



Fifth Gear

September 2010



www.torontoautosportclub.ca

Toronto Autosport Club

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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 MOOSE AND FIRKIN, 7600 Weston Road (Unit 15) at Hwy 7, just west of Hwy 400 in Woodbridge (www.mooseandfirkin.com)...

GUESTS ARE ALWAYS WELCOME !

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

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

New Meeting Location

Starting with the 15 September meeting, we will now meet at the Moose and Firkin at Hwy 7 and Weston Rd. The pub is in the plaza on the south west corner. Meeting time is at 8:00 pm as before and I expect that there will be other TAC members there earlier for dinner.

This location was chosen as the majority of members are in the western part of the GTA. The access is close to the 400 and 407 as well as Hwy 7 and Weston Rd. I did a check of the members' postal codes and found that we have 14 members in Metro, 20 north to Barrie, 38 west to Hamilton. There are of course the members in Minden and we have some members further west, east and north.

Since the last issue of Fifth Gear, TAC ran the Infinite Monkeys Rally, a regional event that had instructions for beginners and a few did turn out. Results and photos are on the TAC website

www.torontoautosportclub.ca. Look under Disciplines, Rallying. Andrew Kinal and I entered. It was Andrew's second rally, last year was his first. I run expert so he drives for expert in a car using a stock digital odometer. We were not doing too bad until the second half. Trying to sort out the relationship to some Chinese emperors was my undoing and we missed a couple of controls.

We had the BBQ at the Mosport Grand Prix on August 29. There was the fenced off area, as before, for our use in the infield between turns two and three. All there enjoyed themselves and started on a diet Monday. Thanks to Dan Zorica for cooking an excellent lunch. Thanks also to everyone that supplied the salads and desserts. Oh, yes, there was car racing also.

As I mentioned last month there are two contract rallies coming up on September 26 and October 16. We are looking for volunteers to man checkpoints for these. Please let me know if you can help. As I mentioned before, the fees we collect for these support our social events such as the ALMS weekend and the Christmas/Awards banquet.

Something to think about are the elections coming at the November meeting. The positions that will be voted on are President, Treasurer, Competition Director and Social Director. The last two were not filled last time. If you would like to run for one of these or know someone that is interested, let me know.

Again the next meeting is at the Moose and Firkin Weston and Hwy 7. Time 8:00pm. See you there!

Dietmar


TAC EVENTS CALENDAR 2010

DATES CATEGORY EVENT/LOCATION ORGANIZING CLUB

September 2010

4	INDY	Kentucky Speedway	
4-5	Regional Race	BARC Labour Day Weekend, Mosport	BARC-OC
10-11	CRC	Rallye Defi, Ste Agathe	CASDI
11-12	Grand-Am	Miller Motorsports Park, Tooele UT	
11	SoloSprint	SoloSprint Event #7 ; Shannonville Fabi Track	HADA
12	F1	ITALIAN Grand Prix, Monza	
12	SoloSprint	SoloSprint Event #8 ; Shannonville Long Track	HADA
15	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	 TAC
18-19	Regional Race	BEMC Indian Summer Trophy , Mosport	BEMC
19	INDY	Twin Ring Motegi	
26	Club	MLRC RallyCross	MLRC
26	F1	Singapore Grand Prix	

October 2010

1-2	CRC	Pacific Forest Rally, Merritt	WCRA
2	INDY	Homestead-Miami Speedway	
2-3	Regional Race	Celebration of Motorsport , Mosport	
4\3	F1	JAPANESE Grand Prix, Fuji	
16		Work day for Tall Pines Rally	MLRC
17	Club	MLRC RallyCross	MLRC
17	F1	KOREAN Grand Prix	
20	Meeting	TAC Monthly Club Meeting, Moose & Firkin, Weston&7	 TAC
23	ORRC	President's Prize Rally (ORRC)	PMSC
26	RSO	RSO Calendar Meeting	RSO
31	F1	ABU DHABI Grand Prix	

