		treasurer@torontoautosportclub.ca
SECRETARY	Graham Tulett	(905) 828-0245	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Dietmar Seelenmayer		dietmar.s@gmail.com
SOCIAL DIRECTOR	(position vacant)		

2014 COMPETITION CO-ORDINATORS:

TIMEATTACK /SOLO-I	Carsten Gieschen	(416) 792-2804	cgieschen@dynamic.ca
AUTOSLALOM /SOLO-II	(position vacant)		

2014 COMMITTEE REPRESENTATIVES:

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

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

The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (**except August & December**) at 8:00 p.m. at the MOOSE AND FIRKIN, 7600 Weston Road at Hwy 7 (SW corner), just west of Hwy 400 in Woodbridge (www.mooseandfirkin.com)...

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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

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



FROM THE PRESIDENT'S DESK

Who'd have thought that October would be so busy! CASC-OR is making a video to promote motorsports in Ontario, and had the camera crew out to CTMP/Mosport for the Celebration Weekend. I was interviewed as a Time Attack organizer, then had a camera attached to the car while we did some noon-time lapping. Time Attack isn't the most thrilling event to watch (no passing during competition, very few crashes), but I'm sure they can make things look interesting with some fast-paced editing.

The following weekend, I was instructing at a BMW Club event, also at Mosport. My student was very keen, and we had a blast in his well prepared Mustang. It was nice to be in a car that had a tendency to oversteer instead of plowing through the corners as my BMW x-drive is wont to do. One of the highlights was taking a couple of old school buddies around the track. One didn't quite have the stomach for the fast laps, while the other was getting right into it! I am always amazed at how some people are just along for the ride, while others can analyse each corner, and pick up on subtle changes between laps.

Earlier in the month, Dietmar and I were invited to the Guru Nanak Awards Presentation. TAC helps them run a rally every year, and with that as their main fundraising tool, they presented the Brampton Civic Hospital with a cheque for \$250,000. This represents years of events that TAC and Dietmar have been involved in. The rally participants obviously have enjoyed themselves during our events, as we were thanked profusely during the ceremony!

We hosted the Zonta rally this past weekend. Thanks to Paul & Rita for organizing - and to Fred & Jane for running the event. These contract rallies help the club defray costs. We can always use some additional help putting them on!

Speaking of which, Ultra 94 offered 4 spots to the club for a one-day formula driving school at the Bridgestone Racing Academy. Our board decided to offer spots at the school to those that had volunteered the most. Ice Race and fun rally organizer Paul, Fifth Gear Editor (and ice race & rally helper) Nick, and Webmaster and Discover Ontario Rally organizer Brooke quickly accepted. I would like to personally thank ice race & rally helper Rita & Time Attack Assistant Director Kelly Ball for turning down the opportunity to run, so the forth spot fell to me!

Nick was awarded the driver of the day, but we all had a blast. The cars handle like they're on rails! I would recommend this to anyone looking to try a racing school without putting their own car on the track. Thank you Ultra 94!

Next up are the planning meetings and CASC Awards Banquet. Everything takes place on the November 15/16 weekend, with meetings for Race, Time Attack, Ice Race and Autoslalom on Saturday - followed by the banquet. On Sunday, the AGM will be held. I'll be there, and anyone else from the club is invited to attend.

Finally, our Ice Race weekend will run on January 17/18. We will put up and feed any volunteers that make the trek to Minden - but please be prepared to reschedule to February 28 in case of rain or warm weather! Last year, we were in great shape for our event on the final weekend of the season - after a very cold winter. But then rain on the Friday prior forced us to push our event out by a week. We ate a pile of hotel charges for rooms that were never used. Hopefully this year any hotels used will be more accommodating (so to speak).

Enjoy the fall weather, and have fun prepping for next season!

