



Fifth Gear

September 2008



www.torontoautosportclub.ca

Toronto Autosport Club

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2008 COMPETITION CO-ORDINATORS:

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

2008 COMMITTEE REPRESENTATIVES:

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The TAC MOTORSPORT CLUB OF TORONTO Incorporated, (known as the "Toronto Autosport Club") is a general interest motorsport club involved in rallying, Solo I, Solo II, ice racing, road racing and social events. Club Meetings are held on the third Wednesday of each month (except August & December) at 8:00 p.m. at the Fox and Fiddle: 1285 Finch Avenue West, one block east of Keele...

GUESTS ARE ALWAYS WELCOME !

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

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

DISCLAIMER

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

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

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

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FROM THE PRESIDENT'S DESK

Now that we are in September, the Solosprint part of competition is winding down. There are only two weekends left and TAC is involved with organizing both. The next event on the calendar is September 20 and 21 at Shannonville. TAC is organizing event #8 on Saturday. Contact Serge Gushin for information. HADA is running event #9 on Sunday. Then on October 4 we are holding open runs and testing at the Mosport big track. On Sunday, October 5 is event #10 also on the big track. Rob McAuley or Andre Kinal are the people to call for this one.

On the rally side, there is one more Ralliette in our series left this year. This is your last chance this year to participate in this beginner event. It will take place Wednesday September 24. See the flyer in Fifth Gear for more info. While still on rallies there are only 2 regional events left. Contact Rita Moore or myself if you want more information. We had a few more entries again at the August Ralliette; seems to be increasing but I am not holding my breath. The results are in this issue. I have mentioned before that these events are an excellent way to get into navigational rallying. It is also a good way to see some interesting country, for the driver anyway. I would like to discuss the future of the Ralliette series at the next meeting.

The weather is cooling off. Time to think about Ice Racing. The fall competitor meeting is on Sunday afternoon October 19, at the Annandale Golf and Country Club. This is the first Sunday after Thanksgiving. Go to the CASC website for time and directions or call me. The

preliminary schedule has TAC doing the first event on January 24/25, weather permitting. Pre tech weekend is January 17/18. Time to get that car or use the old daily driver and buy a new one!

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

At our next meeting Ingrid Beck is planning a table top rally as well as a slide show, time permitting, of a private car collection. For those that are asking: "What is a table top rally?" it is a rally event run in the comfort of the meeting room. You follow instructions and answer questions to the instructions. Prizes are planned.







The meeting is Wednesday, September 17 at the Fox and Fiddle, a brief meeting starting at 8:00pm followed by the social event. As always some of us are there earlier for dinner.

Dietmar

ON THE COVER:

Fred Roberts owns the line at Mid Ohio.
(Photo by Mark Weber)

TAC EVENTS CALENDAR 2008

<u>DATES</u>	<u>CATEGORY</u>	<u>EVENT/LOCATION</u>	<u>ORGANIZING CLUB</u>
September 2008			
13-20	Rally	Targa Newfoundland	TNMC
13	Rally-Club Level	SNATR (Saturday Night at the Rallies)	KWRC
14	FI	ITALIAN Grand Prix, Monza	
17	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
20	SoloSprint	SoloSprint Event #8 ; Shannonville Fabi Track	 TAC
21	SoloSprint	SoloSprint Event #9 ; Shannonville Pro Track	HADA
24	Ralliette	Ralliette Series Event 6, Tim Hortons: Mississauga Rd/Derry	 TAC
28	FI	Singapore Grand Prix	
28	Rallycross	RSO-FOURSTAR Rallycross Championship	MLRC
October 2008			
4	SoloSprint	SoloSprint Open Runs/Testing; Mosport Big Track	 TAC
5	SoloSprint	SoloSprint Event #10; Mosport Big Track	 TAC
6	Mini Rally	Mini Rally, Service Centre #400-North	MLRC
12	FI	JAPANESE Grand Prix, Fuji	
15	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
17-18	Rally-CRC	Pacific Forest Rally	WCRA
19	FI	Grand Prix of CHINA, Shanghai	
19	Rallycross	RSO-FOURSTAR Rallycross Championship	MLRC
25	ORRC	President's Prize	PMSC
November 2008			
1	Solo-I	SoloSprint / Autoslalom Banquet (TBA)	CASC-OR
2	FI	BRAZILIAN Grand Prix, Interlagos	
19	Meeting	TAC Monthly Club Meeting, Fox & Fiddle Rest. (Finch W)	 TAC
20-22	Rally-CRC/OPRC	Rally of the Tall Pines	MLRC
December 2008			
6	ORRC	Northern Lights Rally	KWRC

ORRC : Ontario Road Rally Cup
RSO : Rally Sport Ontario
IRL: Indy Racing League

CLUB : Non-Status Club Event
CARS : Canadian Association of Rally Sport
CRQ : Championnat de Rallye Du Quebec
CRC : Canadian Rally Championship

OPRC : Ontario Performance Rally Championship
CASC : Canadian Automobile Sport Clubs
ALMS : American LeMans Series
WRC : World Rally Championship

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AT THE SEPTEMBER MEETING

A **Tabletop Rally** will be the
'entertainment' following the
September Meeting on the 17th.

If you have never entered a Rally
(of any type), don't worry.

A tabletop rally needs no car and
only your wits and a pen or pencil.

Entry is FREE and there may even
be a prize for the Winners !

Be sure to stick around and give it
a try, it will not take long.

Also, there will be a slide show of a
tour through one of the most
exclusive **private car collections**
in the USA. Tours are usually only
available by prior arrangement and
most of the cars are of "Pebble
Beach" quality.



SPEED WORLD CHALLENGE GT

Fred Roberts reports on his recent racing campaigns. Thanks Fred for keeping us updated:

I have been busy continuing to run our Dodge Viper Competition Coupe in the US and recently moved up to the SCCA Pro Racing SPEED World Challenge GT. In the past month or so, I ran three pro events including Mid-Ohio, Mosport and a street course on Belle Isle in Detroit last weekend.

World Challenge is a support series to the ALMS and Indy and as you probably already know, our races are televised on SPEED channel. For our pro race debut, we were invited to paddock with the MOPAR factory team as some of the executives in Detroit believe that our story has some interesting merit since I sat in a race car for the very first time less than two years ago.

At 40, I am realistic about what we can accomplish, however, we won the 2007 Rookie of the year for the Viper Racing League in the US and had a 14th, 12th and 16th respectively in our pro racing debut running against drivers like Randy Pobst, Andy Pilgrim and Eric Curran etc. Unfortunately, we had a DNF (our first ever) at Belle Isle with five laps to go with a gearbox problem.

My website, www.robertsracing.ca has plenty of pictures, multimedia and a blog with reasonably timely updates on our progress (we will include a bunch of new material in the next week or so since our pro debut).



Fred at MOSPORT

Lastly, we are planning for our 2009 season at this time and we will most likely be doing a full WC schedule with Toronto back on the books for next year. I will be running that venue for sure so please keep us in mind if the club does anything special at that venue.

