



Fifth Gear

September 2024



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Toronto Autosport Club

2024 EXECUTIVE

PRESIDENT	Rob McAuley	president@torontoautosportclub.ca
VICE-PRESIDENT	Gary Vernon	vicepresident@torontoautosportclub.ca
TREASURER	Brooke Jacobs	treasurer@torontoautosportclub.ca
SECRETARY	Ingrid Beck	secretary@torontoautosportclub.ca
COMPETITION DIRECTOR	Graham Tulett	competitiondirector@torontoautosportclub.ca
SOCIAL DIRECTOR	Nick Beck	social@torontoautosportclub.ca

2024 COMPETITION COORDINATORS

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

2024 COMMITTEE REPRESENTATIVES

RALLYSPORT ONTARIO	Graham Tulett	competitiondirector@torontoautosportclub.ca
MEMBERSHIP	Claire Jacobs	registrar@torontoautosportclub.ca
WEBMASTER	Brooke Jacobs	brooke@brooke.net

Club Mailing Address: 148 Tamarack Drive, Thornhill ON, L3T 4X4

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. (currently via ZOOM online).

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.

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

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

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



From The President's Desk

Hey folks. Between not having much to report on to being too busy to report, we are back!

The summer has flown by. It seems like we had just completed planning for the IMSA Race Weekend at CTMP. We had a great weekend, with good racing, another spectacular barbecue and lovely weather. It was a fun time for everyone.

Then Wife-Sue, Daughter-Sarah and her partner, Aaron were into planning for our Irish driving vacation. Sarah & Aaron had a destination wedding in Dublin at the end of August, so Sue and I decided to tag along. Sarah knows how much I like road trips, so she planned one up the Wild Atlantic Way.

This is a 2,500 km route that runs along Ireland's west coast. The terrain is extremely rugged, with cliffs over 150m in height, and crazy strong winds blowing in from the Atlantic. Along the route are 157 discovery points, marked with special signs. Sara had picked out best of these, and we were able to hit about 25 of them over 6 days.

We drove straight from Dublin to Killarney (with a stop at the Waterford glass crystal factory), then drove the Ring of Kerry the next day. There were waterfalls and historic houses (more like castles) along the way. The Gap of Dunloe is a pass that follows a river, with the road traversing back and forth over small single lane bridges. Then out to the Dingle peninsula before a night in Limerick.

From Limerick, we drove the most spectacular portion of the drive, along the Cliff of Moher. We were scheduled to take a boat cruise along the cliffs, but the seas were too rough. Instead, we took a ferry over to Inisheer, where the Banshees of Inisherin was filmed. This was easily the most violent boat ride I've ever taken. The waves were huge, and the wind felt like it was gale force. The boat slammed into the waves and was tossed all over. It must have had a huge

engine, because it never felt like we were at the mercy of the sea. We just plowed ahead.

Then 2 nights in Galway and finally a night in Westport. We saw the ruins of the Marconi radio transmission station, which required huge electrical demands. They had their own generators and loads of other heavy equipment that was disassembled, or left to rust after the transatlantic cable was laid.

The next day was the drive back to Dublin for 3 nights.

The roads were mainly single lane with pull-outs to let on-coming cars pass. The countryside is so rugged, there were no straight roads. Traffic was light, so we rarely were held up. Any stops along the coast were incredibly windy, but not too much rain.

Sarah and Aaron took the car off to the wedding on the final weekend as we certainly didn't need it in the city.

The biggest issue with Dublin was that there was a US College Football game in town on Saturday. The city was over-run with Americans from Florida and Georgia to cheer on their teams. Touring the Guinness and Jameson factories, we mainly heard about the record-breaking crowds the previous days.

Total time: 10 days. We could have used at least twice as much time in Dublin, just to see their museums.

Now we are back, and I am currently checking out the films at TIFF. No good car movies this year, so just a mediocre festival.

I hope everyone has a great start to fall, and is working hard on their ice racers!