November 2010

6	ORRC	Open Road Rally (ORRC)	MCO
13	SoloSprint	SolosprintBanquet ; Location TBA	CASC-OR
13	Awards/Dinner	CASC Ontario Region Awards Gala	CASC-OR
14	F1	BRAZILIAN Grand Prix, Interlagos	
14	Meeting	CASC-Ontario Annual General Meeting	CASC-OR
17	Meeting	TAC AGM & Club Meeting, Moose & Firkin, Weston&7	 TAC
19-20	CRC/OPRC	Rally of the Tall Pines, Bancroft	MLRC

December 2010

4	ORRC	First Frost Rally (ORRC)	SPDA
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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
RA : Rally America



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INFINITE MONKEYS RALLY 2010

Thank you to all the team members and volunteers who came out on Saturday to participate in the Infinite Monkeys. It even seems that some of you actually found the route, which really is the whole idea.

It all started out a little inauspiciously, when I came out to the location where instructions would be handed out and found the first team already expecting their package. Aren't they eager, I thought. But no: it turns out that my wristwatch was not set to official time, and I was actually about a minute and a half late myself. Good grief, what an error for a navigator like me to make. Fortunately the packages were going to be handed out 3 minutes before the cars' start times instead of the more usual 2, so they were not really TOO late. By the time the cars reached the first checkpoint they were totally under control, as can be seen from the low score of Car 1 there.

The next thing which shouldn't have happened was an error in the instructions in Section 2 tulips. It showed a right at a traffic signal, with no distance. The idea when that was written is that, there being only one traffic signal in the entire section, it could be deduced that you turn right at it wherever you came upon it. The problem with this is that the tulip was drawn as a three way intersection, ie, a traffic signal at a junction right instead of a 4 way. That would be fairly unusual for sure, but such intersections probably do occur. Unfortunately this wasn't one of them. So teams were arriving at the actual, 4 way traffic signal, and since it did not compare to the tulip, they did not turn right. Most of the competitors did recover from this, either on the spot when they recognized they had no other traffic signal tulip, or later by using a Time Allowance at the next checkpoint. I can hardly say how sorry I am about the teams who did not make it back to that checkpoint. I know too well



how frustrating it is when you are thrown off route by no fault of your own. My humblest apologies to all.

Things progressed rapidly onwards from this section. Nobody was really thrown off by the "fencing" section, or the "Roman numerals" section. There was one little glitch when a few cars made it past checkpoint 7's location before the checkpoint was set up; hence we were unable to use the scores for Touring and Novice at that check. The checkpoint was fully operational when the Intermediates and Experts came through, though, so they had to live with their numbers. I guess the Experts

had a little trouble learning about sword pronation and supination, because most of them had to use a Time Allowance here; but they found it nonetheless. Just before the end of Section 3 there

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INFINITE MONKEYS RALLY 2010

was a "do it yourself" checkpoint. This is a fairly new concept in Ontario rallying, which has only been encountered a few times before this event. Since new concepts are always exciting, we decided to give you one also. Touring was told where the spot was, and all they needed to do was get a correct time to that location.

Novices and Intermediates were given the name of the road and the *approximate* distance to look for the marker. Experts were only given information on which road to keep their eyes out for it. All classes were given a very detailed description of the checkpoint location, including specific "911" house address numbers. Somehow even with all this, there was one Expert

team which failed to pick the correct spot, and thus, calculated an incorrect time to the DIY checkpoint! I would feel bad about being amused, except that I can call it divine retribution for the difficulty I had with HIS DIY checkpoint at an earlier event this year; so there!



Everyone came through Section 4 with no problems: even the construction zone we had feared could cause a detour was wide open, and no rerouting was necessary. At the end of Section 4 was a checkpoint, followed by a 12 minute pause for refueling or snacking.

