

May 2003

PRESSE

D.A.C. Website: www.deutscherautoclub.com



Jahrgang 44 Issue 05

The DAC was founded 1st of September 1958



*Still snow at Mosport for
first race of the season*



Affiliated with CASC and ASN



D.A.C. Presse

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Monthly Meetings

Meetings are held on the first Wednesday of each month at 8:00 pm at The Musket Restaurant, 40 Advance Road, (south of Bloor Street, East of Kipling Avenue) Toronto, Ontario, Tel: (416) 231-6458.

THIS MONTH

Wednesday, May 7th, 2003

NEXT MONTH

Wednesday, June 4th, 2003

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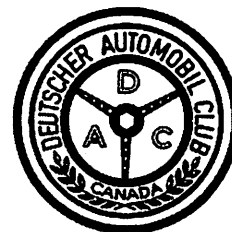
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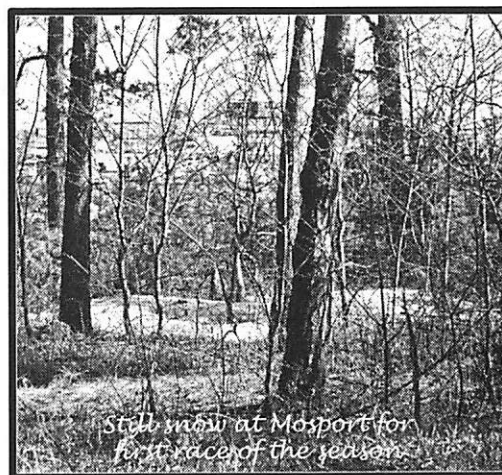
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COVER

Mosport still has snow for BARC-OC
event April 26/27, 2003
photo by Liz Somers





FROM THE EDITOR'S DESK

The BARC-OC Grand Prix of Ontario was a great kick-off to our racing season. Read all about it in roving reporter Ralph Zimmermann's article, and see who was there in the Member's Gallery by #1 pit girl, Liz Somers who took the day off to record the event on film..

In gathering material for my This & That column I came across some results from a recent Grand-Am Cup event, a series that I don't regularly follow. Listed are several drivers from the Toronto area that I've not heard of before. Can anyone enlighten me? Where did they race before? Names like Greg Wilkins, Dave Lacey, David Shep and Robert Julien of Toronto (thought he was from Quebec?), and Mike McCalmont from Ancaster.

As you probably know, I and other D.A.C. members are volunteers with the Canadian Motorsport Hall of Fame Archives. Well, we need more helpers. The Archives are on the move in June and it means packing it all up and unpacking at the other end. So, if you're willing to help out, give me a call and I'll keep you posted.

Recently, an eMail message list was set up linking over 50 people interested in the history of motorsport in Canada. The stories are fabulous, and quite often 'from the horses mouth'. If you'd like to join this group, go to <http://groups.yahoo.com/group/CMSHG>. Members of the list come from all racing disciplines, including aircraft and boats. The information and pictures these listers share is very enlightening and I had no idea that we were racing here in Canada so early.

The D.A.C. Website is due for an overhaul. I'm going to concentrate on that during the next month, so if you keep checking you'll see new photo galleries, archived articles and all sorts of new things. Please check your member listing to see that your information is correctly posted and if not, eMail or call me and I'll make sure it gets changed.

And as noted by Irene Ott in her Membership page, this is the last *Presse* you will receive unless you've renewed your membership for 2003. We'll miss you and you'll miss all the news from the D.A.C. So, send your application form and cheque to Irene if you can't give it to her at the meeting.

Nancy Frey
Editor & Webmaster

PRESIDENT'S MESSAGE



Hello, to everyone for 2003.

Racing for this year is well underway, F1, Cart, Winston Cup, Daytona, Sebring and Club Racing. A number of D.A.C. club members have already been busy going to numerous meetings and seminars. Regarding this years Club Racing program, and from what I hear from people in the know, things sound very positive.

The big change for this year is that our licenced officials will have to participate in more than one event per year in order to keep your licence. What the CASC has in mind is that you would have to participate in at least TWO other events in some form of official way during one season, which could also include being a driver, or in another position as an assistant. The reasoning behind this is more interaction between clubs, and you will be up to speed on any changes in the sport e.g. Rules, Regs, Flagging etc.

I understand that we have a number of new members. I would like to take this time to welcome all of you to the D.A.C.. I'm looking forward to meeting you and going over your interests in the sport.

For those of you that do not know me, here is a little about myself and how I became involved with the D.A.C.. I have always been a race enthusiast, as a child going with my father to the CNE and Pinecrest speedway for stockcar racing. In the 70's camping at Mosport for F1, CanAm and club racing.

I was introduced to the D.A.C. by Rainer Brezinka about 1986. That was a great time for motorsport in Canada. There were a number of great series happening then, Players Challenge, Rothmans Porsche Cup, Honda Michelin, Export 2000. And at the time the D.A.C. had a number of great, fantastic and colourful drivers that were involved in these series and some international ones as well. Names that most of you will have heard of; Ludwig Hiemrath, Horst Kroll, Fritz Hochreuter, Rudy Bartling, Rainer Brezinka, Hans Berner, Ulli Bieri and many, many more. And I had the great pleasure and experience to have met and shared many a good time with them, and some sad moments too.

I have also had the pleasure of being to a number of races at great tracks around the world, 24hrs of LeMans, 12hrs Sebring, 24hrs of Daytona, Hockenheim, Nurburgring, Diepholtz, The Glen, Mid Ohio and so on.

I started off in racing one weekend by being asked if I could help one of our club members from Calgary who was an entrant in the Rothmans Porsche Cup series. His name is Bernie Neumann, and he ran Car # 40. Here, I also met Rudy Bartling. Through Rudy and Fiorano Sports, I began crewing for a number of other Canadian drivers, whom you may of heard of —Scott Goodyear, Richard Spenard and Ron Fellows.

Inspired, I took the next step—a course at the Spenard-David driving school, and had Ron as one of my instructors. I then, through Bernie, rented Paul Tracy's 944 Rothmans car and did my first race at Mosport at a club event and came in third.

Through Ray B, Rudy B, Fritz H and with the help of Karl F, and Rudy M, we built a 911 and went to Sebring. Later that year Rudy asked me to co-drive his car in GT1. The following year I was second to Rudy in the GT1 championship. We also built an Ice Racer (Scirocco) after being asked by fellow club member Ahmad Khodkar to get involved. At the award Banquet it seemed to be all D.A.C. members that year.

I was first elected President in 92 and in 93 I had to leave suddenly for Europe for family business, which was to be for 8 days, which turned into 8 weeks which turned into 4yrs. I then went to Australia which also turned into 4yrs. While in Australia I had the pleasure of going to and seeing V8 Supercar

May 2003

Presse

Racing at Lakeside Speedway, The Bathurst 1000 and Surfers Paradise (CART).

I have a son in Australia (OLIVER). He will be turning six this month, and I also have a beautiful daughter here in Canada (TANYA). She is twenty-five.

Since returning to Canada I wasted no time in getting involved with my old friends at D.A.C., I was crewing for Rudy Bartling in the Canada GT Challenge Cup Series and helping our club with our events. I am also working together with my brother (NEW MOON DESIGNS) building exhibits and displays.

The past few years have not been kind to the D.A.C., we have through sudden sickness and tragedys—lost some very good friends and family of the D.A.C. They will be deeply missed for their work, camaraderie and laughter which makes my times at the D.A.C. feel more like family than just a club.

So, for the new members, who knows what story you may tell in a few years. Looking forward to this year.

Regards,
John Rosenbrock
President

Minutes

Minutes of the meeting held 2nd April 2003

Meeting called to order by John Rosenbrock at 20:47

- J.R. There was a course held for Clerks. Four D.A.C. members attended. There was also a President's Meeting held the same night.
- G.B. Volunteers are needed to find sponsorship. They went through the financial statements of the CASC-OR and the organization is doing well. They don't need any more equity so some savings may be passed on.
- I.O. Our club is in the same position.
- G.O. The beer issue came up at the meeting. It is being looked at in regard to the insurance.
- K.B. There is a court case going on about that in Ajax. Forget about it.
- Open discussion about the President's Meeting.
- J.R. Good newsletter.
- N.F. Ralph Zimmermann should be thanked for all his work with the newsletter.
- J.R. More interaction between the clubs is wanted.
- Open discussion about the President's Meeting.
- C.C. I am writing the press releases for the Action Front Challenge.

Meeting adjourned at 22:15

Martin Hoeschele
Secretary

MEMBERSHIP LIST UPDATES

The SHAW's, Nick, Jim and Chris.....(416)622-7011
451 The West Mall – 104 familyshaw@sympatico.ca

Nick comes from carting and will be racing a 1993 Formula V1600 in the Formula First series this year. Dad, Jim, is his crew chief. Mom, Chris, is getting involved in the sport through our club and the CASC.

XIROPODIS, John.....(416)466-8650
2 Egan Avenue, Toronto, ON M4J 2Z3

John joined the club in April. Welcome aboard!

