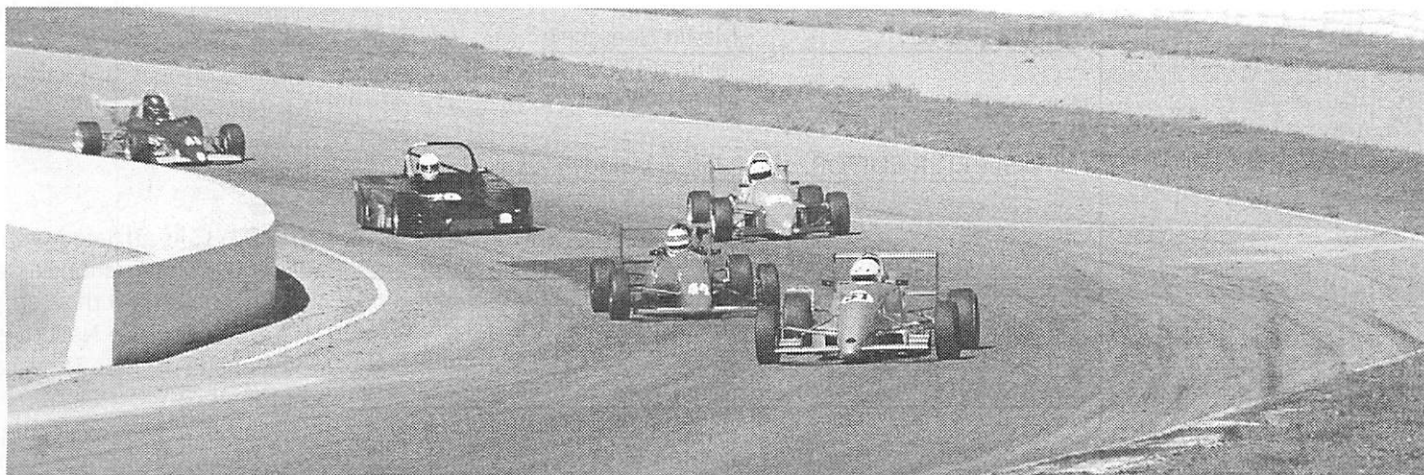
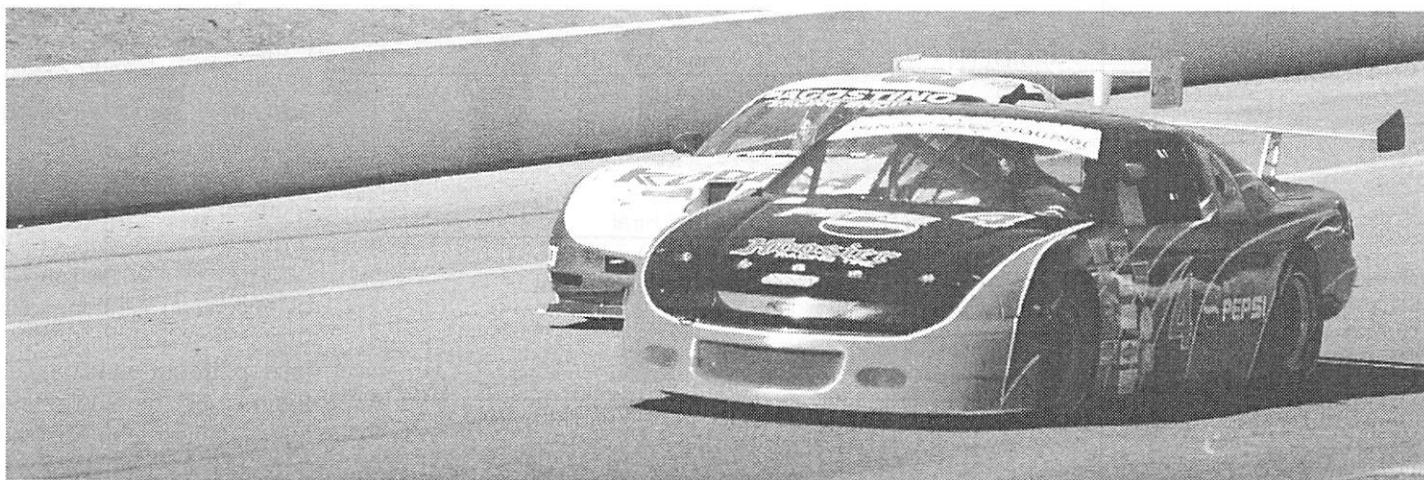


Presse



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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.

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It is the mandate of the club to facilitate the exchange of information and experience between its members while abstaining from any political affiliation.

Membership is open to anyone over 18 years of age, upon application, which will be reviewed by the Executive Committee. To join, download, print out and complete the membership application, (www.deutscherautoclub.com) and bring it to a meeting, or mail it to the Martin Hoeschele 25 Gosford Blvd, Unit #23, Downsview ON M3N 2G7.

The monthly newsletter of the D.A.C. is the Presse. Excerpts from our archived newsletters are available, including articles, and driver profiles, along with our new eZine Presse of recent issues.

Our Members are active competitors in motorsports events all across Canada, and the United States. The D.A.C. organizes the Trillium Trophy Races, at Shannonville Motorsport Park, Ice Races at Minden, and an Annual Fun Rally in the Province of Ontario.

The D.A.C. is affiliated with La Fédération Internationale de L'automobile (FIA) through L'autorité Sportive Nationale du Canada and the Canadian Automobile Sport Clubs. Guests are always welcome.

CONTENTS

DEPARTMENTS	PAGE
Minutes	4
Glossary of Terms	4
Autodate - 1920	5
DAC Fun Rally	6-7
In the News	8-13
BEMC Track Days Images	14-21
CASC Sept. Newsletter	22-26
40 Years' ago	27-29



COVER PHOTOGRAPHY:
Elizabeth Somers

MINUTES

September 2004

DAC 2004 09 01

by: Martin Hoeschele

Meeting called to order by John Rosenbrock at 20:55.

J.R. Klaus is feeling good and has a 5 year warranty on a new pace maker. Thanks to Natalie and Walde Wildner for the party, it was good.

K.B. ORO meeting: There is a lack of Stuarts on the corners.

N.F. There are enough Stuarts at the corners. The only time they are not there is when there is a dispute.

K.B. Clubs don't want to give up dates even though the entries are low. Some of the competitors were not happy about not getting trophies and going home early. Maybe a free test day.

I.O. In "memory of" will be a good idea.

K.B. We need someone to store the old newsletters.

M.H. I will do it.

C.C. Solo I report. It was a success. The entry fee was 395.00.

M.H. Presse needs an editor for 2005.

J.R. We should have a dinner at the end of the year. Suggestions for the next meeting. Oktoberfest? The fun rally will be on September 19.

Meeting adjourned at 22:00.

M.H.

GLOSSARY OF TERMS

CYLINDER LINER

The circular housing that the piston moves in when the cylinder is not an integral part of the block. Also known as a "sleeve."

DBA

A unit of measure for decibels, the measure of sound intensity or pressure named after Alexander Graham Bell. It is a logarithmic measurement; every 3dB increase represents a doubling of the sound pressure. The "A" in dBA indicates that the measurement was taken with an A-weighted scale; sound pressure varies across the audible spectrum, and the A-weighted scale approximates the human ear's sensitivity to various frequencies.