Rob McAuley
TAC President

[Click Here for link to TAC ZOOM Meeting 3rd Wednesday Monthly 8pm](#)

TAC 2024 EVENTS CALENDAR

DATE	CATEGORY	EVENT DESCRIPTION	CLUB
<hr/> September 2024 <hr/>			
18	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
20-22	F1	SINGAPORE GRAND PRIX (Singapore)	
21-22	Regional Race	Late Summer Trophy Races, CTMP (Mosport)	BEMC
21	TimeAttack	Ontario Time Attack Event #6 TMP	
21	RallyCross	KWRC Rallycross	KWRC
<hr/> October 2024 <hr/>			
5	Rally-ORRC	ORRC / SNATR - Automapic Rally	KWRC
5-6	Regional Race	Celebration of Motorsport, CTMP	
16	Meeting	ONLINE: TAC Monthly Club Meeting, ZOOM	TAC
18-20	F1	PIRELLI UNITED STATES GRAND PRIX (Circuit of the Americas)	
25-27	F1	GRAN PREMIO DE MEXICO (Mexico City)	
26	Rally-ORRC	ORRC - President's Prize Rally	PMSC
<hr/> November 2024 <hr/>			
1-3	F1	GRANDE PRÊMIO DO BRASIL (São Paulo)	
9	Rally-ORRC	ORRC - Northern Lights Rally	KWRC
20	Meeting	TAC Club Meeting, AGM & Elections, ONLINE by ZOOM, 8pm see Notice	TAC
20	Meeting/Dinner	Time Attack Competitor Meeting & Banquet, Dave & Buster's 4pm	CASC
21-23	F1	HEINEKEN SILVER LAS VEGAS GRAND PRIX (Las Vegas)	
23	Rally-CRC/OPRC	Tall Pines Rally, Bancroft, ON	MLRC
29-1	F1	QATAR GRAND PRIX (Lusail)	
30	Awards Dinner	TAC Annual Awards Dinner, Vaughan Mills, New Hope United Church	TAC

More events to appear as 2024 Schedules are released.

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

TAC MOTORSPORT CLUB INC.
(TORONTO AUTOSPORT CLUB)

ANNUAL GENERAL MEMBERSHIP MEETING AND THE 2024 ELECTION OF CLUB OFFICERS

Notice is hereby served that the
2024 Annual General Membership Meeting
and the **2024 Election of Club Officers**
will take place ONLINE

on **November 20, 2024 at 8:00pm E.S.T.**

TO BE HELD via ZOOM. Call is coordinated by Rob McAuley.

Following Regular General ZOOM meeting.

Email Rob at president@torontoautosportclub.ca if you need information other than by email from the club or assistance for phoning in. Or write to club address below.

It is important that members attend (either “virtually” 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, Social Director, and Treasurer, Each for 2-Year Term

Each of these Executive positions commences immediately after the conclusion of the 2024 elections and runs through until November 2026 . Other positions not up for re-election this year, have 1 year remaining until elections are held in November 2025.

If you will be unable to attend, please fill out the notice of proxy below and submit it (paper, scan or photo) to the Club Secretary before the elections take place.

The proxy text can be emailed to anyone attending the meeting, brought in-person, or mailed to club address : 148 Tamarack Drive, Thornhill ON, L3T 4X4

NOTICE OF PROXY – TAC MOTORSPORT CLUB INC. 2024 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 2024 TAC Motorsport Club Inc. Annual General Meeting and Election of Officers, to be held November 20, 2024

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

Signed: _____ Date: _____

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

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Cliffs Along the
Wild Atlantic Way



A Wee Stone Bridge on the Gap of Dunloe Route



Rob & Sue along the Wild Atlantic Way



Sarah, Sue and Aaron at The Cliffs of Moher along the Wild Atlantic Way



Landing at Inisherin

It Shouldn't be this Difficult

Paul Moore

I have always heard from friends and relatives that the process of buying a new vehicle is both intimidating and terrifying to them. I must admit that I have never been able to empathize with them as I find the whole process exciting and invigorating. I mean, what is not to like? Full on battle negotiations from a position of no leverage. I don't leave the table until someone cries. No really. When I bought my last Subaru the Finance Manager was shaking and hyperventilating. I really thought tears were imminent.

Earlier this year, as winter morphed into sort of spring (cue the bird song), I decided that my love affair with the STi had run its course. The mileage stood at 160k but every time I drove past a dealership, my VISA card melted just a little more. My long line of super reliable Subarus had come to an end with this "late shift on a Friday night and too much sake" version.

My criteria for a new vehicle was fairly straight forward. I wanted a "car" that was good on gas (within reason), very winter capable (my current job is in the snow belt), powerful (ish), and the sticky wicket - a manual transmission. Hmmmm. My short list included a lot of cars that were stratospherically priced, or currently not available without paying the dealer huge "bribes" or sorry, "dealer mark ups" to get to the front of the line.