Fred Roberts

www.robertsracing.ca

Pictures taken by Mark Weber (reprinted with permission)



Belle Isle



Fred Roberts
-
Mid Ohio



Mosport



Belle Isle



Toronto Autosport Club presents the **2008 Ralliette Series**

A six event navigational series specifically designed to introduce the sport of TSD Rallying (Time/Speed/Distance). Any street legal car or truck can be used - no special equipment or preparation is required. All you need are proof of vehicle ownership and insurance, pens, pencils, paper, clipboard, digital watch - and a light for the navigator to read the route book by.

This year, **Maple Leaf Rally Club** and **Toronto Autosport Club** are again presenting the combined **Mini-Rally & Ralliette Championship**. Competitors can count their best six events from either Series towards this Championship with at least two events from each series.

Start/Finish: Events will start at Tim Hortons, corner of Mississauga Rd and Derry Rd (N of 401). Finish is at the Drake and Firkin, next to the start location.

Dates/Times: All Ralliettes run on the fourth Wednesday evening of the month.

April 23 May 28 Jun 25 July 23 Aug 27 Sep 24

Registration: Starts at 7:00 PM. First car starts at 8:01 PM and finishes before 10:20 PM.

Distance: Ralliette distance is typically 100 – 125 km.

Classes: Beginner, Intermediate and Expert.

Trophies: Awarded to Driver and Navigator for 1st and 2nd place Beginner, 1st place Intermediate and 1st place Expert.

Total Events: Six events in the series
– your best four finishes count towards the year-end championship awards.

Registration Fee: \$30 per event per team, TAC and MLRC members pay \$25.00 per team.

More Information:

Dietmar Seelenmayer	Serge Gushin
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dietmar.s@sympatico.ca	competitiondirector@torontoautosportclub.ca

The Toronto Autosport Club Ralliette Series Results for August 2008

Thanks to everyone for attending the August Ralliette.

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

Car#	Driver	Club	Navigator	Club	Class	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	Fin	Tot	Pos
4	Michael Nienczas		Mike Sellan		N	2.3e	.3e	0	0	0	4	0	1.5e	.4e	.8	2	18.5	1N
5	Desmond Sie		Herb Wong		N	5e	8	8	8	8	8	0	1.6	1.8e	4	1	52.4	2N
2	Brad Gregovski		Bryn Crothersl		N	8	8	8	5	8	8	0	5	.6e	3	0	58.6	3N
7	Jane Leonard	MLRC	Bruce Leonard	MLRC	I	1.3	.2	0	1e	0	.8e	0	.5e	.1	4.9	0	8.8	1I
6	Ed Richardson	MLRC	Eric Richardson		I	.2	.6	0	0	4	1.8	0	.2	.1	1.8	0	8.9	2I
8	Ken Richardson		Jeff Richardson		I	0	0	0	8	5	.2e	0	1.5	0	.3	0	15.0	3I
1	Paul Moore	TAC	Rita Moore	TAC	E	0	.1e	0	0	0	0	0	.6	.1	.2	0	1.0	1E
3	Neils Jensen Sr	TAC	Neils Jensen Jr	TAC	E	1.7e	.9	.3e	0	4	3.1	0	.4	.1	8	0	18.5	2E

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

I wish to thank the checkpoint workers Nick, Ingrid, Heidi and Tim Beck. Brooke Jackobs, Rob McAuley and Graham and AndrewTulett

Next and last event is again at **Tim Hortons at Mississauga rd and Derry Rd**, on Wednesday September 24, 2008. Registration 7:00pm first car 8:01pm. Look forward to seeing you again.

Thank you for participating,

Dietmar Seelenmayer

2008 Ralliette Series Standing

Beginner Driver		April	May	June	July	Aug	Sep	Total
Michael Niewczas					7	10		17
Shaheen George			10					10
Pat Logan					10			10
Peter Clifford	TAC	10						10
Desmond Sie						9		9
Karyn Strachan					9			9
Adam Di Carlo					8			8
Brad Gregovski						8		8
								0
Beginner Navigator								
Mike Sellan						10		10
Sara Khatatbari			10					10
Serge Gushin	TAC	10						10
Shawn Gardiner					10			10
Herb Wong						9		9
Natasha Strachan					9			9
Jeff Hanning					8			8
Bryn Crothers						8		8
Patrick Wianowski					7			7
								0
Intermediate Driver								
Carolyn Ryall	KWRC	10	10	10	10			40
Jane Leonard	MLRC	9	9	9		10		37
Gary Neil	KWRC				9			9
Ed Richardson						9		9
Ken Richardson						8		8
Intermediate Navigator								
Alan Ryall	MLRC	10	10	10	10			40
Bruce Leonard	MLRC	9 x	9	9	9	10		37
Eric Richardson						9		9
Jeff Richardson						8		8
								0
Expert Driver								
Paul Moore	TAC		10	10	10	10		40
Niels Jensen Sr	TAC	10			9	9		28
Tim Laye	TAC		9					9
								0
Expert Navigator								
Rita Moore	TAC		10	10	10	10		40
Niels Jensen Jr	TAC	10			9	9		28
Steven Laye	TAC		9					9
								0

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Toronto Autosport Club's Infinite Monkeys Rally 2008

organized by Paul and Rita Moore, August 16/08

Well, the 2008 running of the Monkeys took place under perfect weather--no more rain to create deadly washouts, and low humidity for our checkpoint volunteers to enjoy sitting out there waiting for the competitors. It was about time something went right for us, because with only a week before the event, our Green Crew found TWO bridges out, and we had to reroute two portions of the rally around these obstacles! --This was completed with only a slight hitch: --I neglected to correct the last instruction of Section 1 to match the new turn direction. --Although the correct EOS was given in both the Start of Section 2, and the EOS descriptions, the fact that EOS 1 did not match was rather inconvenient to some competitors, and I humbly threw out the scores for Checkpoint 1. --Sorry about that, everyone!

Before we get to the scores, I would like to make sure that our volunteers are suitably acknowledged. --Without these poor people giving up their Saturday to sit out in the middle of nowhere waiting to give you stickers, we would never have had the great day that we did. --Thank you so much to Mike Murphy, Dave Laye, Scott Merrithew, Peter and Margaret Fenwick, Rich and Eloise Sullivan, and Dietmar Seelenmayer for manning checkpoints; to Paul Henshall, who manned a checkpoint and also acted as the RallySport Ontario Steward; and to Kim Sparks and Claire and Brooke Jacobs, who did all the Green Crew work to catch my mistakes (and find the new road closures!). --There can be an advantage to being a checkpoint worker, though: --since you are not on a strict route or time (as long as you make your control opening time), you have some free time to explore some new countryside. --At least one of our crews was astute enough to notice that the rally route passed near Creemore, and took the opportunity to drop in to the 'factory store' and pick up some samples! --A worthwhile detour, for sure! --Lastly, a big thanks to the folks at the Superburger, who let us use their facility for our start and finish location, enabling all hungry competitors and workers to fuel up, deliciously. --The burgers are as big and super as ever!

