

PRESS



Jahrgang 40 Ausgabe 09

September 1998

40 Jahre DAC

PITTSBURGH GRAND PRIX



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NEXT MEETING: OCTOBER 7, 1998

NEWSLETTER DEADLINE FOR OCTOBER SEPTEMBER 28, 1998

DEUTSCHER AUTOMOBIL CLUB CANADA PRESSE - 1997 CASC Newsletter Award Recipient 1998

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NEWSLETTER PRODUCTION - Deutscher Automobil Club, c/o Michael Koller, 303 - 145 Mutual Street, Toronto ON M5B 2K5
(416) 591-2062 FAX: call 1st E-Mail: koller@direct.com

Membership to the Deutscher Automobil Club Inc. is \$60.00 per year. Spouse & dependents are \$20.00 each per year. You can visit our monthly meetings held the 1st Wednesday of each month, 8:00 PM @ The Musket Dining Lounge, 40 Advance Road, (just south of Bloor off Kipling) Toronto, (416) 231-6488. Or mail a cheque or money order to Deutscher Automobil Club Inc., c/o Suzan Payne - Membership, 221 Weber Street East, Kitchener ON N2H 1E7.

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PRESIDENT'S MESSAGE

Gerhard A. Peters

36 Harrington Crescent,
Toronto, ON, M2M 2Y5

20th of August, 1998

=====

E-MAIL ghpeters@rogers.wave.ca or
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Tel. (416) 222-5120, FAX No. the same
during daytime.

Greetings to all of You : Hi, Good Day, Guten Tag, Bon Jour!

"Man kann nicht mit einem Hintern auf zwei Hochzeiten tanzen."

('One can not dance with one bum on two weddings at the same time'). This is the problem for all the D.A.C. Members and Friends for the first October-weekend. Members of the Advisory Council, Klaus and Uli scheduled the D.A.C. Fun Rally on the 4th of October, the same Day the big CASC Finals shall take place at Mosport. After several tries to change for the better the dates are set. (See the Fun Rally Flyer). We will miss 25 or so members and friends for the Fun Rally in the Hockley Valley Woods. Let's do better next Year.

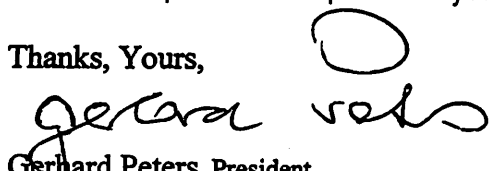
Our Annual Banquet is set for the 5th Of December at the Musket. Thanks to Peter Aschenbrenner, Rainer Brezinka and Suzan Payne necessary arrangements are made. The Food and Music will be better; the cost will be higher. One who makes payments before October the 5th shall pay \$ 40.00 per person; after that, a ticket for a full evening of fun is \$ 45.00 to cover the cost. Rainer is hunting for door prizes already. The majority of directors voted for that.

As of July the 12th '98 14 Members of the D.A.C. are driving in the CGTCC and the Ontario Challenge Cup races. Active participants of our club in all the other champions'hip challenges, are not known to me up today. In my 20 Years this is the most active participation of our Members in Regional Racing if I may count the CCC drivers in that category. We have 41 LIFE -Members as of August 1998. I beg all of You to celebrate the 40 Years of the D.A.C. with us the coming December.

The Presse, our newsletter is very good, but too high in cost. Here and there we discuss changes. Please pay attention to the two attached pages and let us or me have Your answer. VW America likes to advertise in our publication with a full page, but the total costs have to be brought in line with all our expenses. If, f.e. Life Members do not like to receive the PRESSE anymore, cost can be cut.

We want to let everyone know how well You, the club members do in racing. Klaus Bytzek's PR person could drop us a line telling us which Porsche GT 1 is running better and which drivers are contacted for next Year. Michael Koller put the whole spiel so nicely in the last Presse; please have another look and help.

Thanks, Yours,


Gerhard Peters, President.

EDITOR'S NOTE

Good Day Eh!

Those who were at the August meeting will notice that the front cover has not changed as we had all voted on. Klaus went out on his own to veto this decision and instead wait until January to spend more money on the newsletter assuming that we get enough sponsors and advertisers to cover the additional costs and more. In this issue you will find a letter from Gerhard outlining the same costs that I mentioned at the last meeting and a form to send in with your support or pledge. There is also a price list for the 1999 year. Thanks go out to Robert Gal who has taken up the back page of the newsletter for the next year and 1/2. All advertisers will be sent a renewal form for 1999 very soon and I hope that many will go with the high quality glossy cover or inset.

There have been many car shows this summer and in this issue you will get a taste of the Pittsburgh Grand Prix, which was the same weekend as the Molson Indy. I drove down on the previous Wednesday and ended up going to two shows at the Grand Prix and two cruises in and around Pittsburgh. Annually there are over 1000 cars that show up on the Saturday with each local car club organizing their own space. The show is spread out on a golf course around the Vintage Racing of pre and post race cars. The Volkswagen club boycotted the show this year for various reasons and even though BMW was the Marquee of the year there were barely 20 cars in their show, there was however several display tents with BMW race cars, bikes and Z-3 wagons. The Porsche club had over 100 cars from 356B's to Boxsters.

Most important to me was the Mercedes-Benz Club of America, Pittsburgh Section. The president David Fabyonic was kind enough to let me help and I met a lot of great people during that weekend. On the Friday I made my way up to Bobby Rahal Motor Cars in Wexford. This dealer has been opened for almost two years and is very large. Most significant to this dealer occurs when you walk through the 1st set of doors at the front. All of Bobby Rahal's Indy Car Trophies are displayed in a showcase on either side including his wins at the Molson Indy. There is one of his older cars hanging from the ceiling and a model of one from a sponsor. The staff throughout this dealer were very friendly and you can see this on the front of my car. Bobby Rahal Motor Cars sponsored a tailgate party for the Mercedes-Benz Club at the Pittsburgh Grand Prix. We enjoyed jumbo shrimp, wine, appetizers, ribs, bratwurst, sauerkraut, chicken and beer. Everyone had a great time. Over 50 benz's came out for our section from '56 300C Adenauer's - rows of 190, 230, 380 SL's, a E500 and a '99 S320.

The Great Canadian Bug Show also just occurred. I designed and ran a cruise Saturday after the Auto Slalom while I entertained guests from Chicago at the Wheels Cruise and Car of the Century Display at the CNE. The Bug Show saw many changes this year, mostly in accounting as there were a lot of nice signs on site, but classes and trophies had been slashed and some people were disappointed at this.

Enjoy the rest of the summer, and to our advertisers RENEW, RENEW, RENEW!!

Michael Koller

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MINUTES – for meeting of August

Meeting started @ 20:45

G.P.

- read through Stewards Report from our race at Shannonville, Sandy read through rest of report,
- G.P. read through his letter in newsletter - discussion of letter from Sandy to CASC-OR

S.M.

- after seeing this years' Stewards Report, we have had very well run races over the past years, it seems the officials are after us- we are again looking for the best race of the year

S.H.

- infractions were given to CGTCC drivers'

S.P.

- Thanked G.P. for S.H. as judge of fact - encouraged everyone to join CASC - Sandy will send letter

K.B.

- re: letter, points out all our scrutineers were qualified technicians and attended classroom sessions
- we had two clerks of course, R.B. for ASN and K.B. for regionals
- Twin Lake Club no longer have race and are looking to sell it to Ottawa club, wills till run their ice race
- we got \$ from Strudwick and Tanner

G.P.

- K.B. handles Ice Race, gets only bulletins, race committee meeting every 4th Tuesday

S.P.

- letter will be sent to life members applications, there will be a grace year, if not returned no newsletter
- Helmut Tuebler giving \$200.00, Suzan will invoice him for trophy

S.M.

- use the Nissan trophy for banquet for best Nissan Driver
- hold another Fun Rally this fall with U.B.

K.B.

- # trophies left over from our race, 1 to Graham, '82 Rabbit, GTE, K.B. presented trophy.

M.K.

- presented a new format for newsletter to have a glossy cover, will cost \$3k more a year, but will attract more sponsors and advertising rates will be raised, also will give more points for CASC award

VOTE taken, no objections from anybody, P.A. , S.P. and K.F. all gave encouraging words,

BANQUET - date to be confirmed and P.A. will check with the Musket to book date

K.B. has 30 tickets for Oktoberfest @ Scarborough Bluffs , 5Dec is possible date for Dannerschwaben

S.P.

- Suzan will send to Musket to confirm date, tonight

G.P.

- discussion of GST is limited to 30-50K annually

L.W.

- tentative results from T.T. race, will be finalized when all expenses and cheques processed, we did better than last year with practice

G.P.

J.S. able to come along with Holly and Hans Nevil

R.B.

- told us at the beginning of the year that Hakinnen will dominate F1

K.B.

- Ice race will be 4th race, Feb 6-7, 1999

meeting ended @ 10:00 p.m.

DAC ANNUAL AWARDS DINNER/DANCE

DECEMBER 5, 1998

Location: The Musket
40 Advance Road, Toronto

Reception: 6:30 PM
Dinner: 7:30 PM
Awards: 8:15 PM
Dance: 9:00 PM - 1:00 AM

Band: The Saxons

Prizes: Door prizes & more

Tickets: \$40 each (purchased by Oct 7)
\$45 each (purchased after Oct 7)

Contact: Suzan Payne
221 Weber Street East
Kitchener, ON N2H 1E7
(519) 745-4865
sepayne@golden.net

We are pleased once again to have The Musket as our host. The "all inclusive" price includes dinner & an open bar. Ticket sales are limited to 100, so order early!