Rob McAuley

TAC 2014 EVENTS CALENDAR

<u>DATE</u>	<u>CATEGORY</u>	<u>EVENT DESCRIPTION</u>	<u>CLUB</u>
<i>OCTOBER 2014</i>			
10-12	F1	JAPANESE GRAND PRIX (Suzuka)	
15	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
24-26	F1	ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina)	
31-2	Rally-CRC	Rocky Mountain Rally, Invermere BC	CSCC
<i>NOVEMBER 2014</i>			
1	Rally	Fall Night Rally, Pembroke	
7-9	F1	UNITED STATES GRAND PRIX (Austin)	
14-16	F1	MEXICAN GRAND PRIX (Mexico City)	
19	Meeting	TAC Club Meeting, AGM & Elections, Moose & Firkin, Weston & 7	TAC
28-29	Rally-CRC/OPRC	Rally of the Tall Pines, Bancroft	MLRC
28-30	F1	GRANDE PRÊMIO DO BRASIL (São Paulo)	
<i>DECEMBER 2014</i>			
6	Rally-ORRC	ORRC - Northern Lights Rally	KWRC
<i>JANUARY 2015</i>			
10	Meeting	CARS AGM, RSO Awards, Mississauga, ON	CARS/RSO
21	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
31	Rally-ORRC	ORRC - Frostbite Rally, Campbelleville/Milton ON	
<i>FEBRUARY 2015</i>			
6-7	Rally-CRC	Perce Neige, Maniwaki Quebec	CPRN
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC
21-22	Rally-ORRC	ORRC - Polar Bear Rally, location TBD	MLRC
<i>MARCH 2015</i>			
18	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston & 7	TAC

More events to appear as 2014 Schedules are released.

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

**TAC MOTORSPORT CLUB INC.
(TORONTO AUTOSPORT CLUB)**

**ANNUAL GENERAL MEMBERSHIP MEETING
AND THE
2014 ELECTION OF CLUB OFFICERS**

Notice is hereby served that the
2014 Annual General Membership Meeting
and the **2014 Election of Club Officers**
will take place following the regular business meeting (which commences at 8 pm.)

on **Wednesday November 19, 2014**

at the MOOSE AND FIRKIN, 7600 Weston Road (Unit 15) at Hwy 7 (SW Corner),
just west of Hwy 400 in Woodbridge Ontario

**It is important that 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 for 2-Year Term)

Each of these Executive positions commences immediately after the conclusion of the 2014 elections and runs through until November 2016 . Other positions (not up for election) have 1 year remaining until elections are held, in November 2015.

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 mail to club address : 18759 Kennedy Road, RR1, Sharon, On, L0G 1V0)

**NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.
2014 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 2014 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 19, 2014

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

Signed: _____ Date: _____



2015 CANADIAN RALLY CHAMPIONSHIP (CRC)

Feb.	6-7	RALLYE PERCE-NEIGE MANIWAKI <i>www.rallyperceneige.com OR www.rallyperceneige.com</i> Patrick Rainville	Club - CRPN Maniwaki, Québec 819-663-5546 info@rallyperceneige.com
June	27-28	RALLYE BAIE DES CHALEURS <i>www.rallyebdc.com</i> Jean-François Guité	Club - CRAB New Richmond, Québec 418-392-3544 info@rallyebdc.com
Sept.	11-12	RALLYE DEFI <i>www.rallyedefi.com</i> BGilles Lacroix	Club - CASDI Ste-Agathe area + MRC Papineau, Québec 450-475-8828 info@rallyedefi.com
Oct.	2-3	PACIFIC FOREST RALLY <i>www.pacificforestrally.com</i> Paul Westwick	Club – WCRA Merritt, British Columbia 604-617-4132 paul@rallybc.com
Oct.	30-31	ROCKY MOUNTAIN RALLY <i>www.rockymountainrally.com</i> John Blaber	Club – CSCC Invermere, BC 403-671-1985 chair@rockymountainrally.com
Nov.	27-28	RALLY OF THE TALL PINES <i>www.tallpinesrally.com</i> Ian Wright	Club - MLRC Bancroft, Ontario 416-606-5141 ian@tallpinesrally.com

This schedule is subject to change – September 25, 2014

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TAC Cars Posing for the CASC Promo Video.
Rob McAuley's BMW in front of
Matt Clough's Mazda MX-5.