As you can see from the scores, some of the competitors had a lot of "early" penalties, although mostly nothing large. --This is not because we had a bunch of crazies entered today; it's because last weekend when we checked the route, there were some really rough parts and so we changed some CAS's to unusually slow speeds. --However during the week, most of these roads had been graded and were quite good, making our CAS's feel wrong; thus those (especially in the Novice class with no computers) who drove by the 90%-of-the-speed-limit guideline were driving faster than CAS and got a few small 'earlies'. --Unfortunately the timed to the minute checkpoint caught a few competitors who were not a full minute early there, but got the full 1.0 penalty as per the scoring convention. Live and learn, huh? --The few larger 'early' penalties were either the result of not seeing a "pause" written in the instructions (some were fairly long), or they were victims of my calculation trap at the finish timing--what, nobody thought something was up when I directed your attention to those "aces" painted on that fence? --I did tell you to take note of how many there were! --(Sorry, it's an Evil Organizer Thing. --Unfortunately rallying has a full measure of those!)

Speaking of Evil Organizer Things, it sounded as though this year's least popular Monkey section was the Rigging/Strength of Ropes section. --One navigator put it best at the end when he told me, more or less: --"Now I know some of what you do at work. --I don't like your job." --Yes, I admit, there was a lot of math in that section. --But can't you forgive me, since I didn't give it to you until after the gas break?

A Monkeys tradition is having a couple of extra awards beyond the standard 1st, 2nd, 3rd stuff. --This year the Unstoppable Award was given to Car 7, who traveled much the furthest to compete in the event and collect a few points in the ORRC series and for their club, the Motorsport Club of Ottawa. --They collected a few points on their scorecard, too, but that wasn't what they were aiming for! --If only they hadn't gone wrong in Section 7, things would have been a lot different. --Our other award is the Top Banana Award, given this year to Car 10 who had the presence of mind and the skills needed when they witnessed a motorcyclist crashed along their way. --Our Top Banana team stopped and, with help from the RSO Steward who also stopped, were able to administer first aid to the rider, only continuing on the rally when he was patched up and safe. Thank you Car 10, we are all very proud of you!!

So here are the final results. --Scores with "e" represent earlies; scores in red represent when a Time Allowance was used to achieve the given score; a 20M means a missed checkpoint; a 15M means the checkpoint was found but the team was at maximum lateness (or 'earliness', in the case of that one overlooked pause at the gas break!). --All in all, some very impressive scores, and some very close competition. --Congratulations to everyone; you are all top rallyists to have done what you did at this, the 6th event in the 2008 Ontario Road Rally Cup. --Series standings are kept on the RallySport Ontario website -- [ORRC scores](#). See you at the next event! --(the [ORRC calendar](#) can be found here)

Toronto Autosport Club's Infinite Monkeys Rally 2008

Car #	Class	Driver	Club	Navigator	Club	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	CP13	FINISH	TOTAL	PLACE
3	E	Bryn Epp	MLRC	Steve Wilton	--	0	0.3e	0.6	1.0	0.7	0.7e	0.3e	0.4	0	3.8	0.8e	20M	20M	10.7e	59.3	1st E
2	I	Tim Laye	TAC	Steven Laye	TAC	0	3.5e	0.9	0.5	0.1	0.3e	0.5e	0.2	0	1.5e	0.4	0.6e	0.5e	0	9.0	1st I
11	I	Roger Sanderson	KWRC	Christina Chinn	KWRC	0	0.4e	0.1e	0.2	1.8	0.6	0	0.5	0	20M	8.9	3.0e	0.6e	0	36.1	2nd I
10	N	Nikola Novak	MLRC	Fiel Cotta	--	0	0.1	0.1	0	0	0	0.2e	0	0	0.5	0.5	0	0.1	0	1.5	1st N
9	N	Jane Leonard	MLRC	Bruce Leonard	MLRC	0	0.1e	0	0.3	0	0.3	0	0.1e	0	0.5	0.1	0.2e	0.1	0	1.7	2nd N
6	N	Trevor Hancher	SPDA	Ted Doig	SPDA	0	2.0e	0.2	0.7	0.5	0.1e	0	1.2	0	0	0	0	0	0	4.7	3rd N
8	N	Ian Wright	--	Stephen Caulfeild	--	0	3.0e	0.2	0.4	1.2	0.5	0.2	0.2e	0	0.2	0.6	0.1	0.2	4.0e	10.8	4th N
4	N	Patrick Logan	--	Shawn Gardiner	--	0	0.6e	0.3	0.6	2.1	0.4e	0.1e	0.3	0	0.1e	0.3e	0.9e	0.9e	4.5e	11.1	5th N
5	N	Stephen Deneka	SPDA	Opal Aristizabal	SPDA	0	0.7	1.1	1.2	1.1	0.1	0.4e	3.0	1.0e	2.2	0.3e	0.7	0.2	7.0e	19.0	6th N
1	N	Kevin Schoenwiese	MLRC	Brian Sexsmith	MLRC	0	1.2e	4.6	1.8	0.3e	1.0e	0.6e	0.3e	0	1.6e	0.2	1.6e	1.2e	5.0e	19.4	7th N
12	N	A. Kulikowski	KWRC	Gary Sutherland	--	0	1.5e	1.2	0.8	1.2	15eM	0	0.9	1.0e	0.5	0.1	0.9	0.3e	2.0e	25.4	8th N
7	N	Peter Brownhill	MCO	Mike McCreight	--	0	0.4e	4.2	0.8	0.6	0.2e	0.4e	0.3e	0	20M	15M	1.6e	1.5e	6.0e	51	9th N

the Soapbox Derby

...by Malcolm Elston

Bond. James Bond. First One to Roll 'em...

Speeding drivers in south China are getting clear away thanks to machines which switch the numbers on their licence plates in seconds...

"More than 50 percent of cars caught on camera for speeding and other offences either cover up their plates or use a fake licence plate," a traffic policeman in Yangjiang was quoted as saying.

"Our chances of capturing them is next to nil."

The price of the remote-control device starts at around 800 yuan (\$115), while a more advanced apparatus with the ability to flip over the numbers in less than three seconds costs more than double.

"The era of covering up the licence plate by hand has passed," a driver surnamed Zheng said.

"It's really convenient and economical too," a salesman who specializes in such devices in the provincial capital of Guangzhou was quoted as saying.

In April, Xinhua news agency reported that China had confiscated thousands of fake military vehicles and number plates in a move to crack down on citizens masquerading as privileged members of the People's Liberation Army.

In years past, Chinese counterfeiters have used fake military vehicles to ship bootleg cigarettes and other goods, previous reports have said.

SPA-FRANCORCHAMPS, Sept 6 (The Times) – There are only a few hundred people alive who know what it feels like to drive a Formula One car through the famous Eau Rouge sequence at the old track in the Ardennes forest at Spa-Francorchamps.

One of them is Lewis Hamilton, who, apart from being a virtuoso behind the wheel, is also among the best at explaining an almost out-of-body experience that no ordinary mortal will get the chance to enjoy, or perhaps endure, mainly because they would be defeated by the challenge it represents.