.....

Membership Renewals

Your membership in the Deutscher Automobil Club expires on the 31st of December each year. It is now the 1st of May. If you haven't renewed, please do so at your earliest opportunity. We will be culling the mailing list and removing the names of members who have not renewed. This will be your last copy of the

D.A.C. Presse

Business Card Ads

These also expire at the end of the year. If those members who have business card ads in the *Presse*, would forward their cheque for \$60.00 right away, their ad will appear in the June issue. Please don't wait to be invoiced. If you need a receipt or invoice, please ask when paying and one will be sent to you.

CASC-OR

To all Race Ontario Competitors;

The Ontario Race Organizers (ORO) have set the 2003 entry fees, we are sorry to say that the fees have gone up.

The cost increases in organizing races and the declining entries over the past two years, made it impossible in our view to keep the fees at the 2002 level. The clubs cannot afford to lose money anymore.

On the bright side, the clubs have agreed to come up with a profit sharing plan to rebate / refund entry fee money to competitors, if the per weekend entries are above a certain level.

The plan has not been finalized but should be made public before the first regional event.

New for 2003 is a late Entry Fee of \$25, applicable to a race entry received after 12 noon the Wednesday before the race.

All Entries should be sent by Fax to 705 322 5718, or by e-mail to registrar@schmidtracing.com. You can also pre register at the race track for the next or all events. Pre payment is not necessary.

If you want to phone in your registration you must do so before 9:00 pm the Tuesday before the race. Phone number 705 322 3993.

<u>GROUP</u>	<u>CLASS</u>	<u>ENTRY FEE</u>	<u>FREE PASSES</u>	<u>LATE ENTRY FEE</u>
G1	GTA, GTB, GTC, GTD,	\$325.00	2	\$350.00
G2	Vintage	\$325.00	2	\$350.00
G3	F2000, F4, F Junior, SR, F Libra	\$325.00	2	\$350.00
G4	F1600 Championship race	\$350.00	2	\$375.00
G5	F1200 Championship race	\$325.00	2	\$350.00
G6	Action Front Street Stock Challenge	\$350.00	2	\$375.00
G7	TGTC	\$350.00	2	\$375.00
G8	F1200, F1st, F1600, Fran-Am, F Libra	\$325.00	2	\$350.00
G9	BMW	\$325.00	2	\$350.00
G10	VARAC G70	\$325.00	2	\$350.00
	Second Entry	\$225.00		\$250.00
	1 Day Entry	\$225.00	1	\$250.00

The Ontario Race Organizers
 BARC, BEMC, CRDA, DAC, MCO, CASC/PMS
 March 24 2003



BULLETIN

No. 2003 – 01 **REVISED**

April 3, 2003

FROM: Gunter Schmidt, Regional Race Director

TO: All Interested Parties

SUBJECT: **2003 EVENT SCHEDULE**

EVENT	TRACK	DATE
HRC Driver's School	Shannonville Motorsport Park	April 4-5
Spring Fling Testing	Shannonville Motorsport Park	April 11-13
MCO Drivers School	Shannonville Motorsport Park	April 19-20
Panoz Test Day	Mosport International Raceway	April 25
BARC	Mosport International Raceway	April 26-27
Panoz Test Day	Mosport International Raceway	May 9
BEMC	Mosport International Raceway	May 10-11
Trans-AM ¹	Mosport International Raceway	May 16-17
CRDA	Shannonville Motorsport Park	May 30-June 1
CASCAR ¹	Mosport International Raceway	June 14-15
VARAC Vintage Festival ²	Mosport International Raceway	June 27-29
MCO	Shannonville Motorsport Park	July 4-6
DAC	Shannonville Motorsport Park	July 18-20
Panoz Test Day	Mosport International Raceway	August 8
BARC	Mosport International Raceway	August 9-10
Panoz Test Day	Mosport International Raceway	August 29
CRDA	Mosport International Raceway	August 30-31
Panoz Test Day	Mosport International Raceway	September 12
BEMC	Mosport International Raceway	September 13-14
Panoz Test Day	Mosport International Raceway	September 26
CASC/PMS	Mosport International Raceway	September 27-28
Annual Awards Banquet	Sheraton Parkway Toronto North	November 15

1. Touring GT Championship
2. Formula Ford 1600 Challenge

(April 3 Revision: Touring GT events during the Trans-AM and CASCAR weekends are no longer non-championship events.)



Bulletin

BULLETIN #2003 - 09

DATE: April 17, 2003

FROM: Gunter Schmidt, Race Director

TO: All CASC Licence Holders and Officials

SUBJECT: **Errors, Omissions, Amendments**

1. GENERAL COMPETITION RULES

6.2.2 E Probation of CASC Competition Privileges

Delete the following sentences:

"Probation shall not exceed six (6) months. A maximum of nine (9) months' probation may however be imposed after October 1 of the calendar year."

Replace with:

"Probation may be imposed for a period of up to thirteen (13) months."

6.2.3 A Suspension of CASC Competition Privileges

Delete points numbered 1 and 2, and replace with

"A period of up to thirteen (13) months"

2. CASC RACE REGULATIONS

B. Appendix "P", 3 General Provisions

Add the following:

"FIA homologated cars will be dealt with on a case by case basis. Homologation papers shall be presented by the entrant/driver when the car is scrutineered."

C. Appendix "Q", Section G

1.1 Replace the last sentence with:

"These forms along with the Registration fee of CAN \$200.00 shall be sent to the Championship office for each vehicle entered."

3.2 Engine: Replace the entire paragraph with:

Internal engine modifications are free. Engines may be exchanged between different models of car from the same manufacturer only. The weight of the car shall be adjusted to the minimum weight specified for the car from which the engine came. Cars with forced air induction (i.e. super- or turbo-charged) shall be in the GT classes."

4.1.d Replace this sentence with:

"All championship races shall qualify for championship points."

4.3 Add:

"d) Drivers who share two or more cars and compete in the same class on the same weekend shall inform Registration in writing one hour before the start of the first race, in



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ONTARIO REGION

email <casc.or@bellnet.ca>
Visit our Web site: <http://www.casc.on.ca.>

The 2003 CASC-OR Driver Development Fund

Dedicated to the memory of Muriel and Hal Knap

PURPOSE

To assist in the development of both new and experienced drivers within CASC-Ontario Region.

HOW TO APPLY FOR THE DRIVER DEVELOPMENT FUND (DDF) AWARD

Existing or potential competitors, from any discipline, who wish to apply for the award must be CASC-OR affiliated club members. The applicants must submit a written request for consideration to The Driver Development Fund, in care of the CASC-OR office or by email at ddf@casc.on.ca. This request should outline the applicant's competitive history, future plans and other relevant activities, and include proof of affiliated club membership. The DDF committee will review all applications received by **May 31, 2003** and discipline directors and committee members will observe likely candidates during the following season. Successful applicants will be notified that they are under consideration. The committee will select an award winner based on **aptitude, attitude and sportsmanship**. This award will be announced at the 2003 Annual Awards Banquet and the awards made available for the 2004 season.

AWARD DETAILS

There will be 3 awards in 2003, the main DDF award, the Solo I award and the Solo II award. All awards require an application as noted above.

Solo I and Solo II Awards

- Free race driver's school (courtesy of the Horizon Racing Club) for each award winner – an \$895 value each.

DDF Award

- Free F2000 special lapping day and instruction at Mosport DDT (Courtesy of Bridgestone Racing Academy). A \$1495 value.
- Free entry fees for all regional race events during the year. A \$2500 value.
- Free tutoring sessions, from experienced competitors, on car preparation and driving skills. Priceless!
- \$5,000 cash award which can be applied to any costs for the season. This award will be paid out on a pro-rata basis at the end of each regional race weekend, i.e. if there are 10 scheduled regional race weekends, the payout each weekend would be \$500.
- Free publicity.



Affiliated to ASN Canada FIA

MEMO # 2003 – 1

April 17, 2003

FROM: Gunter Schmidt, Race Director

TO: All CASC Licence Holders and Officials

Questions have been raised in reference to Bulletin #2003 – 6 which outlined the changes to roll cage rules specified in CASC Race Regulations, Appendix "O", paragraph 6.4.

The official interpretation of this bulletin is as follows:

If any tubes which comprise the primary driver's side intrusion protection of a roll cage meet in the form of an "X" they must be gusseted at the "X" as specified in the bulletin.

.....



Vampires At The Bar

Three vampires go into a bar. The bartender walks up to the first one and says, "What can I get you?"

The vampire says, "I want a pint of blood."

Then bartender then asks the second vampire, and he too replies that he would like a pint of blood.

The bartender then asks the third vampire for his drink order. The vampire says, "I want a pint of plasma."

The bartender thinks for a minute and says, "Let me see if I've got this right. That's two bloods and a blood light?"



