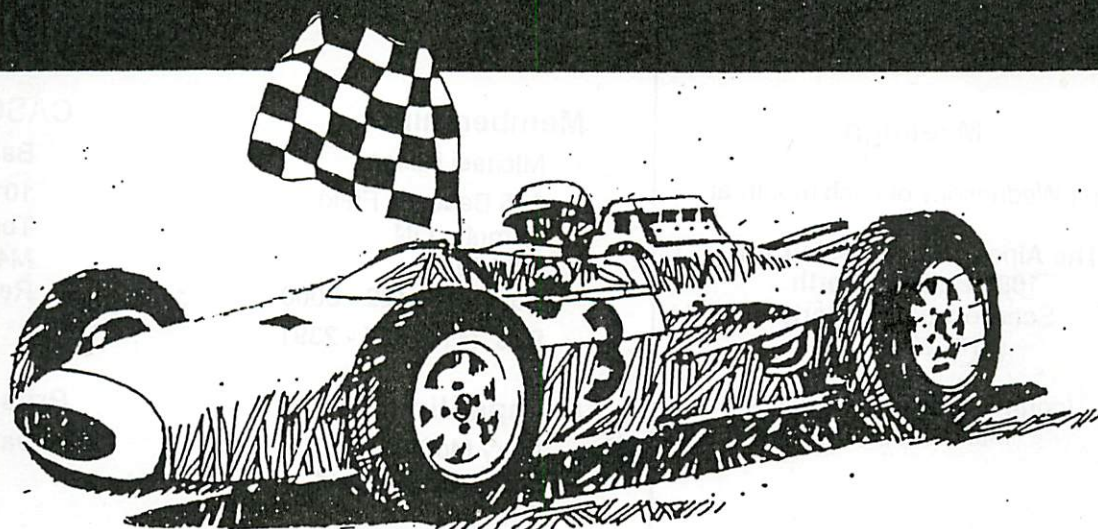


PRESSE



1993





Deutscher Automobil Club Inc.
P.O. Box 142 Don Mills, Ontario
M3C 2R6 CANADA

Meetings

First Wednesday of each month at:

The Alpen House Restaurant
1085 Bellamy North
Scarborough, Ontario
(416) 289-7332

(north of Ellesmere, west of
Markham Road)

1993 Executive

President

vacant

Vice President

Waldemar Wildner
RR2
Bradford, ON
L3Z 2A5
Bus: (416) 775 - 4237
Res: (416) 775 - 2986

Treasurer

Heinz Buettner
59 Somerdale Square
Scarborough, ON
M1E 1M9
Bus: (416) 266 - 8800
Res/FAX: 261 - 4250

Secretary

Holly Reynolds
580 Eyer Dr. # 91
Pickering, ON
L1W 3B7
Res: (416) 831 - 5097

Coordinators

Membership

Michael Nilson
145 Beacons Field
Toronto, ON
M6J 3J5
Bus: (416) 429 - 3000
Res: (416) 537 - 2391

CASC Representative

Bailey McLeod
101 Burgess Ave.
Toronto, ON
M4E 1X2
Res: (416) 694 - 3425

Competition

Mary McClure
145 Beacons Field
Toronto, ON
M6J 3J5
Bus: (416) 863 - 6848
Res: (416) 537 - 2391

Presse Editor

vacant

Advisory Council

Klaus Bartels (honorary president)
Res: (416) 282 - 9865

Rainer Brezinka
Bus: (416) 239 - 1107

Uli Bitterlich
Res: (416) 745 - 3911

Suzan Payne
Res: (519) 745 - 4865

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President's Message

THIS YEAR OUR CLUB REACHED 35 YEARS OF AGE!!

I guess when a small group of motorsport enthusiasts started the DAC no one thought about it being in existence in the 1990's. In this issue we are enclosing a copy of a report by Uli Bitterlich from 1983 and two pages from our club racing activities 30 years ago. There is also a page of photos from a DAC Slalom estimated to be about 1974. Maybe you will find yourself if you remember how you looked then! This newsletter cover incorporates a drawing of a race car done by late DAC member and artist, Jim McCarthy. It was on our newsletter covers 30 years ago.

John Rosenbrock has resigned as President. I would like to thank him for all the effort he put in running the DAC for the last year. He will also be missed as an active competitor in racing. We all hope to see you back in Canada one day, John.

We have a new club Secretary, Holly Reynolds. This is a very interesting coincidence. You see, Holly's father, John Aiken was our club Secretary/Treasurer in the 1960's and now we are lucky enough to have Holly. John is a life member. Let's hope Holly ends up being one too!

Bailey McLeod is our new CASC representative. Thanks Bailey for taking on these duties.

We still need a newsletter Editor. Gerhard Peters is so far the only one who has come forward with support. We can supply lots of information but we need someone to pull it all together. This is the LAST NEWSLETTER unless you have RENEWED YOUR MEMBERSHIP. Please mail your cheque to Michael Nilson or pay at the next club meeting. If you move be kind enough to let us know your new address. We are wasting a lot of time and money on postage for newsletters that are being returned.

May DAC club members do not have DAC crests on their cars. We have them for sale and it would be nice if all DAC cars had a DAC crest on the windshield.

On April 24th, Channel 10 T.V. showed a one-hour special about Paul Tracy's career. Members Dan Proudfoot and Horst Kroll were interviewed in this excellent film.

There will be no May Fun Rally this year. If you are disappointed and want to participate in a rally why not check out the "Discover Ontario Car Rally", Sunday, May 30th, organized by the Toronto Autosport Club. A flyer is included.

As honorary President I am filling in until a new President is elected. At the next meeting we would like to have nominations and an election. Please come forward and help run the club. THE DAC NEEDS YOU!!!

Klaus Bartels

Minutes of the Meeting April 7th, 1993

Club president John Rosenbrock opened the meeting and explained that he has been away in Germany to resolve family issues after his stepfather's recent death. His stay in Canada will be short, and he is scheduled to leave again for Germany next Monday. Since he expects to be away for 6 months to two years, he cannot continue as DAC president.

He briefly discussed the ice race stewards report that had been sent to his home address, then turned the meeting over to Klaus Bartels.