See you on December 5th.

TO ALL CLUB MEMBERS AND SPONSORS OF THE D.A.C. NEWSLETTER

During the August 1998 D.A.C. meeting a suggestion was made to improve the appearance of **PRESSE**. The cost per year would go up from approximately \$5500. per year to approximately \$9000. per year. Our editor Michael Koller could start the new format by January 1999.

To support this upgrade we need your commitment for an annual financial contribution. Please see the attached fee structure. If you are willing to pledge some money in support please fill in the bottom and return at the next club meeting or mail to me at the address below.



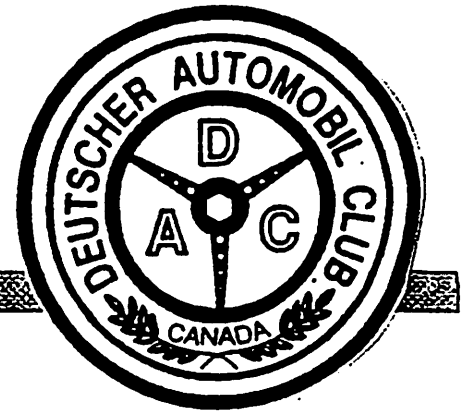
Gerhard Peters
President

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DAC PRESSE

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MOLSON DIAMOND CAN-AM. TRANS-AM WEEKEND, report by Klaus Bartels.

It is hard to believe that the racing season is almost over for this year. Mosport had a short season but the August 18, 19, 20 th race was super. The 1978 Can-Am race saw only one club member. Horst Kroll entered his car. During the practice sessions Horst established his fastest time ever in his Lola, with a time of 1:18.6. This gave him a 12th place on the grid for heat one out of the 28 entries. Next to him was formula one pilot, Jean-Pierre Jarrier from France in a Shadow with a qualifying time of 1:18.5. The moment Horst completed his fast lap his engine developed a suspicious rattle but thanks to club member, Terry Cleland and other helpers, a new engine was installed in time for Sunday's race. During the 30 lap race for heat one, the engine started to smoke from lap three on while Horst was dicing with Car #59 driven by Michael Allen. The stewards were debating if Horst should be black flagged because of the possibility of spraying oil but by lap ten Horst gave up anyway. His prize money of \$85.00 hardly pays for a gasket set.

This did not dampen Horst's enthusiasm because two hours later Horst was ready again and entered Heat two, another 30 laps. For this race Horst had to start almost at the back of the grid. Lap after lap he passed the slower cars until he reached 8th overall position and this is the way he finished the race. His fastest lap was 1:20.5 so obviously this engine was not quite as fast as the qualifying engine. Al Jones of England, who won both heats in his Lola, did a steady 1:15. Horst was quite pleased since he felt it was possible to gain only one more position anyway.

The mandatory pit stop caused problems because drivers stormed in and out. This rule was made only for spectator appeal and could have been foregone.

The Trans-Am race (thank goodness it was only 40 laps compared to 6 hours last year) was one of the most exciting races ever staged at Mosport. 26 cars were on the grid. Before the race started Ludwig Heimrath broke a new lap record for Trans-Am cars during his practice lap, doing a 1:24.1 in his Porsche 935. If Fritz Hochreuter had made the same bet with Ludwig as last year, the outcome would have been different this time! Hans Berner entered Willy Goebbel's Porsche Carrera but minor engine problems developed during the practice session and Hans was unable to compete.

Right at the start of the race Ludwig stormed in front and held an up to 10 second lead over the super-fast Corvette driven by Greg Pickett. The Corvette is powered by a 427 cu. in. engine. After lap 10 Ludwig experienced slight handling problems and by lap 11 he had to go into the pits to have August LeCourt, his chief mechanic, check the tires. The left wheel on the rear needed replacement and this took 17 seconds. But, by the time Ludwig got out of the pits again, he was 35 seconds behind Pickett. After four laps Ludwig caught up with Monte Shelton, in another Porsche 935. About another ten laps later he was able to pass Tuck Thomas in an extremely fast Chevy Monza. When Ludwig had second position secured he realized that there wasn't much chance to catch Pickett. So the finishing order was Pickett, Ludwig second, Tuck Thomas third and Monte Shelton fourth. Listen to this, Pickett's fastest lap was 1:25.0 and Ludwig's was also 1:25.0. Tuck Thomas' fastest lap was 1:25.6. Just goes to show how evenly matched they were and that provided a super race. A very exciting duel took place between Bill Adam from Ontario, in his Corvette and Bob Tullius in a Jaguar XJ-S. Both of their lap times were 1:30.4. They stayed together like they were glued. Tullius finally edged Adam out shortly before the checkered flag fell.

20 Years Ago

20 Years Ago

Norm Ridgely in his Porsche RSR #75 battled it out with Klaus Bytze driving his Porsche RSR #94. By lap 9 Norm was able to squeeze by Klaus but once again bad luck struck Norm. On lap 18 he made a mis-shift and the car suffered transmission problems. A quick visit to the pit did not help and by lap 19 Norm was forced to retire. The shift linkage was the problem. Klaus drove a beautifully steady race to a 14th overall finishing position. His fastest lap was 1:32.6. Three positions further back Fritz Hochreuter in his Porsche 911S crossed the finish line after completing 35 laps. Fritz drove splendidly, came down as low as 1:34.5. I guess Rod Bremner in his TR7 was breathing on his neck in the early part of the race and this is one reason why Fritz put his foot down! The TR7 finished one position behind Fritz.

Four drivers have a chance to win the championship in class 2. The last race is tentatively planned for November in Mexico City. Any volunteers for Ludwig's pit crew????

The Honda race on the same weekend was something else.....Would you believe there were 40 entries including 25 from Quebec. The weather was beautiful on Saturday up to around 6 p.m. Just when the Hondas were ready to start their 15 lap race an unbelievable downpour saturated the track and the drivers had no time to chance from slicks to rain tires. Can you imagine 34 Hondas sliding through the corners, leaving "rooster tails" all along the way. When several marshalls reported minor electrical shocks through the earphones because of the atmospheric conditions, the organizers had no alternative but to show the red flag after lap 3. It would have been impossible to determine a winner anyway because the Timing Assoc. members couldn't see a thing from their timing room.

The remaining 13 laps were continued on Sunday but it was quite obvious under dry conditions that the Quebec drivers dominated the race. Peter Aschenbrenner drove superbly after winning a race at Nelson International Raceway in July. His fastest lap was 2:01.7 and he finished in 9th overall position. He was the first Ontario driver. But he was still 38 seconds down on the winner, Spanard, who did a time of 1:59.1. Craig Riley, who has his blue Civic #5 all fixed up again after a rollover in Mosport earlier in the season, had to start in the back of the grid. He moved up to 10th place but got tangled up with another competitor and was thrown back to 26th finishing position. His fastest lap was 2:01.6. Anthony Ceasaroni in his new red Civic #91, did not take any chances. He stayed well clear of the wild boys. His fastest lap was 2:04.2 and he finished in 23rd position. Dieter Teschner took it easy too. He finished in 25th with his Civic #61 with his best time of 2:04.6. Beth Nicholson was sidelined and had to spectate. She rolled her car in Westwood, B.C. while competing in a Honda race. She made the trip to Vancouver in 57 hours and felt she was overtired when she entered the race. Her car was a write off. It looks like Beth is out for the remainder of the season. Tough break for Beth!

Peter Aschenbrenner's car was impounded by the scrutineer's. The cylinder head was removed, then piston size, camshaft and valves examined and the car was found to be legal. His car was not under protest but was examined because he was the first finishing Ontario driver. The engine of the winner was sealed and will be examined at a later time in Montreal. It sure puzzles me to see that much of a difference in performance. Could it be the difference in temperament of the French people?

Bernd Treptow was competing in the 10 lap race for the Mosport Race Drivers' School. We all know how fast and reliable Lola Formula Fords are. We saw the school cars in action during our TT race in July. Bernd drove nicely and finished in fourth position.

20 Years Ago

20 Years Ago

Nachtschichten für den WM-Titel

Bei Ferrari wird hart gearbeitet, damit Michael Schumacher seinen Konkurrenten Mika Häkkinen doch noch abfangen kann

München - Nachtschichten, Überstunden und unzählige Kilometer - für seine wohl letzte WM-Chance legt sich Michael Schumacher mächtig ins Zeug. Ferrari mobilisiert die letzten Kräfte, um die Silberpfeile und Spitzenreiter Mika Häkkinen im Endspurt der Weltmeisterschaft doch noch einzuholen. "Wir haben sehr hart und gut gearbeitet", bilanzierte der zweimalige Weltmeister einen wahren Testmarathon, den das Team nach dem verpatzten Hockenheim-Wochenende absolvierte; und der dem Kerpenener für den bevorstehenden Großen Preis von Ungarn neue Zuversicht schenkte. "Wir müßten in Budapest auf jeden Fall besser sein als in Hockenheim. In Ungarn müßten wir eigentlich ganz gut aussehen", sagte Schumacher vor dem zwölften WM- Lauf, der für ihn voraussichtlich die letzte Wende-Möglichkeit ist.