Eau Rouge is one of those iconic stretches of tarmac that diehard "petrol heads" revere and will happily talk about for hours. It used to be fast, exciting and very dangerous. It still is fast and exciting – arguably the most exciting sequence in Formula One – but it is less dangerous than it was as a result of some reprofiling and alterations to the run-off areas several years ago.

The drivers approach it down a long, downhill straight when they accelerate out of turn one from 40 mph to more than 180 mph. As they reach the bottom of the Eau Rouge "valley", the track flicks left and then right as the fastest racing cars on the planet "bottom out" and then shoot up a hill that would not look out of place on a downhill ski run – and is the steepest incline in Formula One. Watching them do it is breathtaking.

Standing close to the bottom of the hill during the first session of free practice last Friday, when the Ferraris of Felipe Massa and Kimi Raikkonen led the McLaren-Mercedes machines of Hamilton and Heikki Kovalainen, you could see the cars emerge out of turn one and then eat up the track as they shot down the hill. Hurling towards the kink like jet fighters on a runway, the howling V8 engines sounded like a storm approaching. Even with aural senses numbed by earplugs, you could hear and feel the sound of "downforce", the rumble of tyres forced on to the tarmac by the complex aerodynamic shape of the chassis.

Hamilton looked smooth and assured through a sequence that he audaciously approached on the first lap of last year's race side by side with his Fernando Alonso, his team-mate at the time, before wisely electing to back off. Even he realized that taking on Eau Rouge two abreast was asking for big trouble. The young British driver, who leads the World Championship at this stage for the second year in succession, relishes the challenge of the only section of a track in Formula One where the drivers experience vertical, as opposed to lateral, G-forces.

"When you're going down, you are shifting up through the gears and you go through them so quickly because you are on a hill, so you are picking up speed probably faster than anywhere else," he said. "It just keeps on pulling and pulling and never falls off. You're going down the hill, you are in seventh and then you just feel the car begin to compress - gradually, not all at once. As you start going left it begins and you try to keep it as straight and smooth as possible.

"As you start going uphill, the compression starts kicking in. You can feel everything - the car, all your guts - start bottoming and then you can't see anything. You can't see where the curb is; all you can see is the front of your cockpit. You are keeping it flat, hoping you are on the right line. You could miss the curb and crash or keep it on the racing line."

Like most Formula One drivers, Hamilton regards Eau Rouge as exciting rather than frightening. "When people say Eau Rouge is the best corner in the world, it's not because it's the most physical or the toughest," he said. "It's just the most exciting because you come from such a low speed down the hill and then you are going so quick, going up. And then there's the compression you have in your body; when you get to the top, everything that goes to the bottom comes to the top."

continued...

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Sight-lines:

Given that vision is any drivers' most critical physical attribute, I'm more than a little concerned that the price of glass must have recently risen dramatically.

Haven't read it in the business press, but when I look at the new Camaro and Challenger and GTR... I see little tiny windows, and little tiny mirrors. Really – take a look when you see one of these sexy-new-retro rockets.

The windows look like gun-slots from the outside... imagine them from the inside. Good luck reading the stoplights, and as for Big Julies' new Cessna – well, if you like speed you better wait for the cabrio versions due out in 2010.

F1 Money: #1, The Team

The latest accounts of Renault's Formula One motor racing team reveal that it made a pre-tax loss of £3.6 million in 2006 despite winning back-to-back world championships.

The financial performance of the Oxfordshire-based team peaked in 2005 when it posted a £1.5 million profit after winning its first F1 title.

Renault's turnover in the year to 31 December 2006 increased 10 percent to £132 million on the back of increased sponsorship but its costs accelerated even higher.

Renault reaped a prize of around £15.7 million for winning the world championship in 2005 and added three new sponsors to its tally the following year. Existing sponsors got increased exposure from the victory and paid bonuses on top of their huge annual fees. Japan Tobacco paid Renault an estimated £33 million for title sponsorship of the team and was followed by oil company Elf which gave it £10 million per year for prominent car logos.

Renault spent £134 million in 2006 with payment of its 526 staff comprising over a quarter of this. It is run by the flamboyant Italian Flavio Briatore, who is thought

to be the highest paid director, receiving a salary of £875,000.

The world champion driver, Spaniard Fernando Alonso, was Renault's highest-paid employee with an estimated salary of £6 million, plus performance related bonuses. Alonso has since been lured back after he spent last year driving for the rival McLaren team.

Renault's biggest cost is that of producing 80 2.4-litre V8 F1 engines each year, but this is covered by Renault Group SA.

Formula Money, a report which monitors the sport's financial health, estimated that Renault spent around £88 million on the team in 2006.

F1 Money: #2, The Sponsor

Just 12 months into a three-year, \$150 million-a-year sponsorship of Formula One motor racing, the global financial services group ING is racing to cash in on a huge surge of interest in, and awareness of, the company and its services.

ING jumped into the deep end of sponsorships early last year when it announced title sponsorship of the Renault Formula One team and trackside sponsorships at 14 of the season's 17 events (including title sponsorship of the Australian Grand Prix in Melbourne). It has extended its involvement this year, adding personal sponsorship of Renault's drivers, Fernando Alonso and Nelson Piquet Jr.

The head of ING's Formula One program and the head of branding and sponsorship, Isabelle Conner, says the success of the sponsorship can be summed up in one short sentence: "Beyond our wildest dreams."

Just before the sponsorship began at the beginning of the 2007 season, ING surveyed 16,000 people in 32 countries to create baseline measurements for brand awareness, knowledge of products and services, intention to use the company's products, and so on.

ING measured, and now tracks, 15 criteria. It surveyed the 16,000 people again at the end of the 2007 season and found a 7 per cent improvement in brand awareness. "That means around the world about 50 million more people know ING than when we started," Conner says.

Spontaneous recall of the ING name has risen by 29 per cent, Conner says. "Twenty-nine per cent said they were willing to purchase our products now that we are in Formula One" and "Twenty-five per cent of people we talk to say they like ING better now that they have seen us in Formula One," she says.

Programs that ING did not plan to put into place until next year were being mobilised before the start of this year's season.

ING began exploiting its sponsorship in Australia early last year, when it created a campaign for its Savings Maximiser online bank account, tying in the Formula One sponsorship with a chance for customers who added \$1000 or more to their accounts to win one of four Renault cars. It raised \$250 million in new deposits in just a couple of weeks.

Conner says the program was a success because it was exploited or "activated" on several fronts at once. For example, entertaining high-net-worth clients at the races has generated a reported \$78 million of inflows into ING's private banking operations.

Exhibiting a mock-up of a Renault Formula One car in Eastern European shopping centres (and offering free photographs taken with the car) generates 1200 leads a day. Conner says closing city streets to show off the Renault car in cities such as Rotterdam, Warsaw and Mexico City routinely attracts half a million spectators.

"You can also measure merchandise," Conner says. "A lot of people out there are paying to buy a cap, or a fleece, or a T-shirt of the team. We're seeing these sales skyrocket. It's fascinating - the different areas where you

continued...

didn't expect anything and all of a sudden you've got walking billboards out there."