Klaus discussed the following points:

- club members are requested to correct their mailing addresses, where applicable, to avoid wasted newsletter postage.
- Walde Wildner has the option to automatically assume the office of DAC President, or request that a new President is elected.
- the club is still looking for a Secretary and a Newsletter Editor
- he asked for a volunteer to organize a May Fun Rallye

Walde Wildner declined the position of President, citing business pressures.

John Rosenbrock made an appeal to club members to participate more actively.

Heinz Buettner announced Bailey McLeod as the new DAC Race Director.

Klaus Bartels polled Horst Kroll, Severin Haas and Hans Nebel for the position of President, but all declined.

Gerhard Peters suggested that until a new President is found, that Advisory Council should be asked to fill in.

Uli Bitterlich then told a war story about a visit to the Jamaica Motor Club in 1968, where he participated in a rallye.

Heinz Buettner then read misc. CASC bulletins that had arrived in the mail.

Bailey McLeod then covered the following points:

- DAC Ice Race results

- the CASC (Bridgestone) Racing School
- 1993 Region Racing
- BARC is looking for helpers at the Molson Indy, call Bill Lobban

Horst Kroll spoke about Birgit Kroll's travels, she is currently in Israel.

Holly Reynolds then volunteered to take on the position of Secretary.

John Rosenbrock then said a final word and his "auf Wiedersehen". He then closed the meeting.

After the official business had ended, Rudy Bartling was asked to relate the events leading to his participation in a 3-day racing school at the old Nürburgring in Germany this spring.

D.A.C. ITEMS FOR SALE

Club T shirts (white) \$25.00 each
three different sizes available

Cloth crests \$2.00 each
Suitable for sewing on jackets

Windshield crests \$2.00 each
Suitable for outside only

Jacket pins \$2.00
Lapel pin

All prices include PST & GST

Available for sale at each club
meeting from Klaus Bartels or
call (416)282-9865

CASC Region Racing

Region racing will have a different look this year. BEMC, BARC and CRDA have joined together to solve the problems in region racing. The DAC was invited to join the partnership but due to both a lack of interest and a bad date, the club declined. Once I was certain the club would not be joining the partnership, I offered to become the D.A.C. race director. There are only two real problems affecting region racing and the MSC does not address them:

1. There are not enough entries.
2. There is not enough interest by the track workers, marshalls etc.

The report by Jack Higgins (reprinted in our last newsletter) clearly points out that there is little interest in this type of racing. I am not going to rehash last year but in my report on the first race of this year, you will see that it is getting worse. We are presented with a situation where the drivers won't come and the workers (marshalls) don't show up. Spectators have also been discouraged. Why would we want to run an event that no-one is interested in? There are two reasons for the D.A.C. to run a racing event:

1. To provide a place for our drivers to compete and our workers to be involved in motorsport.
2. To make money by providing a venue for paying customers.

If we do decide to do either of these things, it should be our decision. I will be presenting the club with a number of options and ways to stay in motorsport. If the members are interested in putting on events, then we will continue to run events. If there is no interest among the current members, then we can stop running events or get some new members who want to be involved.—Bailey McLeod.

CERRC RACING

The Canadian Endurance Road Racing Championship will begin at Shannonville on May 1. This series has taken up where the Firehawk series left off. The series is basically run and funded by the entrants. It was felt that the problem with Canadian racing has been that once the sponsor leaves—the series dies as it has with Rothmans-Porsche, Players-GM, Honda Michelin and Firestone Firehawk. This new series will attempt to give the sponsors good value by cutting out the various middlemen. My team (McLeod Racing) will be competing in the Touring class in our Volkswagen GTI featuring D.A.C. driver Gianni Biral. Markus Schneider will be in the Sports class with his BMW which we all saw at the last DAC meeting. In the Grand Sports class Ludwig Helmraath will have one of the new Porsche 968s. There are about 40 teams entered so there should be some good racing.

The ASN has decided not to sanction the event and the CASC has refused to help. David Berman, with Harvey Hudes, is trying to get another series running and the ASN has a contract with him. It seems that Berman has the sanction and the CERRC has the cars. So far, no agreement has been reached however things are changing on a daily basis. It has reached the point where threats are being made and the emphasis seems to be on stopping the CERRC rather than presenting an alternative. As I write this, the only thing I can tell you for sure is that my team is going racing on May 1.

—Bailey McLeod.

Ice Racing 93—Das Ice Race

The 1993 ice racing season was very successful with lots of entries at an excellent venue. DAC member Gianni Biral won Class 11, was 4th overall and won Rookie of the Year in a McLeod Racing Volkswagen GTI. The DAC event was a last minute organization as John Rosenbrock had not returned from Germany. I had no intention of organizing an event this year since we had a 2 car team entered. I started work on the Tuesday before the event because I realized that if I didn't, I wouldn't be racing. The DAC members who helped were excellent and I recruited some experienced workers from other clubs. In spite of being short staffed, we ran a very good event with few problems. I would like to thank everyone who helped. If we want to organize an event next year we will have to have more

support from the membership. Ice racing is a lot of fun and not all the jobs involve being outside so if you don't like the cold that's not an excuse. Anyone who wants to get involved next year, let me know. Also, for anyone who wants to compete next year, McLeod Racing will have cars available for rent. If you want to get involved with your own car, I would be happy to answer any questions and I have some publications which explain how to prep a car and get started.—Bailey McLeod.

Race Report

BARC SPRING SPRINTS—April 24-25

The race groups have changed this year so I'll provide a brief description of how things looked.

1. All the Formula or open wheel cars run together. (1200, 1600, 2000, F4, SR)
2. There is a second driver or entry class (Formula Libre).
3. All the closed wheel cars including showroom stock and GT cars run together.
4. There is a second driver or entry class (Special GT).
5. MSC 150. This is a 1 hour endurance event with 1 mandatory pit stop and 1 or 2 drivers. (All closed wheel cars are eligible.)
6. Vintage.
7. Feature Events. This will change each race and may be F1200, F1600, Vintage or whatever else they can come up with.