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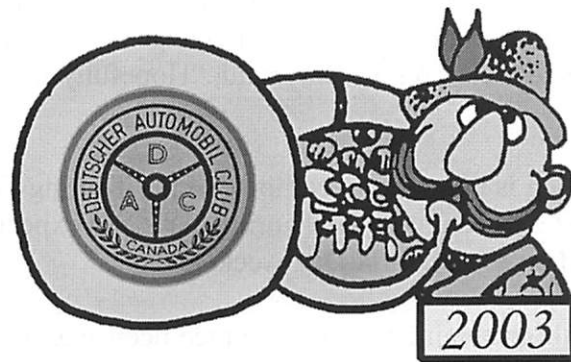
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NEWS ABOUT OUR MEMBERS



by Ralph Zimmermann

Klaus Bytzek took the overall victory, and the SGT class win, during the first twenty-minute qualifying race for the new Touring GT Championship series which was held at Mosport during the BARC weekend on April 26 – 27. Klaus lapped the entire field with his Porsche 911 EVO during Saturday's race, but he did not start the forty-minute feature race on Sunday.

Uli Furtmair finished in 3rd place in SGT during the 20-minute Touring GT race at Mosport on Saturday, April 26 with his familiar # 74 Porsche 911. Uli also took 3rd place in Sunday's 40-minute Touring GT feature race.

Allan De Wolfe finished in 5th place in the Touring GT Championship's SGT class at Mosport on Saturday, April 26 with his BMW 325. Allan ran into engine problems on Sunday and only completed two laps, although he said he would be ready for the next race at Mosport on May 10 and 11. "We've got new brakes on the car, and a full tank of gas," said Allan. "The car is ready to go – all we need to do is put in a new motor!"

Joel Reiser, who finished 4th overall in last year's Canada GT Challenge Cup series, drove his beautiful white Porsche to a 4th place finish in the SGT class during Saturday's opening round of the Touring GT Championship at Mosport.

Steve Hummel successfully used the BARC weekend at Mosport as a warm-up for the SCCA events he plans to compete in later this year. Steve won the GTA class, and took the overall victory, with his Corvette during the GT Sprints qualifying race on Sunday morning, and repeated his win during the afternoon feature race. Steve also won the Touring GT Championship race on Sunday, after starting at the back of the grid, although this victory might be in jeopardy. Paddock rumour suggested that he might be penalized for passing under the yellow during one of the full course caution periods.

Richard Willaert was classified in 9th place in the Touring class during Saturday's Touring GT Championship qualifying race at Mosport despite running into an engine problem with two laps to go. Richard was forced to miss Sunday's feature race, although he does plan to compete in the remainder of the Touring GT Championship races.

Gianni Biral made a successful return to F2000 competition during the BARC season opener at Mosport. Gianni finished 2nd in Saturday's qualifying race, only 4/10's of a second ahead 3rd place finisher Greg Beresford. Gianni added two 3rd place finishes during Sunday's feature races despite struggling with a bit of oversteer.

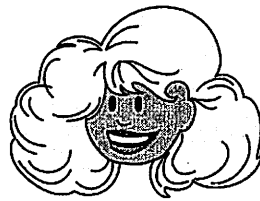
Gary Browne will be running his Nissan NX2000 in the GT class of the Touring GT Championship series this year. The Nissan has had "lots of changes" since last year, including a new motor, suspension upgrades, and upgrades to the aero kit. Gary said, "Hopefully it will be competitive and we hope to win some races this year."

James Woroch is planning to compete in the Touring GT Championship this year with his Porsche 944. James will be competing in the Touring class and expects to be out for the first time at the Mosport Trans-Am weekend on the Victoria Day weekend.

Candace Calder obtained her novice race licence at the Shannonville school in April and is aiming to get her full race licence this summer.

Nick Botsinis, along with **Peter Botsinis** and **Jeff Botsinis** plan return to the track this year with their BMW M3. They have not decided which events they will be competing at, or who will drive the car, but they will probably be competing in the GT sprint races as the BMW is set up to run on slick tires.

Donnie Tong will be racing his VW Golf again this year. Donnie competed in the GTD class last year but broke out several times, so he will probably compete in GTC this year. Donnie and **Jasper Man** were credited with winning the GT3 class at the final Ontario Challenge Cup race in 2002 although, according to Donnie, Jasper drove the race solo that day. Jasper may run the Golf in some of the Touring GT Championship events this year.



A Young Blonde, on vacation in Louisiana, wanted a pair of alligator shoes, but was reluctant to pay high New Orleans prices. "I'll just catch my own alligator," she told one shopkeeper, "so I can get a pair of shoes for free." She stomped out of the store and headed for the swamp.

Later, as the shopkeeper drove home, he spotted the blonde standing waist-deep in a bayou, shotgun in hand, with a huge alligator closing in.

She took aim and shot the creature between the eyes. The shopkeeper watched in amazement as she struggled to haul the carcass onto an embankment where several other dead alligators were lined up.

"Oh, no!" the blonde shouted in dismay. "This one isn't wearing any shoes either!"

History at Mosport

Marshal Robert Preston returns to the track

by Robbie Preston

It has been some thirty plus years since I waved a oil flag at Stirling Moss in the first Players 200 (view the old tapes and look for the bearded marshal) for Moss to avoid the oil patch at the apex of Five B.

Like my age, many things have changed around Mosport. In those days I marshalled at the edge of the track. There were no cement walls, just Armco, grass and trees and no little shelters for the marshals plus thousands of sports cars and people of all types.

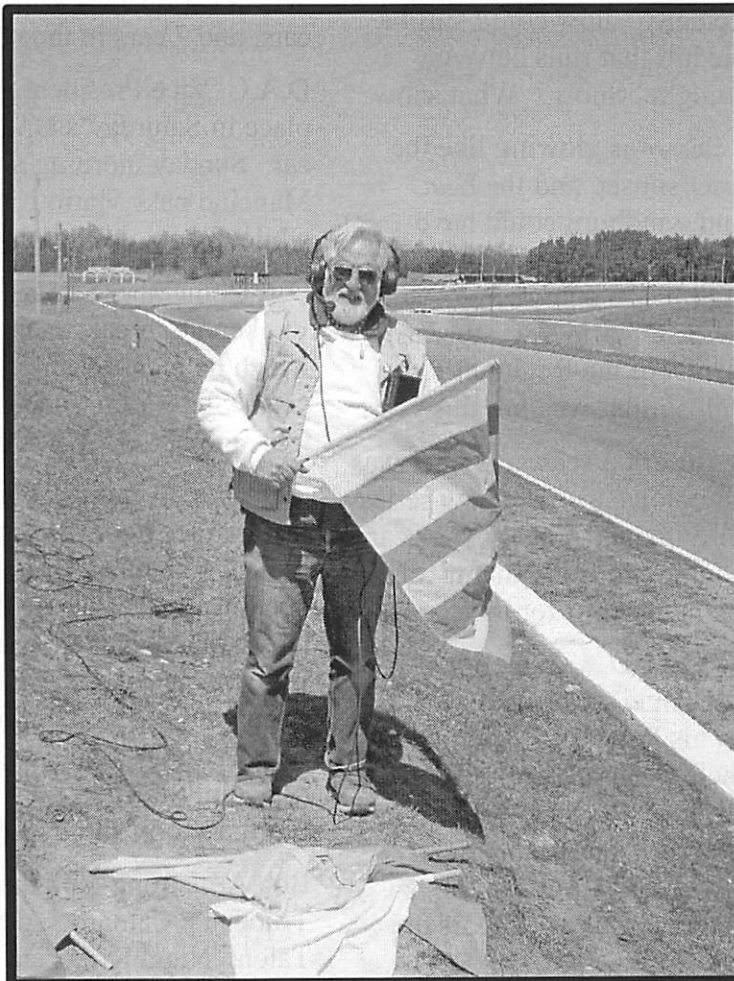
In recalling the past I recount my 300 plus days in 6 years in many levels of marshalling—safety, crash truck, flags while work at many tracks in Canada and the States. In those days, there were no free lunches and no Barbie on Saturday night. But there were a lot of great parties, campfires and warm beers.

On of his greatest memories was of the day I blue flagged Dan Gurney while in the lead at Turn Four, just after Dan's long three lap fight with some foolish back markers. Dan, shook his head in

disbelief at two facts. A, he was not blocking anyone. And B, as he passed me he realized I had moved up the track about 10 feet which gave him a bad line for the corner since he was using my steadfast flag position as a turning marker to set

himself up for the turn-in to five. Dan won that race but later that day, at a party in the Orono Motel parking lot complete with a wiener roast, he offered me a 4-month job as his truck driver and one man pit crew, a job which I was forced to turn down due to family commitments. I and others have always wondered where I would be today if I had made that step.

One thing for sure, I'm happy to be back at the track again. The picture shows me on Sunday at the



BARC event as I marshalled at Turn 7, which is the fastest point on the track.

The 2003 Regional Racing Season Begins

By Ralph Zimmermann

Who would have thought that my daughter would say, "Daddy, your face is pink," when I returned from the BARC regional races at Mosport on April 27? Gorgeous sunshine, reasonably warm temperatures, and a nice breeze made for an excellent day of racing.