Italienische Beobachter der Testfahrten in Fiorano wollten gar eine neue "Wunderwaffe" für Schumacher in Budapest entdeckt haben. Ein neuer Motor mit 800 PS sei für Ungarn bereit, schrieb die "Gazzetta dello Sport". Nach Angaben aus dem Ferrari-Lager handelt es sich aber nur um eine der ohnehin ständig ausprobierten Weiterentwicklungen des seit Saisonbeginn eingesetzten Triebwerks. Grundsätzlich sieht Schumacher nach dem verkorksten Heim-Rennen mit dem mageren fünften Platz wieder Land im Titelkampf: "Wir haben in verschiedenen Bereichen Fortschritte gemacht."

16 Punkte Vorsprung hat McLaren-Mercedes-Pilot Häkkinen seit Hockenheim vor Schumacher. Sollte sich der Abstand beim Grand Prix auf dem Hungaroring am Sonntag (Start: 14.00 Uhr/live in RTL und DF 1) weiter vergrößern, dürfte der Ferrari-Pilot in den danach noch ausstehenden vier Rennen kaum noch WM-Chancen haben. Zumal der relativ enge Kurs rund 20 Kilometer nördlich von Budapest Ferrari etwas entgegenkommt, während Hochgeschwindigkeits-Strecken wie Hockenheim oder auch Monza, wo der übernächste Grand Prix stattfindet, die perfekte Bühne für die Silberpfeile bieten.

Während die Fans laut einer Umfrage eines Mobilfunk-Unternehmens (Mannesmann) Schumacher offenbar schon abschreiben - 76 Prozent glaubten nicht an einen WM-Titel des Kerpeners - erhielt er ausgerechnet von seinem letztjährigen Rivalen Zuspruch. "16 Punkte sehen wie eine Menge aus, aber bei dem Glück, das Michael oft hat, reichen fünf Rennen aus, um aufzuholen. Er ist ein großartiger Fahrer, und er hat ein Auto, das praktisch nie wegen Defekten ausfällt", sagte Weltmeister Jacques Villeneuve der Fachzeitschrift "Motorsport aktuell".

Getan hat Ferrari jedenfalls alles. In der vergangenen Woche wurde auf der hauseigenen Strecke in Fiorano sechs Tage lang beinahe rund um die Uhr getestet. Schumacher fing morgens um sieben Uhr an und stieg abends um neun aus dem Rennwagen, testete ohne Ende Reifen, Bremsen, Abstimmung; 168 Runden am Donnerstag, 147 am Freitag, 109 am Samstag. "Wenn wir den Titel nicht schaffen, dann sicher nicht, weil wir zuwenig gearbeitet haben", meinte Schumacher, der "nebenbei" auch noch das Ersatzauto für Budapest einfuhr sowie stundenlang einen Werbespot für die Ferrari-Muttergesellschaft Fiat drehte. Kollege Eddie Irvine absolvierte ein ähnliches Pensum, die Mechaniker

schufteten jeden Tag bis in die frühen Morgenstunden.

Die Konkurrenz war aber auch nicht untätig, wähnt sich lange nicht in Sicherheit. "Wir werden uns in Ungarn auf ein Kopf-an-Kopf-Rennen gefaßt machen müssen. Ich denke, daß Ferrari und besonders Michael Schumacher dort stark sein dürfen", sagte Mercedes-Motorsportchef Norbert Haug, "die WM ist noch lange offen."

McLaren-Mercedes testete tagelang im spanischen Jerez, probierte neue, breitere Vorderreifen, die womöglich in Budapest zum Einsatz kommen und Vorteile beim Einlenken bringen sollen. "Keiner soll glauben, daß wir jetzt vorzeitig in Freudenfeiern ausbrechen", betonte Haug. Zumal sich in Jerez zeigte, daß sich auch andere noch in das Duell Schumacher - Häkkinen einmischen könnten. Heinz-Harald Frentzens Williams-Team überraschte durch gute Rundenzeiten. "Ich glaube, daß die etwas gefunden haben", meinte Beobachter Haug. Auch Jordan, den Rennstall von Ralf Schumacher, hat Haug auf der Rechnung.

44 ZURÜCK

AUTO RACING

F1 Hungarian G.P.

AT BUDAPEST — From the 3.5-kilometre start to the 3.5-kilometre finish, a total of 17 laps, a total of 59.5 km, with a variety of cars, a variety of drivers, a variety of results.

1. Michael Schumacher, Germany, 1:17.000 (1:17.000).

2. Eddie Irvine, Ireland, 1:17.000 (1:17.000).

3. Heinz-Harald Frentzen, Germany, 1:17.000 (1:17.000).

4. Mika Häkkinen, Finland, 1:17.000 (1:17.000).

5. David Coulthard, Scotland, 1:17.000 (1:17.000).

6. Alexander Wurz, Austria, 1:17.000 (1:17.000).

7. Herbert Kretschmer, Germany, 1:17.000 (1:17.000).

8. Ralf Schumacher, Germany, 1:17.000 (1:17.000).

9. Jos Verstappen, Netherlands, 1:17.000 (1:17.000).

10. Mika Salo, Finland, 1:17.000 (1:17.000).

11. Alexander Wurz, Austria, 1:17.000 (1:17.000).

12. Herbert Kretschmer, Germany, 1:17.000 (1:17.000).

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CART Texaco-Havoline 200

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IRL Radisson 200

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KOOL/Toyota Atlantic

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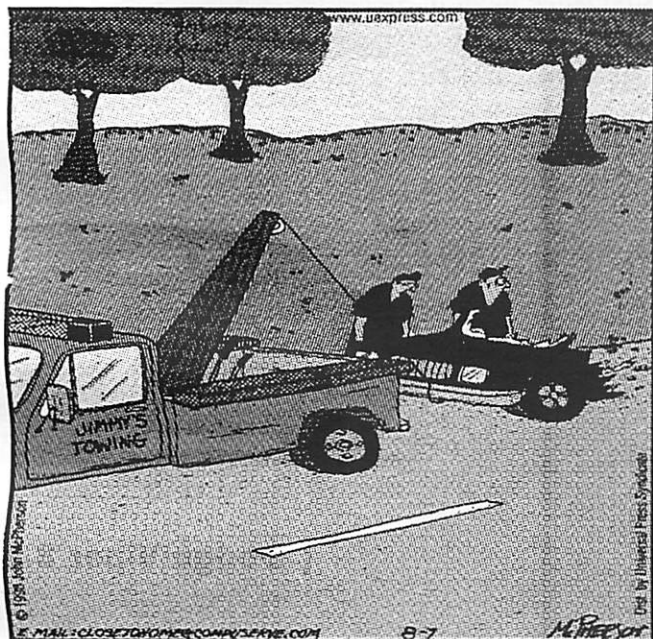
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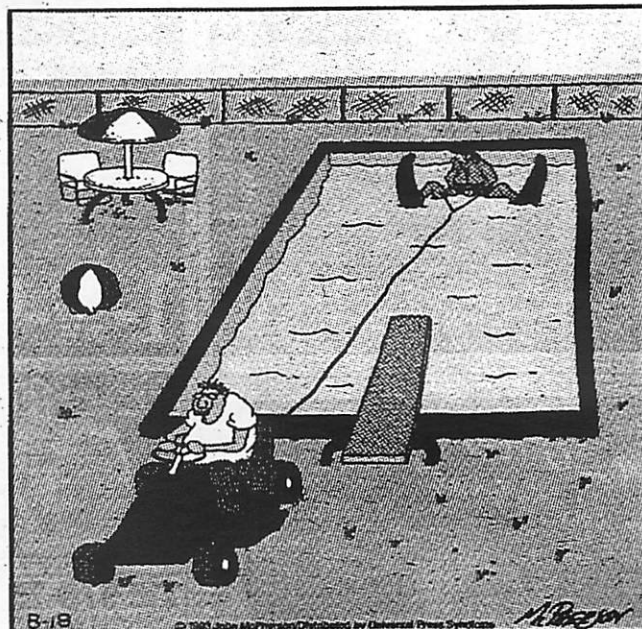
8. Ralf Schumacher, Germany, 1:17.000 (1:17.000).

CLOSE TO HOME



"I thought for sure we had that train beat."

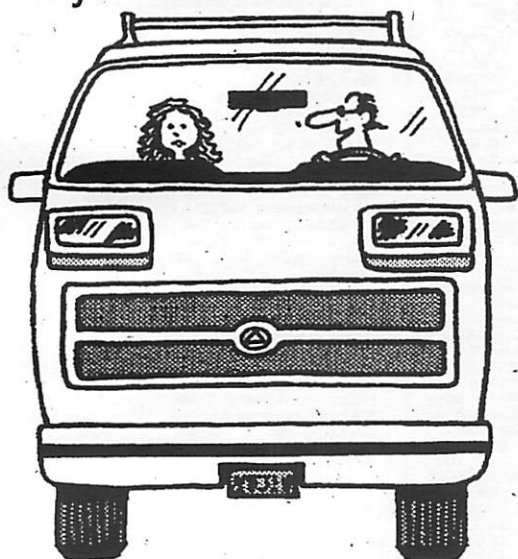
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M-class team gets Europe bonus

LINDSAY CHAPPELL

Staff Reporter

Three years ago, almost all of Daimler-Benz's parts came from Europe, where it built its cars.