The entries were:

1. Formula cars	16
2. 2nd entries	6
3. Closed wheel	25
4. 2nd entries	15
5. MSC 150	9
6. Vintage	13
7. Feature	7
(Mosport 1600 Series)	

Total Entries	91

Note: The last 2 groups (Vintage and Mosport 1600) are not region classes so the number of regional entries is 71. That's not 71 cars. **That's 71 Entries!**

There was very little actual racing and three of the seven groups had less than 10 cars. The 16 entries in open wheel were split between F4, F1600, F1600H, F1200, F2000, SR (6 classes). The 25 entries in closed wheel were split between 7 classes—3 Showroom Stock, 4 GT. The only DAC entry was Hans Nebel in his Porsche.

The race weekend was generally uneventful and BARC did their usual competent job in running the event. There were lots of workers in all areas and plenty of marshalls. The weather was horrible—cold and lots of rain—so that there were actually less cars running at various times during the weekend (a lot of drivers just don't think its worth risking their cars). The party Saturday night was excellent—lots of beer and bratwurst with everyone invited and no hassles about tickets. There were no serious racing incidents and in spite of the weather the days both ended early. There were some organizational problems due to BARC's MSC involvement but nothing that really affected the racing. With the entry fees reduced since last year, though, this was not a profitable weekend for the organizing club.—Bailey McLeod.



ONTARIO REGION

CANADIAN AUTOMOBILE SPORT CLUBS

FEDERATION CANADIENNE DU SPORT AUTOMOBILE

693 Petrolia Rd., Downsview, Ontario, Canada M3J 2N6

Phone (416) 667-9500

Fax (416) 667-9555

Minutes of the regular meeting of the Board of Directors of Ontario Region held on Mar.11,1993 at Ontario Region Office, 693 Petrolia Road, Downsview, Ontario.

The meeting was called to order at 5:55 p.m. by the President John Magill.

PRESENT:	President	John Magill
	Secretary	Rod Grundy
	Executive Secretary	Jessie Hauth
Disciplines -	Race Director	Jack Higgins
	Race Deputy	Bob Page
	Solo 1 Director	David Swain
	Solo 2 Director	Ian Winsor
	Vintage Director	Van Worsdale
Guest of the Board		Paul Swain
ABSENT:	Vice President	Mary Lobban
	Rally Director	Dennis Wharton
	Financial Advisor/Budget Chief	Jim Hadcock
	Public Relations Co-ordinator	Tom Hnatiw

1. Minutes & Items arising from Feb.11,1993 meeting.

Minutes of the meetings held on Feb.11,1993 were accepted as printed.

2. ASN Matters

John reported that the initial discussions with Quebec on the Team Canada Karting issue was very well received. John will be contacting the west and east coast for input on representation in the Team. John will report more as the information becomes available.

John reported that the licencing issue with ASN is once again back to where we were a few months ago. We will do nothing to irritate the situation and will work with ASN as closely as possible to insure prompt handling of all licences that are forwarded to us.

A letter was received from Paul Cook regarding an outstanding amount owed. This matter is being looked into by Jessie and John.

Discussions with various groups about sanctioning was discussed and the possible conflicts with Region dates. The decision was that we will not sanction any date that conflicts with a Region date.

3. Administration

Paul Swain put forward a proposal to upgrade the existing computer equipment to properly handle the future expansion as well as the existing requirements for the Region. Pauls recommendation was accepted and he was told to proceed with the project. Funding to come from the Celebration fund. Unanimous approval.

Cont. page 2

The discussion on the 1993 Budgets was deferred until all of them were in.

Jessie reported that the current level of Accpac that the Region owns is in need of upgrading to properly handle the G.S.T. the way that Ed Favot wishes it to be done. Unanimous approval to upgrade the Accpac software.

Jessie reported that the final accounting and account settlement had not been received from Mosport yet. John asked Jack to follow up on this A.S.A.P.

Jessie reported that the National accounts are still being finished.

John reported that Motor Club of Ottawa (MCO) had been in contact and was requesting affiliation into our region. The final vote on the matter at the club was to be taking place Mar 16, 1993 and they would be advising us officially at that time.

Jessie reported that Astro Clothing had been in touch with her about the C.A.S.C. clothing that had been put together a few years ago and the possibility of moving some of it out at very attractive prices. Jack said that he would talk to Mosport about the possibility of selling it out of the trailer at the track during Regional Events Only.

John's letter to the club directors was discussed and received great support from all attending the meeting.

The need for a Treasurer was discussed and some names were mentioned John and Rod will follow up.

John has drafted thank you letters for the various corporate sponsors and will advise Jessie on the completion of them for mailing.

4. PROJECTS

The need for a co-ordinator to work from our end on Celebration '93 was discussed. This person should be known to Harvey Hudes, as this will make communication easier. Several names were discussed and the general consensus was that Martin Chenhall would be an excellent choice. John said that he would be in touch with Martin to see if he would take this on for us.

The '93/94 AMM and banquet was discussed and it was suggested that Mary handle the co-ordination again. Solo indicated their desire to be apart of the banquet and would prepare up their numbers for presentation.

Comments on the Auto Show were generally very positive from all sources and the plans seem well on the way for next years involvement. John reported that there were problems with some clubs as far as representation and that one club pulled out at the last minute which caused a problem but all was handled. Next years show will need some improvement in the handout and visual aids as well as the winners circle Promotions.

Jack reported that all was progressing well for the Driver's School and that there should be a full compliment taking part.

Rod reported that the Art project was on a hold at the moment awaiting the confirmation of the the drivers to sign the prints for us. This is critical to proceeding further on this project at this time.

Jack reported that the trailer was still at Mosport and snow bound at this time. Bob Varey will be doing the inside work at his home in Pickering to have it in shape for the new season.

Jack reported that Bob Brockington was starting to work on the archives and that some of the information had been removed from the office to be worked on. A suggestion was made to keep the information in house and not allow it to be removed at this time. Space being the main problem at this time. Bob would also be looking at the possible ways of cataloging this information and he would report back on his ideas.

John reported that Player's was very happy with the idea of taking the Canadian Race Driver Championship from the Player's / Toyota Series. They would assist us in this endeavor as much as possible but wish that this award remain Non-Commercial in nature. Agreed

John also reported on the Newsletter of the year award from Formula Magazine, this would be chosen from submissions by Malcolm Elston and his staff. The criteria would be published later.