Who remembers that last year's Sunday races were cancelled because of snow, or that snow was still on the ground during the Spring Fling at Shannonville only two weeks ago? Actually, snow could still be seen on the ground by the hill that runs between Corner 2 and the back straight. Snow? What snow?

By Sunday evening, my face was glowing like the sun during a warm summer sunset, and the heat radiating from my sun and windburn could have roasted a marshmallow. We're all familiar with the saying, "A week is a long time in auto racing," and that could probably describe Ontario's weather as well. Let's hope that the rest of the Regional Race weekends are blessed with similar weather this year.

The main interest during the 2003 season opener was the new Touring GT Championship. The new series attracted 27 cars for qualifying and a healthy 24-car grid for the first race. Keeping in mind that it was still April, this was an excellent start for the series.

Saturday's qualifying race saw D.A.C. member Klaus Bytze lap the entire field on his way to the SGT (and overall) win in his Porsche 911 EVO. Malcolm Strachan finished 2nd in his Corvette and the D.A.C.'s Uli Furtmair took 3rd place with his Porsche 911. D.A.C. member Allan DeWolfe finished 5th with his BMW 325. All of the above were competing in the Super GT class for cars on slick tires.

The GT class win went to veteran Bob Armstrong in his turbo-charged Nissan NX2000. Jody Trudeau finished 2nd in the GT class in his Camaro and Alan Jones took 3rd with his Toyota Supra. Nigel Krikorian won the Touring class with his Honda Prelude. John Dipchand Jr finished 2nd in Touring

with his Ford Contour and Michael Thornley took 3rd in his Acura Integra.

Of the 24 cars that started the Touring GT race, nine were in the SGT class, five competed in the GT class, and there were ten Touring class entries. GT and Touring class cars have to run on the mandatory Toyo Proxes RA1 tires.

Also entered during the weekend were 14 Open Wheel cars, 15 GT cars, 9 F1200 cars, 15 vintage cars, and 7 cars in the new BMW Club series.

D.A.C. Vice President, Gianni Biral finished in 2nd place in Saturday's Open Wheel race with his F2000 car. Sunday morning's Open Wheel race saw Robert Mancino pass Mario Urbano with two laps to go, while Gianni drove to a 3rd place finish.

D.A.C. member Steve Hummel used the BARC weekend to break-in a new engine in his Corvette, which he plans to run in SCCA GT1 races later this year. Steve won Sunday morning's GTA race and took another GTA win during the afternoon.

Sunday's 40-minute Touring GT Championship feature race got off to an eventful start as Nick Majors spun his Nissan Sentra at Corner 2 on the opening lap. Allan DeWolfe dropped out after two laps with an engine problem, and two full-course yellows bunched the field, which had become quite strung out. Steve Hummel took advantage of the yellows to take the lead, which he held to the end. Malcolm Strachan finished 2nd in SGT and Uli Furtmair took another 3rd place finish.

Bob Armstrong took the GT class win ahead of Jody Trudeau's Camaro and Shaun de Jaeger's Eagle Talon. Nigel Krikorian took another Touring class win with his Versace Honda Prelude. Karl Thompson finished 2nd in Touring with his Porsche 944, and Perry Ianuzzi held on to take 3rd place with his Nissan Sentra.

Eleven cars started the Open Wheel feature on Sunday afternoon, which saw Gianni sneak into 2nd

place on the opening lap. Gianni was passed by Robert Mancino, but held on to finish in 3rd place. Mancino caught F2000 leader Mario Urbano and the two ran nose to tail for most of the race. They almost collided in Corner 10 on the last lap, but avoided contact, and Urbano took the win by less than a car length.

The two F1600's had a race long battle with Dan Burchill finishing just ahead of Mike Forest. Only two F4 cars were entered, but they also had a good battle with Graham Dewhurst edging Michael Hall for the win.

The F1200 feature included a race-long five car battle for the lead which was only resolved on the final corner of the final lap. Michael Raekelboom led most of the race, but was passed by Frank Steinhausen with only a lap to go. In his efforts to regain the lead, Raekelboom ran wide at Corner 10 and lost two more places to Frank Launi and Brad Leliever.

The vintage race was the final event of the weekend, but the race was red flagged due to a crash between two open wheel cars just past Corner 10. The race was not restarted as the ambulance had to leave the track.

Nancy Frey witnessed the incident. "Car #21 lost it in 10 and spun, stalling across the track towards drivers left. I did not see any flags being shown at 10 as the flag station was obscured by the dust being thrown up by following cars passing on the dirt/grass to the left of the stalled car. Several made it through but eventually three cars came around 10 together, one going left, one going right, and the third T-boning the stalled #21. It was the driver of #21 who was taken to hospital." Hopefully he is okay.

Overall, it was a very good start to the CASC-OR Regional Racing season. Some more entries, some close racing, continued good weather (hopefully), and this could be a season to remember.



On the road to Baghdad
(submitted by Iain Tugwell)

Charging for 1 km/h over limit waste of time

Highways designed and safe for 120



Jim Kenzie
Carte Blanche

There are reports that Ontario Provincial Police are on a speed-limit enforcement blitz on the 400-series highways.

Now, I've always been a staunch defender of this force; I've felt that their Highway Rangers concept, designed to get real cops out on real roads to target real offenders, was the right way to go about trying to make our roads even safer.

The statistical record seems to indicate that they're doing okay.

But now they're saying that anyone exceeding the speed limit by even 1 km/h could be nailed.

What a waste of time.

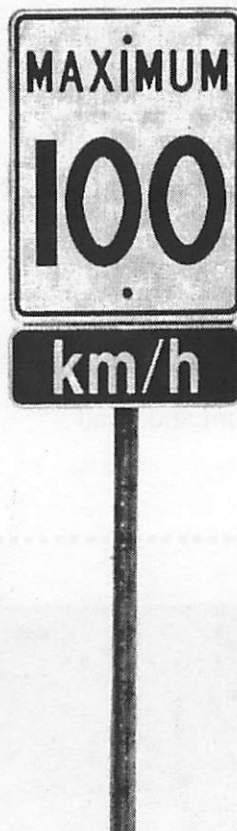
As reported in this newspaper in February, this effort will run six months, according to OPP Superintendent Peter Burns.

"My intention is to take back the highways for those who drive responsibly," Burns said at the time. "Nobody should be afraid of driving because of the unsafe driving acts of others."

The de facto speed limit on the 400-series highways is 120 km/h. Even the cops — privately, anyway — acknowledge this. In fact, it takes some courage to try to go any slower.

(If you do, just stay in the right lane where common sense, courtesy and the law demand that you must, and few will complain.)

Don't forget: the statistical evidence also shows that the 400-series highways are at the same time our fastest highways and our safest highways — demonstrably, speed does *not* kill.



The downside of the "formal" limit being 100 is that if you're caught doing 1 km/h over the *real* limit, i.e., 121 km/h, you're going to get a ticket for 21 over, not to mention three demerit points.

Is that fair? No.

Does it improve traffic safety? No.

All it does is lead to higher insurance premiums for the unlucky suckers who are caught in these fishing holes.

Even if traffic did slow down, there's no proof that the roads would be any safer.

Now, I'm sure there are people who might enjoy driving more at a more relaxed pace.

Fine.

If you're not in a hurry, then crawl along Hwy. 7 or on city

streets. Expose yourself to vastly more danger. But the super-highways are, by their very definition, designed to move lots of traffic very quickly.

At least there are no traffic lights on the 401.

The main reason our highways cannot get safer from these speed limit blitzes is that they make cops leap out into fast-moving traffic to wave people over for what is as close to a victimless traffic offence as we have.

This is dangerous enough in itself; it seems we lose a cop or two every year on the shoulder of a highway as it is.

The resulting panic braking by dozens of motorists adds to the risk.

The only way we can materially improve both the traffic flow and safety on our super-highways — I've said it a hundred times, and I'll say it a hundred more if it'll eventually get someone's attention — is to repaint our highways so the right lane *never* disappears, and we train, encourage and, if need be, enforce proper lane discipline.

I'm just back from another driving trip in Europe, and if you've never been there, you cannot know how much better their highways work. And lane discipline is the only material difference that I can see.

Meanwhile, our police officers should be out in their cruisers, nailing the lane hogs, the tailgaters, the drunks, the hair-spray applicators, the shavers, the breakfast eaters, the moms and dads who have their belts on but don't buckle up their children, and of course my favourites, the left- and centre-lane bandits.

And the red-light runners.