DE DION SUSPENSION

A suspension system in which the rear, driven wheels are bolted to a transverse, lightweight, rigid member. Power is delivered to the wheels by universal-jointed half-shafts attached to a body-mounted differential.

DEAD PEDAL

A footrest found to the left of the leftmost pedal. It provides a place for the driver to brace his left leg during hard cornering.

DETONATION

A condition in which, after the spark plug fires, some of the unburned air-fuel mixture in the combustion chamber explodes spontaneously, set off only by the heat and pressure of air-fuel mixture that has already been ignited. Detonation, or "knock," greatly increases the mechanical and thermal stresses on the engine.

DIFFERENTIAL

A special gearbox designed so that the torque fed into it is split and delivered to two outputs that can turn at different speeds. Differentials within axles are designed to split torque evenly; however, when used between the front and rear axles in four-wheel-drive systems (a center differential), they can be designed to apportion torque unevenly.

F

DISC BRAKES

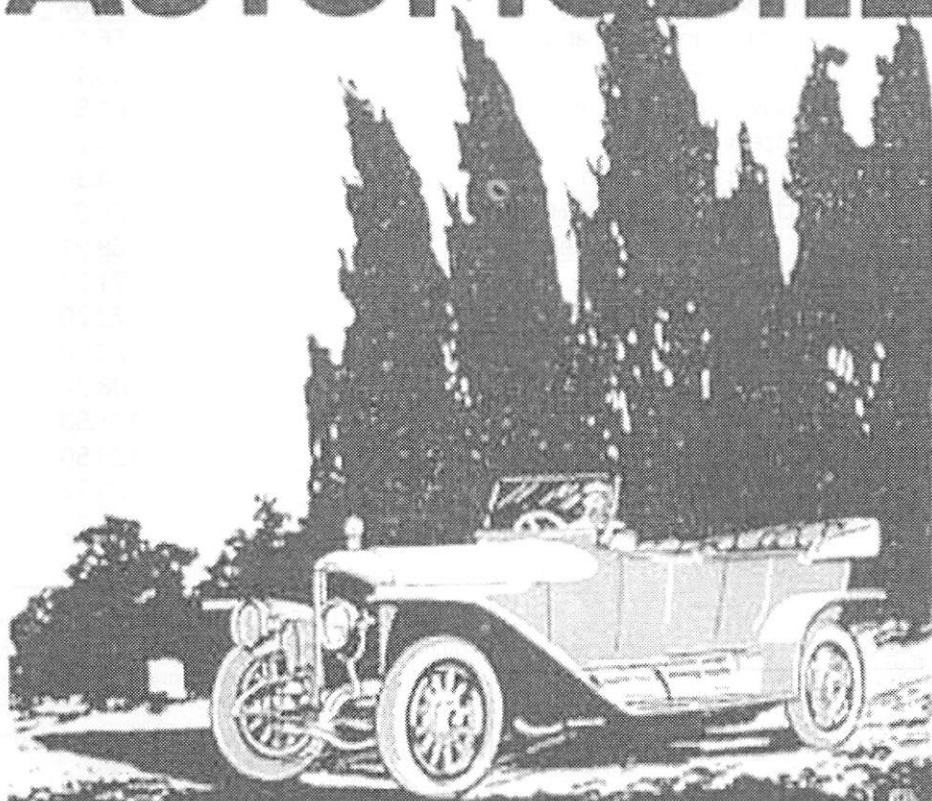
Properly called caliper disc brakes: a type of brake that consists of a disc that rotates at wheel speed, straddled by a caliper that can squeeze the surfaces of the disc near its periphery. Disc brakes provide a more linear response and operate more efficiently at high temperatures and wet conditions than drum brakes.

DIVE

The dipping of a car's nose that occurs when the brakes are applied. Dive is caused by a load transfer from the rear to the front suspension; this transfer occurs because the car's center of gravity, through which all inertial forces pass, is higher than its contact patches, the points where the braking forces are exerted on the ground.

BENZ

AUTOMOBILE



BENZ & CO. Rheinische Automobil-
u. Motoren-Fabrik A.G. **MANNHEIM**
Älteste Automobilfabrik der Welt



DAC FUN RALLY

SEPT. 19, 2004

BY ULI BITTERLICH

CAR #	ENTRANT	POINTS	POSITION
3	A. Lynde, J. Dichstein & D. Wilsman	19.92	1
13	A. Weller & M. Huber	27.73	2
7	S. Mc Cann & W. Pock	32.70	3
12	E. Cheng & N. Gravel	35.64	4
9	R. Pechmann & N. Pechmann	40.14	5
4	R. Gollatz & J. Hinze	48.20	6
10	V. Mariawi & D. Notoriani	54.20	7
20	S. Otto & E. Zedna	56.07	8
19	P&S Schurmann & V. Lang	56.19	9
21	B. Mattes & R. Eger	58.17	10
16	R. Johnston & R. Kempf	61.81	11
6	D. Hinze & S. Brundl	64.20	12
18	H. Timmigan & C. Nichi	64.30	13
14	F. Michelik & Kimberley, Hensen	66.81	14
5	Dr. R. Schindler & Christel	68.91	15
2	L. Schawrz & Rosemarie, Jain	71.28	16
17	M. Tiller & N. Levesque	72.20	17
8	P&K Schulte & A&K Mandl	72.90	18
11	A. Tydemeier & H. Stuyrmer	108.20	19
15	K&B Mertin	121.50	20
1	G&S Meinzer	129.50	21
23	O. Obermeier & V. Hoffmann	135.92	22
22	H. Brunnhuber	341.72	23

EPILOG

Organizer: Urli Bitterlich
 Course layout: Urli Bitterlich, Paul Henshall, Paul Manson
 Registration: Leonore Kussmann
 Starter: Klaus, Chris & Ruth Bartels
 Checkpoint 1 Did not show up
 Checkpoint 2 Frank Heiligenthal
 Checkpoint 3&4 Waldi Wildner
 Checkpoint 5 Peter Aschenbrenner
 Checkpoint 6 John Rosenbrock
 Checkpoint 7 Rudy Schramm
 Scoring: Martin Hoeschele & Henriette

I WOULD LIKE TO THANK

all the people who volunteered in helping out at this event and the entrants for competing.

—Yes there were 38 peaches in the 2 bushels.

—The 2 pumpkins weight was & still is 6.5 Kg.

—The rope is still 100" long.

Back up to the yellow post event. Due to built in sensors, too many cars came up with zero! You outsmarted me! The yellow post will be retired now.

The Running backward set was fun. The winner was car 19 with a time of 4.19. The golf skills at

the end failed to see anyone get 4 balls through. The best score for the yellow cans event went to car 6 who were able to get 3 through and only miss one.