Jessie reported that the 1993 G.C.R.'s were at the printer now and the advertising was being looked after as well at the same time.

John reported that Mary and Tom H. were working on the formulation of a "How to....." series for distribution to various media forms. Also Mary was putting together a letter dealing with "What do I get for my \$15.00?".

There was nothing to report on the driver development project at this time.

5. SPORTING MATTERS

Race

Jack reported that he was in possession of the Supplementary Rules from MSC and he was reviewing them. They should be ready by next week as requested.

The budget and objectives of race are in the works and should be completed next week.

A draft copy of a proposal from the discussions at the Feb 6/93 seminar will be presented at the next meeting.

Jack reported that the Ice Racing fields have been strong again and that discipline appears to be in a growth cycle. The cars are all very well prepared and hence create some very exciting racing.

A report on the C.A.S.C. jewellery was being prepared and should be ready for the next meeting.

Jack reported receiving a request for sanctioning from an individual that had a new series in mind, once more information is received it will be given the proper attention.

Solo 1

David reported that a joint meeting had been held and a good turnout was experienced.

The schedule for Solo 1 is finalized and the opening function will be the Open House on April 17, 1993, the information will be on the Voice Mail system.

David reported that the budget and objectives had been submitted at the last meeting.

Solo 1 is currently approaching corporate sponsorship for an individual weekend sponsorship type of package. Details are coming together and further information will be provided as it is available.

David reported that they have secured someone to write about the events in PRN on a regular basis.

Solo 2

Ian reported that at the moment he does not have a committee for solo 2 but was working on some people. This year there appears to be a drop off in the numbers for Solo 2 as drivers head to Solo 1 or circuit racing.

The Solo 2 schedule is in the works and should be finalized shortly. Solo 1 has been working very closely on rules etc. to retain continuity between the two groups.

The Solo 2 two schools will be held May 2 & 9, 1993 at Durham College in Oshawa.

The rule book will be out shortly, and there are no major changes for 1993.

Licencing will take place at the school and a new system for temporary licences will be put into place to assure us that what happened last year will not be repeated. A lively discussion took place on the merits and need for the licences to protect us all under our non-speed policy.

A Series sponsor has to be approached and the previous sponsor is going to be talked to (Cheviot)

KARTING

John reported that he had been in discussion with the karting community in Ontario and they would be responsible for picking the representative for the Team Canada Karting Team.

Promotional events in Barrie and Montreal in 1994 possible and the Skydome event in 1994 should all come together.

A desire to integrate some of the karting people into the region is happening through the efforts of C.A.S.C.-O.R., MSC and OFFA.

John reported that there is a possibility of securing a date for the World Championships in 1996. John's feelings are that this event would come off better in the U.S.A. as the time of year and facilities are better in the States and the payoff for local karters more lasting.

John reported that he is working on getting representation on the Board by a member of the Karting community, this will help in bringing the fullest understanding of all aspects of the sport to one common table.

Other Business

The issue of members of the Board having Bell calling cards was discussed and the cost of such cards in terms of billing prices for phone calls etc. David Swain said he would look into it for the next meeting.

The meeting was adjourned at 10:00 p.m.

You will be notified of the next meeting by the office

Auto News

The Mitteldeutschen (MDR) radio station in Germany polled its listeners with the question, "how do you feel about paying a toll to use the Autobahn?" 52% of the Western part of Germany, and 66% of the Eastern part of Germany indicated that under no circumstances would they be willing to pay. They would use regular highways. The German government is considering the introduction of tolls to raise money to offset the highway maintenance costs.

A total of over 1 million motorist were added to the German Department of Transport's violations list, in 1992. This brings the total to 5.2 million motorists with demerit points.

The new Opel factory in Eisenach is the most modern in Europe. It's Opel Vectra can be built in 19 hours compared to the European average which is twice as long. On the other hand Japanese manufacturers need only 15 hours to produce a car.

The city of London England wants to combat traffic jams by charging motorists £2 for each time they enter the city. It has not been decided as to how the toll could be collected, either at the beginning of highway M25 (circle around London) or at bridges entering the city. The fear is that long delays will result.

Fewer service stations are in operation in Germany. In 1991 there were 19,351, 1992 there were 18,959, and by the end of this year there will be 17,000 in operation.

Lancia introduced a new model which is more suitable for city trips. The Y10 model has an 1100cc engine, 50 hp, and a five speed gearbox. It is estimated that 35% of all Lancia customers will choose this model. It is not cheap, the price in Italy, \$15,000.

During the Geneva auto show in March, 1993, a team of journalists chose a BMW 325 coupe and a Renault Safrane as best car of the year. They were tied with 840 points each. Following was a Toyota Corolla, 792 points, a Rover 200 coupe, 708 points and an Alfa Romeo 155, 706 points.

The most reliable car on German highways according to the Dept. of technical inspections (TUV) is a Toyota. All vehicles three years and older must undergo periodical mandatory inspection. The models, Carina, Starlett, and Corolla had only 2.2% technical defects, the next best car was the Mazda 323. The most defects were recorded with the Fiat Regata, 11.9%, Citroen 2 CV and Opel Manta, 12.2% each, and Lada Nova, 16.4%. Cars ten years or older with the least number of defects were all Mercedes-Benz models, Opel Ascona, and Porsche 924 and 944. A total of 80 different vehicles were tested.

Auto News

As of April 1st traffic fines will increase dramatically in Germany. Speeding up to 25 km in the city will cost \$80. and one point. 40km over the limit will cost \$150. and three demerit points. 60km over will cost \$375. and four points. In addition, if a driver goes over the limit by 30km in the city he will lose his licence for one month. Driving through a red light costs \$325. and one month's licence suspension (could we ever use that here). Children under twelve must be secured by a special seatbelt system and an infraction will cost the motorist a \$30. fine.

Now the good news. By July 1st the following European countries will no longer require passports at border crossings. These countries are Belgium, Holland, France, Spain, Italy, Germany, Portugal and Greece. England and Denmark are the only exceptions. It is recommended that motorists only import the following items and quantities per trip:

- four cartons of cigarettes
- ten bottles of liquor
- five cases of beer

In 1992 3.9 million passenger cars were sold in Germany. This is 5.5% less than in 1991. In former East Germany sales increased by 6.5% and West Germany lost 8.%. The number one seller is still Volkswagen, followed by Opel, Ford, Mercedes-Benz and BMW. Mitsubishi lost 35.4% of its sales. The newcomer on the German market Hyundai increased their sales by 900%. They sold 29,200 cars.

