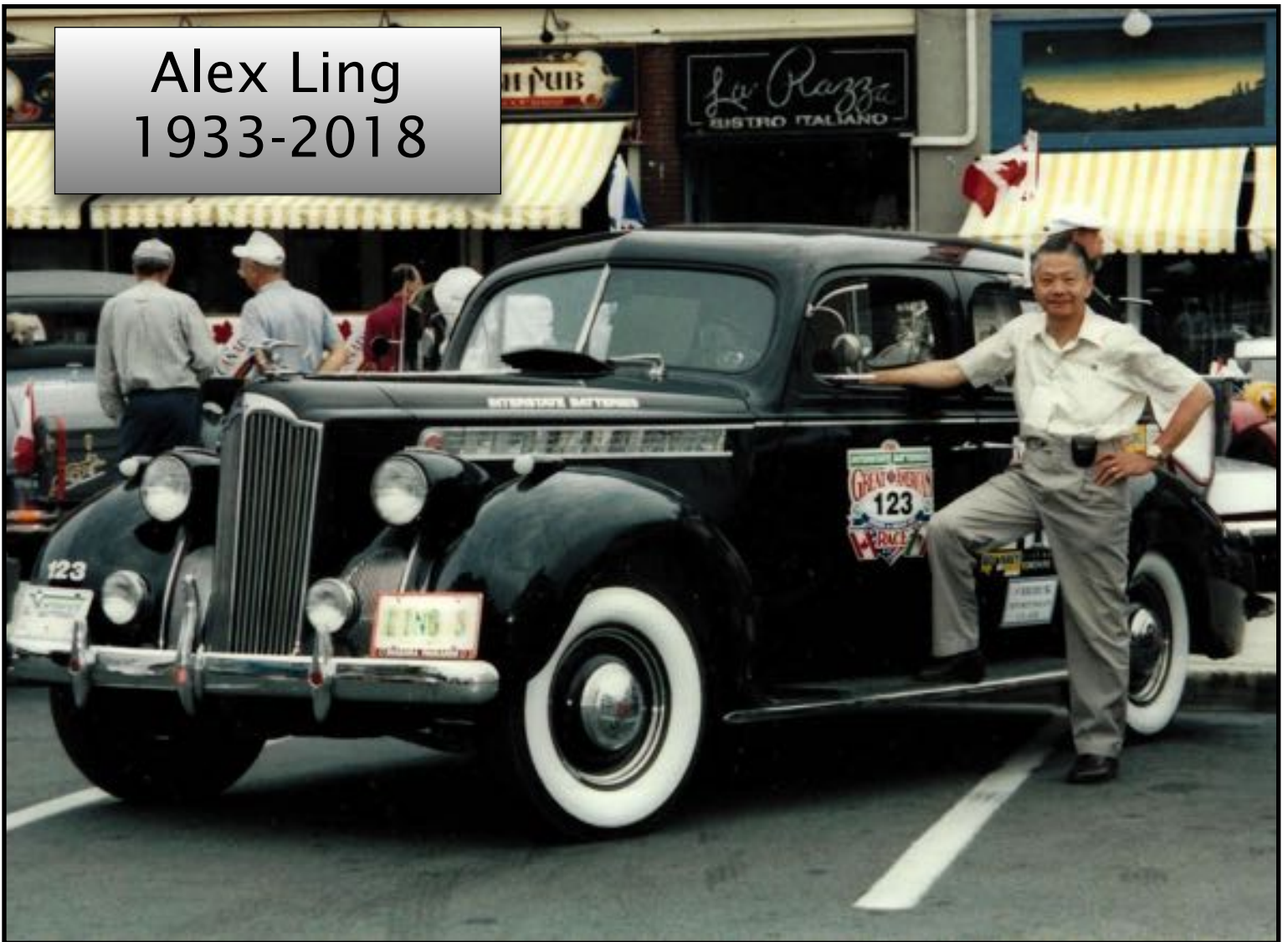




# Fifth Gear

*October 2018*

Alex Ling  
1933-2018



# Toronto Autosport Club

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## 2018 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	Fred Walker		

## 2018 COMPETITION COORDINATORS

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

## 2018 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 location to be determined (refer to content this issue).

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## 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.

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



# From The President's Desk

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What a year this has been!

There have been lots of things going on, both personally, and with the Club. And overall, things have gone very well!

Where to start? Let's do this chronologically.

We had a good AGM in November, with a quorum, and our Vice President, Competition Director, and Secretary all returning for another term.

December saw our Annual Awards Banquet, hosted by Social Director Fred. We packed the room, and everyone left with multiple door prizes.

January was quiet, mainly because Wife Sue and I were spending time in England visiting Daughter Sarah while she worked on her Masters there. Kurt's January Jaunt rally was held in the middle of the month, with great attendance. He always has a great route out of Waterdown, running along the escarpment.

The TAC Ice Race weekend ran in February. Vice President Paul organized a perfect weekend - one of the few that was able to run on both days. We were lucky that we had freezing cold weather at our event this year!

The RSO AGM took place in March. Competition Director Dietmar and I attended. I am so happy to report that these have become routine, with a solid board and lots of events - both navigational and performance.

April got me down to the Daytona Chump Car Race with Secretary Graham, and tech crew extraordinaire Dan & Andrew. This was a once in a lifetime opportunity to drive a legend! The trip down and back was also filled with excitement, as we sorted out various truck and trailer issues but kept on schedule. And the race car ran flawlessly. Teamwork at its finest! Because I was away doing that, Ontario Time Attack

Secretary Gary Vernon had to cover for me at the OTA Open House. He signed up some new members and renewed others.

This is always a great time to reconnect with the folks who ran the previous year, and I'm sorry I missed it.

May was busy as well, with the Chump Car race at Shannonville (we had to borrow a differential from another team), and the Time Attack School at CTMP's Driver Development Track. As in most of these amateur racing groups, the camaraderie is amazing. And Gary Vernon has put together a team of Time Attack veterans to enter a chump car of their own. The OTA school was fun, as always. I love doing the intro classroom session to set up the students to scare their instructors.

Fred ran his Bowling Night at the end of the month, bringing out members and their family members for some good non-racing fun.