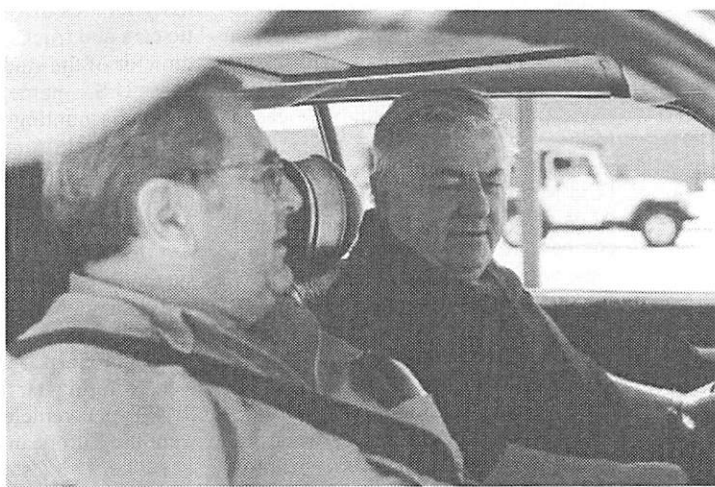
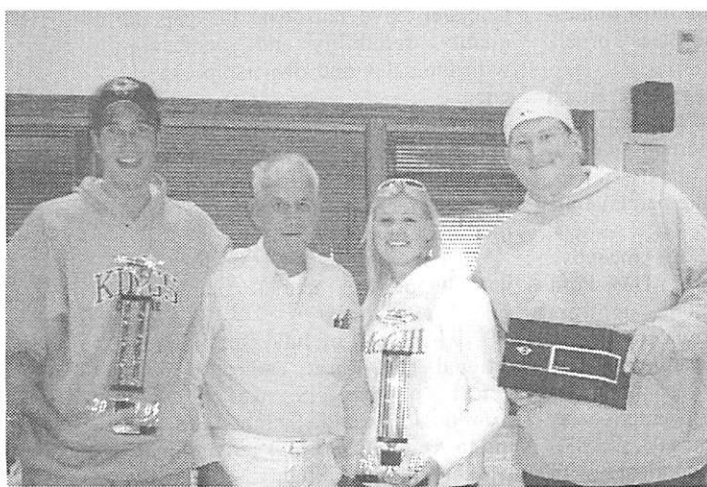
Almost every competitor got all the questions right. the reason for this brain twisting thing is A). you have to be on route and B). To slow you down.

The 2005 Edition is already in the planning stages. In the first time since 1983 we will return to the east-end. I will keep you posted.

Until next year!

Uri Bitterlich & Crew

Presse | **DAC FUN RALLY**



WARDSAUTO
.COM

Kelley Blue Book: Luxury Models Have Best Resale Value

Kelley says BMW is brand that holds value best, while offerings from Pontiac, Jaguar and Chrysler depreciate faster.

Luxury vehicles, mostly imports, dominate the list of models that will hold their value best over the next five years, Kelley Blue Book reports.

The BMW 5-Series, Mercedes-Benz CLK 320 Cabriolet, Volvo XC90, Acura TL, Infiniti G35 coupe, Lexus GX 470, and Porsche Cayenne are among the top 10 '05 models Kelley predicts will have the best resale value.

Rounding out the top 10 are the Mazda RX-8, Mini Cooper and Nissan 350Z.

Of the top 10, only the Acura TL is assembled in the U.S.

Calculating resale value by category for '05, Kelley says Honda's Civic and Odyssey models are tops in the sedan and minivan categories, respectively, while the Toyota Tacoma is the best pickup and the Volkswagen Jetta TDI is the wagon with the best resale value.

Kelley says BMW is the brand likely to hold its value best over the next five years.

Among '05 models expected to depreciate faster than average are the Pontiac Aztek, Jaguar X-Type, Chrysler Sebring sedan, Mitsubishi Diamante, Mercury Sable and Suzuki

Vitara.

"A highly popular or desirable car with limited availability will depreciate slower than a car that is in excess supply or less desirable," says a Kelley official as to why some models have better resale value than others.

Kelley says consumers can increase the resale value of their cars by choosing black, white or silver paint jobs and by purchasing models that are equipped with power windows and door locks, cruise control, tilt steering wheel, a large engine, remote entry and a CD player.

3

The Detroit News

U.S. automakers slip in owner satisfaction

Customers want value as gap between U.S., Japanese brands grows

By Ed Garsten

Detroit's automakers are losing ground in customer satisfaction to their Asian and European rivals, a trend that could hinder efforts by GM, Ford and Chrysler to win back market share, says a study released Monday.

While General Motors Corp., Ford Motor Co. and DaimlerChrysler AG's Chrysler Group now boast comparable quality and reliability ratings with foreign automakers, they still lag in a more subjective area — value for money — in the eyes of consumers, according to the University of Michigan's American Customer Satisfaction Index.

The satisfaction gap between U.S. and Japanese and European auto-

makers can be traced back to the hefty rebates offered on most domestic cars and trucks, said Claes Fornell, director of the study.

"U.S. nameplates use much more discounting than the Japanese, but it's backfiring," Fornell said. "It conveys, perhaps, less quality so people somehow don't quite perceive the value is there."

In July, the average incentive spending per vehicle from GM, Ford and Chrysler was \$4,088, up from \$4,000 a year earlier, according to Autodata Corp. Japanese automakers were offering far less last month — \$1,498 per vehicle on average — as were the European brands — \$2,783.

The U-M study contrasts with

other surveys showing GM, Ford and Chrysler have narrowed the gap on quality, reliability and satisfaction with the sales and ownership experience.

While some consumers are drawn to Detroit's cars and trucks because of price, Fornell said they'll likely defect to Japanese brands for their next purchase.

"This is not good news for what will happen to market share and sales," he said.

At the end of July, Detroit's traditional Big Three controlled 58.9 percent of the U.S. market, down from 60.4 percent a year ago, according to Autodata Corp. A point of market share equals roughly 170,000 ve-

2

hicles a year.

European automakers have lost ground as well, with 6.6 percent of the U.S. market now compared with 7 percent a year ago.

Meanwhile, Asian automakers have increased their share of the U.S. market to 34.5 percent, from 32.5 percent.

The U-M study examined responses from about 20,000 vehicle owners nationwide, and includes data on only the best-selling brands.

The customer satisfaction index is scored on a scale of zero to 100. The index gauges satisfaction with different products and services each quarter.

Despite the fact that customer satisfaction remains at its highest level in 10 years, the study said the outlook for consumer spending on all goods and services is clouded.

"Even though consumers are in-

How they rank

The latest customer satisfaction survey by the University of Michigan:

Automaker	Index score	Percent change from 2003	1995
Lincoln/Mercury	86	6.2%	8.9%
Honda	85	3.7	0.0
BMW	84	-1.2	2.4
Toyota	84	-1.2	-2.3
Buick	83	-1.2	-1.2
Cadillac	83	-4.6	-5.7
Saturn	81	0.0	-3.6
Hyundai	81	0.0	19.1
Nissan	81	2.5	-2.4
Chrysler	80	-2.4	-1.2
Mercedes-Benz	80	-3.6	-5.9
GMC	80	-3.6	0.0
Oldsmobile	80	0.0	-2.4
Volkswagen	80	5.3	8.1
Volvo	80	-1.2	-2.4
Pontiac	79	3.9	3.9
Mazda	78	-4.9	0.0
Jeep/Eagle	77	-2.5	-1.3
Chevrolet	77	-2.5	0.0
Ford	76	-5.0	1.3
Dodge	75	-3.8	-6.3
All others	78	4.0	-3.7
Average	79	-1.3	0.0

Source: University of Michigan Business School, American Society for Quality

The Detroit News

How they fared

Biggest losers

Automaker	Index score	Percent change from 2003
Ford	76	-5.0%
Mazda	78	-4.9
Cadillac	83	-4.6
Oldsmobile	80	-3.6
Mercedes-Benz	80	-3.6

Biggest gainers

Automaker	Index score	Percent change from 2003
Lincoln/Mercury	86	6.2%
Volkswagen	80	5.3
Pontiac	79	3.9
Honda	85	3.7
Nissan	81	2.5

Source: University of Michigan Business School, American Society for Quality

The Detroit News

clined to spend more, they may not have the means," Fornell said. "Income is not rising and credit is becoming more costly, so I worry about the overall picture."