ON THE COVER

Rob & Dietmar pose with the Guru
Nanak donation to the Brampton
Civic Hospital

BULLETIN



BULLETIN N° 2014-04

Subject: September 2014 Rule Changes

Issue Date: September 15, 2014

#1 Scheduling, Posting of Event Results and Podiums (NRR 20.1; 21.10; 19.2.6)

Preamble: Since the addition of a minimum of 2 podiums (NRR 21.10), it is becoming more difficult for the organizer/stewards/series manager/competitors to deal with the podiums and the verification of the event scores with the regulations putting the timelines of both activities into conflict with each other. NRR 20.1.1 says results should be posted 30 min after the last finisher to arrive at the finish with the 30 minutes being to allow for event inquiries. However, the podium is supposed to be done as soon as possible after the last car arrives at the finish. This has resulted in podiums being conducted and posting of the event's results at the same time.

Organizers have taken to putting in their supps when the podiums will be and when the scores will be posted which might put them in violation of the NRRs. This procedure needs to be put in the regulations by extending the time lines for posting of event provisional results and allowing for the addition of scheduled times for the two procedures to be added to the supplementary regulations.

Effective Date: Immediate

NRR 20.1.1 add wording to end "last possible finisher or within 30 minutes of the time specified for posting the complete provisional scores in the event's Supplementary Regulations or within 15 minutes of the completion of the final podium whichever is later."

NRR 21.10 add wording to end "The podium ceremonies should commence as soon as possible after the arrival of the last vehicle at the finish control."

NRR 19.2.6 add new (e) and (f): (e) Approximate time of beginning of podium ceremonies; (f) Approximate time of posting of complete provisional scores."

#2 Re-Start Wording

Rationale: The wording changes made in Bulletin 2014-02 June 2014 addressed some issues with the original wording of the re-start rules, but further clarification/refining the procedures will aid organizers and competitors in making re-starts function more easily and seamlessly.

Effective Date: Immediate

5.15.2.2 Re-Start Procedure:

- a) The crew wishing to re-start must notify the Clerk of the Course of their intention to re-start a minimum of 30 minutes before the scheduled first car start time start time of the first vehicle for the next leg of the rally. This notification need not be made in person and may be made through the event radio network or through other telecommunication means.
- ~~b) Be present, with their vehicle ready, at the main time control before the start of the new leg a minimum of 15 minutes before the scheduled start time of their vehicle.~~
- b) The Chief Scrutineer (or delegate) will conduct the safety inspection in the Service Park location and time the event has designated and advise the Clerk of the Course that the car may re-start. Failure to present the vehicle ready to take the re-start at the time specified will result in the crew not being able to take this re-start opportunity.
- c) The Clerk of the Course will determine where to slot the crew into the start order and assign an appropriate arrival time for the control immediately prior to the start of the next leg. include the crew in the start order for the next leg.
- d) The crew will accumulate lateness and penalties normally accrued for late arrival at the leg start control until deemed max late, at which time they will not be considered to have re-started, but may eligible to re-start at the beginning of subsequent legs.

#3 Alterations to Supplementary Regulations (NRR 19.3)

Rational: Updating -remove wording

Effective Date: Immediate

~~19.3 Alterations~~

~~Should it be necessary to alter these regulations, the approval of the CARS President and the appropriate CARS Director of the host region must be obtained and the alteration must be printed in the supplementary regulations and posted on the official notice board.~~

BULLETIN



BULLETIN N° 2014-04

Subject: Section 14 - Types of Route Presentation & Section 17 – Practising

Issue Date: September 15, 2014

Rule Change #1:

Rationale: An update to the wording of Section 14 has been needed since the sport has mostly moved to reconnaissance rallies. In addition, blind performance rallies are no longer organized by CARS member clubs. As well, part of the move to reconnaissance is the concept of competitors developing and using their own notes from one year to the next and, as a result, many of the restrictions to making/adjusting/marking their notes have been removed.

14. TYPES OF ROUTE PRESENTATION

14.1 Route Book

In all cases, a route book will be provided by the organizer. The route book shall be constructed as per NRR 13.3.9-11

14.2 Stage Notes

14.2.1 There are ~~four~~ two types of stage notes ~~ways of presenting route information:~~

- a) Competitor generated pace notes are a detailed description of the stages prepared by the competitors during two-pass reconnaissance.
- b) Organizer supplied notes are a detailed description of the stages prepared in advance by an individual or by mechanical means. These notes are supplied to the competitors who are give an opportunity to do a minimum of a single pass reconnaissance /familiarization using the supplied notes.