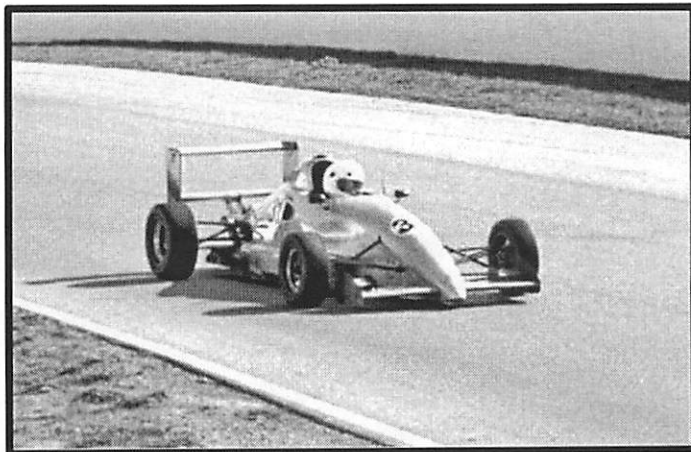
Except Justice of the Peace Grace Lau will just set them free again. (See *Red-light runners leave trail of death and grief*, Wheels, March 22, 2003.)

Am I the only one who thinks this is completely crazy?

Jim Kenzie can be reached at jim@jimkenzie.com.

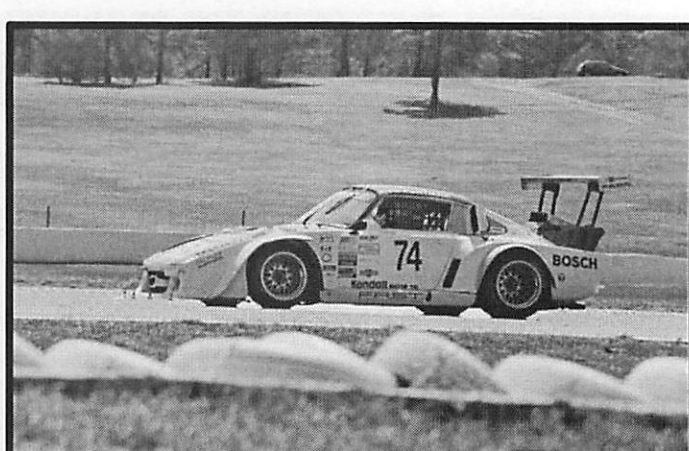
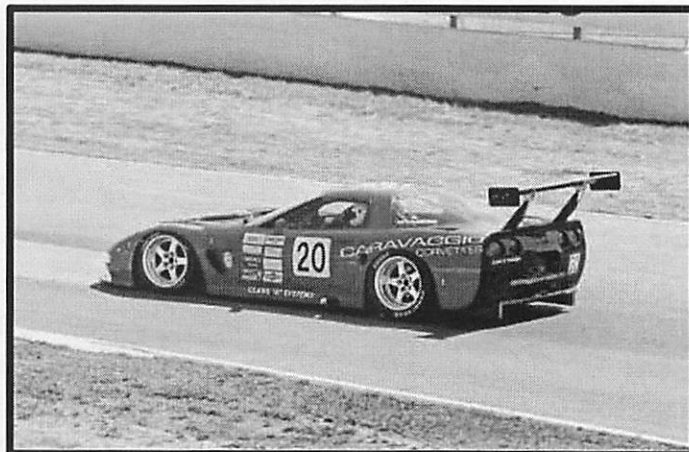
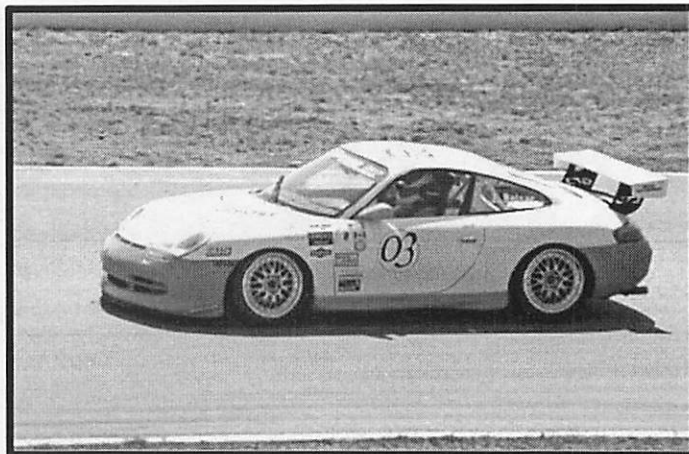
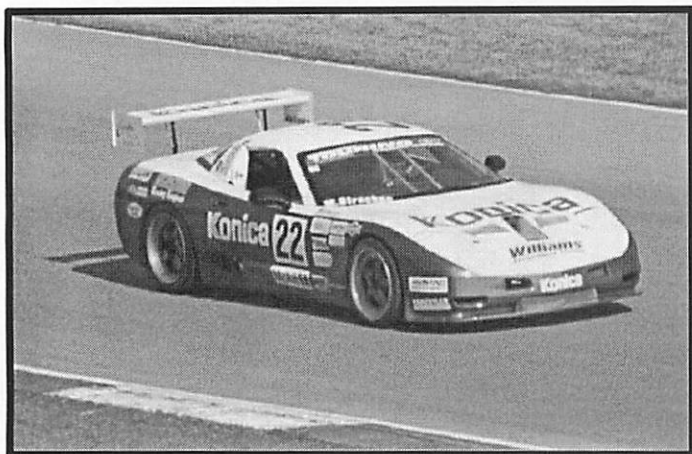
**BARC-OC
Grand Prix of Ontario
Mosport
April 26 & 27, 2003**

Members'



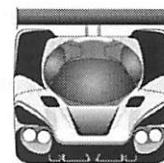
Gallery

Photos by
Liz Somers





This & That



by Nancy Frey

2 Apr 03—BBC Sports.com—Motorsport's governing body the FIA said on Wednesday that it is planning to take the European Commission to the European Court of Justice in a bid to prevent them imposing a ban in 2005. The move is a response to the European Union's decision to bring forward by a year its original plan for a tobacco advertising and sponsorship ban in 2006. The later date is in line with the wishes of the FIA, whose president Max Mosley said last month that the EU's decision could result in there being only a handful of F1 Grands Prix in Europe in future.

3 Apr 03—TheRaceSite.com—A new hood panel and nose has been approved for Ford Mustangs competing in the Trans-Am Series for the BFGoodrich® Tires Cup. The new aerodynamic pieces were approved after an extensive wind-tunnel test at the Driveability Test Facility in Allen Park, Mich. The test was part of joint effort being undertaken by the Trans-Am Series technical staff, ACS Express Racing of Huntington Beach, Calif., Rocketsports Racing of Lansing, Mich., Ford Motor Co., and Livonia, Mich.-based Soenen Motorsports. The most recent test followed one undertaken earlier this year, which also tested the Jaguar XKR and Chevrolet Corvette. Trans-Am Series Technical Director David King was pleased with the results.

4 Apr 03—GrandPrix.com—HONDA is to bring a new specification engine for British American Racing at the forthcoming San Marino Grand Prix. The company hopes that the latest version of the company's V10 will be more powerful and more reliable than the engines which have been used in the first three races. Honda did try some new spec engines in Australia but suffered a series of failures during practice and a decision was then taken to go back to a more reliable spec. Honda's engines are however much closer to the pace than they were last year although the company is now looking to see how the new Ferrari and new McLaren engines will go when the new cars are raced for the first time. The new Ferrari is due to appear in Imola and the new McLaren in Barcelona. There have been rumors from Germany that the latest Mercedes engine will rev to 19,700 rpm and will produce as much as 930 horsepower, although no-one is talking on the record about power figures.

6 Apr 03—HomeOff1.com—Bernie Ecclestone has admitted that a rule limiting tyre suppliers to a single wet-weather tread will get the chop. Drivers, team bosses and rubber manufacturers alike slammed the new regulation when treacherous conditions found cars struggling for grip with unsuited wet boots on a sodden Friday at Interlagos. But while the governing FIA outlined its 'surprise' that Bridgestone and Michelin were unprepared for the downpour, Ecclestone said: 'We're having a look at what we can do about it.' The 72-year-old, head of F1 rights company Formula One Management, said the situation which almost sparked a driver boycott is a mere 'side effect' of sweeping rule-reforms in 2003. 'This is what happens when you bring in new regulations,' said Bernie in the Sao Paulo racing paddock. Team sources suggest that a compromise to allow the manufacturers to bring 'at least one more' wet tyre compound might hit the sport as soon as the Spanish Grand Prix (4 May).

7 Apr 03—Planet F1—SAO PAULO, Brazil -- Kimi Raikkonen of Finland won a shortened Brazilian Grand Prix on Sunday after the race on a rain-soaked track was stopped because of spinouts and crashes. Only 10 of the 20 drivers finished the race, which normally runs 71 laps. The race was halted during the 55th lap, with Italy's Giancarlo Fisichella in front. But officials declared the race over with a red flag at the end of the 54th lap, when Raikkonen was first.