In the latest study, consumers were asked about their overall satisfaction, value and expectation with their vehicles.

The auto industry as a whole saw its satisfaction rating drop 1.3 percent to 79 of 100. Of six nameplates at or below the industry average, five are domestic brands, with DaimlerChrysler's Dodge brand last at 75.

Chrysler Group spokesman Kevin McCormick said the automaker has made aggressive moves to bolster the value of its new products, such as the Dodge Magnum wagon, Chrysler 300C sedan and 2005 Jeep Grand Cherokee SUV.

"The results regarding value absolutely do not apply to us," McCormick said. "We have priced those to significantly unlock the value that's held in those vehicles."

The biggest piece of good news from Detroit's perspective came from Ford's Lincoln and Mercury brands, which posted an 8.9 percent improvement from last year's study to lead all brands with a score of 86.

"Lincoln owners are, by tradition, more satisfied," Fornell said. "It means many will come back when they're ready to replace their vehicles with new ones."

But the Ford brand languished next to last at 76, down from 80 a year ago.

Ford spokesman David Reuter

said the automaker has made gains in customer satisfaction and expects that trend to continue in the face of incentives.

"With the many new products we're introducing this year, we are focused on continuing to improve residual values and customer satisfaction," Reuter said. "We also expect these products to sell with lower incentives."

Honda Motor Co. was in second place with a score of 85, up from 82 last year. BMW AG and Toyota Motor Co. slipped to 84 from 85 last year to tie for third place. Volkswagen AG's score was 80, up from 76, while Volvo dropped to 80 from 81 last year.

GM's Cadillac brand suffered an erosion in customer satisfaction with a score of 83, down from 87 last year. GM spokesman Dan Flores said other independent studies that measure quality and long-term durability show Cadillac making progress.

"If you look at the initial quality study (by J.D. Power and Associates) Cadillac cars surpassed Lexus cars, and the success at Cadillac in the last several years would tend to indicate Cadillac is doing things customers like," Flores said.

GM must continue offering rebates, Flores said, to maintain enough sales volume to keep factories running to offset health care and retiree benefit costs.

Although Japanese and European automakers offer incentives, the discounts are largely invisible, coming in the form of cash given by the companies to dealers to close sales.

The Detroit News

Competition spurs changes in the German auto industry

By Daniel Howes

The little secret you shouldn't tell the guys in Stuttgart because they wouldn't want to hear it is this: Wolfgang Bernhard was right.

The German auto industry's old ways — long development times, engineering sinecures and cozy labor deals that the United Auto Workers would envy — aren't getting it done in Europe anymore.

Why? Because the world that most European automakers knew, where everyone paid similar wages under similar contracts in the same four or five countries and sold products in each other's home markets, doesn't exist anymore.

Ten countries encompassing more than 100 million people and \$413 billion in gross domestic product are new members of the European Union. Now Polish and Czech workers are on the same legal and political footing as German and French ones, a European industrial revolution that is hard to overstate.

Nor can old Europe return when the likes of Toyota, Honda, Mazda and Hyundai are eating into the market share of GM's Opel brand, Ford, Volkswagen, Renault and Peugeot, prompting the head of the German Automobile Manufacturers to mistak-

enly herald the arrival of the "cheap is cool" era.

The world is pressing in on Europe's automotive stalwarts like never before, a familiar trend to U.S. autoworkers, salaried employees and executives hardened by 20 years of intensifying foreign competition. And the pressure is building, particularly in Germany.

Asian brands top customer satisfaction and quality surveys while German brands lag. Toyota's American expansion now is being replicated in Europe, where the Japanese automaker is posting record sales and expanding production as European rivals cut back.

GM's Opel management, in contract talks with Germany's powerful IG Metall union, wants to cut wages, reduce benefits and increase working hours to maintain employment at German plants — or else.

Volkswagen seeks to freeze wages in Germany for two years, reduce job classifications, institute a new pay scale that would pay new hires by the number of vehicles they produce and introduce a scheme that encourages plants to compete for new production.

Mercedes-Benz, just weeks after

Bernhard was ousted as the incoming head of the prestigious luxury marque, threatened to move production of its next-generation C-Class sedan to northern Germany and South Africa unless unions agreed to concessions.

They agreed, but only after executives at parent DaimlerChrysler AG cut their pay by 10 percent. That's a predictable concession in Germany's quasi-egalitarian business culture, but it won't correct the structural imbalance caused by competition, changing tastes and new markets for labor and customers.

Bottom line: European auto bosses who mostly ignored Asian competitors and clung to antiquated social contracts they could not afford now are demanding that workers — mostly through no fault of their own — do more for less. Right now.

This probably isn't what Europe's political elites intended when they decided, without voter approval, to allow most of Eastern Europe into the EU. But it's what they have wrought because that's what competition does.

Welcome to the arena.

The New York Times

The German Question: If Workers Get Less, Will More Get Work?

By FLOYD NORRIS

AMONG the major industrialized economies, Germany is the un-United States. Americans spend with abandon, while Germans save. America runs a huge and growing trade deficit, while Germany's exports rise along with its trade surplus. American housing prices have risen sharply, while German prices have stagnated.

Unemployment is high in Germany — 10.5 percent over all in July and much higher in eastern Germany — but people with jobs tend to have a great deal. Germans typically start working later in life than Americans and retire earlier. They work fewer hours each week and have longer vacations. If they lose their jobs, unemployment benefits are

higher than in America and can continue indefinitely.

But that is changing. Volkswagen said this week that it wanted a pay freeze and longer hours for some workers. To some extent that may be a negotiating tactic, but Siemens and DaimlerChrysler have already won significant concessions. Dieter Bräuninger, a Deutsche Bank economist, notes that many Germans already work more than the 35-hour workweek that the big unions won in 1998. He says longer hours are both needed and inevitable.

And the Social Democratic government of Chancellor Gerhard Schröder appears to be standing fast on an overhaul of unemployment

compensation, despite demonstrations in eastern Germany. The new rules say that workers will get unemployment benefits for just a year after losing a job (or 18 months for those over 55). Then they must either find a job or apply for a new benefit — much less generous — based on need. To get that benefit, an unemployed person must fill out a long form that asks about such things as the value of the applicant's home and the savings of family members.

Many Germans see lifelong unemployment insurance as a right paid for with wage deductions and are outraged by a means test. But the hope is that the change will persuade people who can find jobs to do so.

The Detroit News

Mercury's new entry-level sedan to be named Milan

It will be positioned between the Fusion and elegant Zephyr

By Eric Mayne

The third and final offering in Ford Motor Co.'s new midsize car stable has a name — the Mercury Milan.

Expected in showrooms next year as a 2006 model, the Milan is the fourth of six new vehicles planned for Mercury over the next four years. It shares underpinnings with the Ford Fusion and Lincoln Zephyr, which also debut next year, and will be built at Ford's assembly plant in Hermosillo, Mexico.