So it was a major leap for Daimler to hire a cast of North American suppliers for the M-class sport-utility in Alabama.

Now comes the next step: The North American suppliers are getting a free ride back to Daimler-Benz's home turf in Europe.

Daimler last week made official a plan to build 30,000 M-class sport-utilities a year in Graz, Austria. Until now, Mercedes-Benz U.S. International Inc. in Vance, Ala., has been the sole world source for the vehicle.

Effective mid-1999, Daimler will begin obtaining European versions of the vehicle out of Steyr-Daimler-Puch-Fahrzeugtechnik AG, an Austrian vehicle-assembly company. To do so, Mercedes-Benz U.S. International will ship parts from North America — including components from German firms that built plants in the United States specifically to supply the M class in Alabama.

The vehicle's engine and trans-



Daimler will build 30,000 M-class sport-utilities a year in Graz, Austria.

Moving target

The annual volume targets for the M class have changed significantly

Original plan (1996): 65,000

Revised plan (1997): 80,000

New plan (1998): 110,000

mission already come from a Daimler plant in Germany.

The Alabama operation represented a landmark for Daimler because it was the first time the au-

tomaker had assembled a U.S. auto supply network. Many of the U.S. plant's suppliers were new to Daimler, such as Delphi Automotive Systems, Denso International Americas Inc. and Ogihara America Corp.

EIGHT-YEAR CONTRACTS

A Mercedes-Benz spokeswoman in Vance said details of the parts plan are not final. But she said Daimler will stick with the vehicle's existing supply network for the new production.

Daimler signed eight-year contracts with its U.S. suppliers, which covered any variations on the product during that time.

Vance uses only about 65 Tier 1 suppliers. Many of them supply complete modules made with North American components. Delphi's contract to supply a complete instrument panel and adjacent module requires it to oversee 140 parts from 35 suppliers.

The M-class expansion into Europe is intended to relieve long customer waits for the vehicle. It began selling in Europe in March, and will begin exports to right-hand-drive markets this fall. Because sales in the United States proved to be greater than anticipated, European customers are facing waits of up to two years.

ROLE FOR MAGNA

In an interesting twist, Canadian systems maker Magna International Inc. will get a share of the M-class project — without supplying any parts.

Magna will now actually build the M class. Earlier this year, the supplier purchased Steyr-Daimler-Puch, making it responsible now for assembling the entire European version for Daimler. **AN**

MERCEDES-BENZ CLUB OF AMERICA

TORONTO SECTION

FALL WINE TOUR

SEPT. 13 1998

Meet at 10:45 am for 11:00 am Brunch at Harbour Front Restaurant

Beacon Motor Inn

Jordan

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Cost of Brunch \$ 12.95 plus tax per person

Meet at Kittling Ridge by 2:45 pm for guided Tour of

Winery & Distillery at 3:00 pm

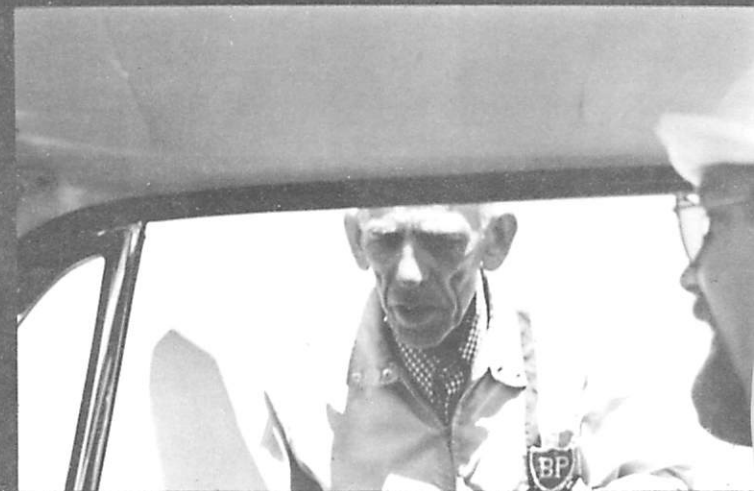
Casablanca Blvd.

Grimsby

*Map (on reverse) shows not only Wineries of interest in the area
but also the 1 hour driving time as indicated.*

*Contact : Doug DEES
(Home) 416-233-6599
(Office) 416-750-6854*





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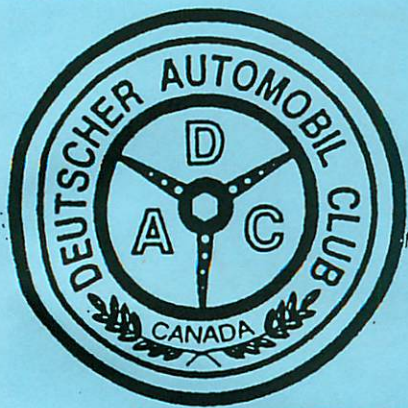
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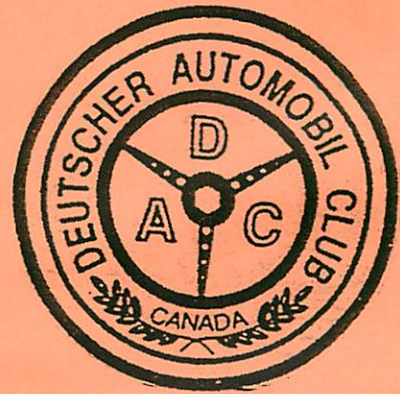
D.A.C. 51st FUN RALLY

Sunday, October 4, 1998

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Registration opens at 9:00 a.m.
First car leaves at 10:00 a.m.
First car expected to finish at approx. 1:00 p.m.
Cost per entry (car) only \$10.00**

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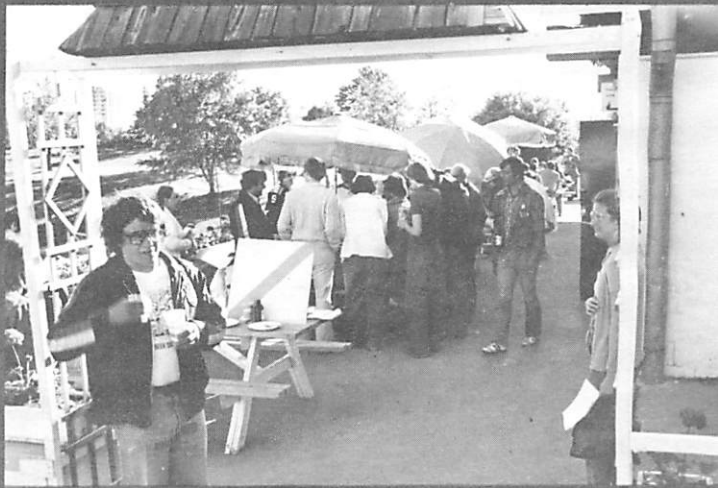
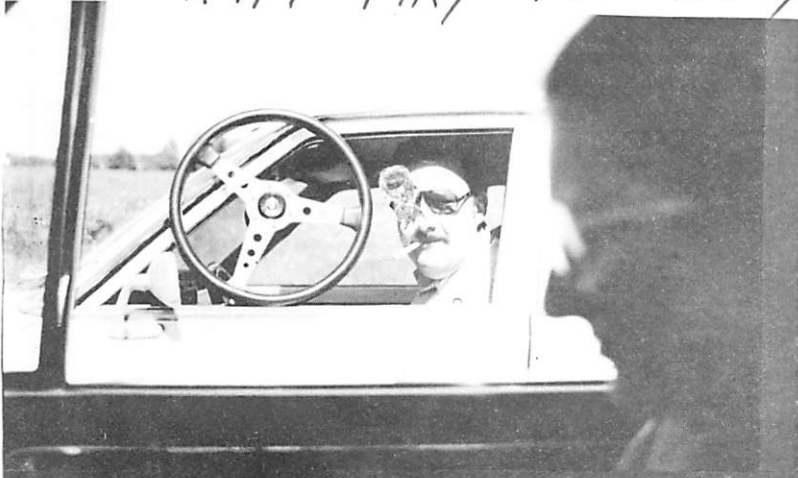
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FILE



Beach Auto Newsletter

Volume 1, Issue 1

July 1998

**“The more things change,
the more they stay the
same . . .”**

In an ongoing effort to serve you better, Beach Auto Limited is changing and staying the same. The “change” is bringing back Richard Wensley, Rolf von Engelbrechten and Richard Amero along with Beach Auto Leasing, the company we founded in 1989. Our Leasing Company will provide the customer care that you are accustomed to, at competitive rates on all makes and models. The “same” is the long-standing tradition of BMW service (and sales) performed in an honest, efficient and cost-effective manner, by the same factory-trained technicians.

After 43 years in the beaches, we still want your business, and we’ll work hard to earn it.

MOTOR QUEST INC.

As a division of Beach Auto Leasing, established 3 years ago we created an automotive consulting firm called Motor Quest Inc. We will guide you through the maze of options and opportunities. We will invest our time and knowledge to make your next automotive acquisition an effortless experience. We offer high service levels with a long history of customer satisfaction with no fees and no obligation. Let us use our inside knowledge to help you get the best deal.