It has been estimated that ING "recoups" about half its annual sponsorship cost through the television exposure it receives. The sports research agency IFM has calculated that ING's logo was on TV screens for more than 237 minutes during the 17 races of the 2007 Formula One season.

"We started tracking our awareness, image and perception back in 2004," Conner says. "We were doing this at the time in 22 countries. What it showed was our awareness was lagging behind our peers."

"There were clients who did business with ING and their perception of ING was spectacular, but when we looked at non-clients, their perception was below average. That's what triggered the debate on the board that we clearly needed something, something big, that was going to impact on the ING (image) and propel us into the big league, and close the gap between existing clients and non-clients."

Conner says the impact of the sponsorship has been to improve the company's standing far more broadly than just in the eyes of motor racing fans. "People were telling us that even if they did not like Formula One, now they see and understand that ING is a global and successful company, they would now be willing to look at our products and services."

She says the results that have come out of year one are so far ahead of schedule that it is hard to forecast where it will be after year three. Her ambition is to convert the sponsorship from something the board perceives as simply a cost into something that generates an acceptable return on investment. "I know the (return on investment) number is going to be great. (For now) the board is thrilled with the numbers we have given them on brand and awareness."

Too Much Tech:

The following is from the Mercedes-Benz press release concerning their new C63 AMG model. As an enthusiast driver, I really have doubts about the "electronic nannies" that are foisted upon an unsuspecting public; this one sounds like a real pain:

"The new C63 AMG is the first AMG model to feature the new 3-stage Electronic Stability Program (ESP) with a Sport function. The ESP button in the centre console allows the driver to choose between three ESP modes; "ESP ON", "ESP SPORT" and "ESP OFF."

While in ESP ON, briefly pressing the ESP key activates "ESP SPORT" mode. When it comes to high-performance driving style on private tracks, the ESP Sport mode considerably boosts driving enjoyment, with full control (traction and handling controls) always available for every driving situation. During Sport mode, the handling control allows a corresponding drift angle before intervening. As soon as the driver applies the brake, ESP is restored to its normal function. Prolonged pressure on the ESP key activates "ESP OFF". There is no intervention to control the handling dynamics, and no reduction in engine torque – thus increasing driving enjoyment even further. "ESP OFF" should only be used by experienced drivers under controlled driving conditions. In this mode too, operating the brake pedal also restores all the normal functions of ESP."

As I read the description of the ESP programming above, it says that if you engage the ESP SPORT mode, you get a more lenient or forgiving electronic nanny... heck, she'll even let you drift the rear-end a bit before rapping your knuckles!

But should you use the brake (like, say, when you're about to enter the next corner on your 'private track')... well, then this whiz-bang nanny reverts au-

tomatically to the full-nag version... no more drifting, back you go to 'normal function'.

However, if you choose to be very brave and tell the ESP nanny to take a hike... and you select ESP OFF... well, as it states above – you can't actually do that. One touch of the brake and back you go to "all the nannies you never want."

Personally, I can't believe that Mercedes would bring a high-performance, limited-edition car to the market with such intrusive electronics – and no 'off' button that actually works! Dumb. Depressingly so.

The Porsche PSM system doesn't work like that... but then Porsche makes real sports cars. There is no substitute.

Annual F1 Licence Fee:

Last year, F1 drivers had to pay €1,725 (\$2,600Cdn.) plus €456 (\$690Cdn) per point scored in the previous year's World Championship for the mandatory super licence, but for this season that figure has risen to €10,000 (\$15,050Cdn) plus €2,000 (\$3,000Cdn) per point scored in 2007.

The FIA says the increase is to pay for improvements to Formula 1 safety, but David Coulthard believes it is disproportionate. The Red Bull star said the drivers would not just be pushing for their opinion to be heard, but for some definite movement over the tariff.

"Ultimately we would like to see the fees reduced, because we don't believe any other professional sportspeople pay that sort of figure for a licence to compete," Coulthard said.

"To take two examples, Robert Kubica paid around \$135,450Cdn. for his '08 licence. And Fernando Alonso had to cough up over \$300,000Cdn. for his renewal.

Doesn't that make you feel better about your piece of plastic?

"TAC MEMBERS FIGHT FOR GT1 TITLE"

After 6 of 8 events in the 2008 season, TAC member and two time defending GT1 Champion Nick Majors continues to lead the Mobil 1 GT Championship with his Black Viper Competition Coupe.

He is followed very closely in the points by fellow TAC member Marco Cirone and in third place is Marco's teammate, Roberto Sabato (also of TAC), running a pair of Corvettes.

The racing this year has been extremely close with Nick, Marco and Roberto duelling for first place and maximum points in every race and with these top 3 pulling away from the field and dominating competition.



(Photo by Elizabeth Somers <http://lizslens.smugmug.com/>)

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rich's ramblings

september 2008

Back in 1994 Eloise and I celebrated our 25th anniversary in the wilds of mid-northern Ontario by helping **TAC** organize the **Georgian Trials Rally** in beautiful Britt. A few **TACCies** (Malcolm, Gail, Stevie, Ingrid, Mary, you all know who you are!) helped us by having cake and ice cream, as one heck of a surprise, at the rally's Award Banquet; but after that I was under no illusions – never a rally again on the anniversary!

So we were very thankful when Paul and Rita had the **Infinite Monkeys Rally** on the 16th of August and not the week before. Of course, giving the torrential rainfall which occurred in the area the rally would run a week later, I was thinking they would probably be just as thankful. (Here comes a blatant plug – *The Globe* in beautiful downtown Rosemont is a fantastic place for an intimate meal.) Eloise and I were out to dinner in Rosemont this year and on the way down the 400 to get to 89 west for Alliston and Rosemont, we encountered such a downpour that the focus had its lights on, the wipers on high speed, and was down to 85 km/h. I was thinking as we drove through this that we really should have taken along the CD with Bill Cosby's "**Noah**" (as in "Noah, how long can you tread water?") along. It really seemed like the start of another of those endless rain storms. And at that, we had to pass countless things like Buick Enclaves and Pontiac Torrents [now there was an aptly named vehicle!] which were driving down the highway with their 4-way flashers on,

but no other tail-lights or headlights, in the middle lane of the 400 at 65 km/h. Some people really do not have a clue. Other ones on the road all seemed to be what my dentist called "*Toronto specials*", and Maeghan calls "*people really low on flicker fluid*" – they could change lanes and take exits without ever signalling. My dentist figures cars from Toronto are cheaper than those sold elsewhere just because the manufacturers do not have to put signal turning devices in them, since no one in Toronto seems to know how to use them anyway! The next weekend when the rally took place the sun shone and it was just like a real, albeit rarely seen this year, pleasant summer's weekend. Way to go Paul and Rita.

So on the morning of the 16th off to the *Superburger* by Shelburne we went. With Registration starting at 9:30 and first car at 11 Eloise and I wanted to arrive in time to schmooze a bit and to make sure we had an understanding of our instructions before we left the Start to go to our first checkpoint locale.