~~(a) Blind rallies are where the route is presented by distance referenced tulip diagrams with some explanatory notes to help guide competitors~~

~~(a) Reconnaissance rallies are where the competitors have the opportunity to pass twice over the special stages of the event ahead of time to make detailed notes that would describe the roads and the manner in which to drive each part.~~

~~(b) Course notes are a detailed description of the special stages of the event which include hazards that are known at the time the notes were prepared (competitors may be will be given an opportunity to have a route familiarization passage over all or some of the stages). These notes can be produced by mechanical means.~~



~~(c) Organizer supplied notes are where the organizer has someone prepare detailed notes that would describe the roads and provide a moderate amount of explanatory details to help guide competitors (competitors are will be given an opportunity to have a route familiarization passage over all of the stages).~~

14.3 Notification

Event Supplementary Regulations will identify the type of route presentation that will be used as well as details outlining the procedures to be followed including schedules for route familiarization or two pass recce passes and registration for recce and route reconnaissance.

14.4 Disclaimer

~~Course notes, Competitor generated pace notes or organizer supplied notes and reconnaissance are not required to traverse the stages. The information contained in traditional route books, course notes and organizer supplied notes is a subjective matter, which cannot fully take into account the capabilities of the individual vehicles, the competitors or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While effort is taken with the preparation and production of route book formats, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of the route book formats, CARS or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of these route book formats.~~

14.4 Limitations of use

~~In adopting use of the traditional route book, organizer supplied notes or course notes, competitors acknowledge and agree to the following conditions of use:~~

~~14.4.1 they will be used without alteration or embellishment unless amendments are authorized by instructions received from event officials;~~

~~14.4.2 they will not be reproduced by any means for use by any other person;~~

~~14.4.3 they will not be used at any other time other than the specific event for which they were produced.~~

~~14.4.4 Pre-event practicing or testing on special stages is forbidden (see NRR 17.8)~~

14.5 Marking Allowances

~~To assist teams with the languages or systems used in the traditional route book, organizer supplied notes or course notes, markings will be allowed provided the markings specifically fall under the following definitions/types:~~

~~14.5.1 Competitors may underline or highlight the words.~~

~~14.5.2 Competitors may convert abbreviations to full words.~~

~~14.5.3 Competitors may add terms such as “Brake”, “Caution”, or other similar terms to alert drivers to changes in the character of the stage.~~

~~14.5.4 Competitors may add organizer supplied information.~~

~~14.5.5 Competitors may convert distances from meters to yards or mileage (tenths or hundredths), but must be converted consistently throughout the notes.~~

~~14.5.6 On stages that are run more than once, competitors may mark in their books, comments from the first running of the stage for use on repeat runs of the stage. When a notes familiarization pass is offered, competitors may also mark their stage notes book(s) with comments from any source except reconnaissance done in violation of CARS rules.~~

~~14.5.7 to assist competitors that are accustomed to different languages, they may transpose specific information in the instructions (example: change a 1R to a 6R).~~

14.6 Inspection and Penalty

~~The Series Manager and the Steward(s) have the right to inspect any competitor's route book, organizer supplied notes, course notes, or other documents present in the vehicle at any time. The use of the route book, organizer supplied notes or course notes in violation of any of the above conditions will be considered using Pace Notes and will be penalized according to GCR 7.4.~~

17.8 Practising / Pace Notes

~~17.8.1 Except where there is a reconnaissance opportunity or a notes familiarization pass opportunity (ies) is provided, Practising in the area of any event shall be banned for a period of 60 days prior to each rally. Practising shall be deemed to include a wide range of actions including but not limited to: testing a competition vehicle, production or clarification of pace notes for a stage, actions which annoy residents. It is the intent of this rule that competitors, without legitimate business, shall not drive on stage roads prior to the scheduled reconnaissance or note familiarization as set out in the event schedule. (Permission may be granted by an organizer may grant permission to traverse specific portions of a route for familiarization purposes, but it must be granted to all competitors.) Penalties for practising are those detailed in GCR 7.4.~~

~~17.8.2 except in reconnaissance situations, possession of pace notes made prior to the event is prohibited. or course notes. (see NRR 14.4 and NRR 14.5)~~