11 Apr 03—HomeOff1.com—'Everything is possible,' said former BMW motorsport director Gerhard Berger when asked if the Munich manufacturer may choose to go it alone or turn its attention to another team. The German engine giant, undoubtedly supplying one of the best V10 units in Formula One's pitlane to Williams, is showing increasing signs of frustration with Sir Frank's ranks as a disappointing season continues. Speculation lingers that Berger, a

former 10-time grand prix winner, hung up his BMW hat because he disagreed with Munich's undisclosed decision to keep pounding away on the Williams arrangement. The rumour is that Berger is in talks with Volkswagen over a similar role in their speculated F1 entry. But the Austrian is now willing to give more away on the ambitions and opinions of BMW in relation to Williams. 'For BMW, everything is still open,' said Berger; including pulling out of Formula One altogether to building its own car.

12 Apr 03—Planet F1—Although the FIA has looked at the evidence regarding the finish of the Brazilian Grand Prix and awarded the win to Giancarlo Fisichella, an investigation into what caused the mix-up will still go ahead. The results of round three of the Championship were brought into question when evidence was submitted to motorsport's governing body showing that Fisichella, who was leading the race, had in fact started a new lap after the red flags were waved. After examining the data the FIA awarded the win to the Jordan driver on Friday. However the FIA is now opening an investigation to find out what went wrong, and why it didn't register on the screens that Fisichella had crossed the start/finish line to begin lap 56. "The Stewards are submitting a separate report to the FIA under Article 152 of the International Sporting Code on the circumstances which gave rise to the wrong race classification being issued in Brazil," an FIA statement said.

12 Apr 03—TheStarOnline— LONDON: Formula One team bosses have agreed to work with leading carmakers on plans for a new Grand Prix championship from 2008, the GPWC organisers said on Thursday. The board of directors of Grand Prix World Championship (GPWC), a company created by the manufacturers to pave the way for their own series, presented their plans to the 10 team bosses in Munich. The carmakers are Ford, BMW, Mercedes-parent DaimlerChrysler, Ferrari-owners FIAT and Renault. The GPWC said in a statement that the meeting represented a key step for both GPWC and the Formula One teams towards the realisation of common goals. The series is intended to take over from Formula One when the current "Concorde Agreement" between teams, commercial rights holder Bernie Ecclestone and the governing International Automobile Federation (FIA) expires in 2007.

12 Apr 03—GrandPrix.com—There are lots of rumors coming back again that BMW is to start its own team in F1 in the future. These seem to emanate from statements made by ex-BMW Motorsport director Gerhard Berger who remarked that all BMW's options are still open. The reality is that the Munich manufacturer will almost certainly stay with Williams but the details of the deal are still being negotiated. In the meantime it is anticipated that Williams will announce a big new sponsor at the forthcoming San Marino Grand Prix to replace the deal with Veltins. There is no clue as to the identity of the team's new backer except suggestions that it is a well known brand and will be good for the sport as a whole. After a series of months in which a number of sponsors have been abandoning the sport it is good to see new names coming in, in the wake of Sauber's new backer the Russian telecom firm MTS Systems and Ferrari's deal with Olympus.

12 Apr 03—TheGlobe&Mail.com— Milan, Italy — Ferrari is postponing the debut of its new Formula One F2003-GA model. The Italian team announced its decision after disappointing tests of the new car, which was expected to start April 20 in the F1 race at Ferrari's home circuit of Imola. Instead, Ferrari's F2002 car will start in the San Marino Grand Prix. The new model, launched in February and named after Gianni Agnelli, the former Fiat chairman who engineered the takeover of Ferrari in 1969, is expected to be quicker than last year's model, which dominated the series by winning 17 of 19 races.

13 Apr 03—TorontoSun.com—Long Beach, Calif. -- The only professional open-wheel racing development series in Canada -- the Canadian Formula Ford Championships -- has been dropped from the lineup at Montreal's Canadian Formula One Grand Prix. In its place will be the European-based Fran-Am 1600 series that also will run its 2000 series as a preliminary to the F-1 race. Didier Schreannen, a former series champion and racing commentator for TSN, said yesterday it is a huge blow of Canadian racing. "This could be fatal for Canada's only road racing series," Schreannen said.

14 Apr 03—RacingOne.com—t was a day of excitement and heartbreak in the 29th annual Toyota Grand Prix of Long Beach, as Paul Tracy (#3 Team Player's Lola/Ford) took advantage of polesitter Michel Jourdain Jr.'s misfortune on his final pit stop to claim his third consecutive victory of the short 2003 season, edging Adrian Fernandez (#51

Tecate/Quaker State/Telmex Lola/Ford) by 4.544 seconds in a tough 90-lap enduro around the 1.968-mile Long Beach city streets. Bruno Junqueira brought the #1 PacifiCare Lola/Ford home in third place

22 Apr03—GrandPrix.com—Norbert Haug, the boss of Mercedes-Benz Motorsport, "has confirmed that the company will be offering engines at \$10m, starting next year. "It's easier for a team to pay \$10m than to pay \$25m, and we are happy to talk to those teams that are interested for next year," Haug told Speed TV at Imola.

22 Apr 03—GrandPrix.com—The FIA World Motorsport Council in June will be considering a report on the driving of Fernando Alonso and Michael Schumacher at the recent Brazilian Grand Prix. A report has been prepared by the FIA Observer at F1 races, Herbie Blash. The federation is unhappy because Schumacher spun out of the race in Interlagos when double yellow flags were being shown and was fortunate not to hit a crane which was working beside the track. The WMSC will also consider a punishment for Fernando Alonso for his accident which resulted in the red flag being shown as he was travelling incredibly fast when there were yellow flags and Safety Car boards around the track.

25 Apr 03—HomeOfF1.com—After being put 'on notice' by his Jaguar team, Antonio Pizzonia says he will bounce back and prove what he can do in Formula One. Sources say that 22-year-old Brazilian is being given one last chance to shine at next weekend's Spanish Grand Prix before Alex Wurz is drafted in to substitute his sluggish pace. 'I think I have a chance to prove what I can do and I will do it,' he told reporters while testing at the Autodromo Internazionale del Mugello on Thursday. 'I hope I have a productive weekend in lots of ways in Spain.' Some news reports, meanwhile, are already putting lanky McLaren tester Wurz in the R4 for his home Austrian Grand Prix later next month, but a Jaguar spokesman denied that 'any decision has been taken.' 'He's not been dropped,' said Nav Sidhu of Jungle-Boy Pizzonia. 'On the contrary, we are working very closely with him to help him improve. We make no secret that his position, however, is under review.' Most worrying for the Milton-Keynes team is Pizzonia's performance deficit to Australian team-mate Mark Webber. At his home race in Brazil, Antonio was 17th while Webber lined up third. At San Marino last weekend, Pizzonia was 15th, while Webber qualified impressively again to start from 5th.

29 Apr 03—KnoxNews.com— WEST ALLIS, Wis. (AP) -- CART Champ Car leader Paul Tracy admits he broke the rules when he used traction control from 1994 until this year. Even though he used the electronic driver aids, he thinks they contributed to "terrible racing" at times in the series. Traction control is no longer used in CART.

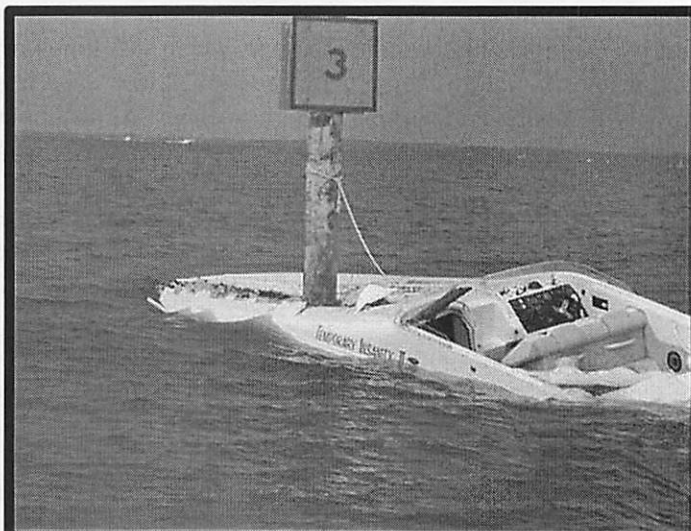
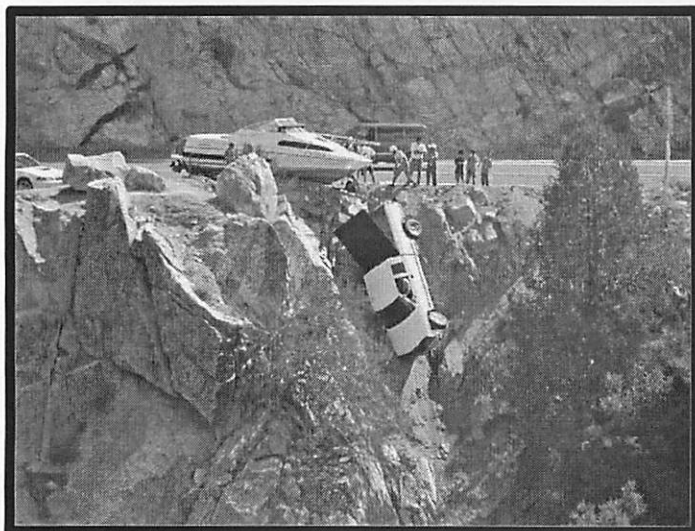
30 Apr 03—CBC Sports Online—Formula One driver Jacques Villeneuve says he would rather quit racing than return to the CART circuit when his contract with British American Racing expires at the end of the F1 season. "I will not race in the CART series. If it stays at its current level, it is not interesting for me," the Canadian driver told Austrian racing magazine Motorsport aktuell, according to Britain's Press Association. "If I don't find an F1 cockpit, I'll quit. I've won the F1 championship already. There are other things in life apart from F1 racing."