Infinite Monkeys – Rita doing Registration

rich's ramblings

So we got to see/talk to/joke with Ross and Roger, Dietmar and Paul and Rita, Peter and Margaret, and others who are now going to be mad at me 'cause I forgot to put their names in here. Sorry.



Infinite Monkeys
- Paul doing the Drivers' Meeting

One neat thing – since our first CP was #3 and did not open until quarter to 12, we got to stay and watch Roger as he sweated out waiting for his navvie – who was coming to the rally with the **RSO** Steward and for some reason seemed to be under the impression that the rally was a 1 pm, not 11 am, start. Oops. Good thing Roger had his cell-phone (and, of course, he was standing in the parking lot when he used; not driving his car. Good boy Roger). As everyone was getting ready for the start of the rally, first an ambulance then four different fire trucks came from Shelburne and turned down Hwy 10. Couldn't see what it was, but it was in the infamous Mono Twp.

But, off to CP 3. We were on the outskirts of Lisle (and that's sorta like calling Scarborough a "suburb" of Toronto – *it's south of Major Mac, it's all Toronto!*), just before the west gate to CFB Borden. We were on this dirt trail, albeit with "stop"

signs at both ends, parallel to do the main road.



(the entrance to CP 3)

It was such a small trail that it had had to be added by hand to the map just so we could find it! And when we got there and were just about to turn into it I realized that the whole trail was blocked by the humungous truck. *Oh Great.* We nipped around and went in the exit (I mean, the trail was barely 300 meters long) and found our CP location marker. Then I went and talked to the trucker. Seemed he was used to using the small stream to fill his truck's water tank and would be out of the way in plenty of time. But not quite enough time – Paul was running early reconnaissance on the road and just about turned down into the truck too. By rally time though,

everything was good. The layout of the trail had the cars turn left off the paved road (a big change in average speed plus the turn instruction should have helped crews find us), make a hard right after about 20 meters, and then over a small

rich's ramblings

bridge into the CP, before leaving out to the main road again. We had trees all along the side sheltering us from the main road until traffic there had almost reached the out marker from the trail, but we could watch the cars make the right and come across the bridge in our mirrors.



(the focus as CP3 – downtown Lisle SA)

With Car 0 due at 12:02:48, we were anxiously awaiting our first car as the clock wound past 12:06. *"Someone's running a little late"*, we thought. Then, over on the main road, there was a brownish-red car stop suddenly. It backed into a driveway and headed off the way it came. *"Here comes our first car,"* I said. And around the bend came the Layes and their reddish-brown Tercel. (Here's a question – one is supposed to take the competitors' time if they stop within sight of the CP, or as they cross the CP board. What if their stopping was not on the road the rally is on? We took the time as they crossed the board.) A couple of cars later, the driver of a new WRX is coming back to get his sticker when he looks over to his left. *"Parked too far forward,"* he says. *"They're all turning around over there."* Sure enough, three cars came around the bend, all before he'd taken his sticker! And then we had four cars parked in front of us awaiting their own **"out"** time. So how was it that the third car, after watching two cars go out

and then turn left in front of him (and us), went to the stop sign and turned right? I dunno, but some time later he came back on the main road, stopped opposite us and then departed in the correct direction. I could just hear the navvie saying, *"Give me a sec. Everything's reset. Get going!"* Then Roger (who did manage to find his navigator!) came in and said, *"The local is sitting on his porch across the way really trying to figure out what is going on."* I think curiosity got the better of him. With only a couple of cars to go, a lone occupant in a Ford Fusion came slowly past, checked out our board and the cars waiting for *"out"*, and then also made a right turn and went back out of sight. Only one car forgot to turn around on the main road and come in from behind us. Seeing all the cars parked in front of our CP the Mazda pulled a right hand turn, came past from the wrong direction and then did a dozen-or-so-points turn behind us and re-entered. But we took his time as he passed from the front. And so, all 12 cars made it through the CP in 18 minutes. Not bad. Time to head for our next CP.

By now it was getting on past 12:30 in the afternoon. While we had brought along sandwiches and water, but a quick stop at a **Timmie's** for a coffee and a bio break would not be unappreciated. My usually reliable *"timmie sense"* was not tingling at all. Strange, I thought. But then it turned out, it wasn't. Not one **Timmie's** in Lisle, nor Creemore. Bummer. So we went and found CP12.

This locale was fabulous. On a dirt road, under this magnificent maple tree. Shaded and comfortable.

rich's ramblings



(CP12)

But we went a little further up the road and found a laneway we could pull right into, off the road completely. We had some time to spare and did not want to be in the way of local traffic. Although, as it turned out, there were only two vehicles that went by as we waited out the time before having to open the CP. And they must have been from TO – drove right by, hunched over the steering wheel, did not let their eyes waver towards our car, never mind turning their head. "Not getting involved," we could almost hear going through their minds!

With a Car 0 time of 3:24:24 we were giving ourselves lot of time to move back to the CP location when Paul all of a sudden came by. At least he looked! We packed up and got back to the tree before Paul came back. He'd gone to do a final check of a part of the road that had been badly washed out earlier and found it was quite good now.

Car 0 time came and went. So too the time for the first car. But one did get in in time to be car 2; and, surprise surprise, it was car 10! I have no idea how they did it. And then there was an eight minute gap before the next car. Things must have gotten

progressively more difficult or tortuous in the instructions. Ten cars made it through in half an hour. The eleventh car was well beyond his dreaded "**max late**", and the twelfth and final car? Well, it was the sole expert crew and they missed us completely! Way to go Paul and Rita!! (They were back at the Finish when we got there; seems they reached a mid-point between concession roads and could not figure out which one was the correct one. Obviously not the one they chose!) So we packed up and tootled off to the *Superburger*. Watched results being posted, hopefully they will be elsewhere in this issue, had a bite to eat (thanks Paul, Rita and the **Infinite Monkeys Rally**), joshed around with a few people and then headed out to go home.

In one conversation after the rally I found out that the reason Bryn was not driving with Terry was because Terry had been in PEI for the **Canadian National Solos**.

One of the reasons I have always enjoyed membership in **TAC** was because it opened all sorts of other motorsports at the grass-roots level to me. When I joined it was to enjoy navigational rallying. I convinced my cousin that he wanted to drive down to Toronto once a month in his wife's car, just so we could compete in the **TAC Ralliette** series. And we had a great time. I stayed with the Club and went on to help organize and work at navigational rallies, then got into performance rallies as a worker and helping with organizing. Did a few years on the Club executive and a stint as "*editor*" of **Fifth Gear**; learned how to time Solo II events; and helped out at ice races. And in all those endeavours was struck by how

rich's ramblings

diverse the Club and its membership weres. I can still recall, somewhat fondly now!, the sweat-soaked nights on the top floor of Mary's townhouse trying to coax a **Fifth Gear** out of that antiquated photocopier, and then having Rob arrive two hours late with fourteen or so pages of computer printouts for the latest Solo II results. "Cut-and-paste" took on a whole new meaning on those nights. But we did get it together and in the mail; and sometimes it was well after midnight before I was on the way home to Barrie (I learned early to schedule my work out of the office for the following day!).