Besides the Discover Ontario Rally, June started our wedding season. We had the first of 6 weddings in 2018, with this one happening in Montana! It was fun with both daughters attending. Brooke once again ran the DOOCR, this time from Guelph. We had 28 people running, and everyone was having a blast!

July events included the annual picnic at the IMSA event at Canadian Tire Motorsport Park. This year, we had IMSA TV crash our coral, but we never made it on the broadcast. Immediately after the picnic, Wife Sue and I drove through the night to get to our next wedding at Cape Hatteras, North Carolina. Daughter Katie was the Maid of Honour, and we got there in time for the breakfast that she was hosting.

We had 2 more weddings in August - one in San Jose, and the other up by the cottage. Both Katie and her husband Wyatt were in the wedding party, and we had a great bus ride up to a winery in the mountains. We also sold our house in Burlington, and had a

very frantic day packing and moving. We were up at 6am, and the movers finally left the condo at 10pm. The rest of the month was spent unpacking!

September is the Toronto International Film Festival month. Everything goes on hold during those 11 days. Being downtown enabled me to volunteer in the morning, grab a film or 2 (or 3) in the later part of the day, and whip home to rest between shows. I saw 34 movies this year, Wife Sue saw 21 (but she was working). Unfortunately, I missed the Calabogie Chump Car race the weekend after the Festival. I just needed some time to decompress! Somewhere in there was wedding number 5 up near the cottage.

Unfortunately long-time member Alex Ling passed away at the end of September. He was one of the original members of the DKW club, then later the Fiat Auto Club, before they became the Toronto Autosport Club. Alex has been involved in the club, coming out to the Awards Banquet, and the occasional monthly meeting. He was most recently at our May meeting, where he talked about the Club's history. We will miss him greatly.

October is underway now, and we are planning for the next TAC elections and events for next year. We have our last 2018 wedding in November, along with the CASC-OR AGM and our TAC AGM. The awards banquet will go December 1st, then into 2019 for the January Jaunt.

Besides all the events, your Board ran the club with precision. Vice President Paul has

signed up a tonne of members, and Treasurer Rita is managing our finances with precision. Competition Director Dietmar is on top of all our sporting events held with our sanctioning bodies, CASC-OR and RSO/CARS, as well as Chump Car, where we have a growing number of members involved. Social Director Fred is always on the lookout for new and interesting activities, and Secretary Graham take meticulous notes at all our meetings. Many thanks to all, as the club would not exist without them!

I'm expecting that 2019 will go much like 2018 did, but with fewer moves & weddings. I will still be doing TIFF, but for the sake of my bum, there will likely be no more than 30 films.

Starting in October, our regular monthly meetings will move to Turtle Jacks, up near the airport. We will have our own meeting space, free parking, and easy highway (and fly-in) access.

Please come out to our AGM on November 21st. If you can't make it, then please email one of your Board Members with your proxy information. A proxy form is included in this issue.

We'd love to hear from you!

Have a great winter,

Rob  
TAC President

#### ON THE COVER

ALEX LING WITH HIS 1940 PACKARD,  
DRIVEN FROM OTTAWA TO MEXICO CITY  
IN THE 1995 "GREAT RACE"

ALEX, WE WILL MISS YOU



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# TAC 2018 / 2019 EVENTS CALENDAR

<u>Date</u>	<u>Category</u>	<u>Event Description</u>	<u>Club</u>
<b>October 2018</b>			
17	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	<b>TAC</b>
20	Rally-Contract	ZONTA Contract/Charity Rally; 400 NB Service	TAC
<b>November 2018</b>			
11	Rally-ORRC	ORRC - President's Prize Rally	PMSC
21	Meeting	<b>TAC Club Meeting, AGM &amp; Elections, Turtle Jack's, 925 Dixon Road</b>	<b>TAC</b>
23-24	Rally-CRC/OPRC	Rally of the Tall Pines, Bancroft, ON	MLRC
<b>December 2018</b>			
1	Rally-ORRC	ORRC - Northern Lights Rally	KWRC
1	Awards Dinner	<b>TAC Annual Awards Dinner, The Crows Nest, Newmarket (See Flyer)</b>	<b>TAC</b>
7-9	Rally-CRC	Big White Winter Rally , Kelowna, BC	WCRA
<b>January 2019</b>			
16	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	<b>TAC</b>
19-20	Ice Race-Minden	Ice Race, Minden Fairgrounds	DAC
26-27	Ice Race-Minden	Ice Race, Minden Fairgrounds	BEMC
<b>February 2019</b>			
2-3	Ice Race-Minden	Ice Race, Minden Fairgrounds	BARC
16-17	Ice Race-Minden	<b>Ice Race, Minden Fairgrounds</b>	<b>TAC</b>
16-17	Ice Race	Ice Race Series, Minden ON	TAC
20	Meeting	<b>TAC Monthly Club Meeting, Turtle Jack's, 925 Dixon Road</b>	<b>TAC</b>
<b>March 2019</b>			
2-3	Ice Race-Minden	Ice Race, Minden Fairgrounds, RAIN-DATE	
9-10	Ice Race-Minden	Ice Race, Minden Fairgrounds, RAIN-DATE	

*More events to appear as 2019 Schedules are released.*

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

In Celebration of

# ALEX LING

November 29, 1933 - September 24, 2018

Alex Ling will be remembered for his generous spirit, his helpfulness, his unique, distinct sense of humour, and his passion for life. His ability to overcome obstacles and cross barriers to bring people together in community is also part of his legacy, as well as his close business relationships. Many of these relationships developed into lifelong friendships. His legacy will also continue through businesses worldwide, as he ensured the survival of the Business Improvement Area movement around the world. But Alex was absolutely at home when he got behind the wheel of the many automobiles he had the blessing to drive. Cars were his passion, which he shared with his beloved wife Helen, who will truly miss him.

Alex was born in Melbourne, Australia, the oldest son of Edward and MingHui (Chai) Ling. He grew up in Shanghai and in April 1950, at the age of 17, Alex immigrated with his family to Canada. He studied in Toronto and then in Orangeville while he managed and worked on his father's farm. After completing his studies, he joined his father back in Toronto where they operated the family's oriental wholesale importing business, "Oriental Arts Trading Company". In the mid-1950's, they opened their first retail store, "Ling's Importers", on Yonge Street, north of Eglinton. They then moved their store to 103 Bloor Street West near University Avenue.