"The name 'Milan' connotes visions of a modern, fashionable European city, fitting the car's design theme and target customer like a fine Italian suit," said Darrell Behmer, chief designer of the car.

Mercury's entry-level sedan, the Milan will play a key role in rein-

vigorating the brand's fortunes. As recently as 2001, the marque's product pipeline was virtually empty. Bill Ford made Mercury's revival a top priority when he became chief executive officer of the automaker in late 2001.

But the brand is still struggling. Sales in the first seven months of 2004 are flat compared to a year ago, and Mercury's car sales are down 13 percent.

The Milan will be positioned between the aggressive-looking Fusion and the elegant Zephyr.

A key concern for analysts: the Milan's size.

Domestic-brand buyers prefer cars about the size of the bigger Ford Taurus, said John Wolkonowicz, North American market analyst with



Global Insight Inc.

The Milan, Fusion and Zephyr are expected to be slightly larger than the Mazda6 — all four models share parts and engineering — but shorter than the Taurus and Mercury Sable, which will be discontinued.

In addition to the Milan, Mercury's model lineup is being expanded with the introduction of the Montego sedan and Mariner SUV this quarter. Mercury will also get a version of the Ford Freestyle cross-over wagon after 2006.

just-auto.com

GM's Opel confirms it wants a pay freeze to 2010 and longer working hours

General Motors' German unit Adam Opel reportedly said on Friday it wants to freeze workers' pay to the end of 2009 and extend the work week to 40 hours from 35 without raising wages, confirming a report in Germany's Bild newspaper.

According to Reuters, the paper said other demands that the carmaker presented to its labour force in wage talks that started this week included cutting year-end and holiday bonuses and reducing extra pay for working late and weekend shifts.

An Opel spokesman told the news agency the details of the report were accurate but declined further comment, saying the company did not want to get into a public debate about the negotiations.

The company's works council declined comment on what the paper

called management's "torture list", Reuters noted.

The works council reportedly said on Wednesday it was seeking job guarantees until at least 2010, while management wanted to lower pay and add working hours for more than 30,000 staff.

Workers also want management to promise capacity and development projects for each plant and maintain training levels at the talks, set to run into late October, the report added.

Reuters said the negotiating stances reflect those at other big carmakers in Germany, where employers are seeking tough concessions from workers in order to boost competitiveness at a time of slack demand, pressure on prices and capacity overhang. The talks are seen as a test of workers' willingness to ease rigid

work rules in return for job security in a process that could spur Europe's biggest economy.

Volkswagen, Europe's biggest carmaker, this week proposed a two-year wage freeze and a shift to more performance-related pay as a step toward cutting its German labour costs by 30% in six years, the report added. The IG Metall metalworkers union and VW's works council have insisted on a 4% pay rise and 10-year job guarantees in wage talks that start next month.

Last month, Reuters said, DaimlerChrysler agreed €500 million euros (\$US604 million) in annual cost savings from workers from 2007 in return for guaranteeing 160,000 jobs in Germany until 2012.

In The News

Detroit Free Press

Charley to hurt August vehicle sales Lower results could prompt auto production cuts

BY SARAH A. WEBSTER

With Hurricane Charley wreaking havoc in Florida, the nation's second-largest market for new cars and trucks, analysts are expecting a disappointing sales month for the industry -- raising the likelihood that production cuts are around the corner for local automakers.

The storm disrupted Florida's retail sales market in mid-August, knocking power out with 145 m.p.h. winds, damaging cars and destroying showrooms. Residents there are focused on cleanup efforts instead of car buying, but automakers have made donations to help the communities recover and get business back on track.

Meanwhile, sales in the rest of the nation appear to be sluggish, despite incentives that have reached \$6,000 on some cars and light trucks this month.

Analysts and dealers are worried there is little pent-up demand for new vehicles because about three years of increasingly lucrative incentives have encouraged many consumers to buy vehicles sooner than they might otherwise, leaving fewer buyers shopping for a new vehicle. And while the economy is on the mend, employment hasn't been as strong as expected, causing some consumers to be cautious about big purchases.

Automakers report their August sales results Sept. 1, and Goldman Sachs analyst Gary Lapidus is forecasting a seasonally adjusted selling rate of 16.7 million car and light-truck sales, which he characterized as "not an Olympic performance."

The seasonally adjusted annual selling rate indicates what sales would total for the whole year if they remained constant over 12 months without regard to seasonal fluctuations, and it's an easy reference to

compare how the market is performing month to month. The selling rate last August was a strong 17.95 million vehicles.

CNW Marketing Research in Bandon, Ore., predicts a higher selling rate than Lapidus, about 17.2 million sales, which CNW President Art Spinella views as "decent but a little weak."

While Merrill Lynch analyst John Casesa echoed that forecast, he called that expected performance inadequate "considering the high level of incentives, and more importantly, because of the need to clear out excess inventories."

Other signs of weakness came from CarMax Inc. of Richmond, Va., a publicly traded retailer that operates 12 new-vehicle dealerships and 55 used-car stores. Last week, it reduced its earnings forecast for its second quarter, which ends Aug. 31, because of softer-than-expected sales.

"Sales in the beginning of August have been substantially slower than anticipated," said Austin Ligon, president and CEO. He said the hurricane was partly to blame, but added: "Even absent the storm effects, evidence continues to be strong that the sales softness is industrywide."

The soft market may not be so hard for all local automakers to take.

General Motors Corp., Spinella said, appears to be benefiting from increased showroom traffic because of its sponsorship of the Olympics. New products from DaimlerChrysler AG's Chrysler Group, such as the Chrysler 300 and Dodge Magnum, are hotter than ever and considerably improving the company's outlook.

"It looks like Ford will take the brunt of it," Spinella predicted.

Bob Thibodeau, who owns a Ford dealership in Center Line, said

sales have not as been as strong as he would like, but he noted that dealers and customers are waiting on several new models, such as the Ford Five Hundred sedan, to hit showrooms starting next month.

Despite the concerns, Ford division president Steve Lyons painted a positive picture of the company's performance during a conference call with journalists last Friday.

"I think August is likely to be pushing 18 million the way things are going," a confident Lyons said.

While Lyons expected Charley to have a negative impact on Florida's performance, he did not think it would have a significant impact on the company's overall numbers.

Frank Rodriguez who owns Greenway Ford in Orlando said his store sustained about \$200,000 in roof damage, and that while no vehicles were totally lost, many were damaged from flying debris.

"It's a pretty sad state of affairs in general, but I'm just glad I'm back up and operational," Rodriguez said.

With sales expected to be below par, analysts continue to predict that automakers with a glut of inventory, GM and Ford Motor Co. in particular, will have to curtail production in the fourth quarter and may miss their earnings projections. Or, they can take the hit early next year.

"We believe GM and Ford will cut production as much as they can without jeopardizing their '04 earnings targets," Lapidus said.

GM and Ford are expected to report their upcoming production schedules with their sales results next week, and their largest suppliers, Delphi Corp. and Visteon Corp., are expected to feel the pinch of any cut-back. Chrysler Group does not release its manufacturing plans.

Automotive News

Toyota, Audi set '05 prices

Toyota pasted price stickers on five more 2005 nameplates last week. Audi also got into the act with prices for its new A6 sedan.