So what has happened? Nick still does a yeoman's job of getting out **Fifth Gear**. But what has happened to the information flow? Do the governing bodies no longer communicate with the clubs? How is it that there was nothing in any issue of **Fifth Gear** for something as important as a "National" event? A "National" event that I am sure some **TACcies** besides myself would surely have been at least interested in? Maybe even competed in? Does **TAC** no longer affiliate itself with **ASN Canada**, **CASC-OR**, **CARS** or **RSO**? Do none of the governing bodies ever send out press releases, etc. as to what is happening? How does anyone expect to generate interest if the simplest form of communication – a club's newsletter – is never publishing anything? And I certainly do not feel it should be up to the "editor" of **Fifth Gear** to chase down articles or announcements or flyers for events. Shouldn't somebody from **TAC** be a contact for all these governing bodies and their various committees? Would it be that difficult to get these same people to forward items and things to Nick for a

Fifth Gear? At one time **RSO** used to hold meetings on an almost monthly basis. And in the **RSO** president's message at the **CARS AGM** this year he talked about the great feat of getting minutes of these meetings out to the membership (that would be you and me) on a timely basis. Well I guess they no longer meet, since it has been months since I last saw a set of minutes, or anything else for that matter, from **RSO**. Heck, I think I can even recall they were saying how they now had someone doing "press releases". Must have burned them all with the iron, I've never seen one.

And that lack of communications shows up all over the place. **TAC** gave the Club proxy to someone for the **CARS AGM**. But there was never any report in **Fifth Gear** as to what happened at the meeting or if the proxy vote was used for the good of **TAC** members. Same thing for the **CASC-OR AGM**. And the **RSO AGM**. Why do we bother? I know the current political philosophy is much like a poster Eloise gave me when I was enduring my time at the *Rolphon College of Nuclear Knowledge* – to wit, **"I MUST BE A MUSHROOM. ALL THEY DO IS KEEP ME IN THE DARK AND FEED ME BULL-SHIT"** – but really, people, why do we have put up with it at this level?

I guess the old saw, *knowledge is power*, is still very much alive – and them that know don't want the rest of us to.

Take care of yourselves. See you out there. Somewhere.

Rich



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Mini Meet East 2008

by Ingrid Beck

Mini Meet 2008 was held near Bethel, Maine at a ski resort called Sunday River from July 3rd to 5th. This was the 34th annual get-together of Mini owners. Since the new BMW MINI was introduced, owners of both the classic and new Minis attend. Various fun events are held over the three days.

July 1st we loaded up the trailer, folded the kids into the back seat of the Mini and hit the road around 9:45 am (This was early for Nick since he is not a morning person!). Lunchtime found us in Marysville where we dined at Mike's Restaurant. Afterwards we decided to take a peak at Malcolm and Gail's new garage in Lonsdale. They were actually there so we had a nice but short visit with them while the kids waded in the river.

We continued on to Odessa where we stopped to see Babcock Mill, an historic mill built in 1856 which used to operate as a woollen factory, grist, planing and saw mill. It is now fully restored as an operation water-powered mill and park site. Again the kids went wading in the river.

Around 3:30 we found ourselves driving through downtown Kingston. We must have arrived just after their Canada Day parade because the streets were just packed with people.



At 4 pm we caught the ferry to Wolf Island, zipped across the island to catch the ferry to New York. We spent the night in Watertown.

In the morning we stopped at a restaurant called the Golden Unicorn. The kids ordered 2 pancakes each which doesn't sound like much but these pancakes were each bigger than the plate they arrived on!! They couldn't finish them! We didn't need anything more to eat until dinner time!

We drove on to Essex where we took the ferry across Lake Champlain. We stopped at Marshfield Dam, Vermont. Here is a beautiful reservoir where people were fishing and boating called Molly's Falls Pond. Once again the kids went wading but this time Heidi slipped in and got soaked!

Not far from the Maine border we could see storm clouds hanging over the mountains. For a half hour we drove through a severe downpour with thunder, lightening and hail. Heidi was so scared that she screamed like a "banshee" (according to Tim)! The tiny wipers were working so hard but they weren't much help. We had to pull over for a few minutes to clear the windows - on the inside that is! They just kept fogging up.

At one point we were following a pickup truck that started slowing down. The Inno's engine started sputtering and that's when I noticed that we were driving through about a foot and a half of water. I was just praying that the engine would keep going because if it died I knew that Nick would have me get out and push! Nick managed to pass the truck and keep going. But as we drove through Bethel the engine died. Nick managed to coast into a gas station. Usually when this happens he has to dry out the distributor before it starts up again. This time we were lucky and after about 5 minutes the engine started up and we were once again on our way.

The rain stopped a few minutes later and the sun came out as we made our way up the twisty, turny road to our hotel 5 miles up the mountain. It was a relief that the deluge was over and visibility was

good because the road was so full of frost heaves and pot holes we may have lost Inno in one. At the top we were greeted with a beautiful double rainbow!!

We made it to registration just before they closed and then went to the hotel's restaurant for a late dinner. While we were waiting for our food to arrive, a black bear came to visit on the outdoor patio - no one was out there at the time. The scheduled event of the evening was a pub quiz but we decided to have dinner instead since we hadn't eaten since breakfast.

Thursday morning we found out that they had moved the kids event up to 10 am from 1 pm because they were once again forecasting thunderstorms for the afternoon. The kids with a couple of adults and 2 guides went on a 3 mile nature hike up to the top of the mountain and back down again.

While the kids were at their event the rest of us went on a 45 minute drive to Paris Hill to see the Bob Bahre Car Collection Museum. Bob Bahre was the owner of the New Hampshire International Speedway and owns one of the finest personal classic and antique car collections anywhere in the world. This museum is not open to the public. It took us a good 2 hours to tour through his three garages but we probably could have stayed longer if we didn't have to get back for the concours. I have put together a slide show of this collection which I'll have at the September meeting for those that are interested.

We arrived back at the resort in time for Nick to give Inno a quick wash and set up for the Concours. Then it started to rain and we just went for lunch visited with friends instead of looking at all the cars.

The evening event was the Moose and Squirrel Run to see the fireworks. This was about an hour and a half drive from the resort. We were to meet at 6 pm, bring our own picnic supper and there were no bathroom facilities. Plus they were warning us of the deer and moose danger on the twisty roads coming home in the dark. Not the best plans with kids in tow. We opted out of this trip because they were also calling for rain and we didn't feel like driving all that way just to find they may be cancelled. It turned out to be the right decision!

Friday morning was the Western Mountains Rallye & Tour. Nick drove, I navigated, Heidi tried to help with the questions and Tim played his DS. We started out well but after a few instructions Nick pulled over for about 10 minutes (good thing there was no timing!) trying to figure out the "trick" in the instructions - he should have just listened to the Navigator because there was no trick.

We kept seeing our friend Al, from North Bay, in his Mini pickup driving here, there and everywhere. Even when we had to detour off route to fill up with gas, he came driving through the station asking "which way to Niagara Falls"? Turns out he was doing this on purpose to throw the other teams off. He was hoping they would follow him.