In 1957, he married his beautiful bride, Helen Lowe, at Knox Presbyterian Church in Toronto.

During the 1960's, Alex and Helen moved "Ling's Importers" to 93 Bloor Street West, closer to Bay Street.

In 1971, after accepting an offer to lease 93 Bloor Street West, Alex found a new location for "Ling's Importers" at 2257 Bloor Street West, which was west of High Park in Bloor West Village.

Shortly after moving into the neighbourhood, Alex was invited to attend a meeting for the businesses of the Bloor West Village area. He was invited by Neil McLellan who shared his vision for the neighbourhood as a Business Improvement Area (BIA). Shortly thereafter, Alex found himself on the board of the Bloor West Village BIA, the first BIA in the world.

Over the years, Alex followed the BIA concept to promote the Bloor West Village area. He was involved in numerous initiatives such as events (including festivals and sidewalk sales) and beautification projects (including banners, tree lighting, flower planters, and benches), all of which were well-received by the businesses and local residents. This led to Alex being elected as Bloor West Village's Chairperson in October 1979. He continued to spearhead countless initiatives to promote local businesses, ensuring that both local business owners' and residents' voices were always heard.

The success of Bloor West Village as a BIA was clearly evident. Its model was mirrored through the establishment of additional BIAs throughout



Toronto. Recognizing the need to unify the voice of Toronto's small businesses, Alex established the Toronto Association of Business Improvement Areas (TABIA). It promoted successful BIAs in the city by facilitating the exchange of information, experiences and ideas, helping small businesses thrive.

Alex was a man of foresight. He consistently developed new ways to promote small business and improve the customer experience, but also had the vision of environmental responsibility. In 1990, Alex led the Bloor West Village BIA into a new era by implementing the first blue box recycling program for businesses. He was also instrumental in converting tree lighting into solar power and thus retired over 45 hydro metres. He also led the conversion of gas lamps into solar power, ensuring that the Bloor West Village BIA was not burning fossil fuels.

Alex's contributions to Canadian society led to a number of prestigious awards including:

- 125th Anniversary of the Confederation of Canada Commemorative medal by the Governor General in 1992
- The Civic Award of Merit by the City of Toronto in 1997
- Outstanding Canadian by the Outstanding Canadian Foundation in 2000,
- Queen's Golden Jubilee Medal by Her Majesty Queen Elizabeth II in 2002
- Queen's Diamond Jubilee Medal by Her Majesty Queen Elizabeth II
- 20-Year Pin for the longest serving member of the 11 Division's Community Police Liaison Committee by the Toronto Police Service
- Life Time Achievement Award by the Ontario Business Improvement Area Association (OBIAA) in 2008

On March 3, 2005, Alex's 30 years of volunteering and activism was honoured by the dedication of a fountain in his name at the corner of Jane and Bloor.

Today, Toronto's distinct neighbourhood BIAs owe much of their success to this small business icon who truly believed that successful local business enterprise comes from developing connections between business owners and its customers. Although Neil McLellan is the founder of the BIA movement, Alex Ling is the man who ensured its survival.

Alex's success with BIAs in Toronto and in Ontario spread across Canada, the U.S.A. and all around the world. Business delegations from all around the world, including Japan, came to study the success of the BIA model in Bloor West Village, the first BIA in the world.

From his youth, Alex was always singing. He sang in choirs and did solos both at school and in church. He enjoyed singing throughout his entire life, up to and including this past year.

Alex's passion for cars is well known. People have said that he was born with a steering wheel in his hands. In the late 1950's, Alex purchased a DKW, an uncommon German sedan. Relationships were developed with other DKW owners and Alex joined the DKW Club. The DKW Club became the Fiat Auto Club and then became the Toronto Autosport Club (TAC). For his commitment to TAC and for his long service as treasurer, he was awarded a lifetime membership in TAC and was given membership #1.

Alex's passion for cars continued throughout his life. In 1995, Alex, along with Helen, started their participation in the Great Race, a race



across North America for prewar automobiles. They were awarded the trophy for the Spirit of the North-East for their extraordinary commitment and determination, as they had registered for the Great Race even before acquiring a prewar automobile.

Along with his beloved wife, Helen, Alex leaves:

- Oldest son, David and his wife, Rosemarie, and their children, Christopher, Stephen and Andrew
- Second son, Jonathan and his wife, Janet, and their children, Catherine and Nicholas
- Third son, Sam and his wife, Linda, their children, Daniel, Aaron, Peter, and Ruth
- Youngest daughter, Alexandra Alder, and her husband, Giles, and Giles' son, Tyler

He also leaves:

- His sister, Ann Ho, and her husband, Michael, and their children and their families
- His brother, Winston, and his wife, Stephanie, and their children and their families
- His youngest brother, Victor, and his wife, Lela, and their children and their families
- Many nephews and nieces, including the children and families of his predeceased sister, Grace Ling, and her predeceased husband, Alex Ma

Alex's passion for life and love for God will continue to be with each of us. We hope and pray that God will use Alex's love for each of us to bless others as Alex did so. To God be the glory.

“It's not the years in your life, it's the life in your years!”