I had always been a big fan of the Jeep Wrangler having rented several while on vacation in the desert states. However, the Wrangler's well earned reputation as unreliable money pits had been stopping me from seriously considering ownership for the last 25 years or so. Hey, but what is this? Ford has finally gotten the new, long awaited, sixth generation Bronco out the door after some owners waited two YEARS for delivery. According to the media, it was a Jeep-killer and although the first edition ones had multiple recalls and problem areas (blowing up engines, roofs coming apart, remote reservoir shocks that left the reservoirs remotely - on the road), three years on, they had exorcised the production demons. Hmm, part time four wheel drive, locking differentials, electrically disconnecting sway bars, high torque turbo four cylinder from the Mustang and the best part.....a seven speed MANUAL transmission!

The Bronco was available in two or four doors, hard/soft top, 4 or 6 cylinder, auto or manual, eight trim levels and the Sasquatch package. Who could refuse an accessory package named for a hairy, smelly mythical humanoid that is the world hide-and-seek champion?! That particular package came with the high end "off road" suspension, steering gear and huge "35 inch" tires.

Rita and I went in to the local Ford dealer, drove a 6 cylinder, four door auto (all they had on the lot) in a Badlands trim (number 6 of 8 in ascending order). We liked it! While diving into the Ford websites, I had pretty much made up my mind that I wanted a "Heritage" trim (looked like the original 1966 Bronco if you squinted just right) that came with all the Badlands' off road goodies, and the Sasquatch package. It had to be a 2 door (I don't want a station wagon) and by default a 2.3 litre "4" as it was the only way to get the manual transmission. The Heritage also has a unique interior, white roof and wheels.

During our test drive, we were introduced to our sales person, lets call him Kevin. Kevin was young (mid 20's?) and eager. He answered all our questions and assured me that we could place an order for

a Heritage Bronco as none were on dealer inventories in Ontario. There was even a huge dealer incentive available for factory orders made that month. Over the next few hours we hammered out and signed a deal that I thought was fair to the dealer and good for me. The only “extra” was a factory installed tow package, which I had come to learn earlier was a misnomer. Since 2023, Ford was no longer installing the tow packages on the assembly line, but shipping fully wired Broncos with the dealer installing the electronic control module, tow receiver and plug-in as part of the PDI. The tow package was a \$500 item on the deal. Delivery was set at four to six months out. Oh, the dealer wanted twice the usual deposit as they didn’t want to “get stuck” with a 2-door manual. Apparently, very undesirable and only around 2% of production.

Much to my surprise, the next week Kevin called with bad news. Apparently, the ordering window for the Heritage Bronco was now closed (in fact it had closed the previous September -yes, seven months earlier!) but I had two options: wait for a 2025 (if they make a 2025 Heritage) or they would find me something else. One would think that Kevin or his Boss might actually have known what could be ordered and when. I initially decided to wait, but then some research suggested that the orders for 2025s would not “open” until October 2024 and delivery would likely not be until the fall of 2025. I did not want to wait 18 months for a new vehicle.

Over the next couple of weeks, Kevin presented a number of alternatives completely ignoring both my “must have” and “would like to have” lists. Oh look, here is a 4-door, soft top, 6-cylinder with an automatic (at least the colour was correct)!!! It seemed every Bronco offered was simply a convenient trade for the dealer. My faith in Kevin was quickly dwindling. Finally, in frustration, I searched the public Ford dealer inventory and found a Badlands model that was close to what I wanted. It met all the criteria save for the cosmetics of the Heritage. My dealer secured a trade for the “one”.

Of course this meant that negotiations were back on. This Badlands came in at almost \$18k higher than we had negotiated on the Heritage. Over the next week, I chipped away at the price until we settled at only slightly above the Heritage, but including a \$1000 extra charge for the tow package. Kevin has some long winded explanation of how the Badlands was more expensive on which to install the package. Yeah, right.

We agreed on a delivery the next Friday because Kevin explained that the tow package wasn’t in as yet and they were going to be sending the Bronco out to a greasy aftermarket truck accessory place to get the tow package installed. Wait, what? This particular truck place had a terrible reputation for sloppy work but as it was explained by Kevin, “the (dealer) service department refuses to install tow packages because of liability, so we sub it out to this contractor. The truck shop happens to be owned by the brother of the dealership owner.....”. I was not happy, but I figured that if Ford parts were being installed on a new vehicle and still covered under the warranty, what could go wrong?

The following Thursday, Kevin calls again. The parts still were not in and could we delay delivery until next Wednesday? OK, sure. Tick tock.