The A.D.A.C. tested 16 summer tires, size 185/60 R 14 H, for their handling qualities. The best tires were Bridgestone RE71, Continental CH90, Dunlop SP Sport D8M2, Firestone Firehawk 690, Kleber C601, Michelin MXV 2, and Pirelli P4000. Not recommended were Toyo 600 F5, and Yokohama A509, and Uniroyal R380.

BMW introduced the new M5 model, the most powerful BMW sedan. The engine develops 340 hp at 6900 rpm, which gives the sedan a top speed of over 250 km/h. The price is over \$100,000. in Germany.

Volkswagen is closing the gap between the Polo and Golf (for the European market) with the model Seat Ibiza. Three different engines are available, 1,000cc 45hp, 1600cc 75hp, 2000cc 115hp. Each model has a five speed transmission. These cars are being built at the Seat factory in Spain.

The Autobahn between Berlin and Königsberg, which was closed at the end of World War 11, will be reopened after repairs have been carried out. Estimated \$400 million to complete the job. The first 40km have been resurfaced on the Polish side.

Trabant cars which have been abandoned on the highways by their former East German owners, are now becoming useful at times as radar traps.

BANQUET - FEBRUARY 27th, 1993

by Uli Bitterlich

=====

It is quite obvious that we have problems drawing 150 to 200 people ONCE a year to a sit-down dinner with live music afterwards. Personally I do think that this was the last time we organized something on a big scale like that. If there is no demand or interest in an annual banquet then we should all stay home and watch Wheel of Fortune, The Golden Girls or Bowling for Dollars.

Ray Brezinka and myself have done what we could. The Holiday Inn, thanks to the General Manager, Peter Pattera, gave us the Presidential Hospitality Suite free of charge which goes for \$640.00 a night, he gave us a weekend for two at the Holiday Inn and he donated Sunday Brunch for two in the Garden Restaurant.

The Hawaiian or Polynesian dancers which did not come from Tahiti or Bora-Bora but from Agincourt, Ontario, did not cost the Club anything, since I personally paid the \$300.00 for their appearance.

I have never seen so many door prizes than we had this year. Perhaps if \$35.00 is too much, we can rent something at the Canadian Legion including Dartboard. To me it does not make sense, when Regional Racing costs \$230.00 entry fee, that people bitch about \$35.00 for a sit-down dinner.

The following are the names of the Door-Prize-Sponsors:

- Dimpfelmaier (Steve Brundl)
- Uli Bieri Auto
- Trudi's Hairfashion
- The Musket Restaurant
- Suisse (Helvetia) Restaurant
- Paul & Jerry's Landscaping
- Holiday Inn Att. Bing Crosby & Peter Pattera
- Alpenhaus Restaurant
- Porsche Canada
- Heimrath Porsche
- Downtown Fine Cars Att. Günter Müller
- North West Motors (BMW)
- Waldi Wildner
- Kroll's Auto Service

Uli Bitterlich
59 Redwater Drive
Etobicoke, Ontario M9W 1Z5

March 17th, 1993

TO:

D. A. C.

RE: Banquet February 27th, 1993

Since I was responsible for the organization of this function, I am very concerned about the \$1,000.00 loss to the Club, as stated in the last newsletter.

According to my calculations there should only be a loss in the amount of \$ 180.25 plus the cost of trophies - as per figures below.

Tickets sold at \$35.00 each - 131 **)		\$ 4,585.00
Payment to Holiday Inn:		
137 meals at \$ 26.50	\$ 3,630.50	
Society of Composers, Authors and Music Publishers of Canada	\$ 56.30	
plus 8% + 7%	<u>8.45</u>	64.75
Payment to George Kash	<u>1,070.00</u>	\$ 4,765.25
	Loss to D.A.C.	<u>\$ 180.25</u>

Payments following Function:

Total Holiday Inn	\$ 3,695.25
Less down Payment	<u>500.00</u>
Balance	\$ 3,195.25
	=====
Total to George Kash	\$ 1,070.00
Less down payment	<u>300.00</u>
Balance	\$ 770.00
	=====

P.S. **) Had the 6 people that telephoned for tickets showed up, we would have had another \$ 210.00 and we could show a break-even or \$29.75 profit.

4787 Thompson Rd,
Clarence,
NY 14031-1431

March 11 1993

Mr. K. Bartels,
66 Celeste Dr,
West Hill,
ON M1E 2V1

Dear Klaus,

Many thanks for the latest "Presse", good to see the news, both the good and the not so good. We trust you and your family are enjoying good health as we are.

Regarding the dinner dance, I guess I am one of the old timers who did not make it this year, so thought I would let you know why. We had an invitation to attend a D.I.R.T. racing dinner out past Rochester, a friend has boys that race in a series there. It was February and so thought nothing of the date, D.A.C. has been March for quite awhile, and all the clubs near here have their dinners in January.

Regarding the costs, our event was \$15 each for hot and cold buffet and free beer and door prizes for all. Quite a cheap evening even after the 100 miles each way drive. Not a Holiday Inn of course, but pleasant. Since I am not working, we do look at prices and do feel that the D.A.C. event is expensive, the beer cost is pretty high added to the \$35 ticket price.

Jane has made the point that perhaps a more modest place and resulting price would attract more people, perhaps at some ethnic (German) restaurant. With the way the economy is right now, most people are counting pennies so more would perhaps come out to a more modestly priced affair. I have to agree with Jane on this, we do go out a lot, however, we then have to keep an eye on the prices so we can go to the most events.

Just thought you could use a note on this topic, I hope it will be of help. We do plan on getting to Toronto this summer after having not been up much the last year, and we hope to see you at some event or other. Do take care of yourself and yours.