30 Apr 03—SportsLine.com— Alex Zanardi has no fear of returning to the racetrack where he had a horrific crash and lost his legs. The former CART and Formula One driving star will serve as grand marshal for the May 11 Champ Car race at EuroSpeedway in Lausitz, Germany. It will be Zanardi's first visit to the track since the accident on Sept. 15, 2001, in which he spun on cold tires leaving pit lane and was struck by Alex Tagliani's car at nearly 200 mph. The impact cut Zanardi's car in two and he lost both legs above the knee.

1 May 03—F1.com—In a surprise twist of events, it has come to light that the results of the opening three rounds of the 2003 Formula One season could be annulled if Formula One teams, Williams and McLaren win their arbitration case against the FIA. The two teams wrote a letter to the FIA back in February making it known that they were far from happy with the new rule changes introduced for the 2003 season. FIA President Max Mosley responded to their claims, however the two team bosses continued their plight to contest the changes. The pair maintained that Mosley's changes would undermine Formula One as the pinnacle of Motorsport and a technological showcase. If the teams win their case, another team could easily appeal the results of the opening three events, (only the first three races would be involved as all teams agreed to the new rules before the San Marino GP) stating that the regulations were not approved. This means that ironically, if they win, McLaren would be the biggest loser, especially if Ferrari, the ones that would gain the most, opt to challenge the results.

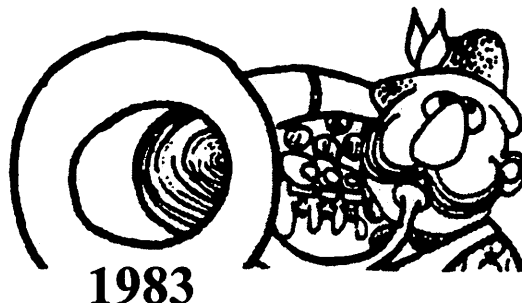
Insurance Hall of Fame

(submitted by Iain Tugwell)



20 Years Ago

NEWS for & about our members



- Ludwig Heimrath Junior participated in the Long Beach North American Championship held on March 26, 1983. This was Junior's first SuperVee race of the season. Unfortunately, during the first qualifying session he lost his clutch and brake line due to a bump caused by a track configuration change. The "much protested" bump was fixed the following day, but caused track officials to cancel the last remaining qualifying session for the SuperVees. Ludwig ended up qualifying 19th. A field of 42 cars entered the event. Ludwig Jr. made a fine showing, ending up 7th overall. The second SuperVee race scheduled for April 3 in Phoenix was cancelled due to heavy rains and a washed out track.
- The 12 Hours of Sebring took place March 19, 1983 in Sebring, Florida. Rainer Brezinka, Rudy Bartling, and Roger Schramm in Ray's Porsche Carrera RSR were gridded 62 after qualifying. They finished the gruelling 12 hour event 16th overall/6th in class (GTO). Uli Bieri, Matt Gysler, and Duff Hubbard in the Extrudex Aluminum sponsored BMW M1 were gridded 36th after qualifying. Unfortunately the car developed engine problems during the early hours of the race and they were unable to finish. The 4.75 mi. course which Sebring Airport Authorities had recently finished shortening the track and giving it a "face lift" did not stand up through the entire event. The newly paved areas were coming up in chunks. Reportedly there was only one line to follow into the new portion of the track. This section was lined on one side by a concrete barrier and it caused serious damage to many entries. The majority of complaints from all the drivers at this event were that the track itself was not clearly marked or lit along with the rough paving conditions of the shortened Sebring circuit.
- Road Atlanta, an IMSA Camel GT event, was held April 10, 1983 out of Gainesville, Georgia. Uli Bieri, Matt Gysler, and Duff Hubbard in the Bieri Racing BMW M1 and Ludwig Heimrath Senior & Junior in their Porsche 934 were all participants in the event. Due to unfortunate weather conditions (or possibly a curse from Mother Nature), the GTO cars had to qualify on a wet track. This resulted in the faster GTO cars ending up at the back of the grid. The M1, sponsored by Extrudex Aluminum of Woodbridge, Ontario, qualified 52nd. They completed the 3 hour race placing 10th in class/27th overall. Ludwig Heimrath Senior and Junior had qualified 36th on the grid. Unfortunately, in lap 17, Dale Whittington in his Porsche Turbo spun in some dumped oil on Corner 3 and slammed backwards into Ludwig Sr. Ludwig lost the front right wheel along with the right suspension. The father/son team were unable to finish the race. Bob Tullius of Winchester, Va. and Bill Adams of Greenville, Ontario brought their Jaguar XJR-5 sponsored by Quaker State to victory.

- Werner vonEngelbrechten was absolutely overwhelmed by the warm reception he received upon arrival at the April 5th club meeting. Werner would like to thank everyone who made him feel so welcome and so much at home again.
- The Ontario Winter Rally, a National Championship event, was held out of Sudbury, Ontario in late February. Les Taylor and Mike Koch placed 6th overall at this event. Les and Mike are now in 7th overall position in the national standings. Tom Burgess of Tampa, Florida and Randy Black of Oakville, Ontario won the event. The next rally scheduled in the championship is the Black Bear Rally which will take place in June 1983.

The winners of the Canadian Championship for all International races entered by Canadians in 1982 was announced in March 1983. The champion ship was scored on a point basis and the results were as follows:

1st	<u>Alan Burg</u>
2nd	<u>Horst Kroll</u>
3rd	<u>Jacques Villeneuve</u>

- Horst Kroll will be holding a press conference in May to disclose new sponsoship for his redesigned and more competitive CanAm car. Horst will not disclose any of the details but reports that this is his biggest sponsorship contract ever!
- Rainer Brezinka plans on running his Porsche RSR in GTU class instead of GTO clkass for the remainder of the season. To meet GTU class requirements, Rainer must run with a 2.8 litre engine instead of a 3 litre engine.
- Regan Riley and John Bossom will be competing in the Canadian Endurance Series together in the JB Racing MGB-GT at Mosport and Shannonville this season. Regan will also compete in the Ontario Regional series in the Craig Motors Formula Ford, and in selected Walter Wolf races. Regan will not be driving the MGB-GT with John at the Sanair race. Peter Bulkowski will be filling Regan's place for that event.
- Ludwig Heimrath Senior and Junior will be travelling to West Palm Beach for an SCCA TransAm Championship on May 1, 1983. The race will be held at Morosco Motorsport Park. Their next planned event is another TransAm championship race to be held May 15th at Summit Point Raceway, West Virginia. Ludwig Sr. & Jr. do not intend to enter any IMSA events until August 14, when Mosport Park will host the 6 hr. Camel GT.
- Uli Bieri and matt Gysler will enter their BMW M1 in the IMSA 500 km. Camel GT scheduled May 15th at Charlotte Motor Speedway, Charlotte, North Carolina. Their next event will be another 500 km. Camel GT on May 30th at Lime Rock Park, Lime Rock, Connecticut.
- Ken Adolf will be competing in the Ontario Regional series. Ken will be running his Porsche 911 in these events.

30 Years Ago

1973

We welcome the following new club members:

Werner von Engelbrechten, driver of a BMW 2000 CA coupe. Werner will also enter drivers' school in his BMW 1600. This is the car that Werner Gudzes races.

Frank Henke, driver of a VW super beetle. Frank, by the way, lives near Mosport and of course is quite interested in racing.

Bruce Powley, driver of (would you believe it) a 1953 VW! Bruce is also interested in antique cars.

Gord Hardy, driver of a Marlin. Gord at one time also raced a Formula Vee. Since his address does not appear on the new membership list, please note: RR #3, Group Box 23, Aurora Sideroad, Stouffville, Ont. Tel. 640-1864.

Donald Horne, driver of an MGB. Donald is more interested in rallying and has already competed in several. His address also does not appear on the new membership list, so please note: 34 Leith Hill Rd., Apt. 119, Willowdale. Tel. 493-4731.

Monica and Stew Storie laid out our May Fun rally, using their Fiat 128. They are promising some interesting and scenic roads. Thanks Stew and Monica.