~~17.8.3 Penalties for violation of 17.8.1 and/or 17.8.2 above are those detailed in GCR 7.4~~

~~17.8.4 Competitors are reminded of the reciprocal agreements with the RA and NASA regarding violations of 1 and 2 above. Canadian licenses will be suspended for competitors practicing in the USA and vice versa. RA and NASA sanctions for competitors practicing in the USA will be enforced by CARS and vice versa.~~

BULLETIN



BULLETIN N° 2014-06

Subject: NRR 21.2 Starting Order –the addition of CRC Speed Factors to our present seed system

Issue Date: October 2, 2014

Implementation Date: TBA

This bulletin is being sent for feedback. If you have any questions or comments please submit them by October 17, 2014 to the CARS office.

Rationale:

At the 2012 AGM, use of speed factors by CARS was proposed, with some blending of the current seed system. Since then CARS have assessed both the Rally America speed factor tool and a speed factor tool created locally. After reviewing the data from 6 events, starting with Tall Pines 2012, it was decided that either tool would provide a useable speed factor. However, it was recognized that using the Rally America tool, provided the added benefit of a common system in both Rally America and the CRC benefiting cross border competition.

At the March 12th 2014 board meeting, the CARS Board of Directors approved the use of speed factors for the CRC events. CARS will use the Rally America speed factor tool and the same tool criteria in calculating the individual competitor's event and overall speed factors. Individuals entering Canadian events with RA speed factors will have a comparable speed factor that can be used by organizers.

The Admin Rules Committee was asked to develop a proposed methodology for use of speed factors combined with the benefits of the current seeding system.

The overall proposed methodology for use of a combined speed factor / seeding system is as follows:

1. The current seeding system will be maintained;
2. For drivers in seed of 1, 2 & 3, as a combined grouping, organizers will use each driver's CRC speed factor to determine the start order;
3. For drivers with a seed of 4, 5A or 5B, organizers will use a) the driver's seed and then b) the CRC speed factor to determine the start order within each seed separately.



4. Drivers with a speed factor of >90 will participate in a start order draw for choice of road position as per NRR 21.2.3.

Criteria for Determining a CRC Speed Factor:

- For a valid overall speed factor, a competitor needs at least three event speed factors in the last 24 months;
- The overall speed factor is calculated from the average of the best three event speed factors in the past 24 months;
- Stages less than 2 minutes are dropped;
- Stages where 75% of the competitors have the same stage time are dropped (Usually a stage stoppage);
- Stages where a competitor has a speed factor with a standard deviation greater than 1.5 is dropped (this will remove a stage during which the competitor had a flat tire, off or the like);
- A speed factor of 50 is the mean speed factor.

Since approving the use of speed factors in the CRC, we have continued to collect the event data. Attached is the speed factor table for events dating back to Tall Pines 2012 and includes the results up to Defi 2014.

Many individuals do not have three event speed factors; their speed factors are not valid, but are included to provide a sense of relative speed.

If individual competitors see any mistakes in the data please send an email to Debbie Dyer with your proposed corrections

Proposed Changes to NRR 21.2

21.2 Starting Order **using Speed Factors and Seed**

- 21.2.1.1 CARS shall maintain a driver's seed list in which all drivers will be placed in the highest seed for which they qualify and organizers ~~should~~ **shall** use this seed list to help determine the event start order. ~~Foreign drivers should be included in the seed that best reflects their qualifications.~~
- . 21.2.1.2 CARS shall maintain a Canadian Rally Championship (CRC) speed factor list as provided for in 21.2.16 and organizers should use this CRC speed factor to determine the start order as outlined in 21.2.3. The list will include each driver's speed factors for the previous 24 months.
- . 21.2.2 Based on ~~the criteria in the seeds as per NRR 21.2.15~~ **14 below, and in accordance with 21.2.3, a seeded draw is to take place at the time and place provided for in the event supplementary regulations prior to each event to determine the start order as well as the vehicle number. Organizers shall create a starting order, as well as the**