It is extremely uncommon to have a checkpoint at an EOS (without it being an end of leg, which are handled differently). How-



ever I did explain it all in the drivers' meeting at the start: a 3 minute pause was in the instructions immediately *before* the checkpoint to allow for parking, and this checkpoint would not be watching for the in-times. The in time would be the competitor's responsibility to hand in their card when they chose. I guess in effect that made this one a DIY checkpoint as well, but with an attendant! Everybody found the checkpoint, and understood the idea; although as you can see from the scores (CP10), not everybody did so well with their timing calculations! At one point, the driver of

Car 12 came near but was waiting for his desired time to hand in his card when his chief competitor, Car 8, came into view. He hid his card in the hopes that he would not give away the "select your time in" concept, in case Car 8 had not caught on to it on their own! While this was going on, yet a third driver arrived in the "hover zone" near the checkpoint vehicle, and suddenly they all handed in their cards on the same minute. As one of them commented, chances are only

INFINITE MONKEYS RALLY 2010

one of them must be right -- and sure enough, Car 8 zeroed the control while the other two were 3 minutes early and 3 minutes late. I never heard the story on that, but I assume that the number 3 had something to do with the pause before the checkpoint.



Another unusual thing which we organizers did at this checkpoint was to hand out the next set of instructions at the card exchange. This meant that crews had the full 12 minute pause to prepare for Section 5 and beyond, and many of them did so. Unfortunately a few did not really think this through at the time (hey, why would I give them the packages with so much time? Because they're going to need it!), and spent the break gulping some lunch instead. This proved the undoing of most of the Expert class, who ended up losing significant time at the next checkpoint. I did hear afterward that Section 5 was many of the teams' 'favourite' instructions, as it was mine.

I guess we are all romantics at heart, eh? Kuan Kung would be so proud.

From there the rally headed generally east, with straight lines for the Experts and Intermediates, and a Giant Tulip for Novice, followed by a section of Road Counting. Experts received their packages with these sections out of order, and it wouldn't be a worthwhile exercise for the organizer if it didn't catch out at least one team; we were not disappointed, when Car 10 was caught by this ploy. It is much harder to catch on to being in the wrong section with straight lines, since there is no distances to compare your intersections with there. This probably cost that team a place or more in the results. Ah, that's rallying.

The finish was another place where we threw in an unexpected challenge. As always, teams calculate their ideal time in to the finish. Usually this is based on an elapsed time which they are given. In this case though, the time was not explicitly stated: rather, they had to work it out

based on counting the number of bicycles painted on a particular section of road. Maybe that doesn't sound so hard now when reading this report, but it was strangely harder than it seems. Even when laying out the event we had to count them 3 times to make sure, and the Green Crew had a similar difficulty.

So it is not surprising to see that more teams did NOT zero the finish than did; something you don't normally see in rally results. And yet, 3 teams did indeed count the bicycles correctly to get a perfect score here, and as for the rest, it didn't seem to affect anyone's final placing.



INFINITE MONKEYS RALLY 2010

So now we come to the results. Touring Class was a very close race between our three teams, with only about 8 minutes separating the scores of the whole category. In the end it was Car 6 in the lead, followed by home team Car 1 (member of the Toronto Autosport Club) and Car 11 only 3.9 points apart.



A good field of 7 Novice teams competed, and the top two were Car 3 in first place and Car 4 in second with only 1.4 points between them! In third was Car 9, followed even closer by Car 13; and for the fifth place trophy was the appropriately numbered Car 5 who would definitely have been higher up the standings if they hadn't had to skip to the end of one section. Cars 2 and 7 were unfortunately the ones most affected by that tulip error in Section 2; but after the break they did some fantastic rallying, even getting some checkpoints under 1 point. Clearly this shows that in their next rallies they will be solid contenders

when they do not have to overcome organizer mistakes. I hang my head again.