Best Regards,



Iain N. Tugwell

The last bite the dogs

Dear Peter,

it is not more out to hold: Night for night dream I from dogs. Dogs? Yes, swarms of dogs. Special, when I with friend Gerda jogging go, run they to dozens after us and make a horrible wow-wow, that we us to death frighten. And always the dog-holder there-between, loud crying: He does you nothing, he does you real nothing! If that the dog knows? We can us happy praise, when the hell-animal us not nearer comes. But what says Aunt Lissy always: Better from dog in the leg bitten than from the stork - ha, ha, ha.

And then all the dog-shit..Unbelievable. When you not uppass - you must namely know, my new jogging-shoes have such a wonderful profile-sole. Will you this problem wiht the dog-holders discuss, do they so, as if you air were. Or they give you snippish back: We pay so much dog-tax, that it to heaven cries. In cleartext: They hewait quite simple from this: laugherly little tax, that the town-administration the shit way-makes - on best here and soforth, but hallo. I say you: These animal-friends forget complete, a people-friend to be. The sharpest: That they without bethinking the play-places for children as dog-toilette onsee.

All were yes so easy with a simple plastic-bag. But this again sets foreout, that the dog-holders a little bit afterthink. Freely comes it me so fore: The most dogs are much cleverer than their besitters. Alone, how Herrchen or Frauchen with the dog aboutgoes, speaks volumes: Waldi! Come! Come her, come you well here! Place! I say place! Sit, sit down! Yes, what are you for a brave fellow, brave, Waldi, brave - no, not that, Waldi, let that, oh no, Frauchen is quite sad... I say: Sad, sad, such a dog's life.

How is the man on the dog come? How can it an only halfway's sensible person outhold, minutes-long by an onlined dog to stand, who every ten metres the leg lifts or the shit from an other dog begood-eights? Why have the people dogs? That is one of the riddles of manhood. No dog knows it. Godbethank have the most dogs a good character, what man from the people not without furthers behead can. Believe me: When all people dogs have must, am I bevoiced the last to have one. But how says the speakword: The last bite the dogs.

Your true Gisela

From the D.A.C. Newsletter
May 1983

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TORONTO — Im Jahre 1958 wurde der Deutsche Automobil Club von einer kleinen Gruppe deutscher Einwanderer gegründet, die hier keine echten Möglichkeiten für ihre sportlichen Ambitionen sahen. Einer der ersten, und der erste Präsident von 1958 bis 1963, war Hermann Flickert. Viele Gründe bewogen diese ersten Mitglieder, sich zu einem eigenen Deutschen Automobil-Sport Club (D.A.C.) zusammenzuschließen. Die meisten hatten aktiv Motorsport in Deutschland betrieben, hier jedoch gab es am Anfang Sprachschwierigkeiten. Es war auch schwierig, passende Gebrauchtwagen zu kau-

fen und, nicht zuletzt, so viele Regeln, Gesetze und Vorschriften zu übersetzen. So kam es bei Rallyefahrten vor, daß erst Minuten vergingen, bevor die Strecken-Anweisungen übersetzt waren, was natürlich am nächsten Kontrollpunkt Strafpunkte bedeutete.

In den ersten Jahren wurde im Club deutsch gesprochen; die monatliche Club-Zeitschrift erschien solange in deutscher Sprache, bis die ersten kanadischen Mädchen zu den Club-Versammlungen kamen. Von da an wurden die Treffen in englischer Sprache gehalten.

Im März 1960 wurde der Club ein e.V., eingetragener Verein (Incorporated), in der Provinz Ontario. Zu diesem Zeitpunkt wurden alle Club-Gesetze von einem Notar ins Englische übersetzt, und der D.A.C. erhielt sein offizielles Siegel.

In den 60er Jahren hat der D.A.C. jeweils 2 Rallyes organisiert, die „Hackenberg“ und die „Climax“-Rallye. Beide Rallyes waren in Ontario sehr beliebt, weil sie ohne Tricks und sehr schnell waren. Es gab eine Durchschnittsgeschwindigkeit von 75km/h, egal wie der Feldweg aussah. Während der letzten 25 Jahre hat der D.A.C. außerdem Hibernia-Fahrten und Salomonveranstaltet. D.A.C.-Mitglieder sind immer als Team in der berühmten internationalen „Canadian Winter Rallye“ mitgefahren. Fünf Jahre hintereinander gewannen sie den Pokal, und dieser Pokal ist jetzt für immer in den Händen des D.A.C.

1961 wurde der D.A.C. Mitglied bei C.A.S.C. (Canadian Automobile Sports Clubs), der Hauptorganisation für ganz Kanada.

Im Juni 1963 hat der D.A.C. zum ersten Mal ein Autorennen in Harewood Acres veranstaltet. Dieses Rennen wurde nach Ontario Wappenblume „Trillium“ ge-

nannt. 20 Jahre später wird das „Trillium Trophy Race“ immer noch von dem Club organisiert, allerdings jetzt in Mosport Park (in diesem Jahr am 23. und 24. Juli).

1964 wurde zum ersten Mal eine „Fun Rally“ gefahren. Dieser beliebte Sonntagsausflug, ohne Zeitwertung, an dem die ganze Familie teilnehmen kann, findet bis heute großen Zuspruch; denn durchschnittlich starten um die 70 Wagen, und die Strecke führt über Nebenstraßen rund um Toronto und Umgebung. Viele der durchgeschüttelten Babys von damals fahren heute selbst im eigenen Wagen diese Rallyes mit.

1964 wurde Karl Schulz Präsident. Unser Schatzmeister war Manager einer Finanzierung-Firma, und wir suchten ihn und 2.000 Dollar Clubgelder noch heute.

1968 wurde Klaus Bartels zum Präsidenten gewählt, und behielt diese Position 10 Jahre lang. Während dieser Zeit wurde unsere „Climax-Rally“ umbenannt in „Trillium-Rally“ und zählt nun in der Punktwertung zur Kanadischen Meisterschaft.

Ray Brzinka und Uli Bitterlich folgten als Präsidenten. In den letzten paar Jahren ist unser Club mehr und mehr international geworden. Etwa die Hälfte der Mitglieder sind noch deutsch-sprechend. Jedoch dank der Großzügigkeit vieler deutscher Firmen bei Pokal-Stiftungen wird deutsch immer noch sehr groß geschrieben.