- vehicle number based on a competitor's CRC speed factor at the time provided for in the event supplementary regulations. This seeded draw shall be for: Seed 1 (Group 2 and 5, Production Sport), Seed 2 through Seed 6 drivers. The organizers of a rally have the right, after approval by the Senior Steward, to place any driver in a specific position in the Start Order to reflect their demonstrated speed in previous stage events.
- 21.2.32 For drivers in seeds 1, 2 & 3 as a combined grouping, organizers in determining the start order will use the driver's speed factor. For drivers in seeds 4, 5A & 5B the start order will be based on a) their seed and then b) on each driver's CRC speed factor. the criteria in NRR 21.2.14 below. a seeded draw is to take place at the time and place provided for in the event supplementary regulations prior to each event to determine the start order as well as the vehicle number. This seeded draw shall be for: Seed 1 (Group 2 and 5, Production Sport), Seed 2 through Seed 6 drivers. The organizers of a rally have the right, after approval by the Senior Steward, to place any driver in a specific position in the Start Order to reflect their demonstrated speed in previous stage events. **US Competitors with a RA speed factor shall be placed in the start order using their speed factors. Competitors without CRC or RA speed factors shall be placed by the organizers into the Start Order to reflect their demonstrated speed in previous stage events using any event speed factors if available or by previous event results. (Competitors, without CRC speed factors should supply information to aid in proper placement. Competitors without supporting documentation shall be placed at the end of their seed group). Seed 6 drivers shall be placed at the end of the start order in order of receipt of entry.**
 - 21.2.43 For ~~seed one~~ drivers (Open and Production GT), **drivers with a speed factor >90** a meeting at the event is to take place at the time and place provided for in the event supplementary regulations to determine the start order. (**Each >90 SF** driver entered will be assigned a vehicle number based on the CRC standings as of the start of the event or, in the case of the first event of the year, the final standings of the previous championship calendar with any ties in the championship standings being broken by the organizers by a coin toss.) The starting positions available shall equal the number of ~~seed one~~ **>90 SF** drivers entered in the event. The procedure for determining the start order will be as follows:
 - (a) A draw will be conducted whereby those ~~seed 1~~ **>90 SF** drivers (not co-driver) present at the time of the draw shall each draw a number;
 - (b) The order of the draw will be by the drivers' current championship standings, or in the case the first event of the season, the championship standings for the previous season;
 - (c) The number drawn will be for the order of selection of the driver's start position (The choice of numbers will equal the number of seed one drivers present at the time of the draw.);

(d) The ~~seed one~~ **>90 SF** driver who has drawn the first choice shall be the first to select a start position from the start positions available and the seed one driver who has the second choice shall then select a start position from the remaining available positions, etc.;

(e) For any ~~seed one~~ **>90 SF** driver not present at the draw, the organizers shall assign a starting position from the remaining positions available by draw. The ~~seed 1~~ **>90 SF** driver's draw for starting positions will not change the vehicle number assigned by the event organizers.

21.2.54 There should be seven seed groups. The qualifications for each of these groups are as follows: Seed Qualifications:

Seed 1: All drivers with 80 or more seed points as a driver

Seed 2: All drivers with a minimum of 25 and less than 80 seeding points as a driver

Seed 3: All drivers with a minimum of 10 and less than 25 seeding points as a driver

Seed 4: All drivers with a minimum of 1 and less than 10 seeding points as a driver

Seed 5A: All drivers having finished eleventh through fifteenth of a Canadian Rally Championship event

Seed 5B: All drivers having finished one performance event but not qualifying for seed 5A as a driver

Seed 6: All others.

21.2.65 unchanged

21.2.76 unchanged

21.2.87 unchanged

21.2.98 unchanged

21.2.109 Entries received after **the start order is established** draw, but before the opening of registration, ~~are to be started at the end of their proper seed group.~~ **shall be slotted into the start order as close to their SF as practical.** The organiser's decision on starting order is final as long as it complies with these regulations.

21.2.1140 A **speed factor list and** seeding list will be provided to organisers prior to the ~~seeded draw~~ **start order being established** for each event. These lists shall be maintained in an updated condition by the Canadian Rally Championship scorer or his/her delegate. It may occur that a driver's qualifications for a higher seed group is at an event subsequent to the most recent update of the official seed list. If this situation occurs, the first driver shall be responsible for proving his improved seed position or will be seeded

according to the latest list.