In Intermediate, first place went to Car 8, who actually achieved six "zeros", while Car 12 zeroed a whopping 8 controls. The non-zeros were their breaking point, though, and they had to settle for 2nd place. In the Expert class, the winning Car 4 also zeroed 8 checkpoints and ended up with a score of 6.1 for the day. To put that in perspective, it means that they drove about 250km over almost 5 hours and were within 6 minutes of perfect time for the whole day! Second place Car 15 struggled with the DIY checkpoint and the busy work in Section 5, but still triumphed over TAC entry Car 10 after that out-of-order instruction trick kind of took them out of this competition.



The special prizes awarded at the Infinite Monkeys Rally have always attracted a lot of interest.

For this year's Unstoppable team, the monkeys go to Car 7 who encountered difficulty with the tulip error, but knew how to recover by using the End of Section map and info. They arrived at the mid point with the positive attitude that they were going for fun and challenge rather than points! They headed out into Section 5 with more than just a great attitude, as their skills showed with the most impressive score of a zero at CP10, and only 0.2 at CP12. Unfortunately more trouble came to them in Section 7 and they finally gave up. We hope that their Unstoppable monkeys encourage them to try again next time!



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INFINITE MONKEYS RALLY 2010

The other special award is the Top Banana trophy. This is awarded annually to whatever team impresses me the most, and this could be for their rallying ability, their general behaviour, or just about anything else. This year, there were several contenders who deserved recognition, but only one team can be the Top Banana. We gave serious thought to the team whose navigator learned the hard way that navigating is a job which often requires you to be drugged (on Graval or Transderm, eg!), and yet worked on through the problem to finish in the trophy placings. The crowd of experienced navigators were in awe of that competitor's toughness. Then there was the team in car 13, who found the car had no working speedometer. That would certainly make it difficult to drive anywhere close to the Average Speeds required! I have no idea how they managed to keep as close as they did and finish 4th in their class, with even a few zeroed checkpoints. Those guys must have a sixth sense for speed! However, I think you can all agree that nobody could miss Car 11 and their zebra-striped paint job. For purely esthetical reasons, they could have taken the Top Banana competition; but add to that the African association of zebra-to-monkey, and their scores which included a zero, two 0.1's, and a total of nine checkpoints with scores under a minute (not bad for a beginner!), it was Car 11 which was selected as Top Banana for 2010. Rumour has it you may see them at Targa Newfoundland soon, so watch for them there!



Rumour has it you may see them at Targa Newfoundland soon, so watch for them there!

I can't conclude without giving credit to our wonderful volunteers who came out to man all the checkpoints. It was a pretty spread-out route, and we covered a lot of distance, so the need for workers was high. You guys came through for us however, and because of these fantastic people we were able to hold this rally.

Our most sincere and deepest thanks go to Adam D, Dave L, Mike M, Doug H, Nick, Ingrid, Heidi, and Tim B, Rob and

Janet J, Tim L, Fred W and Jane. Thanks also to our Green Crew, Alan and Carolyn R; the RSO technical guru, Rober R, who checked the instructions for difficulty; and the RallySport Ontario Steward, Paul H, who also manned a checkpoint near the far reaches of the route.

A big thanks too to the establishments who allowed us space for the start and finish locations. Everyone loved the food and friendly service we were treated with at both the Tim Hortons' on College Manor, and [The Big Catch](#) (best fish & chips in York Region!).

Here are the results from the event on Saturday, Aug 14. The [standings for the Ontario Road Rally Cup](#) will include these results for Novice, Intermediate, and Expert classes, as well as the Club Championship competition. Check out the other events in the series at the [RallySport Ontario](#) website. The next event is the President's Prize Rally, held in the Peterborough area on Oct 23 this year.

Thanks to Tim Laye for the photographs. If you care to see the results for previous Infinite Monkeys events: click for [2009 IMR](#); [2008 IMR](#); [2007 IMR](#). By about April 2011, there will be a site for the [2011 IMR](#). See you next year!