Alex Ling speaking at TAC 2005 Anniversary Dinner

ICE RACE ADVISORY #'s 416-667-9500 877-667-9505	Jan 19/20 Round 1	Jan 26/27 Round 2	Feb 2/3 Round 3	Feb 9/10 Round 4	Feb 16/17 Round 5	Feb 23/24 Round 6	Mar 2/3 Mar 9/10		
	DAC	BEMC	BARC	TLMC	TAC	PMSC	RAIN		
<b>Saturday</b>	Registration & Scrutineering open at 8:00am		<b>DRIVERS' MEETING 8:30AM SHARP – BE THERE!!</b>						
Practice	<b>5 laps Street Studs 9:00am</b>								
Practice	<b>5 Laps for all rubber classes</b>								
Race # 1	10 Laps	SS 4	SS 11, 12, 14	SS 1, 2	11, 12, 14	1, 4	2	<b>RUBBER CLASSES</b>	
2	10 Laps	2	1, 4	11, 12, 14	SS 1, 2	SS 11, 12, 14	SS 4		Class 1 – RWD
3	10 Laps	SS 11, 12, 14	SS 1, 2	SS 4	1, 4	2	11, 12, 14		Class 2 – FWD
4	10 Laps	1, 4	11, 12, 14	2	SS 11, 12, 14	SS 4	SS 1, 2		Class 4 – 4WD
5	10 Laps	SS 1, 2	SS 4	SS 11, 12, 14	2	11, 12, 14	1, 4		
6	10 Laps	11, 12, 14	2	1, 4	SS 4	SS 1, 2	SS 11, 12, 14		
<b>LUNCH: start time for race 10 to be posted on the registration window</b>									
7	14 Laps	SS 4	SS 11, 12, 14	SS 1, 2	11, 12, 14	1, 4	2	<b>2<sup>nd</sup> Driver Classes</b>	
8	14 Laps	2	1, 4	11, 12, 14	SS 1, 2	SS 11, 12, 14	SS 4		Class 11 – RWD
9	14 Laps	SS 11, 12, 14	SS 1, 2	SS 4	1, 4	2	11, 12, 14		Class 12 – FWD
10	14 Laps	1, 4	11, 12, 14	2	SS 11, 12, 14	SS 4	SS 1, 2		Class 14 – 4WD
11	14 Laps	SS 1, 2	SS 4	SS 11, 12, 14	2	11, 12, 14	1, 4		
12	14 Laps	11, 12, 14	2	1, 4	SS 4	SS 1, 2	SS 11, 12, 14		
13	14 Laps	SS 4	SS 11, 12, 14	SS 1, 2	11, 12, 14	1, 4	2	<b>STREET STUD</b>	
14	14 Laps	2	1, 4	11, 12, 14	SS 1, 2	SS 11, 12, 14	SS 4		SS1 – RWD
15	14 Laps	SS 11, 12, 14	SS 1, 2	SS 4	1, 4	2	11, 12, 14		SS2 – FWD
16	14 Laps	1, 4	11, 12, 14	2	SS 11, 12, 14	SS 4	SS 1, 2		SS4 – 4WD
17	14 Laps	SS 1, 2	SS 4	SS 11, 12, 14	2	11, 12, 14	1, 4		
18	14 Laps	11, 12, 14	2	1, 4	SS 4	SS 1, 2	SS 11, 12, 14		
<b>Sunday</b>	Registration & Scrutineering open at 11:00am		<b>DRIVERS' MEETING 11:30AM SHARP!!!!</b>						
Practice	<b>5 laps Street Studs</b>								
Practice	<b>*****5 LAPS***** for all rubber classes</b>								
Race # 1	14 Laps	11, 12, 14	2	1, 4	SS 4	SS 1, 2	SS 11, 12, 14	<b>2<sup>nd</sup> Driver Classes</b>	
2	14 Laps	SS 1, 2	SS 4	SS 11, 12, 14	2	11, 12, 14	1, 4		SS11 – RWD
3	14 Laps	1, 4	11, 12, 14	2	SS 11, 12, 14	SS 4	SS 1, 2		SS12 – FWD
4	14 Laps	SS 11, 12, 14	SS 1, 2	SS 4	1, 4	2	11, 12, 14		SS14 – 4WD
5	14 Laps	2	1, 4	11, 12, 14	SS 1, 2	SS 11, 12, 14	SS 4		
6	14 Laps	SS4	SS 11, 12, 14	SS 1, 2	11, 12, 14	1, 4	2		
<b>***10 MINUTE BREAK*** to be confirmed/announced at morning drivers' meeting ☺</b>									
7	14 Laps	11, 12, 14	2	1, 4	SS 4	SS 1, 2	SS 11, 12, 14		
8	14 Laps	SS 1, 2	SS4	SS 11, 12, 14	2	11, 12, 14	1, 4		
9	14 Laps	1, 4	11, 12, 14	2	SS 11, 12, 14	SS 4	SS 1, 2		
10	14 Laps	SS 11, 12, 14	SS 1, 2	SS 4	1, 4	2	11, 12, 14		
11	14 Laps	2	1, 4	11, 12, 14	SS 1, 2	SS 11, 12, 14	SS 4		
12	14 Laps	SS4	SS 11, 12, 14	SS 1, 2	11, 12, 14	1, 4	2		

This Schedule is subject to change...  
Competitors should check the registration window for updates and cancellations when you attend your Drivers meeting.



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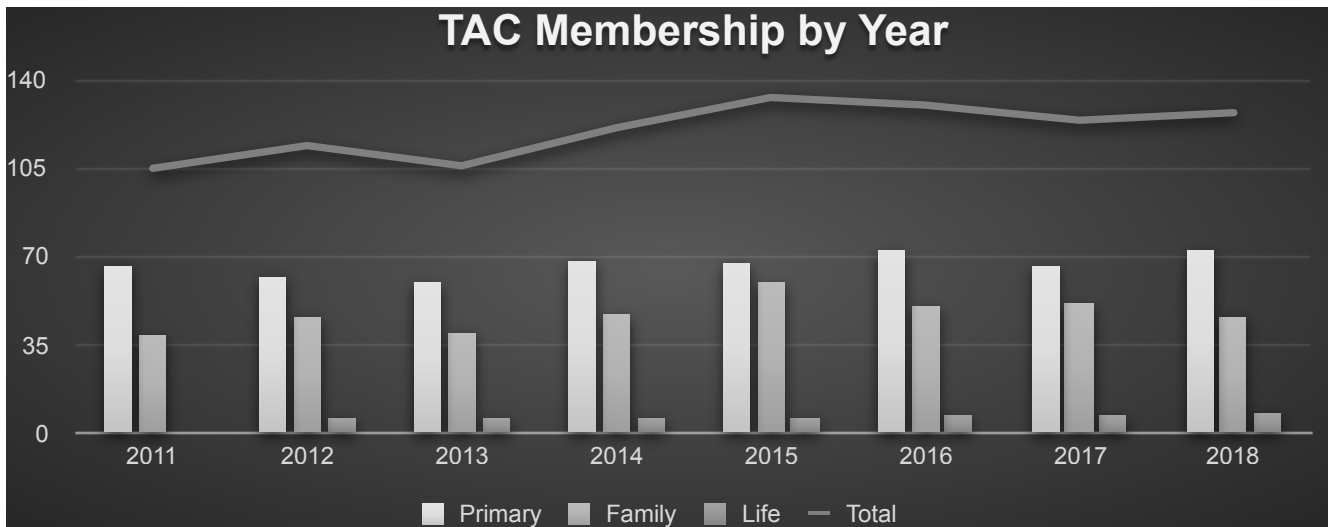
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## Vice President's Report

With 2018 rapidly coming to an end, TAC membership has again grown slightly. Our 73 primary, 46 family and 8 life members participate or support almost all forms of motorsports both locally and internationally.