UPCOMING EVENTS

*Watch our showroom for the new
1999 3 series in September.*



HELPFUL HINTS

TIRE PRESSURES:

Proper tire pressures can affect ride, fuel consumption, proper braking and premature tire wear. Your tire pressure should be checked weekly and remember to check the pressure in your spare also.

IS YOUR WARRANTY EXPIRING?

Don't forget to book your pre-warranty expiration check-up.

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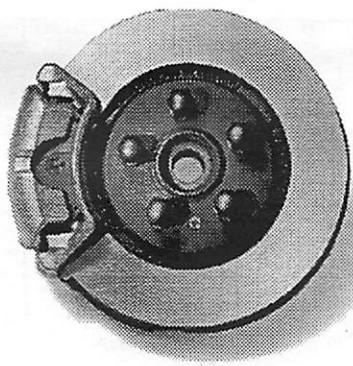
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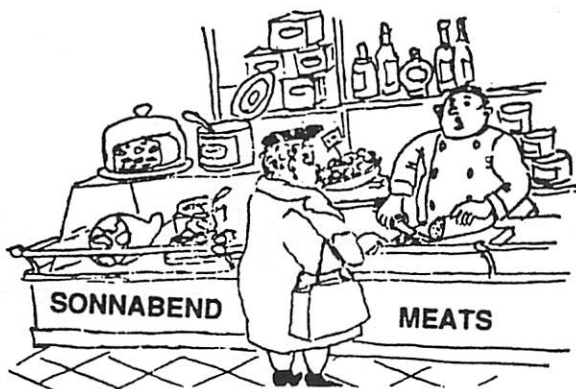
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SCCA/CASC Labour Day Nationals

Page 2 of 2

- GT 1/2/3, AS

LUNCH - 40 minutes

- CANADA G.T. CHALLENGE CUP - QUALIFYING - 30 minutes **NEW**

SCCA National Races continue

- FV/F500
- FA/FC/FF/EM/CSR/S2000

RACE 2 - CASC-OR CLASSES

- GT C/D/E ALL RACES ARE 20 MINUTES EXCEPT OCC.
- GT A/B
- FF1600/FF2000/F4
- FV1200/FV1600
- ONTARIO CHALLENGE CUP - 1 HOUR

Monday, September 7, 1998

9:00 a.m.

- CANADA G.T. CHALLENGE CUP - Warm up - 10 minutes
- Formula Mazda Practice/Qualifying - 20 minutes

9:30 a.m. - 12:30 p.m.

- ROTARY CLUB ON TRACK ACTIVITIES

LUNCH - 30 MINUTES

- FORMULA MAZDA RACE - 25 LAPS
- GRID C.G.T.C.C. For feature race of the day.
- CANADA G.T. CHALLENGE RACE - 1 HOUR

Coming up**CART**

- Sept. 6 — Vancouver
- Sept. 13 — Laguna Seca, Monterey, Calif.

Winston Cup

- Sunday — Loudon, N.H.
- Sept. 6 — Darlington, S.C.

Formula One

- Sunday — Spa, Belgium
- Sept. 13 — Monza, Italy

Indy Racing League

- Saturday — Atlanta Motor Speedway, Hampton, Ga.
- Sept. 20 — Fort Worth, Tex.

Mosport

- Fri-Sun — CASCAR, Formula Ford 1600

**Drivers
standings****Formula One**

1. Mika Hakkinen77
2. Michael Schumacher70
3. David Coulthard48
4. Eddie Irvine32
5. Jacques Villeneuve ...20

NASCAR Winston Cup

1. Jeff Gordon3,417
2. Mark Martin3,350
3. Dale Jarrett3,194
4. Rusty Wallace3,033
5. Bobby Labonte ..2,932

CART

1. Alex Zanardi206
2. Jimmy Vasser126
3. Adrian Fernandez ...120
4. Greg Moore118
12. Paul Tracy54
19. Patrick Carpentier ..23

Indy Racing League

1. Scott Sharp233
2. Kenny Brack232
3. Tony Stewart227
4. Bobby Hamilton219
5. Scott Goodyear194

SCCA/CASC Labour Day Nationals

Page 1 of 2

SCCA/CASC Labour Day Nationals

SCCA/CASC Labour Day Nationals

Organized by CRDA & SCCA WNY

September 5, 6, & 7, 1998

FAX Pre-entries to 416-621-9668CASC-OR CLASSES ARE IN RED

Saturday, September 5. Registration opens at 7:a.m.

8:30 a.m. CASC/SCCA PRACTICE (UNTIMED) - ALL SESSIONS - 20 minutes

Practice sessions may be split into 2 groups of cars, 20 minutes each depending on entries

- GT A, GT B, GT1, GT2, GT3, AS, T1, T2, SSB
- GT C, GT D, GT E, GT4,GT5,EP, FP, GP, HP, SFR, SSC
- FF1600, FF2000, F4, FA, FC, EM, FF, CSR, DSR, S2000
- FV1200, FV1600, FV, F500

QUALIFYING (CASC & SCCA CLASSES ARE NOT COMBINED)

- GT A/B/C/D/E ALL SESSIONS - 25 minutes
- SS B/C/T1/T2
- PROD. E/F/G/H, GT4/5, SRD/DSR

LUNCH - 40 MINUTES (QUALIFYING CONTINUES)

- FF 1600/FF2000/F4, FV1200/FV1600
- GT1/2/3,AS
- FV/F500
- FA/FC/FF/EM/CSR/S2000
- ONTARIO CHALLENGE CUP

RACE 1 - CASC CLASSES ALL RACES 20 minutes

- FV1200/FV1600
- FF1600/FF2000/F4
- GT A/B
- GT C/D/E

Sunday, September 6, 1998 CASC-OR CLASSES ARE IN RED

Registration opens at 7:30 a.m.

8:30 a.m. HARD LUCK PRACTICE (MUST HAVE PERMISSION FROM CLERK)

- OPEN WHEEL 10 minutes (No Pick up until After Closed Wheel Practice)
- CLOSED WHEEL 10 minutes

PRACTICE

- CANADA G.T. CHALLENGE CUP- 20 minutes

SCCA National RACES (All races are 18 Laps or 35 minutes.)