RESULTS - INFINITE MONKEYS RALLY 2010

Car#	Class	Driver	Club	Navigator	NavClub	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9 DIY	CP10	CP11	CP12	CP13	CP14	CP15	FIN	TA Pen	TOTAL	POS
6	T	Evan Simons	-	Martin Simons	-	2.2	0.9e	1.7	0.1	2	1.1	0	0.3	1e	2e	2.1	1.0e	0.6e	0.3	0.5	2	0	17.8	1st
1	T	Steve Antunes	-	Ross Leonard-McCaffery	TAC	0.3	4.6	0.7	1.2e	0.7e	0.2	0	0.3	0	6	1	0	0.6	2.2	1.8	2	0	21.6	2nd
11	T	Laura Stover	KWRC	Chris Ricci	KWRC	2.9e	14.7	0.7	0.1e	0.3	0	0	0.2e	1e	2e	1.2	0.5	0.1	0.3	0.3	2.0e	0	26.3	3rd
3	N	Kyle Power	SPDA	Yvgeniy Gospodinov	MLRC	0.3e	0.3	0.2	0	0.5	0.1	0	0.4	0	1e	0.1	0.2	0.3	1.4	0.3	1.0e	0	6.1	1st
4	N	Tim Burgess	SPDA	Perry Ford	SPDA	0	1.7	0.7e	0.1e	0	0	0	0.1	1	2e	0.2	0.1	0.1e	0.5	0	1	0	7.5	2nd
9	N	Peter Brownhill	MCO	Gary Corbett	MCO	0	1.1	0.1e	0.2e	0.3e	0.2	0	0	0	2	8.3	0	0.1e	4.4	0.6e	5	0	22.3	3rd
13	N	Taras Magun	MLRC	Vitali Mossounov	MLRC	0.3	7.2e	0.8	0.2e	0.1	0.8	0	0.2e	4	0	2.2	0.3	1.5	0.9	2.4e	3.0e	0	23.9	4th
5	N	Scott Justason	-	Dawn Ashforth	-	0.2	17.3	0.5	0	0.8e	0.1	0	0.1	1	1	10.7	20M	20M	20M	5.4	0	0.5	97.6	5th
2	N	James Whyte	-	David Gritt	-	5.3e	20M	20M	20M	20M	20M	0	1	1	6	0.9	0.7	2.1	3.8	1.4	6	0	128.2	6th
7	N	Colin McGlone	-	Daniel McGinnis	-	1.3	20M	20M	20M	20M	20M	0	20M	20M	0	1.5	0.2	1	20M	20M	0	0	184	7th
8	I	Trevor Hancher	SPDA	Ted Doig	SPDA	0	0.5e	0.1	0	0.1e	0.1	0	0.1	0	0	0.1	0.1	0.1e	0.5	0	1	0	2.7	1st
12	I	Stephen Deneka	SPDA	Opal Gamble	SPDA	0	0.1	0	0	0.1	0	0.1	0.9	0	3	0.3	0	1.3	0	0	1	0.5	7.3	2nd
14	E	Jane Leonard	MLRC	Bruce Leonard	MLRC	0	0.1	0	0	0.2e	0.2	0	0	0	3e	0	0.1	0.1	0.4	0	1	1	6.1	1st
15	E	Roger Sanderson	KWRC	Dennis Wharton	KWRC	0.1	3.1	2.8	0.2	0.7e	0	1.3	0	20M	7	10.6	0.3	0.2e	0.4	0.5e	0	0.5	47.7	2nd
10	E	Andrew Kinal	TAC	Dietmar Seelenmayer	TAC	0.6	1.1	1.1	0.1	0.2	0.3	0.4	0.2	0	1e	9.7	0.2e	20M	20M	9.5	1	1	66.4	3rd

Results: An "e" refers to penalty for being early at the checkpoint. "20M" means the maximum score of 20 points, for missing a checkpoint. A score in red indicates a checkpoint at which a Time Allowance was requested. "TA Pen" is the penalty, in accordance with RallySport Ontario rules, of 0.5 minutes for each TA after the first one.