Here are two interesting bonuses of your TAC membership:

Firstly, if you renew your membership before it expires (before December 31, 2018) for the next year, you receive a \$20 voucher redeemable at any TAC event in 2019. Your voucher can even be redeemed at our monthly meeting for dinner! What other club allows you a full membership for only 30 bucks?

Secondly, your membership is valid for both you and our entire family (living at the same address only). That means that you could have 2, 3, 4 or 18 (we are not judging) full memberships for only 30 bucks! Isn't that a deal? Your family member does not have to currently take part in motorsport, but by being your family they are vicariously supporting motorsport through your participation.

Including your family members on your TAC membership also has a bonus for the club. Our membership and influencing ability with most of our sanctioning bodies is based upon our membership numbers. The more members, the great number of votes we have on the important topics that influence your motorsports.

For 2019, take a minute to include your family members on your TAC membership through the CASC membership site, or simply email their names and we will include them for you!

I am also going to remind everyone that our Ice Racing weekend is approaching (yes, I know it is 28°C outside as I am writing this!). Mark the weekend of February 16/17, 2019 on your calendar. As always, racing will be in Minden and we will be looking for volunteers to staff the largest event on the TAC calendar.

-Paul Moore -



## “Oh, We Had Fun !

**TAC mourns the passing of member #1, Alex Ling. This May, he attended our general meeting; and at the request of President Rob, he spoke a bit about club history as well as his own. I have always enjoyed the things Alex would speak about; the history was interesting as well as his style; and that meeting I recorded Alex's speech so that it could be transcribed into a Fifth Gear for everyone to read. Sadly I did not get it typed in time for Alex to know; but at this sad time, here is a slightly edited transcript of his talk.**

**(by Rita Moore)**

I was born in Australia, but I left when I was in kindergarten and went to study in Shanghai. So 1947, my father came over representing the Board of trade from Shanghai to Toronto for the first international trade fair, because he was in business. My uncle and everybody was over in Australia in business, the linen business, fresh linen. So he came over here and decided to stay. So 1949 we were in Hong Kong and then we came over in 1950.

So I came here and I didn't speak English at all, I mean like I was looking up everything. Because of my age I had to go to Grade 9 and I had no clue what was going on and not only didn't speak English but I was contending with Shakespeare. Twelfth Night. Grade 9. I had a big Chinese-English dictionary looking up the words, "thee" "thou" and "art". It doesn't make sense at all. But let me tell you. My home teacher, Mr. McLaughlin, he was teaching English and history which was a no-no for me, right? So by the time I caught up a few months, I was good at math. I knew how to do equations and the next thing you know I was getting perfect papers in math and algebra and geometry, and the whole school knew about it. Oakwood Collegiate.

After a year I left because Father bought a farm for his friend, a kid from China, north of Orangeville. So Father said to me go and help them this summer because they don't know how to speak English, and they don't know how to drive. So I got up there and the neighbours showed me how to plow. Oh I loved it. Working on the field day and night and those days we had a Ford Ferguson with a plow that hitched right to the tractor. So I was first gear, second gear, going straight, going straight, going straight, then I go faster and faster and I don't know if any of you have experienced it but the plow is hitched to the tractor and sometimes you hit a rock boom and it almost threw me over the tractor. Then I realized oh that's not what I want to do.

So anyhow I went to Orangeville High School, I took 10-11-12 in two years, and I can tell you I had fun in school, although I didn't take Latin; I could barely keep up with my English. So one winter, middle of the winter, I was taking a spare in the Latin class, and the teacher who taught Latin was a lady, a Home Ec teacher, and the school is a one floor, L-shaped, so she was usually about 10 minutes late from her home room all the way down to the other end of the L where she had to teach Latin. So meantime I'm sitting back there in the spare, putting my hand out the window, in the middle of the winter, so when she came in, I was going like this, and she said, "Alex Ling, are you throwing snowballs?" I said, "no". "What are you throwing?". I said, "ice.". The whole class just roared. "Come and see me after 3:30" So I did! I went to see her after 3:30; and guess what? She gave me milk and cookies. And nobody knew about it. You see I was smart enough to keep my mouth shut. I got along with teachers whether they taught me or not, just fine.

And this Mr. McLaughlin, I can tell you, I lived in the Annex, in the Bloor and Davenport Rd area, and my kids go to the Huron Street public school a few blocks away, and after 20 odd years, my oldest son graduated Huron Street public school, and my wife and I went, because it was so close, we got there late for the graduation. It was a big big auditorium and they put more chairs, so she and I filed in to sit down. This Mr. McLaughlin was a guest speaker there that night. He was sitting up there on the platform. They were just talking away, proceeding, and he stood up in the middle of the meeting, walked down the aisle to the back and said, "Alex, how are you?". Wow. That was something about how I don't burn the bridges, do i?

So anyhow, my father finally said to me, you better do the wholesale, you better go on the road. So we got a little Volkswagen. 1954 Volkswagen with a split back. That grey colour, you all know that grey colour. So it was fun to

start with but when winter came, oh my gosh, there's no heat in those things, so the next thing you know you are fully frost-shield in the front, frostshield in the back, frost shield everywhere, it just all patched up. I took a couple years where I put over 100,000 miles on it because I was traveling everywhere.

So we wanted to get rid of it. So ok, so I came across this DKW. I saw people looking at them so I went to the showroom at Eglinton and Caledonia Motors, they had a showroom there, so I walked in one evening and looked at the car and said wow, the seats are wide and padded and everything else, and the glass all around nice, panoramic, and everything else, and floor is flat in front wheel drive -- I didn't know that. You're sitting down there and wow, it's so comfortable, and the steering wheel just fits with a d-shape because the bottom is flat. It's like a greenhouse. It was beautiful, it was beautiful. \$2195. It was a red colour with a cream top. And I said I love it. So we bought it. First time I bought a car.