Toyota's biggest boost went to the hard-to-get Prius hybrid, which rose \$580 to \$21,390. All prices in this report include the destination charge.

Elsewhere, Toyota held the line on the Highlander SUV and added \$250 to the MR2 sport coupe. Celica coupes went up \$100.

Toyota 4Runner SUVs with V-6

engines were increased \$225 to \$255, and 4Runner V-8s climbed \$425 to \$455.

The Prius boost amounted to 2.9 percent. Other models climbed 1.5 percent or less. Sale date for the 2005 Prius is Sept. 14. The other lines are on sale.

Audi's A6 sedans will be \$41,620 with a 3.2-liter V-6 engine and \$51,220 with a 4.2-liter V-8; the V-6 is up \$1,450, and the V-8 is up \$1,000.

The long list of standard equip-



A 2005 Audi A6 is \$41,620 with a V-6.

ment includes Tiptronic automatic transmission and quattro all-wheel drive. The new A6 is scheduled to go on sale in the United States in early November.

In The News

Automotive News

Consumer advocacy group says Chrysler V-6 has sludge problems

By Mary Connelly

The Center for Auto Safety is asking the Chrysler group to correct sludge problems and extend the warranty on 2.7-liter V-6 engines in 1998-2002 model year vehicles.

The Chrysler group is investigating "limited claims" received from customers, spokesman Sam Locricchio says.

The Center for Auto Safety, a consumer advocacy group in Washington, says it has received 92 complaints regarding oil sludge and engine failure on 1998 to 2002 Dodge Stratus and Intrepid as well as Chrysler Concorde and Sebring models.

The National Highway Traffic Safety Administration has received more than 400 complaints of similar engine problems in those models, NHTSA says.

Many of the complaints blame sludge for the engine problems, an NHTSA spokesman says.

Engine sludge is a thick paste of Jell-O-like oil that clogs the oil pas-

sages inside the engine. The lack of lubrication damages the moving parts of the engine.

Affected engines typically fail during highway driving, the center says. Other consumers report failure of the engine timing chain, it says.

In a letter dated Thursday, Aug. 26, the center calls on Chrysler group CEO Dieter Zetsche to extend the engine warranty to 10 years and unlimited mileage for oil-sludge damage. The center also asks the Chrysler group to reimburse consumers.

Engine repairs average \$5,200 and engine replacement totals as much as \$9,500, the letter states.

The Chrysler group will not specify how many vehicles were equipped with the 2.7-liter V-6 during the 1998-2002 model year period.

Failure to follow a proper oil-change schedule is "one of the most common causes" of engine "sludging," the company says.

Owner manuals suggest an oil

change every 3,000 miles in city driving and every 7,500 miles in highway driving, the company says.

The company is working with customers through its dealerships "to find reasonable and appropriate resolution" of individual complaints, Locricchio says.

The 2005 Chrysler 300 and Dodge Magnum are available with a 2.7-liter V-6 engine. But the engine is mounted front-to-back to power the rear-wheel-drive models. In the 1998-2002 vehicles, the engine was mounted sideways for front-wheel drive.

The change in engine placement between fwd and rwd could affect the cooling and temperature of the engine, which may have an impact on oil sludge buildup.

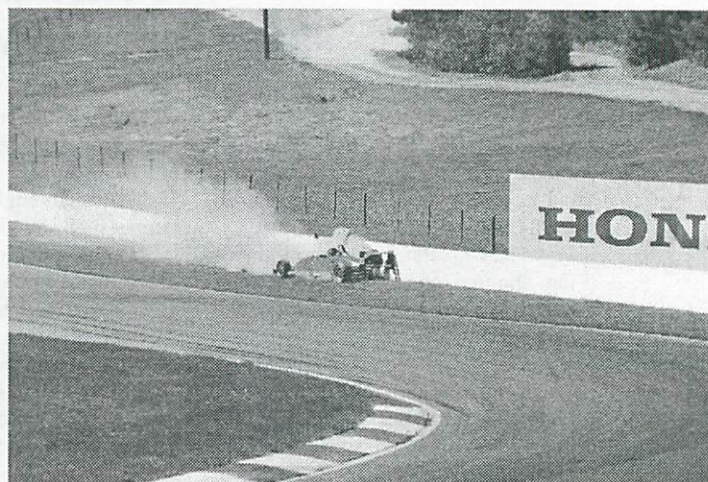
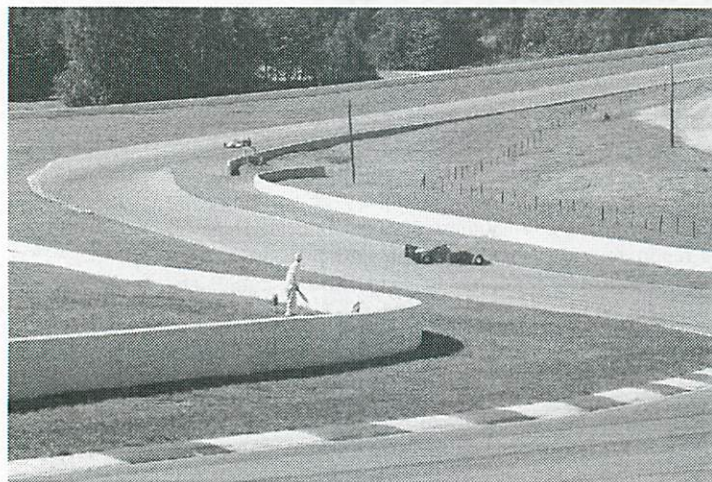
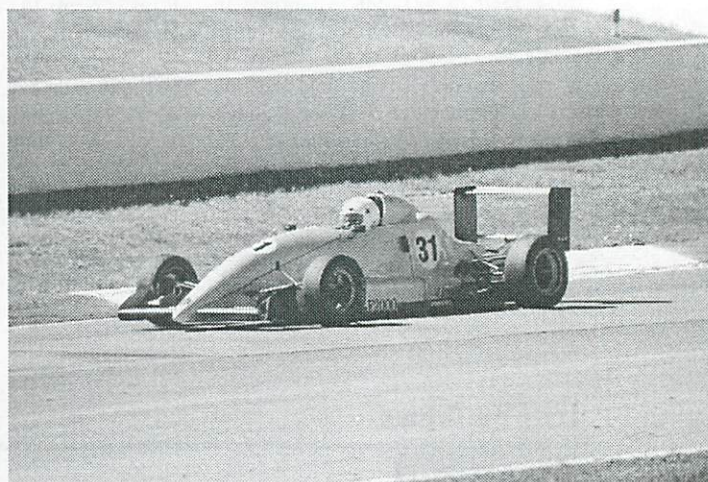
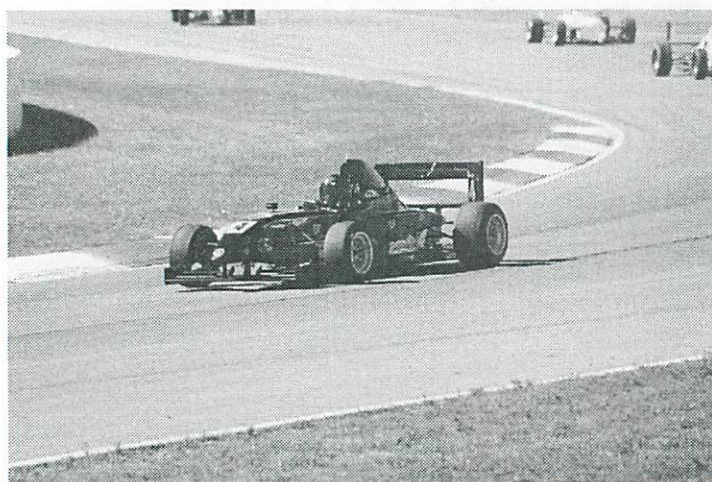
Ten percent of 300 and Magnum buyers opt for the 2.7-liter V-6, says Kevin McCormick, Chrysler group spokesman.