INFINITE MONKEYS RALLY - AWARD WINNERS



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INFINITE MONKEYS RALLY MORE AWARD WINNERS



TAC AT THE MOSPORT ALMS



The leaders (during a caution-car period) coming out of Turn 2 in the ALMS race.



Past TAC member Sasha Anis had a good race in the Castrol Canadian Touring Car Championship.

TAC AT THE MOSPORT ALMS



TAC had an area staked out overlooking Turns 2 & 3, a great vantage point.



Dan Zorica worked his magic on the BBQ.
Thanks Dan, really delicious !



The desert table was not lacking either !



More from the
Castrol Canadian
Touring Car
Championship

PETRO CANADA'S LATEST IRRITATING POLICIES

by Rita Moore



I recently learned something about Petro Canada which I find at least as annoying as the mystery about why, if there is no price fixing, then how does “Gas Price Watcher Dan McTeague” on the radio always know ahead of time if the GTA gas prices are going to change tomorrow? Hmm.

My local station was recently converted to Petro Canada colours from Sunoco. I have years of experience buying large quantities of diesel for my 3/4 ton pickups: my previous truck had an aftermarket fuel tank which held 220L. Almost all the time, I pay at the pump, which of course is a big time saver over going in to pay after pumping.

The other day, while pumping diesel at about \$1.04 a liter, the pump turned itself off at exactly \$100. I had seen this happen before, years ago when fuel was much cheaper: when you swipe your credit card in the pump, it pre-authorizes a maximum sale limit, and \$100 was a reasonable limit once upon a time. But for years now, at every *other* station, the pre-authorization amount has been higher than \$100 (usually about \$150), so unless I have let my tank get completely empty I can fill up within the limit. So, here's the first irritation -- with the price of fuel these days, why in heck would a brand new station set their pumps up to turn off at \$100? Certainly, most diesel vehicles are still trucks which will need more than that to fill, and even when we go to car rallies, we fill up the car and all our jerry-cans, and that comes to well over \$100 also. Besides that, I do not know anybody whose credit card is only good for \$100, so surely they can't be worried that someone will pump more than their credit limit. Petro Canada should join the rest of the gas stations around the province, and set their pre-authorization limit to a higher amount.

The annoyance doesn't stop there! The pump shut off at \$100. OK, I have to hang up the nozzle, re-swipe my card, and start again, right? Well, that would have been right anywhere else, but not at Petro-Canada! My card will not work the second time! Petro Canada's policy is that it will not accept the same credit card twice, at the same or at another station, on the same day!! I know this because a while back, I filled up one vehicle in the morning, and took in another vehicle that afternoon, at which point I was told my card was declined. The attendant at that time could not explain it, and I ended up getting a replacement card from the bank, thinking there had been some security breach, even though the bank insisted it had not declined my card. Turned out they were telling the truth (funny for a bank!), and it was then that I learned about Petro-Canada's only-once-a-day rule. Imagine if you were on a road trip: you fill up at home before you leave, and when you arrive at your destination, your card is declined and you can't buy any more fuel till the next day (unless you can find a station which is not a Petro-Canada--and these days, there are fewer brand choices).

So, until Petro Canada changes its policies to allow a sale of more than \$100 at a time, and to allow more than one sale of fuel per day per customer, I will be filling up at Shell. It is clear that Petro-Canada doesn't really want us to buy very much fuel from them. This is information that all of us, (and face it, autosport club members buy lots of gas), should consider.