- SS B/C/T1/T2
- PROD. E/F/G/H, GT4/5, SRF/DSR

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- * Your name embroidered on right chest (add \$5.00)
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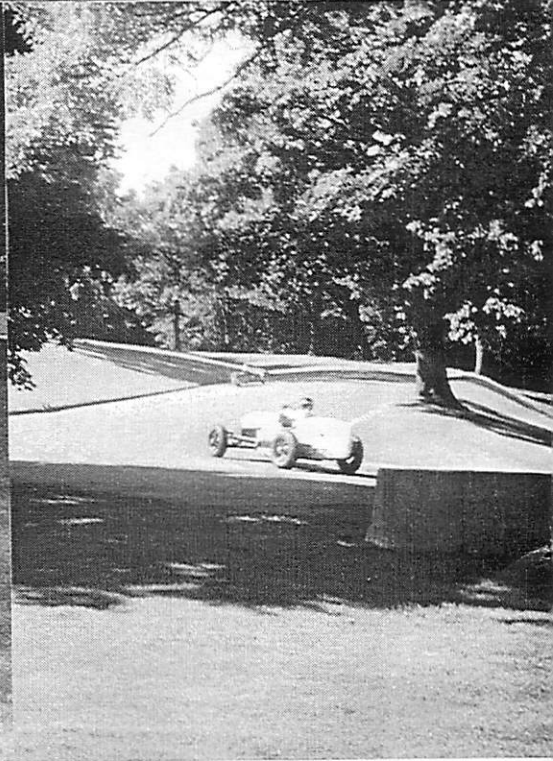
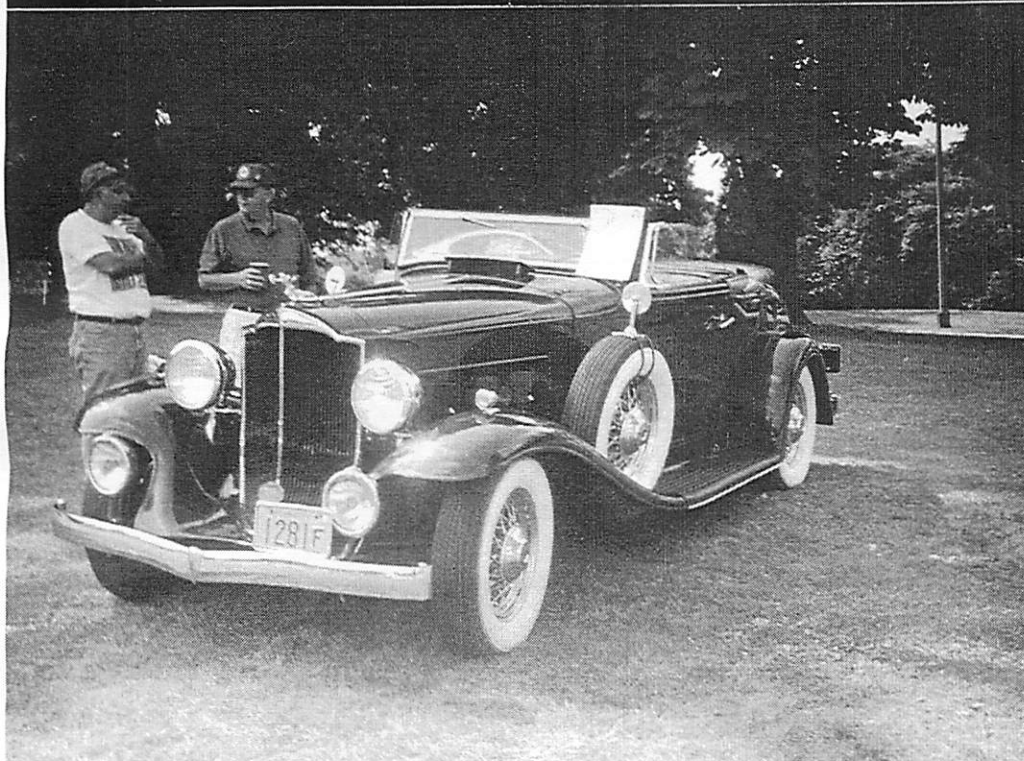
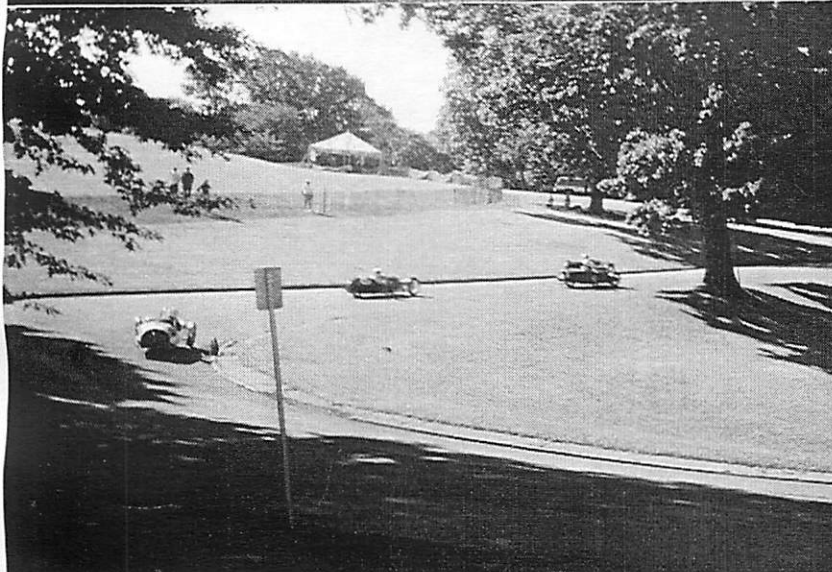
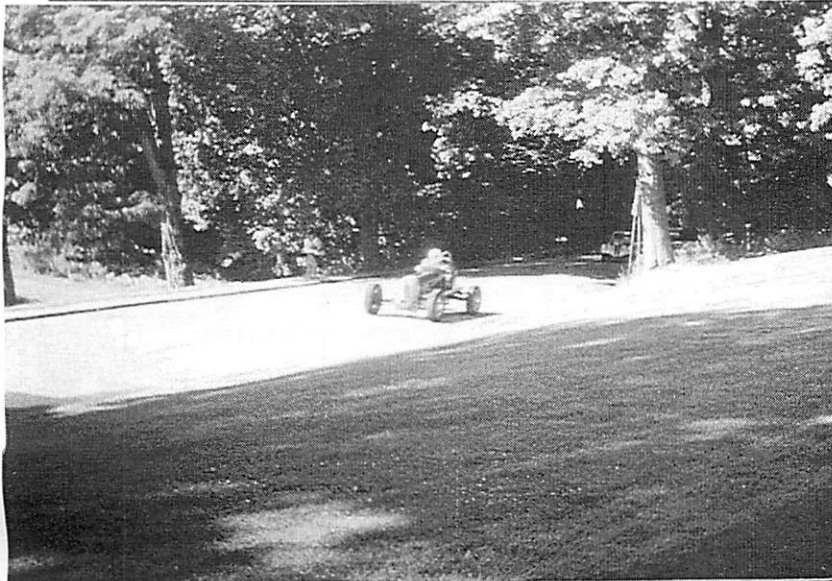
Contact Klaus Bartels @ club meetings or (416) 282-9865

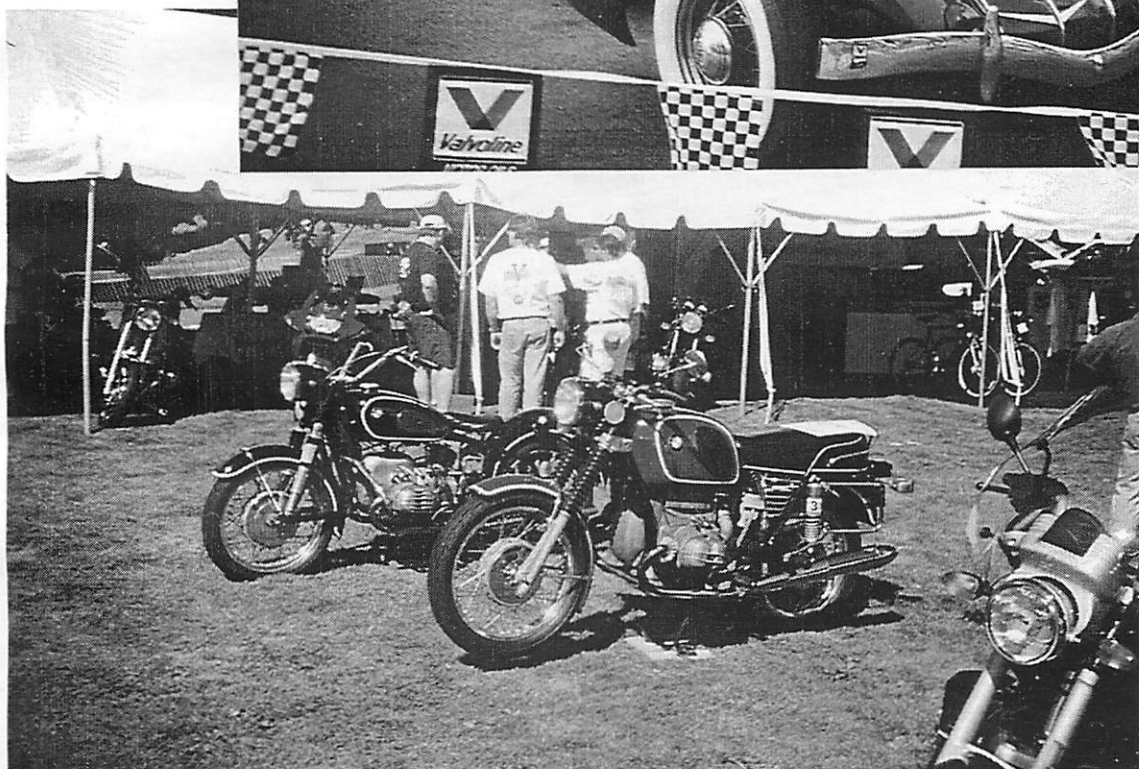
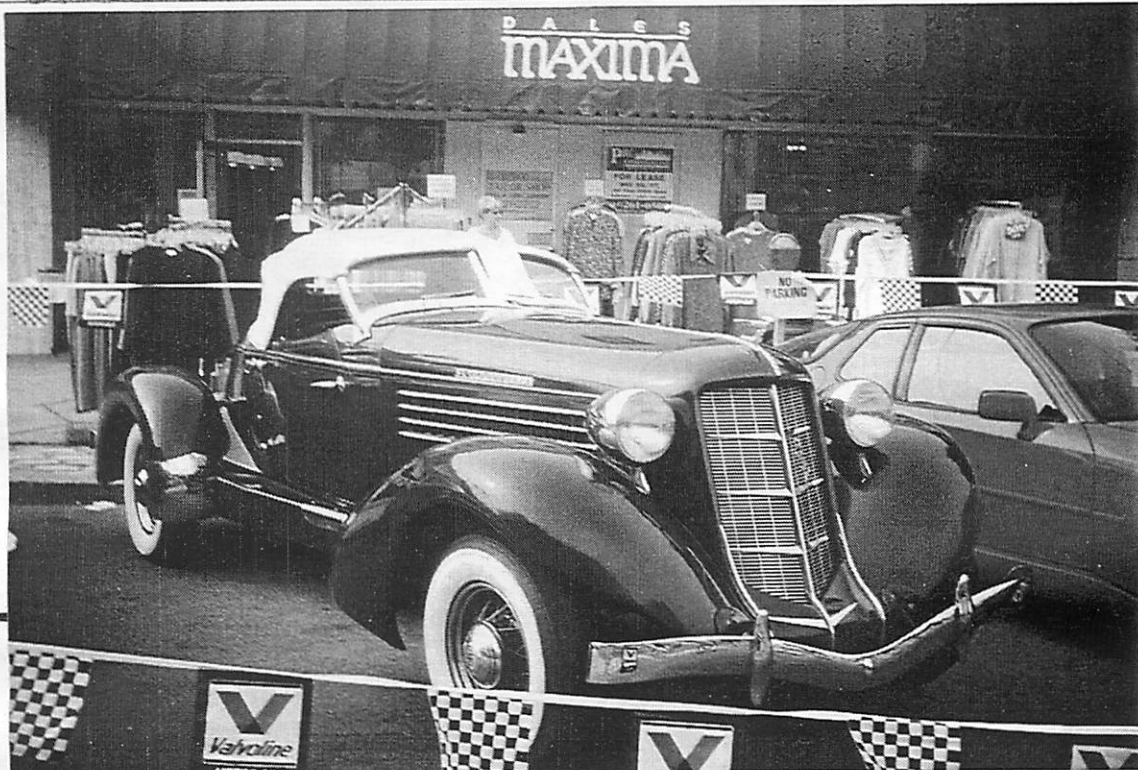
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Gilles-Villeneuve museum

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The Fan Club adress...