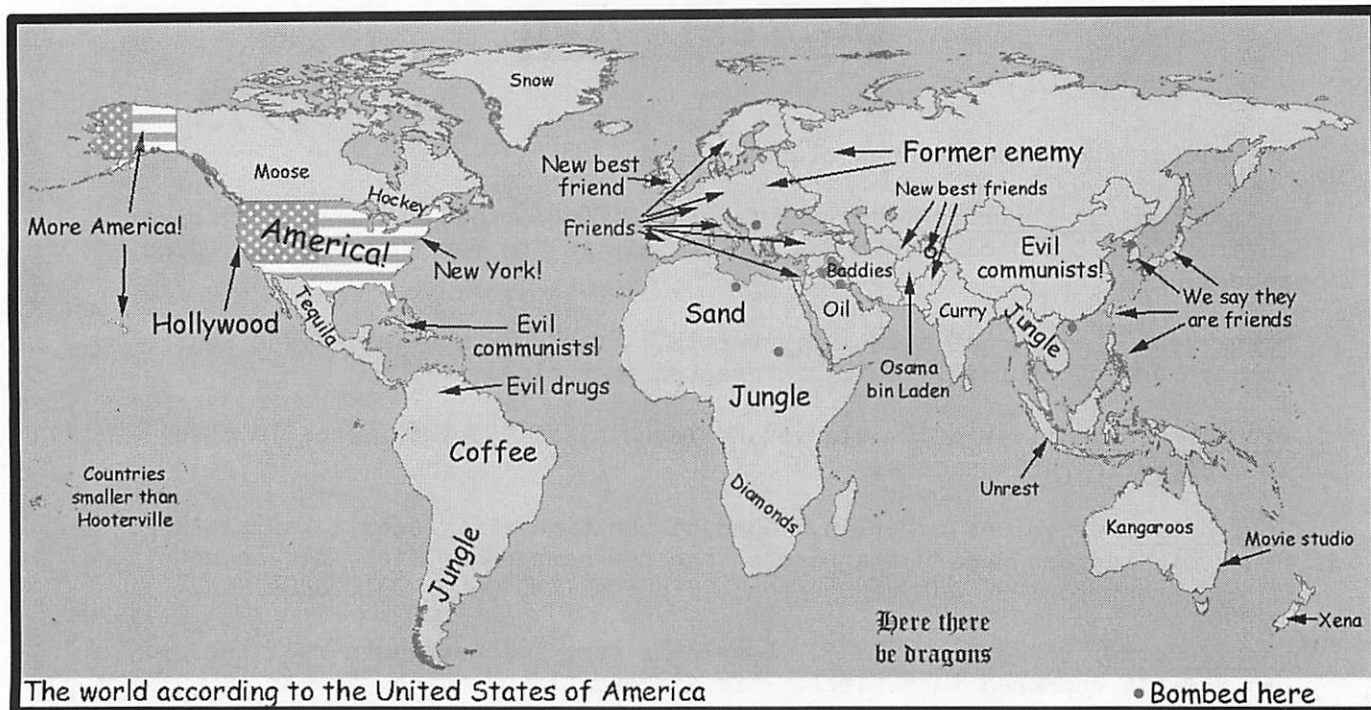
Bob Lindquist is presently in England where he will compete in a few major European rallies. He promised us a short report about his activities. He is combining a business trip with pleasure. Before Bob left, he drove with John Bellefleur in the Ides of March rally, the second regional championship event in Ontario. They competed in Bob's Datsun 510 and finished 6th overall. There were 25 starters and 12 finishers.

Harry Bartzek co-drove with Peter Oest in the first IMSA race at Sebring. They finished 10th overall and 3rd in class in a Porsche 911S coupe, powered by the 2.2 litre engine. Rudy Bertling and Klaus Bartzek had had luck during this race, a valve broke and they became a DNF. On the way home back to Canada, they were involved in an accident which damaged the body of the Porsche on the trailer.

Fred Heinzler was lucky enough to walk away without a scratch from a bad accident he had on April 8th. A woman drove through a red light, in her Dodge Colt, and plowed into Fred's VW All. The Colt was a write-off and the damage to Fred's car was over \$2,000.

Ludwig Heimrath entered his new Porsche 911S coupe at the first TransAm race of the season, on April 15th, in Atlanta. There were only 32 entries but most of them super-fast cars. Ludwig's car has the 2.5 litre engine, which is not quite competitive enough against the 2.7 or 2.8 litre Porsche engines. He had five flat tires during the race, so he lost an awful lot of time and couldn't do better than finishing 13th.

D'arcy Kennedy and Dan Ortoth entered a Formula Vee in the Driving Skill Test, which was organized by Brampton Motorsport Club. There were over 100 entries. Sparkplug problems kept them from performing any "spectacular times". D'Arcy will enter the racing drivers' school on April 28th, with this Formula Vee.



Laundry

One day my housework-challenged husband decided to wash his sweatshirt. Seconds after he stepped into the laundry room, he shouted to me, "What setting do I use on the washing machine?" "It depends," I replied. "What does it say on your shirt?"

He yelled back, "TORONTO MAPLE LEAFS "

And they say blondes are dumb!

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www.deutscherautoclub.com

D.A.C. is an organization of enthusiasts founded in 1958 and incorporated in 1960 as a non-profit entity to engage in Ontario motorsports. The club is affiliated with CASC-OR and ASN. Full membership in D.A.C. includes CASC membership.

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Please Indicate your Enrollment Request

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Model _____
Year _____

Race/Rally Car(s):

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Model _____
Year _____

Motorsport Interests

Race ()	Rally ()
Crew ()	Mechanic ()
Marshal ()	Social ()
Organizing ()	Volunteering ()
Other _____	

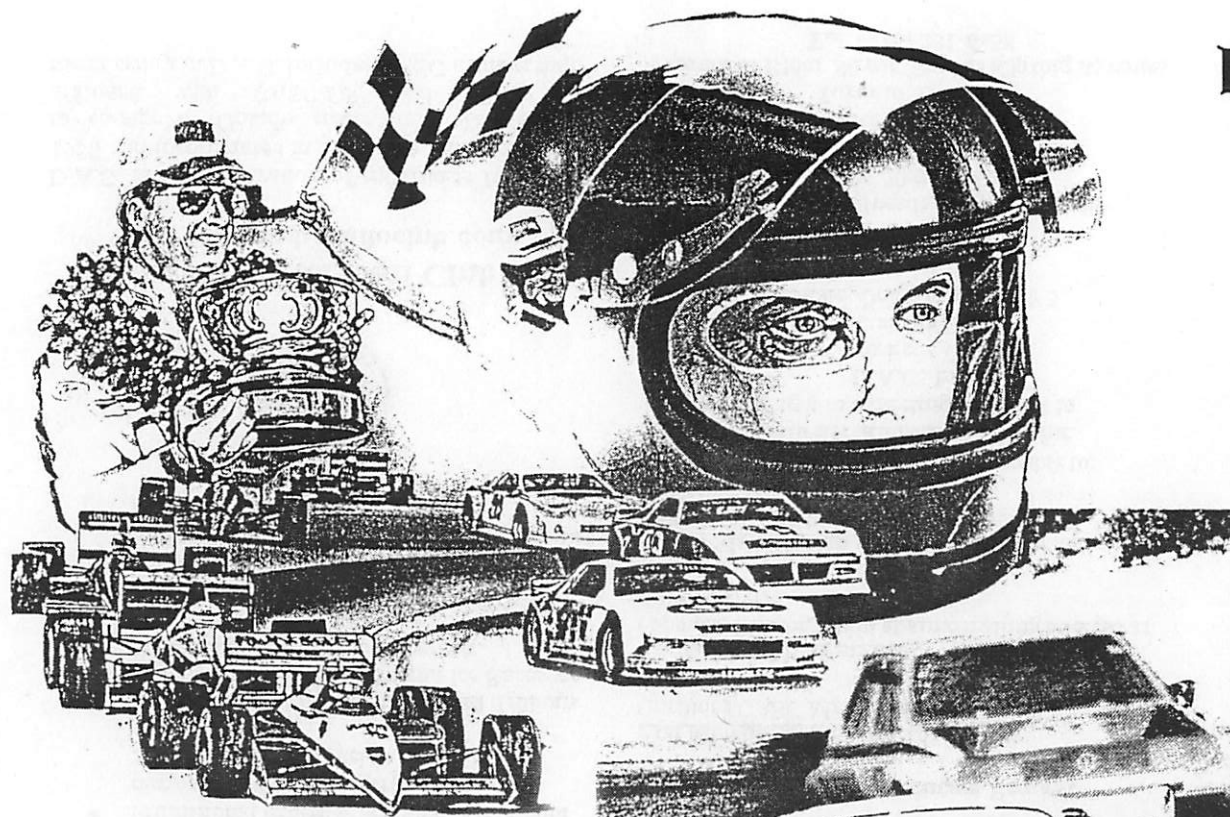
I/We hereby make application for membership in the D.A.C. and agree to abide by the rules that govern the club.

Signed _____

Signed _____

Date _____

Introduced to the D.A.C. by.



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The D.A.C. is affiliated with the Canadian Automobile Sport Clubs - Ontario Region and la Fédération Internationale de l'Automobile (FIA) through l'Autorité Sportive Nationale du Canada.



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Membership Application Inside