Toronto Autosport Club – Minutes of July 2010 Executive Conference Call

Call Date: July 7, 2010 Call time: 8:39 pm

Present: Dietmar Seelenmayer, Rita Moore, Andrew Kinal, Graham Tulett

- TAC Fun Rally to be held this Sunday. 1 PM start at Derry Road & Goreway. Check insurance in place.
- Guru Nanak contract rally – date of event to be confirmed.
- TAC's Infinite Monkeys rally has been guru'd and will be given to green crew
- Bank balance \$21,281.93 some new memberships & Fifth Gear expenses
- Membership currently 90 of which 55 are primary members.
- ING investment account requires \$1 cheques from signing officers.
- There are some reports of difficulties with the automated renewal process. Debbie Johnson at CASC to be contacted.
- Website has had some changes and development version can be accessed to see.
- ALMS weekend Sunday August 29 confirmed for a pot luck lunch at Mosport while watching the races. Mosport has not responded to our request for preferred pricing and an exclusive location.

Adjournment: call ended at 9:31 pm.

Minutes recorded by G. Tulett

Toronto Autosport Club – Minutes of July 2010 General Meeting

Meeting Date: July 21, 2010 Meeting Opened: 8:05 pm Attendance: 12

- 1) Motion to accept the Minutes of the June 2010 meeting moved by Rob Jones and seconded by Paul Moore was adopted.
- 2) New member Matthew Hunter was welcomed. Membership recollect to be about 90.
- 3) Treasurer's report: Chequing account balance reported as \$21,282.10. New ING account discussed and alternative President's Choice financial was mentioned.
- 4) Competition:
 - a. SoloSprint – Organizer Albert Ribero reported event went well with no accidents. HADA did Saturday and TAC did Sunday. Entries down slightly from last year's event. Next event is August 22 lapping day on the Grand Prix (Big) track with championship event on Sunday. Novices at this track will have to be signed off by instructors.
 - b. ORRC – TAC's Infinite Monkeys rally to be held August 14, starting in Newmarket.
 - c. OPRC – Galway Cavendish Forest Rally (GCFR) requires marshals and volunteers for August 7.
- 5) Social:
 - a. TAC Fun Rally was held last week. 5 teams participated and enjoyed dinner at the golf & country club.
 - b. Pot luck BBQ at the ALMS weekend at Mosport on August 29 is being planned. 3 day ticket expected for the discounted rate of \$40 but Mosport has still not responded to Rob McAuley. Please contact Ingrid Beck to advise what food you can bring.
- 6) Old Business: nil
- 7) New Business: nil
- 8) For Sale / Items Wanted: None
- 9) Loonies in the bus: Albert Ribero walked away \$12 richer.
- 10) Adjournment: meeting closed at 8:40 pm.

Minutes recorded by G. Tulett



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

(You may also JOIN or RENEW ON-LINE; 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 is shared with CASC-OR

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 need a mailed copy

PAYMENT METHOD:

Cash Cheque # _____ Amount: \$50 Other \$ _____ TOTAL \$: _____

To pay by Credit Card, please apply On-Line at: www.casc.on.ca/clubs.php and navigate to the Toronto Autosport Club entry. For renewals, log on first, using the “Members Only” menu tab.

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 Please indicate three areas that you can autosport interests for the coming year. help with this year

- | | |
|--|---|
| <input type="checkbox"/> Solosprint (Solo 1) | <input type="checkbox"/> Solo (1/2) organizer / worker |
| <input type="checkbox"/> Autoslalom (Solo 2) | <input type="checkbox"/> Road Rally/Ralliette organizer |
| <input type="checkbox"/> Navigational rallying | <input type="checkbox"/> Contract Rally organizer |
| <input type="checkbox"/> Performance rallying | <input type="checkbox"/> Rally Checkpoint/Green-crew |
| <input type="checkbox"/> Road racing | <input type="checkbox"/> Social Event Organizer |
| <input type="checkbox"/> Vintage Racing | <input type="checkbox"/> Ice race organizer / worker |
| <input type="checkbox"/> Ice racing | <input type="checkbox"/> Event timing / scoring |
| <input type="checkbox"/> Karting | <input type="checkbox"/> Performance Rally organizer |