So a couple days later I went to pick up the car so the guy washed it off and everything and started it up: pop-pop, pop-pop, pop-pop, and I said, "what's wrong with this car?" I mean, I didn't know! "What's wrong with this car?" and he said, "that's the way they sound" And I said, "well I don't like it". "Well you paid for it already, you better take it". So I said to myself ok, I'm going to drive the guts out of this car because I'm hard on cars. I mean, I love to put the pedal to the metal. So I said I'm going to drive the guts out of this thing and maybe in a year or two get rid of it. I didn't like it. But the seats are nice. Comfortable. It's just a hot car, I mean, glass in the front, glass in the back, mmm.

So I got in the thing, front wheel drive, I didn't know that. You step on the gas and it goes; to me, I caught on to front wheel drive right away like a fish to water. I loved it! People go around corners and they slow down and everything; I go around a corner I step on the gas more and I don't chicken out. You just keep nailing it. I don't know if any of you have been in a DKW, they had a free wheeler, you can disengage the motor from the clutch, or you can pull it up and be direct drive all the time with the front engine. And the free wheeling is great for highway, you know, cruise along, and especially down the slope and everything else; for manouevering I put it back in direct drive because I love it! I like the back pressure from the engine and the feel

of the car and everything else, and I want to be able to step on the gas and see where it goes. So I learned how to drive the front wheel drive just like this, the more I put my foot into it, I don't go for the brakes, I hardly used my brakes!

So then the dealers 1954, no hold it 1955, they started the DKW club, mainly at the dealers. The employees and the owners of the dealer, Bruce Motors and Mr. Ornstein and a few people started the club to attract more people; and those days you had to add a cup of motor oil when you put gas in it, there was a mixer right up to the filler, so you put a quart of motor oil in first then you fill up with gas, so you get used to doing that. But those things you could just drive it there's no valves, there's nothing, it's just a two-stroke. And you can just floor it all the time. I'd often put more than 600 miles in a day, which is over 1000 km.

So I had this red with a cream top and 1956. So 1957 we got married and took it out west, we drove for 2 weeks and 3 weekends; we went all the way out west and back. Yellowstone National Park, up to the mountains, we went everywhere, Lake Louise, everywhere and back. And going back through the border, they hardly checked our credentials, everyone was interested in this car! What is it, you know? What is it? Because it was so different. And the colour was very attractive and the styling was beautiful. So we had a great time. So two weeks and 3 weekends we were there and back. And back in the store again in business. And I love it.

So we did that, and in the winter time, in those days, I used to travel to Timmins and Kapuskasing in February, because you see, the buyers in department stores want to see me in February so the goods can be shipped for them for April-May for the summer trade. So I go there and one: there was no such thing as snow tires in those days, I just put my foot down and go, just drive, and I love it because one day one evening I got into the motel and they said where did you come from? This road is closed all afternoon, where did you come from? Just outside Timmins you know. They were surprised because the snow had no plow. And then one time -- all ice; one night all ice, you see the reflection of the car and the car start dancing. I had dinner at Hurst Ontario where Lake Superior all the way to Fort William/Port Arthur by midnight. And did I tell you I enjoyed every minute of it! It was just great.

Anyhow then I just go to ralliettes, rally things for fun, I love to drive. Rally at night. Often to the meeting we would come about 5:30 - 6:00, get about an hour of ralliette, and then go to the meeting. And the very first one I took my brother with me and we didn't know anything about rally. So we started at Watts Restaurant (I don't know if it's still there) anyway went around the 401 and back, we were lost, we didn't know how to read instructions, but we got back first and were nice and clean. It was in February. A few other cars went on the route and got stuck in the mud. Even the Jeep that went to help them got stuck. And I waited for 2-3 hours for them to get back, the cars were dirty and muddy and I said, what happened to those people? So anyhow that's how I started the rally, but after that it was fine.

But I loved driving, people know I loved driving, so I don't know if any of you remember the name Tony Blake. He had a yellow DKW. He bought it because he wanted to navigate. And he had a good friend, Hank O'Brien, that drove for him all the time and very serious rallyist. One time Hank couldn't make it so Tony Blake made the mistake of saying, "Alex will you drive for me?" I said sure!! I wouldn't miss that. So I got into his car and we went on backroads. And what happened? On that night the roads were bad, the weather was bad, a few cars already flipped. So I was driving his car and he noticed I went for the brakes in the corner in his DKW but he didn't realize I knew what I was doing, so he was yelling, "Don't touch the brakes! Don't touch the brakes!". Of course it's his car. So what I did was I tapped the brakes to sweep the rear end out, but my right foot was on the gas, pedal to the metal, to keep the car going, and the back swung out and it kept going. So finally he got settled down a bit, and finally he said, "we're late, we're running late". We had 3 miles to go in 2 minutes. I said, OK, no problem. We got there too early. So - I forgot to bring the magazine -- but in the club magazine, it said, "Mad Ling".

And I was treasurer for 14 years, I kept everybody in the black, we sometimes had close to 100 members and sometimes way down to a couple dozen. But I kept the finance going, I kept everything in the black, I even helped organize meetings, and those days we always do something at meetings. I ended up picking up borrowed film from the oil company or Shaw 4000 or Trans Canada Rally or different things, and I would go to National Film Board and borrow a film which we were not going to use because I can borrow the projector! So I was

running around doing that meeting after meeting after meeting, but we had lots of people coming to the meetings because we would run a ralliette for beginners and then come to the meeting and then we would have lots of people come to the meeting; and it was fun those days.

We need to have something going on because we need more young people coming out and these ralliettes really helped because there were a lot of beginners and we were able to put a little ad in the Toronto Star for free those days, and so people from other clubs come join and stay with us. And I know that we had membership where a lot of them are using our CASC affiliation to go and rally or whatever they do, they hardly show up, it's a shame; but it can be fun. We have to put a lot of effort into it, but it's worth it it's worth everything.