21.2.12~~11~~ unchanged

21.2.13~~12~~ First drivers improving their seed position after the **start order is established**, ~~draw~~ but before the close of registration may, at the discretion of the organiser, be started ~~at the end of~~ **in accordance with** the higher seed group **rules** for which they have qualified.

21.2.14~~13~~ unchanged

21.2.15~~14~~ The starting order will be:

- . **Combined seed 1, 2 & 3 sorted by speed factor**, Seed 4 by Speed Factor, Seed 5A by Speed Factor, Seed 5B by Speed Factor, and Seed 6 by receipt of entry
- . ~~Open 4WD and Production 4WD~~
 - ~~Seed 1 Open 2WD and Group 5~~
 - ~~Seed 1 Production 2WD~~
 - ~~Seed 2 Open 4WD and Production 4WD~~
 - ~~Seed 2 Open 2WD and Group 5~~
 - ~~Seed 2 Production 2WD~~
- . **Seed 3 Open 4WD and Production 4WD**
 - ~~Seed 3 Open 2WD and Group 5~~
 - ~~Seed 3 Production 2WD~~
- . **Seed 4 Open 4WD and Production 4WD**
 - ~~Seed 4 Open 2WD and Group 5~~
 - ~~Seed 4 Production 2WD~~
- . **Seed 5A Open 4WD and Production 4WD**
 - ~~Seed 5A Open 2WD, Group 5 and Production 2WD~~
- . **Seed 5B Open 4WD and Production 4WD**
 - ~~Seed 5B Open 2WD, Group 5 and Production 2WD~~
- . **Seed 6 Open 4WD and Production 4WD**
 - ~~Seed 6 Open 2WD, Group 5 and Production 2WD~~

21.2.16 The CRC Speed Factor shall be determined by the following criteria:

- a) For a valid overall speed factor, a competitor needs at least three event speed factors in the last 24 months;
- b) The overall speed factor is calculated from the average of the best three event speed factors in the past 24 months;
- c) Stages less than 2 minutes are dropped;
- d) Stages where 75% of the competitors have the same stage time are dropped;
- e) Stages where a competitor has a speed factor with a standard deviation greater than 1.5 is dropped;
- f) A speed factor of 50 is the mean speed factor.