Unter unseren 150 Mitgliedern haben wir Kanadische- und Ontario-Rallye-Meister, Trans-Am-Meister und „Canadian Road Racing“-Meister sowie viele Ontario-Meister aufzuweisen.

Das Bankett aus Anlaß des 25-jährigen Jubiläums fand am 16. April im Holiday Inn, Toronto Dixon Road, statt, mit einer 16 Mann starken „Big Band“. Uli Bitterlich

DEUTSCHER CLUB MEET INCLUDES CARS, CYCLES.

Deutscher Automobile Club is presenting a feature race event at Harewood Acres, near Jarvis, May 30th, with trials to-day. Both sports cars and motorcycle events are included on the 16 race program which starts at 9 a.m.

Several top cars have entered: Canada's ace woman driver Diana Carter, will guide her Sunbeam Alpine; Dave Hunt drives a GTO Pontiac, Craig Fisher is in a Simca Abarth and Rudi Bartling in a Porsche.

* * * * *

Globe and Mail, Monday June 1st.

RUDY BARTLING WINS DEUTSCHER CLUB TEST.

Staging a repeat of his come-from behind victory three weeks ago, Rudy Bartling of Toronto, Saturday coasted to an easy victory in the feature race on the nearby Harewood race track.

Bartling lapped every other car except the second place finisher to win going away at an average speed of 79 miles an hour. He was driving the same RS 62 Porsche that former Canadian champion Ludwig Heimrath drove last year.

Roy Price of Willowdale, driving the Ecurie Portland Formula Junior, finished second over-all 28 seconds behind Bartling. Horst Kroll of Scarborough was third over-all in a Porsche Carrera after Craig Fisher of Toronto in a Simca Abarth dropped out of that position seven laps from the end of the 25 lap race.

The 14-race program was organized by the Deutscher Automobile Club of Toronto. Though not lacking in quantity, the entry list contained few of the leading modified sports cars. Most drivers were apparently saving these machines for the Player's 200 at Mosport on Saturday.

Every car on the grid went past Bartling when the flag fell for the feature race as the Porsche's accelerator pedal stuck and delayed his getaway.

* * * * *

A NOTE OF THANKS TO FRED TOELKE FROM KLAUS BARTELS

The transmission of my 1500 VW Station Wagon broke down in the paddock parking area on Saturday at the Players 200, luckily within a 100 yards of the VW tow truck.

But my concern of course, how to get home, and I would like to thank Fred Toelke who towed my car and equipment with his DKW Station Wagon.

* * * * *

TRILLIUM TROPHY RACE - MAY 30th. - by Klaus Bartels

Our second annual Trophy Race which was held at Harewood was generally speaking a success. We started out an hour late, because we had to wait for the doctor's arrival, yet managed to complete fifteen races without delay.

Few other clubs, which have organized races have been able to equal our ability to remain on schedule. The C.A.S.C. Steward's report will confirm this.

Our President, Karl Schulz and his wife Sylvia certainly turned out to be good organizers. They put a good deal of time and effort into making this event successful, and interesting.

Of course this was made possible also, by the club members who were willing to give up their time for our club and its Race.

The entries in the Motorcycle Races were numerous, the sports and touring cars fair. Unfortunately we had very few spectators. The reason for this, I feel, is that first of all some Toronto Theatres showed the Indianapolis 500 that day and also many people planned to go to Mosport to see the Players 200 and so were reluctant to spend the time and money on both. Therefore, it would be advisable to hold our Race about 2 or 3 weeks before the Player's 200.

The following members of our Club participated in the race; but unfortunately only Craig Fisher was able to place and to receive a trophy.

Craig Fisher, Willy Goebbels, Guenther Decker, George Fejer, James McCarthy, Rudy Mueller.

* * * * *

A well known Racing Driver seems to have disappeared from the racing world, because he was found to have 5 stolen Cadillacs in his possession. Well, somehow I always suspected that he was cheating a little, especially after seeing his lap times in 1961 in his Austin 850 with an 850 cc. engine which was unbelievable for this size of an engine. In 1962 when the Austin Cooper with a 1000 cc. engine came on the market, his engine was increased to 1000 cc.'s also.

In 1962 or early 1963 when the Cooper S with 1100 cc. engine came out, he ran in the 1100 cc. class and after Sebring 1963 where for the first time - officially - two minis with 1300 cc.'s were run, his car was also in the 1300 cc. class for the rest of the year. The ironical thing is, that his lap times, over these years, remained almost the same.

* * * * *

RATTLESNAKE HILLCLIMB

This event was held on May 23 at Milton. Klaus Bartels managed to put in the best time of the day with his Porsche Carrera.

DISCOVER ONTARIO CAR RALLY

SUNDAY MAY 30TH

INSTRUCTIONS FOR 4 CLASSES: BEGINNER, CLUBMAN, INTERMEDIATE & EXPERT

Entry Fee:	Registration by May 25th	\$30.00 per car (TAC members \$25.00)
	Registration at the Start	\$40.00 per car

Start Location: Tiremag (Cheviot) 8241 Keele St. (North of Hwy 7),
Concord, Ont.

Registration opens at 10:00 am
Beginners school at 11:00 (a must if you've never done this before!)
Driver's meeting at 11:40 am
First Car away at 12:00 pm

The rally is approximately 350 Km long and will include one gas stop/ rest stop. First car will arrive at the finish around 5:00 pm.