And I can tell you so this went on for a while and then I had a DKW, and then DKW stopped importing. So I'd been buying them from Eddie Halmatoyer who used to run St. Clair Motors, before it became High Park. So because DKW were all gone, they were importing Datsun. So in 1962 I got a Datsun 410 Station Wagon, nice looking things, two square headlights, a pretty looking car. So we happened to meet Mr. Michaelocci: I went to his place for rallies for Fiat Canada. So we met and he said, "you're the Chinaman with the Datsun". He kept rubbing it in more. But somehow he had a liking to me. Brimley and Ellesmere, come all the way down to Bloor and Bay to go out to lunch with me. And he is not an easy person to get to know but he took a liking to me, so we talked about becoming Fiat auto club and we did, 1967 became the Fiat Auto club.

But before that: I don't know how big is our November rally, we used to call it November night navex, and usually about 250 miles, we called it the 124 plus 124 rally at one time. At that time Fred Moxon, some of you may remember his name, he is quite a talker, he was the president. So Fred Moxon and I went to see Mr. Michaelocci about a sponsorship for the November night navex, and we wanted it to start at his place. He had a huge place for car preparation and everything else. So we sit at a table, he sits there and Fred Moxon sits there and I keep telling him we need this, we need it for breakfast, we need it for that, and he says sure, sure, sure. And Fred Moxon is shaking his head, he says, you are asking for all that money, what are we going to do after we finish? I said Fred,

don't worry, now we need to make sure that he gets his money's worth.

So I went to work, and there it's a regional rally and we have lots of cars even from New York State showed up, and a lot of them are rally prepared, big headlights and everything else you know, and they were all lined up in his service bay, huge, close to 100 entries. So I took Mr. Michellocci and I walked him there and I showed him everything, very impressed, very impressed, and you have to know how to deal with these people, right? And that's why people kept saying, ok you seem to know what you're doing, you're a businessman. So we had a very successful event.

And one time I went on the rally myself with George Marsh. And on the country road we came along a big hump and the hump went down and to the right. We went over the hump and the next thing you know it doesn't turn and it doesn't come down! We went straight through a fence into a farmer's field but we didn't hit anything because some people had been there before, many times and there was a big gap in the fence! Because the road comes up and then a big drop to the right and somehow, swoosh! So we drove around the field, and I kept driving because I didn't want to get stuck. And it was November and fortunately not in the spring. We went one field to the other field and finally we got out of it, got back.

It was a Saturday night and I usually help out with the checkpoints and go to the finish, and early breakfast 6 or 7 o'clock, and I would go back to church because I was in the choir. But what happened was because of that we got back at 11 or so. But meantime somebody had told the people at the finish that I'm missing; so I heard that 5 cars of people were out looking for me, so I couldn't go to church, I wait until about 11:30 when 5 carloads full of people came back and they were so happy to see me. People are so so good, I have lots of fun, we have great comradeship, the club is so dear to me, and that's why when I have opportunity to share with you people, it's worth it. It's not about the competition but it's about fellowship, comradeship, everything else, everybody cares about everybody which is very very important. And I know, people come to my store every once in a while, even the BIA and we have a new board, new people, new way of doing things. And they say Mr. Ling it's not the same any more. And I say you know what, it's new group, new ideas,

new way of doing things you know . I don't want to get myself into trouble.

But as I say 1967 we had the Centennial and we formed the Fiat Auto club and Mr. Michellocci was so happy. We had clubs from Vancouver, from Kitchener Waterloo, we had a club from Halifax, Montreal, and Ottawa. So once every 2 months or so we'd drive to Ottawa for an executive meeting and other people would fly in to Ottawa, I don't know why it was Ottawa but it was. So I would get up in the morning and drive and I would usually have Tom Whitfield with me, and I would go 401 to Belleville, up to Tweed, and to the right. And I would usually get to the meeting in 3 hrs and 15 minutes or so and I would say to Tom, "let me know if the airplane is flying around"! Oh we had fun. And we would usually have a bit to eat, kind of a brunch, and I'd be home around 2 or 3 in the afternoon back in the store. It was fun, nothing but fun. And I liked to put my foot down and just go. And my father, because we liked it so much, he traded his 88 Oldsmobile for a 4 door DKW. We had so many DKW at home at one time. So that motor oil, we'd buy it by the 40 gallon drum and keep it in the garage, it was a lot cheaper that way. It was fun, it's too bad they've gone by the wayside. So then we got a name change finally to the Fiat Auto club and of course now Fiat is gone. So we decided to change it. Now I don't know which year we decided to change to Toronto Autosport Club , but I know that this is the 62<sup>nd</sup> year of the formation of the DKW auto club, 1955 when we started.

Rob: you once talked about how the club almost folded when Fiat went away.

Alex: Oh yes, but I kept it going when we were down to a couple dozen people, I kept it in the black and made sure we didn't squander any money, and any penny-pinching I could do, I do. We used to go to Watt's Restaurant at the Golden Mile and I used to sit at the door and collect 25 cents for coffee and pie and sometimes people would come to the door and I'd say, I need another 10 or 12 dollars from you and they paid. They would question I never gave any receipt, and some of them came in and said what is the money for? After they'd paid me. Nobody ever questioned me about membership, I just kept everything going and report every month at the board meeting.

And then they had a bigger place in Cedarbrae, a bigger place so at Christmas time we held our Christmas party at Cedarbrae at a Watt's



restaurant. Again, I said, I don't dance, I would end up selling tickets, selling this, selling that, whatever I need to do, bar tickets, I looked after everything; and the lights dimmed, people were up dancing, and then they had a balloon dance. They put the balloon between the couple and see. Now some couples in the dark decide they have to break the balloons, so they would dance around and reach between the other couple ...and sometimes you'd hear some screaming and wonder why! They'd be trying to break the balloons which didn't break. Anyhow, it was fun. And again I was the one who organized everything, and that's why they decided ok we want to give you a life membership. And I was very very touched because the people were just like family.