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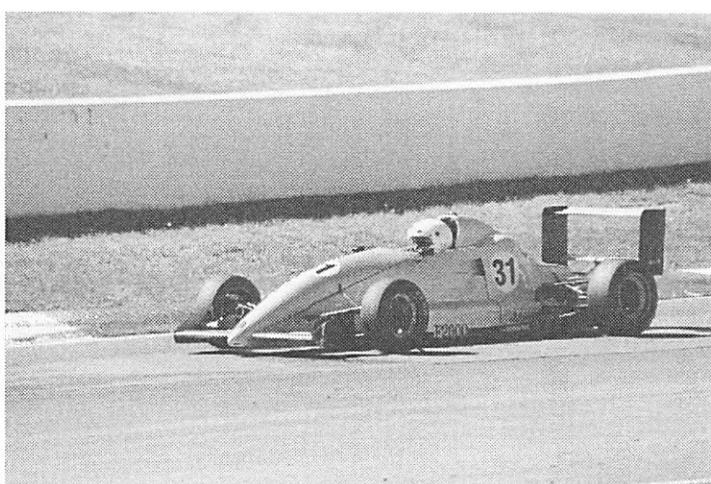
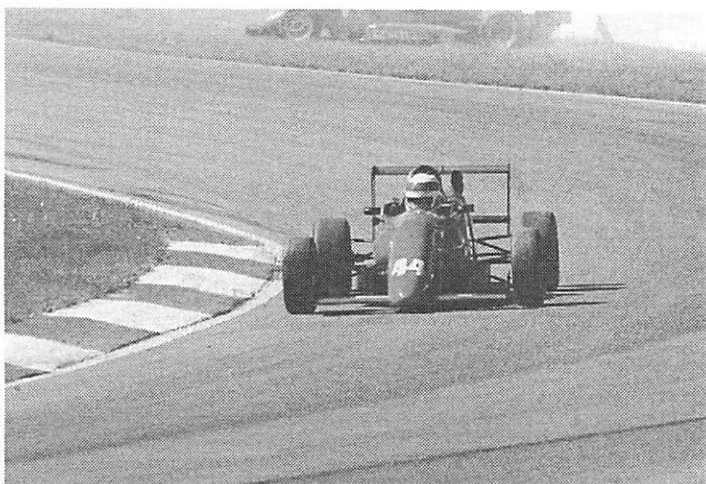
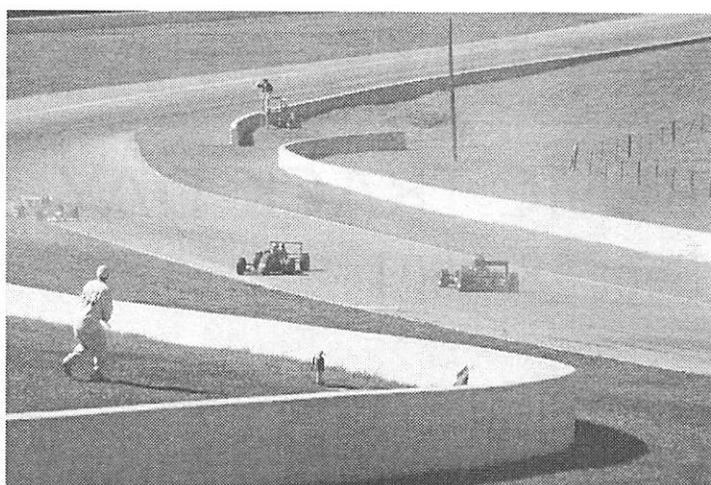
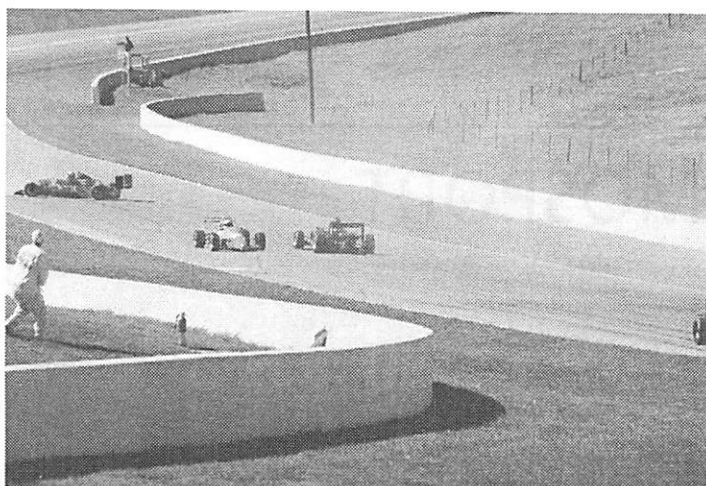
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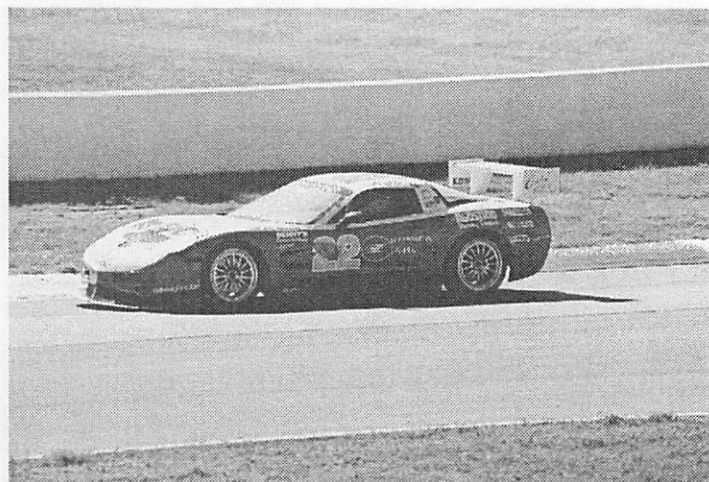
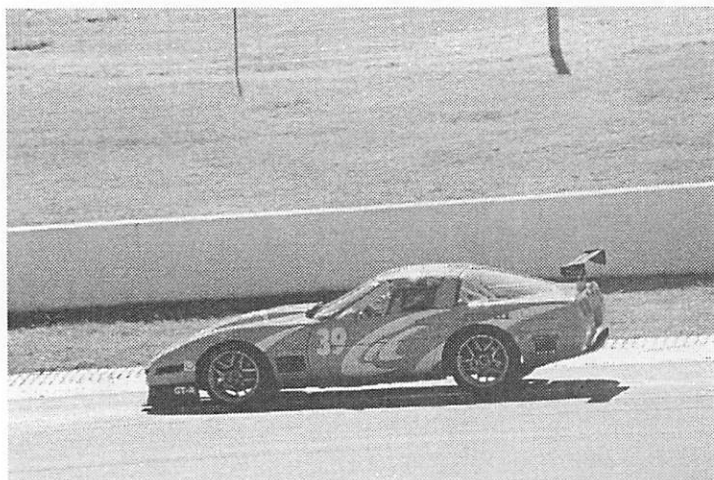