21.2.17~~15~~ unchanged

CRC speed factors

RA SF	CRC-SF	Valid	CRC Seed	First	Last	TP12	PN13	BDC13	DEFI13	PFR13	RMR13	TP13	PN14	BDC14	Defi14	PFR14	RMR14	TP14
99.8	96.11	y	1	Antoine	L'Estage	98.49		96.30	89.16	93.50	93.53	87.70	91.50	92.95	92.94			
	92.92	y	1	Patrick	Richard	94.65	93.33	88.37	86.40	90.78		82.79	86.70					
89.41	92.20	y	1	Leonid	Ulrichich		94.98	91.73				89.88						
	86.86	a	1	Martin	Rowe										86.86			
	84.11	b	2	Joel	Levac									83.74	84.48			
80.71	81.74	y	2	Alexandre	Béland	82.85	77.63	69.45			69.67	62.21	74.70	83.4	78.98			
79.15	81.22	y	2	Steeve	Hobbs	76.07	85.52	76.96	81.19			69.09	75.56	66.81				
	79.08	y	2	Jean-Sébastien	Besner		65.94		66.22			69.71	78.73	75.41	83.09			
80.16	77.87	y	2	Ugo	Desgreniers	80.85	78.98	73.79					71.96					
	77.52	y	2	Maxime	Labrie	76.52		77.51	73.96				67.32	73.17	82.13			
	77.47	y	2	Maxime	Losier.m	76.62	81.32	74.48										
75.3	75.63	y	2	Max	Riddle		69.77	71.58	73.15	72.66	78.75	74.98	71.80					
	75.28	y	2	Simon	Losier.s	78.6	75.83	68.29	71.41			70.26	68.41					
	75.24	b	3	Chris	Martin	73.88						76.59						
85.71	75.09	a		Dillon	Van Way							75.09						
	74.25	a	4	Edward	McNelly	74.25												
	73.35	y	1	Sylvain	Vincent			68.86					64.65	73.03	78.18			
	72.43	a	3	Alex	Kozlov						72.43							
	72.00	a	2	Bruno	Carre								72.00					
	71.50	b	3	Nick	Mathew	75.31						67.68						
77.2	70.96	a	4	Carl	Decker						70.96							
	70.89	y	4	André	Leblanc			68.56					60.63	78.32	65.79			
	69.98	b	3	Marc	Bourassa				67.81									
	69.77	y	3	Maxime	Rochefort-L	71.43						69.71		68.17				
72.39	69.22	y	2	Hardy	Schmidtke	65.41	58.41	63.87		59.39	78.37							
	68.73	y	3	Mathieu	Dubé.m		72.16	63.40					70.64					
	68.52	b	3	Ryan	Huber	71.89						65.16						
	66.80	a		Karel	Carré										66.8			
	66.04	a	5A	Ludovic	Lognay		66.04											
	65.64	b	3	Warren	Haywood	76.85							54.44					
	64.56	y	3	Alexandre	Rochon Ouellette	65.99	73.53		51.88			58.70	61.44					
	63.13	b	5A	Joel	Goulet			69.96						56.29				
92.31	62.02	a		Adam	Yeoman							62.02						
	61.79	b	3	Taylor	Nelson					52.20	71.38							
	61.41	y	4	Martin	Donnelly	63.5	51.76		60.16						60.56			
	60.94	a	2	Philippe	Dube								60.94					
	59.92	b	4	Nicola	Narini				63.92				55.92					
73.88	58.72	a		Will	Hudson								57.42		60.01			
	57.73	y	5A	Simon	Dube.s		68.43						58.40	40.22	46.37			
	57.33	a		Pierre	Dubé.p		57.33											
	56.98	a		Simon	Leclerc		56.98											
	56.90	b		Philippe	Babin			56.21						57.6				
	56.12	y	5A	Jérémy	Carle	52.99	58.24						57.12					
	55.85	y	4	Jeremy	Norris	58.43	63.91		45.22									
	55.79	b	4	Krystian	Ostrowski					49.70	61.89							
	55.29	a		Eric	Courshesne							55.29						
	54.80	b	5B	Maxime	Méconse		57.54						52.05					
	54.76	a	5B	Patrick	Rainville	54.76												
	54.55	y	4	Boris	Djordjevic					28.55	59.58	46.32		47.39	56.67			
46.2	54.23	a	4	Matt	Binczewski						54.23							
	53.53	a		Bill	Lauze	53.53												
52.29	53.24	b	3	Wim	Van der Poel					41.25	65.24							
	52.91	y		Francois	Simard		51.20						55.21		52.32			
	52.40	y	5A	Eric	Vlasic	47.5	50.27					55.25	51.68					
	52.12	b		Mathieu	Leblanc			55.31						48.93				

Attention Proud TAC Members!

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

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Membership Application

Mail: 18759 Kennedy Road,
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Email: registrar@torontoautosportclub.ca

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

(You may PAY ON-LINE or by Cash or Cheque; Please see below...)

- TAC Membership includes CASC-OR (Race, Solo) & RSO (Rally) affiliation for the year
- Family rate is limited to family members domiciled at the same mailing address.
- Renewals : Indicate membership number [#] (if known)
- Assigned membership numbers will be reserved until February 1st.
- All memberships and affiliations expire December 31.
- Please be aware that membership data may be shared with CASC-OR and/or Rallysport Ontario.

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____

_____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

To pay by PAYPAL/Credit Card, please visit the Club website at: www.torontoautosportclub.ca.

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

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

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

TAC works only because volunteers make autosport happen!

So that we know *your* interests (and where you can help out) and can therefore plan the right mix of events – please complete the information checklists below ...

Please indicate your autosport interests for the coming year :

- TimeAttack (Solo 1)
- Autoslalom (Solo 2)
- Navigational rallying
- Performance rallying
- Road racing
- Vintage Racing
- Ice racing
- Karting

Please indicate three areas that you can help with this year :

- Solo (1/2) organizer / worker
- Road Rally/Ralliette organizer
- Contract Rally organizer
- Rally Checkpoint/Green-crew
- Social Event Organizer
- Ice race organizer / worker
- Event timing / scoring
- Performance Rally organizer