Jacques Villeneuve Fan Club (Quebec)
Gilles-Villeneuve museum
960 avenue Gilles-villeneuve
Berthierville, Québec
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COST: 25.\$

EXTRA PRIVILEGED

Become extra privileged member of Gilles-Villeneuve museum and receive your official member card, a certificate attesting your membership to the museum, two free pass to visit the museum, a pin with the official logo of the museum.

COST: 50.\$

SUPPORTERS CLUB

Become member of the supporters club of Gilles-Villeneuve museum and receive your official member card, a certificate attesting your membership to the museum, two free pass to visit the museum, a pin with the official logo of the museum plus a picture of Gilles Villeneuve.

COST: 100.\$

I accept to become a member of Gilles-Villeneuve museum...

Name: _____

Address: _____ TEL: () _____

Included a cheque in the name of Gilles-Villeneuve museum and I will receive a receipt for income tax purpose.

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960, AVE GILLES-VILLENEUVE
BERTHIER, QUEBEC
JOK 1A0
FAX: (514) 836-3067
TEL.: (514) 836-2714
TEL.: 1-800-639-0103
INT. : muséegv@pandore.qc.ca.

"JOIN THE TEAM"

There's a lot of action at our new Gilles-Villeneuve museum. Already thousands of visitors have stopped at this new building which gives homage to our much missed champion Gilles Villeneuve. The Gilles-Villeneuve museum is a major attraction for Berthierville and the Lanaudière region.

As a non organization, the new Gilles-Villeneuve museum must finance itself, as it receives no direct or indirect financial aid from the government. Entrance fees, souvenir sales, special activities, partnerships and membership must all be used to allow the museum to pay for itself.

This letter invites you to become a member of the Gilles-Villeneuve museum to briefly to join the team. All contributions are welcomed and permit the museum to fulfil the promise of its mandate.

Being a member in the new Gilles-Villeneuve museum is contributing to having the museum known, at home but also throughout the world your membership will generate important financial support tho the Lanaudière region.

Being a member in the new Gilles-Villeneuve museum brings its advantages. A membership form is joined to the present.

Hoping you will once again team up with us.

Your support brings a promise for the future of Gilles-Villeneuve museum.

Please accept Madam, Sir, our best regards.



Alain Bellehumeur, pdg

BLEND LINE INFRACTIONS

There were 6 blend line infractions reported on 3 separate memos. These memos were delivered to the stewards in a timely manner to be dealt with accordingly. Only one memo is mentioned in the Event Report. Since all memos were hand-delivered by DAC officials, this situation requires review – the facts as presented in the Event Report are not accurate.

All clubs are suffering in the area of volunteer availability and key personnel in the senior positions in the sport. Negative comments and inaccuracies do nothing to help us in our plight of developing the sport in this province. Stewards should monitor and report on fact, but should also encourage and educate race officials to maintain good relations and improve the sport.

A timely, written reply to this letter would be appreciated, since the club is waiting for answers on these issues.

Yours truly,

Sandy Macnie
Vice President
Deutscher Automobil Club Inc.

Gianni Biral
Co-Competition Director
Deutscher Automobil Club Inc.

CC: Regional Chief Steward – Mary Lobban
Regional Chief Scrutineer & Regional Steward – Bob Varey

**DEUTSCHER AUTOMOBIL CLUB INC.
66 CELESTE DRIVE
TORONTO, ONTARIO
M1E 2V1**

August 11, 1998

**Phil Strudwick, Race Director, CASC-OR
703 Petrolia Road
Downsview, Ontario
M3J 2N6**

RE: Event Report & letter from Bob Varey – DAC SMP Event June 27 & 28

I would like to respond to the Event Report submitted by the stewards and the subsequent letter from Bob Varey in respect to the Deutscher Automobile Club Inc. race event June 27th and 28th 1998 in order to clear up some misunderstandings.

REGISTRATION

It was reported that the entry lists for the event were incomplete. Per GCR 3.2.6 "the organizers of every Competition shall make an official list of Competitors available to all Entrants and Competitors and to the Stewards of the event as early as possible in the Competition". An entry list including all Friday-night entries was given to all Stewards on their arrival at the track on Saturday morning. While all diskettes of information required were delivered to the CTA to update their files, it seems that the some entries were missing on the report delivered by CTA on Saturday afternoon. Sunday-only entrants were reported to CTA via memos. While every effort was made to keep other listings up-to-date, the official lists were available at Registration, which is all that the GCR requires.

SCRUTINEERING

Scales: The official scales of the event were those set up in the ASN Technical Inspection area, DAC officials having made arrangements for their use during the event. Therefore the official scales of the event were set up and available for use by any competitor during the weekend (and not contrary to sup. regs.). The comment "tried to pick up scales from CASC office" is inaccurate.

Tech Report: While a written report on infractions found during the day was not submitted until the end of the race day, individual problems were discussed with the Chief Steward, a fact also noted in Bob Varey's letter. It would also appear (per that letter) that it has been necessary to issue letters to competitors regarding driver equipment problems and fines after a race event for other clubs, and that this has not presented a problem.

Bob Varey's letter commented that "the club only had one licensed Scrutineer in attendance but several others were involved in processing vehicles. The same situation was in effect at the TLMC event but the event chief was in full control and verified all vehicle inspections personally..". I would submit that the Event Chief at the DAC event was also in full control and verified all vehicle inspections personally and would hope that the letter does not mean to imply that this was not the case.

Englischer Filserbrief

Am I now a CallGirl?

Dear Peter, it gives stories and developments, there can you only with the head shake. A beautiful byplay is the Telekom, which first one pair years exists. Earlier was all peaceably united under the hat of the Christel from the Post, also beknown as the good old German Federal Post. But with the time were the people out the telephone-department very un-to-peace. They held themselves longest for what betters than the packet- and letter-carriers.

Ergo was it only follow-right, that a new, separated firm into life called was - the Telekom. And what did these dynamic people as first? The yellow colour was them a thorn in the eye. They said: Yellow stands for letters, packets, the post-horn, when not for the snail-post. But the Telekom is modern, clean und quick. And what is the ideal symbol for such a noble undertaking? You come not thereon: grey and pink. I know absolute not, why it these colours be must. But proud as the Telekom is, speaks she from „corporate design“. In this sad and always a bit unappetitely make-up find you now federal-wide these new telephone-cells. Is this perhaps the Telekom's version of „grey cells“?

Grey and pink, what for an image. What for a beautiful street furniture, what for a berichening for our towns und villages! Overthis find you in many places overhead no off-closed cells more. You telephone practish under free heaven. By wind and weather stand you there, in one hand the hearer, with the other hand hold you the ear to, therewith you what understand can. And then have you no third hand more, what in your organizer after to look. Is this the progress? I whistle what an „corporate design“!

But the sharpest piece is newerthings the bill about my telephone-talks. Earlier was on the bill to read: *Ortsgespräche, Ferngespräche, Auslandsgespräche*. This was clip and clear, every little child could it understand. Now find I there: *CityCall, RegioCall, GermanCall and GlobalCall*. What shall so an unsense? The Telekom has opensightly a bird. It is me fullcome unbegrifly, which devil these post-modern youngsters ridden has. What means *CityCall*, when you on the village live? *German Call* is „Deutschruf“, but what is a „10 plus Deutschruf“? Comes a *RegioCall* from a handy-besitter out of the *InterRegio*? And then the *GlobalCall* - is it a speaking globe or what? I know not, where me the head stands. Help, am I now a *CallGirl*?

Your true Gisela

Englischer Filserbrief

We are again who

Dear Peter, all world speaks therefrom, that Germany in a deep crisis is. By near five million time-companions can absolute no job find. Sad, sad.

Where are the „blooming landscapes“, which our Chancellor with full mouth for the eastly fatherland promised has? Our schools and universities have no world-call more, highest helpschool standard. What man there learns, is for nothing good - for today not and for tomorrow first right not. Out international sight are we there only in the underest middle-field to find. Our kids sit day and night before the goggle-box. No wonder, that they the purest criminals are.

Short and good, we Germans - we as eternal worldmasters on all fields - are total on the dog come. But such a negative label will our Federal President not on his folk sit let. He preaches landup, land-down: Germany has the whole world shown, what a *rucksack* is; now must a *ruck* through this our nation go.