Finish Location: Boyd Conservation area for a world famous Toronto Autosport Club Barbeque

To pre-register - Send your cheque payable to the
Toronto Autosport Club to:
Discover Ontario Car Rally
17 Thimble Berryway, Willowdale, Ont. M2H 3K6
For more information contact Gail Walker
416-485-9232

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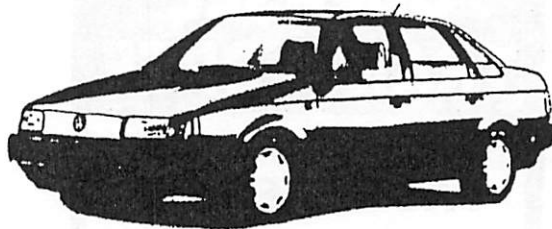
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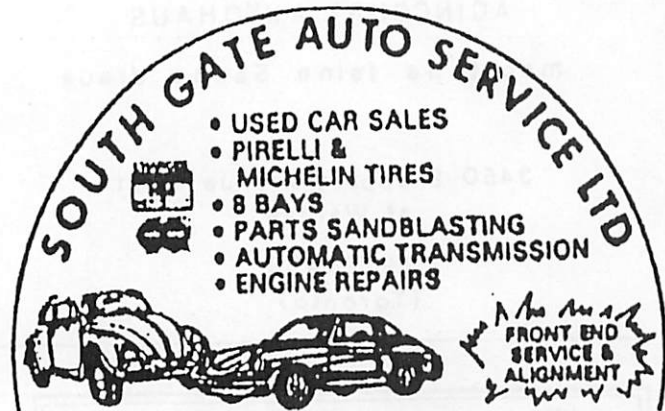
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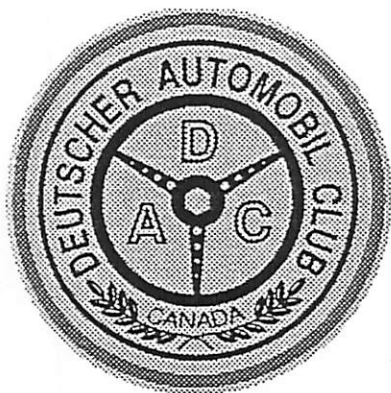
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CASC Membership (incl. GST): \$16.05 _____

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Please make cheques payable to: DAC

Please return this form with your payment to:

Gisela Bach
Membership Coordinator
59 Somerdale Square
Scarborough, Ontario M1E 1M9

More Racing News ...

BARC Season Opener ... Mosport, April 24/25

From all reports, it was dismal! Approximately 90 entries which translates to around 70 actual cars! A far cry from the 200 plus just a few years ago.

Club member Hans Nabel in his 1969 911 was the sole DAC representative there. Official standing, DNS

CERRC ... Shannonville, May 1/2

Despite the threats from the ASN, 25 entries made it to the first event.

In Grand Sport, the new 968 dominated, with Ludwig Heimrath finishing 5th. Markus Schneider, piloting his NorthWest Motors sponsored BMW finished up 4th in the Sport category. Johnny Biral, DNFed with a broken hub on his VW GTI.

Next RACES...

BEMC, May 15-16 Victoria Day Sprints, May 22-23-24

CERRC, May 29-30 Trans Am, June 18-19-20

SOLO news

Loctite/Permatex has returned to sponsor the 1993 Solo 1 series at Shannonville. This year, Yokohama has put up a generous tire contingency program. Solo 1 is a low cost, low risk form of racing, so get on out and have some fun!!!

SERIES DATES/TRACK

June 5,6	1993 SOLO 1 school and lapping day	SMP/Nelson
July 17	Event 1	SMP
July 18	Event 2	SMP
July 31	Event 3	SMP
Aug 1	Event 4	SMP
Sep 4	Event 5	SMP
Sep 5	Event 6	SMP
Oct 23	Event 7	SMP
Oct 24	Event 8	SMP

PRICES

\$50. Series Registration fee if running more than one event. Includes one banquet ticket. You must run 5 events to get the banquet ticket.

\$75. Per day. No registration will be allowed on the day of the event.

\$500. Series package (8 events).

1993 Yokohama Tire Solo 1 / Solo 2 Contingency Program

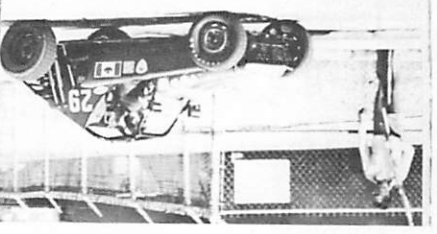
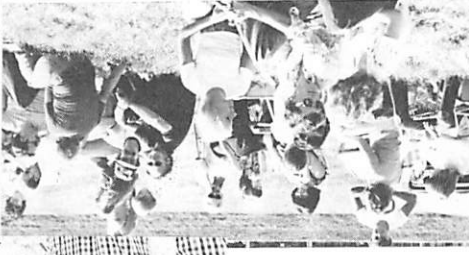
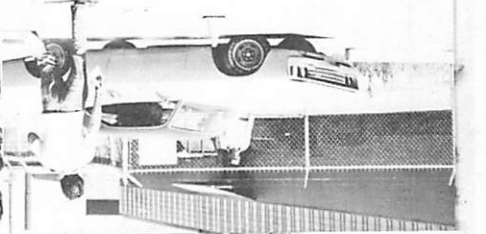
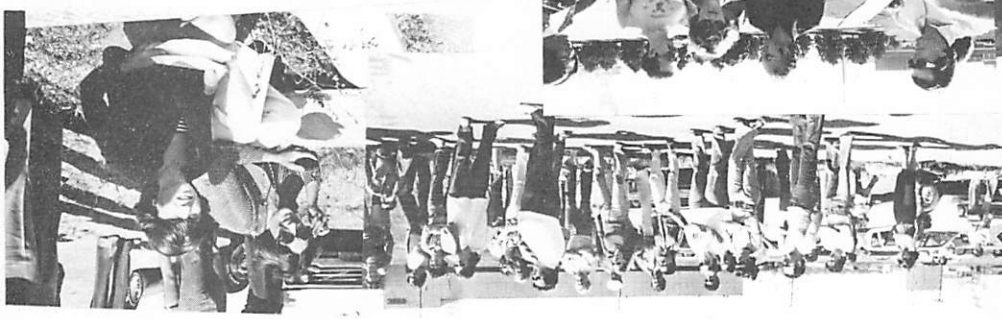
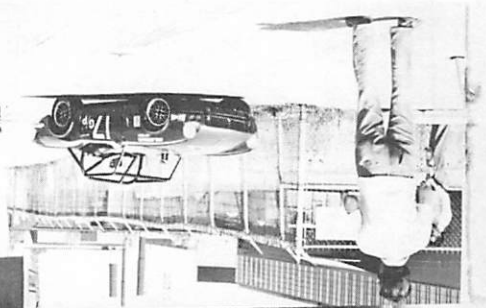
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4) \$675.00	14) \$400.00
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7) \$600.00	17) \$325.00
8) \$575.00	18) \$300.00
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