Next Wednesday, I go into the dealership to pick up my new Bronco.....but, wait! Kevin intercepts me. Did I know that it was now June? Yes, Monday was June first. Well, the incentive on the Bronco expired in May and it is now June. The price just went up by \$5k! Kevin insists that the “date” of the sale was delivery date and I would have to pay the extra. Nope. I was ready to walk and did.

The next day Kevin calls again. Ford was going to release another incentive on the following Friday which would bring it back to the agreed upon price. Oh, the tow package parts will be in by then and installed. Tick tock.

Finally, delivery day and I was braced for the next shoe to drop. The dealership was ready to go, but the tow package was still not in. Kevin suggested that I take delivery and they would do the install when the parts arrived which at this point was possibly months down the road.

Woo hoo! I have my new truck. Thankfully, it was almost perfect.

Two weeks later, I get a call from Kevin. The tow parts are in and I agreed to take it in to the truck shop for installation with Kevin setting up an appointment for the next week. The day arrives and I go in.

The counter guy doesn't know anything about my appointment, but I could leave the truck and it would be done in the next couple of days. (The Ford parts can be installed by a amateur in about an hour.) I asked to see the parts that would be installed and the grumpy counter guy starts pulling cheap knock-off parts off the shelves. I told him it was the Ford tow package I paid for not aftermarket parts. He goes off on a rant that if I wanted “factory” I would have to order a new truck with the parts installed on the assembly line. I turn and walk out.

As I had the time now, I go back into the dealership. Kevin is not in, but I end up sitting down with the Sales Manager. Over the next hour, I hear how Kevin's job is soon ending due to his incompetence. Rather than give customers correct answers, he has been making up information. The \$1000 charge for the tow package was simply his attempt to pad the bill apparently. The Sales Manager writes me a check for \$1000 plus tax and the sales department will pay for the tow package and installation. He checks on the status of my parts only to find that they had never been ordered (they were backordered anyway). I asked him where was the supervision on the obviously incompetent new employee. The Sales Manager takes the blame on that without deflection. He heaps on apology after apology. Now we are getting somewhere.

Less than a month later, the Ford parts arrive and surprise, they are installed by a Ford technician in the dealership. The Service Manager greets me in person and expedites my appointment. Kevin is still employed. With the refund and the “free” installation, the price I paid for the Badlands was actually less than the cheaper Heritage model.

In the end, I love my Bronco. It is a fun vehicle to drive and more than suits my needs. The sales process was stressful, frustrating and should not have been that difficult. Now I know why people hate buying new cars!!

DISCLAIMER: Opinions expressed are those of the author(s) and do not necessarily reflect the views of TAC Motorsport Club of Toronto nor its members.



Track Day at CTMP

We would like to share with you a couple of pictures from the last JRP - Speed Therapy track day at Mosport (CTMP). Performed a test and setup on our race car before the race weekend on September 21st.

Hope you will enjoy the fantastic pictures (Thanks to Speed Therapy - JRP)

Lukasz & Piotr Nytko





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Toronto Autosport Club - Executive Zoom Call Meeting Minutes Sept 4, 2024

Call time: 8:05 pm via ZOOM

Participants: Rob, Graham, Nick & Ingrid;

President:

We have 629 followers on Facebook.

Membership:

99 members; 8 life, 55 regular, 36 family (No update this month)

Treasurer:

Account Balances: (No update this month)

RBC	\$ 25,314.29
PayPal	\$ 77.08

Competition:

Discussed the donation of a potential ice racer by Malcom and Gail. Graham prepared to prep it to run in the street stud class to give TAC members the opportunity to try ice racing.

Lucky dog Sept . 28-29 at Shannonville

Zonta rally coming up.

Time Attack September 21, 2024 at Toronto Motorsport Park

Social - tentative date for the awards dinner is Saturday, Nov. 30/24

Old Business - none

New Business - none

Adjourned at 8:45 pm

Minutes by I. Beck



Membership Application

Mail: 148 Tamarack Drive,
Thornhill, Ontario, L3T 4X4

Email: registrar@torontoautosportclub.ca

- New Members – Single or Family \$40
 Renewal Members – Single or Family \$30 or \$25 Early

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

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

Date _____

1st Member _____ [#] email _____

Address _____ Home Phone (____) _____

_____ Bus. Phone (____) _____

Province _____ Postal Code _____

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

3rd Family Member _____ [#] email _____

4th Family Member _____ [#] email _____

5th Family Member _____ [#] email _____

PAYMENT METHOD:

Cash Cheque # _____ PayPal Other TOTAL \$: _____

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

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

You should begin receiving the FIFTH GEAR newsletter by email within 2 months.

FIFTH GEAR is also available on the website.

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



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