What-always this means. I have overlaid and overlaid, how I you this idea clear make could. But what shall I say: In-between is a *ruck* through our land gone. And not only one single *ruck*, it came muchmore an earth-quake equal. First overrushing: The rightextremists die not out. It gives by us more brown sauce than man think can. The DVU namely came out the stand with near to thirteen percent into the land-day of Saxonia-On-hold. This is a result, of which the Greens and the Free Democrats only dream can. They remained under five percent. When this not a *ruck* is. And what for one!

Now comes the second *ruck*: The Daimler and the Chrysler go together. It is the absolute hammer. Two elephants in one bed, goes this with right things to? The folk's mouth has everyfall's the right answer: „Crime-ler“. But

what shall's. It is now before all eyes clear, that we Germans no longer the poor sausages of the worldtrade are. With the globalization can we throughout withhold, but hallo. The springing point is money, money, money - Germoney.

But the third *ruck* is the greatest: *Guildo Horn*.

You know him since Birmingham. It is sensational, how he our hearts in storm conquered has. He is not just a singer, but a cultfigure, the „Master“ even. *Guildo Horn* stands for the inner voice in each of us, which says: Do exact that, after which you the sense stands. Just do it. *Guildo* lives it out - the true and filled life. Call it „authentic“. By this new philosophy gives it not much after to think. It goes only about nut-corners and him-berry-ice. And: *Guildo* has you love - peep, peep, peep.

Now will I close.

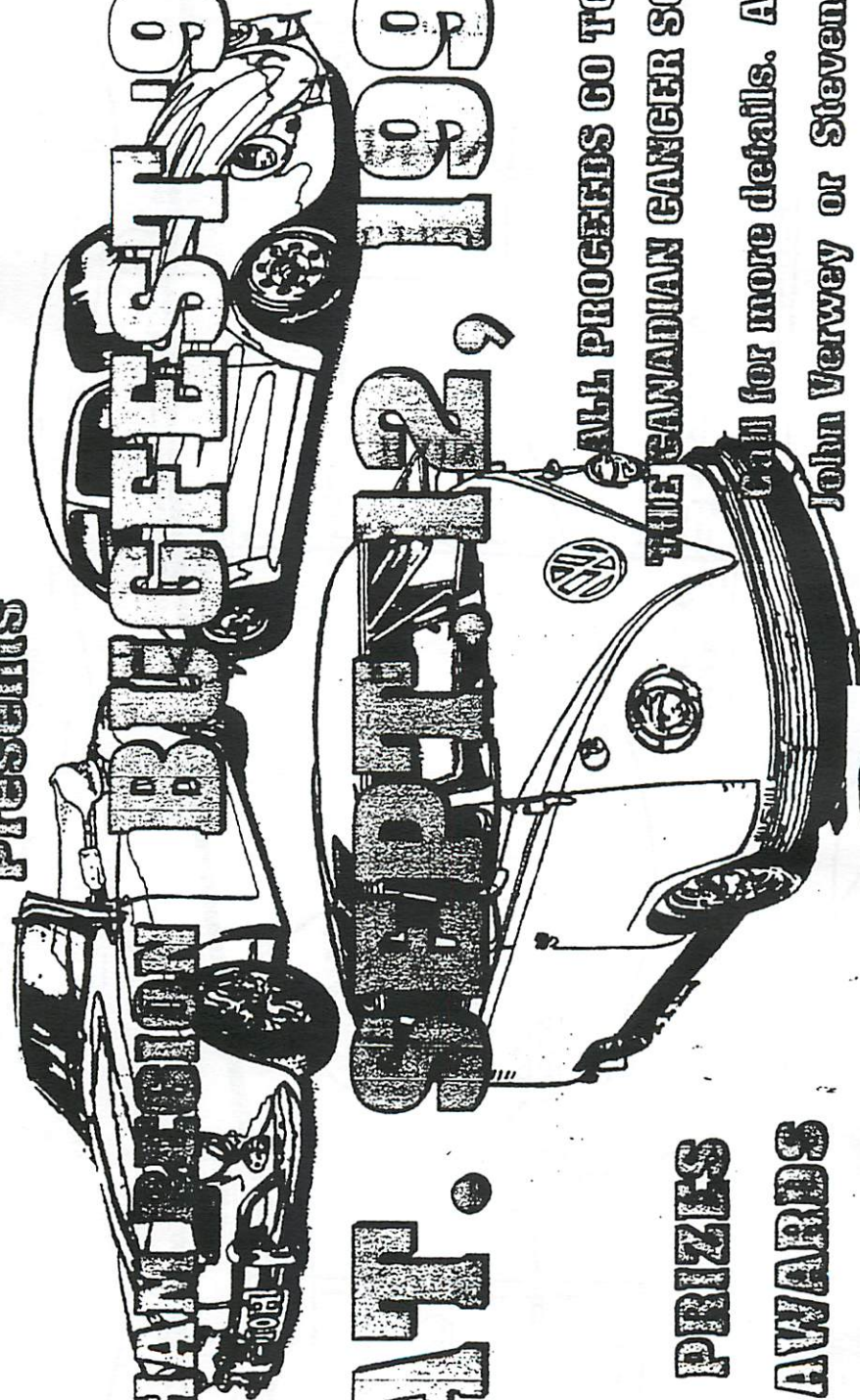
You must yourself over us Germans no sorrows make. It goes us good. The German crisis exploded like soapbubble. Forget the DVU. Daimler and Master *Guildo* have us saved. The message is: We are again who.

Your true Gisela

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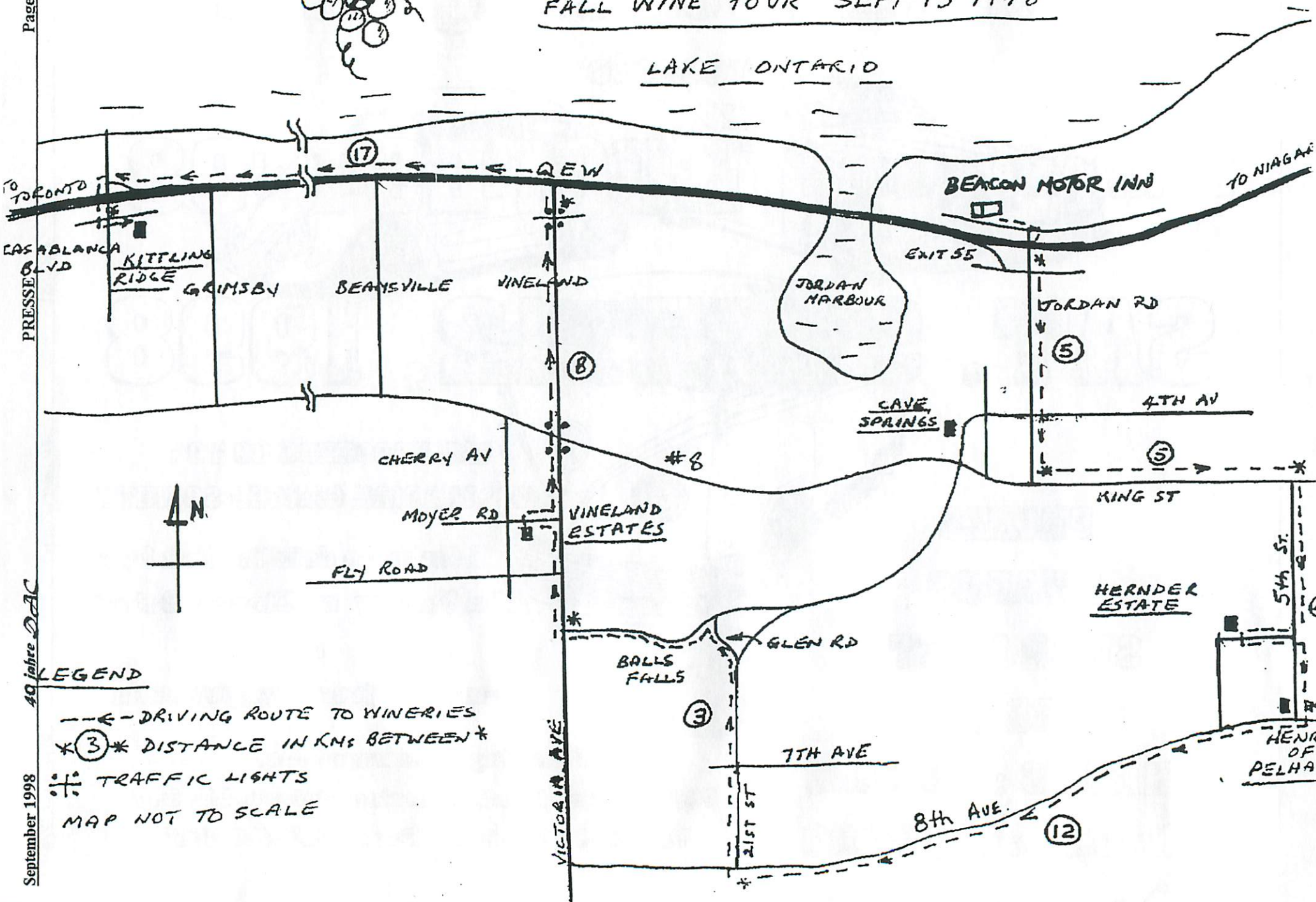
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FALL WINE TOUR SEPT 13 1998

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LEGEND

- <--- DRIVING ROUTE TO WINERIES
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- ⋈ TRAFFIC LIGHTS
- MAP NOT TO SCALE