The rallye took about 2.5 hours, consisted of 37 instructions, 17 questions and 2 "checkpoints". The instructions were worded like "turn left", "what you did last time do the same", "do it again", "do the opposite", "turn to port", etc. At the beginning and at the end we were given a playing card. The first "checkpoint" was at a private residence where the owner collected BMW motorbikes (two huge rooms full!). Here we were instructed to pick up two beer coasters and take them



with us. At the second checkpoint, which was an antique filling station (also privately owned) complete with a 1931 Ford, we had to select 3 bottle caps. Bonus questions were, “how many times did we turn right?”, “left?”, “how many times we drove on the same route?”, “how many times we crossed the route?” and “the most common colour of fire hydrant?” At the end we had to place our answer sheet, the cards, coasters and bottle caps into an envelope and seal it.

After the rallye we all met at the lower parking lot of the resort for the panoramic photo. This was followed by a BBQ lunch, which I expected to be outside but turned out to be in one of the banquet rooms.

Saturday morning was the autocross. Our kids don't enjoy watching this event since a Mini crashed right into a fence in front of them a few years ago. So we let them spend the day with our friend Duncan and his family. They took the chair-lift up the mountain, then walked right to the top. When they came back to take the chair down, it had broken down and they were getting the people off with ropes. They were all driven down with 6-seater ATV's. They then went swimming at a “swimming hole”. The water was freezing but they had fun anyway!

Nick drove four round of the autocross and did quite well - we believe he finished fourth. (The don't publish any results). It was a good thing the kids didn't come because there was another accident. A Mini lost it's brakes coming into the stop box, drove through and up the driveway (where kids had just been playing and people walking) and ended up on the front lawn of the school. Thankfully no one was hurt.

That afternoon Nick and I watched the Funkhana. The course was based on themes from the area: Olympia (the tallest snowwoman), Maine moose, lobsters and lighthouses. It was fun watching the cars trying to manoeuvre their Minis through the course.

The awards banquet was Saturday night. We had a delicious dinner followed by speeches and awards. Nick and I came in second in the Rallye (we were only 2 points behind first). This didn't take any extraordinary rally skills since unbeknown to us, points were deducted by the numbers that were on the cards, coasters and bottle caps that we collected during the rallye.

Sunday morning we started on our way home. We stopped at a WalMart in New Hampshire for a couple of hours and spent lots of money - there's no sales tax in N.H. In the afternoon we stopped at Ben



& Jerry's Ice Cream Factory in Waterbury, Vermont. We went on the tour, sampled some mint-chocolate chip ice cream and bought some souvenirs.

Once again we took a ferry across Lake Champlain. We spent the night in Malone, New York.

Monday we stopped in Ivy Lea for a lovely lunch overlooking the St. Lawrence. We treated to kids to D.Q. in Napanee and arrived home around 9 pm.

In total we drove 2262 km and used 51.9 litres & 33.6 gallons of Premium. That works out to about 7.9 L/100km, not bad for carrying 4 people, towing a trailer and including a rally and autocross/solo.

The 2009 Meet is in Winona MINIsota, a town on an island in the middle of the Mississippi.



**Toronto Autosport Club
 Monthly Board of Directors Meeting Minutes
 Wednesday, July 2, 2008
 8:10 PM**

Present:	Dietmar Seelenmayer, Andrew Kinal , Peter Clifford	
Regrets:	Nelson Raposo, Serge Guschin	
Guests:	None	
Recorder:	Peter Clifford	
Location:	Conference Call	
Items/Discussion		Tasks/Deadline
<p>1. Discussion</p> <p>Andrew has some new information brochures regarding possible (new) sources for club apparel. He will bring these to the members meeting on the 16th.</p> <p>There was discussion of the proposal being circulated to various clubs by the COM club regarding joint organization of a time trials events similar to current Solosprint events. Dietmar will discuss this with Chuck Atkins.</p> <p>The TAC organized Solosprint events were discussed. The Shannonville event on September 20 will be organized by Serge. The event at Mosport on October 4-5 will be co-organized by Serge and Rob McAuley.</p> <p>Andrew has photographs and an article for 5th Gear about the recent VARAC Can-Am event which took place at Mosport.</p> <p>TAC is still looking for a Solosprint representative. Peter to contact Albert Ribeiro as a possible candidate.</p> <p>Ralliette participation continues to be low. The last event had only three competitors.</p>		
<p>2. Financial</p> <p>➤ We have received on-line membership money form CASC-OR. Some money (entries minus organizer expenses) to be coming from ralliettes. Current bank balance is \$16982.91</p>		
<p>3. Adjournment</p> <p>➤ There being no other business, the meeting was adjourned at 9:15pm</p>		

Next scheduled BoD meeting is a conference call commencing at 8:00PM on Wednesday September 3, 2008.



**Toronto Autosport Club
 Monthly Member Meeting Minutes
 Wednesday, July 16, 2008
 8:10 PM**

Present:		
Regrets:		
Guests:	None	
Recorder:	Nelson	
Location:	Fox and Fiddle 1285 Finch Ave West. (Keele St.)	
Items/Discussion		Tasks/Deadline
1. Discussion ➤ No members meeting in August ➤ No issues with June minutes		
2. Treasury Report ➤ No major expenses ➤ Received all funds from CASC ➤ Balance \$17,933.54 ➤ On line member ship total \$1650.00		
3. Competition ➤ Calabogie event held in August (national event)		
4. Fifth Gear ➤ Pete want to get rid of a left front caliper		
5. Other Business ➤ Andrew and Sergei will handle the design and ordering of the TAC T shirts		
6. Adjournment ➤ 9:05pm		

Next scheduled TAC Members meeting is located at the Fox & Fiddle commencing at 8:00PM on Wednesday Sept 17, 2008



2008 Membership Application

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

Email: registrar@torontoautosportclub.ca

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

JOIN or RENEW ON-LINE :

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

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

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

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

Address _____ Bus. Phone (____) _____

Postal Code _____

First Member _____ [#] email: _____

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

3rd Family Member _____ [#] email: _____

4th Family Member _____ [#] email: _____

5th Family Member _____ [#] email: _____

The Newsletter FIFTH GEAR, is available on the website. Check here if you do NOT want a mailed copy

PAYMENT METHOD:

Cash Cheque # _____ MasterCard # or VISA # _____

Card Expiry Date: ____/____ Cardholder Signature _____

Amount: \$50 Other \$ _____ **TOTAL \$:** _____

TAC works only because volunteers make autosport happen!

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

Please indicate your 2008 autosport interests

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

Please indicate three areas that you can help with in 2008

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

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

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

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

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

President, Treasurer, and Social Director

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

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

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC.

2008 ANNUAL GENERAL MEMBERSHIP MEETING and ELECTIONS

I, _____, being a member in good standing of the Toronto Autosport Club, do hereby assign my voting rights at the 2008 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 19, 2008

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

Signed: _____ Date: _____



Toronto
Autosport
Club