That's why the comradeship is more important than just the competition part. Even the BIA: people just love me. I mean, out of the blue, they put up this fountain and I said what's going on guys? They wanted to name it after me so bad. The fountain on Bloor was built in 1997; Barbara Hall, the Mayor then, cut the ribbon on Valentine's Day. The next year, Valentine's Day, she came back for another celebration, 1998. So I finally retired as Chair, after 24 years Chair of Bloor West Village, and in 2005 they decided to name the fountain after me. I can tell you it was quite a shock to me, and everybody came and the Mayor and the speeches and everybody was roaring and it was such a great time and when I got up to the podium everybody was clapping and what did I say? "I wish my parents were here." My mom passed away at 92 in 2003 and my father passed away in 2004 when he was 95 and I said, you know they would be so proud of me. And I just changed the whole thing because wow it was so dramatic. I've never written any speeches in my life, I just get up, like tonight, I just tell you how I feel. That's me, you take me as I am, you have no choice.

I can tell you, the Ralliettes, it's a good way to get young people involved and get new members and everything else and it was fun everywhere, so much fun. But it was lots of work.

R: so Nick, are you the longest member of everyone else?

Brian: I joined in 1979, I went to Maple Leaf and everyone and I decided to join the first club who spoke to me when I went to their meetings.

A: I am a little concerned about people who join the club to use our affiliation to do other things, but I'm glad you are here and show up once in a

while, which is good. But many of them don't. They're using us and it's a shame. We could have much more fun with these people.

Some of the people who started the club, like Peter Yardley, who was registrar for CA chartered accountants on Bloor St, people like Ken Hall, the other people who came from the dealership: because some of the dealerships, they started because it was good for them to get people interested in cars. And Claire Stewart, a lady from England, she was working for Mr. Ormstein, British Motors, she was also doing some rallying. But the later people, Fred Moxon, Dave Foote, Brian Foote, some of the names I don't know if you remember or not, I don't know where they are now. But Dave Foote actually opened a Fiat dealer over at Bayview and Eglinton where the McDonald's is now, it used to be a Fiat dealership. Fred Moxon is still around, he lives up in Scarborough or somewhere.

B: do you have any photographs of the early club events?

A: No I don't have much, my wife might have a few, not much. I will check my box. I don't have any pictures of those dancing parties they used to have!

B: I saw a 1950's picture of a DKW at a hill climb at Rattlesnake Point, I wondered if it was a TAC member.

A: I used to like to take part, so I couldn't be driving and taking pictures at the same time, I'm not that good.

Craig Fisher used to race a DKW, and then a Monza, a Pontiac. He's still around, he might have some pictures.

I remember when Fiat was funding things, the checkpoints were called Fiat Land, and Mr. Michellocci liked that. He's gone. After I retired I spent 2 weeks in Rio with him, it was fun. He used to live North Yonge St, very exclusive area, and he invited me to his house and people said, what, nobody ever goes to his house. I've been fortunate. And with the BIA's I get to know different levels of government, and I get it, and people wonder why, but I always remember to go back and thank them. The things they're doing and the things they didn't do. Honestly. Communication. Emails are for the birds, nothing beats face to face.

## ANNOUNCEMENT



2018-02

### **Subject: CARS 2018 Annual General Meeting**

**Issue Date: September 12, 2018**

Dear Member Clubs

The 2018 Annual General Meeting for the Canadian Association of Rallysport will be held in Calgary, Alberta on Saturday January 12, 2019.

There will be Round Table discussions in the afternoon with a Banquet and Awards Dinner following the AGM.

The Location will be the

Best Western Port O'Call  
1935 McKnight Blvd, Calgary, Alberta, T2E 6V4  
Phone: 1 (800) 661-1161

Thank you

Debbie Dyer  
CARS Office Manager



## **Toronto Autosport Club – Minutes of September 2018 General Meeting**

Meeting date: September 19, 2018

Meeting opened: 8:04 pm

Attendees: 8

- 1) President's report:
  - a. No RSO/CASC news
  - b. New meeting location - will be Turtle Jack's, 925 Dixon Rd. Has separate area available.
- 2) VP Report :
  - a. Not present
- 3) Treasurer's Report:
  - a. Not present
- 4) Competition Report:
  - a. Time Attack shootout is completed
  - b. One more Autoslalom event to go; Celebration weekend; There were 3 regionals held recently; Region timing system out of commission; There are about 40 regional competitors
  - c. Chump-Car - Calabogie event is this weekend
  - d. Rally - 2 Contract events; Zonta October-20; Guru Nanak was run; had a confusion with dates and started 2 hours late.; TAC refunded the fee for this year.
  - e. Ice Racing : Calendar is out; no drastic rule changes
- 5) Social:
  - a. Next meeting - Turtle jack's Muskoka Grille, 925 Dixon Rd.
- 6) Items for sale/ wanted : nil
- 7) Old Business: nil
- 8) New Business: nil
- 9) Loonies in the bus: won by Keith.

Adjournment: 8:44 p.m.

Minutes recorded by N. Beck.

*Attention Proud TAC Members!*

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

Choose from a large selection of shirts, jackets, mugs, bags, even games and toys! Almost anything that Café Press sells, they will sell with the TAC logo on.

Visit the store at

<http://www.cafepress.com/torontoautosportclubgear>







# Membership Application

**Mail:** 18759 Kennedy Road,  
RR#1 Sharon, Ontario, L0G 1V0  
**Email:** [registrar@torontoautosportclub.ca](mailto: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](http://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

**TAC MOTORSPORT CLUB INC.  
(TORONTO AUTOSPORT CLUB)  
ANNUAL GENERAL MEMBERSHIP MEETING  
AND THE  
2018 ELECTION OF CLUB OFFICERS**

NOTICE IS HEREBY SERVED THAT THE  
**2018 ANNUAL GENERAL MEMBERSHIP MEETING**  
AND THE **2018 ELECTION OF CLUB OFFICERS**  
WILL TAKE PLACE FOLLOWING THE REGULAR BUSINESS MEETING  
(WHICH COMMENCES AT 8 PM.)

ON **WEDNESDAY NOVEMBER 21, 2018**

TO BE HELD AT "TURTLE JACK'S", 925 DIXON RD, TORONTO ON.

**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 2018 elections and runs through until November 2020 . Other positions not up for re-election this year, have 1 year remaining until elections are held in November 2019.

**If 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; or email the text below, filled in with your information, to any member who will be attending.

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**NOTICE OF PROXY - TAC MOTORSPORT CLUB INC.  
2018 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 2018 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 21, 2018

to \_\_\_\_\_, who is also a member in good standing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_