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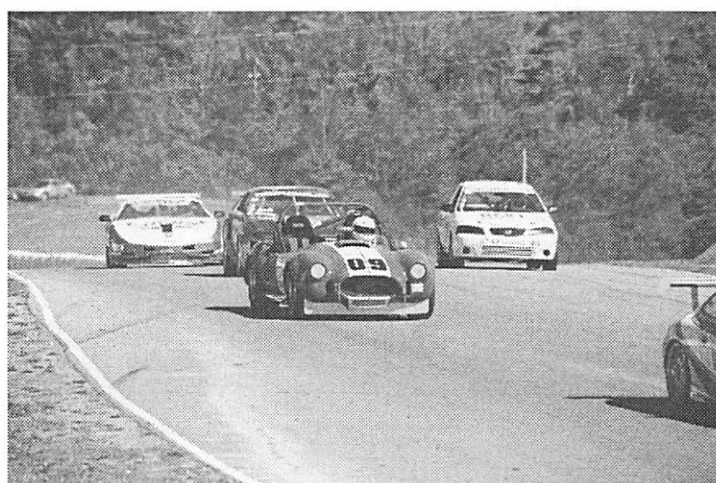
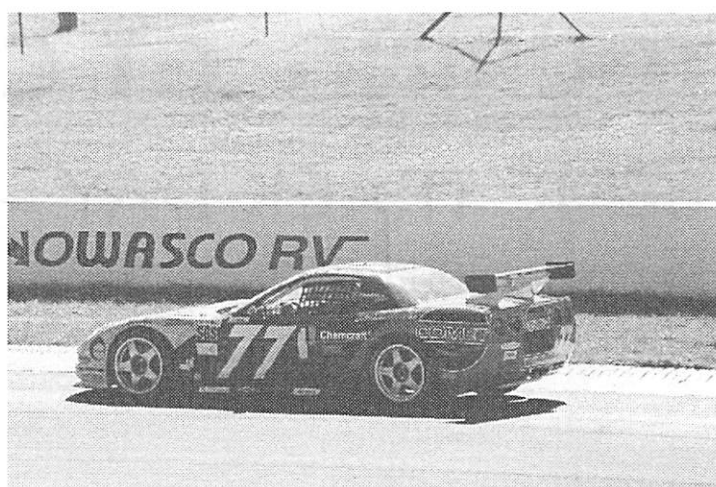
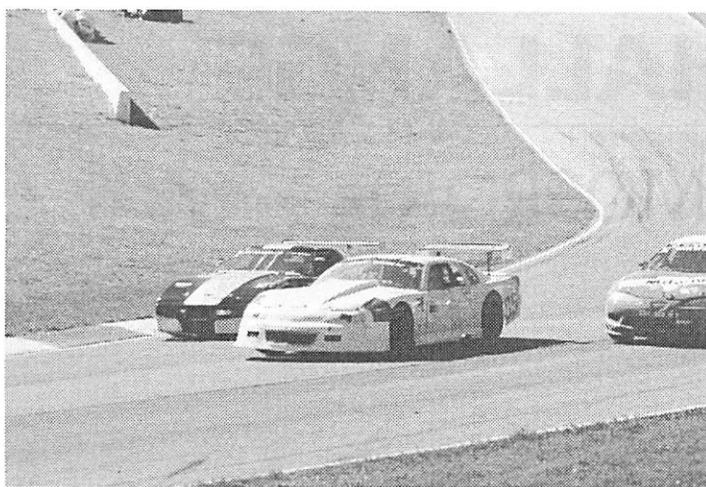
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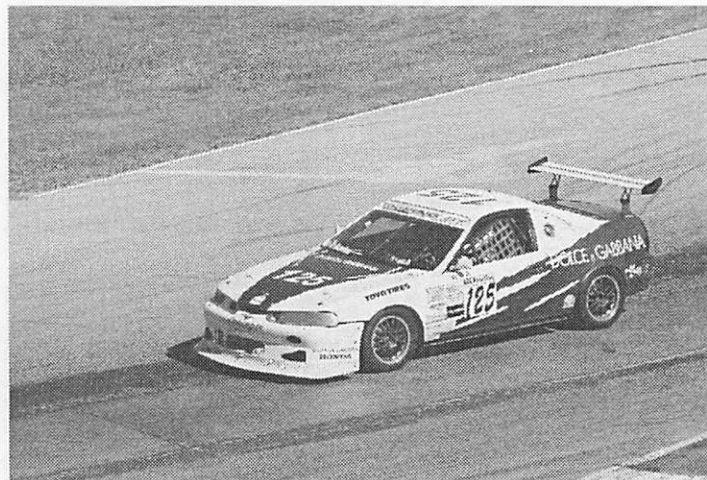
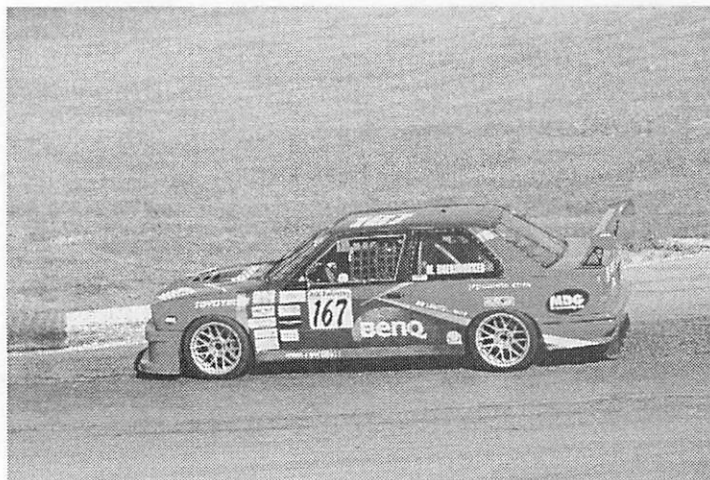
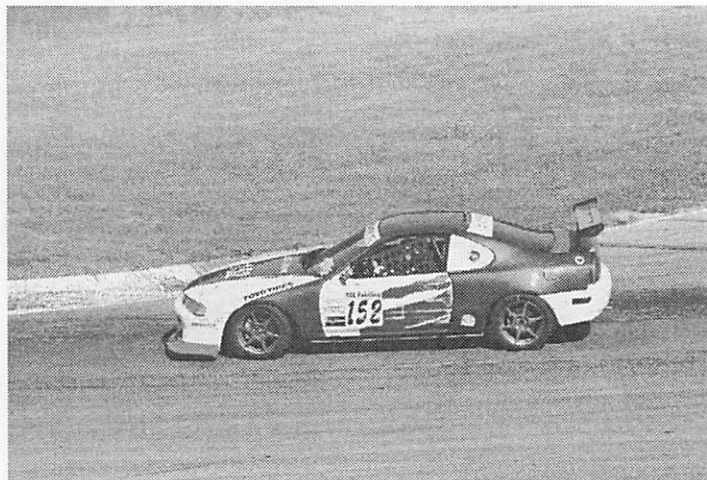
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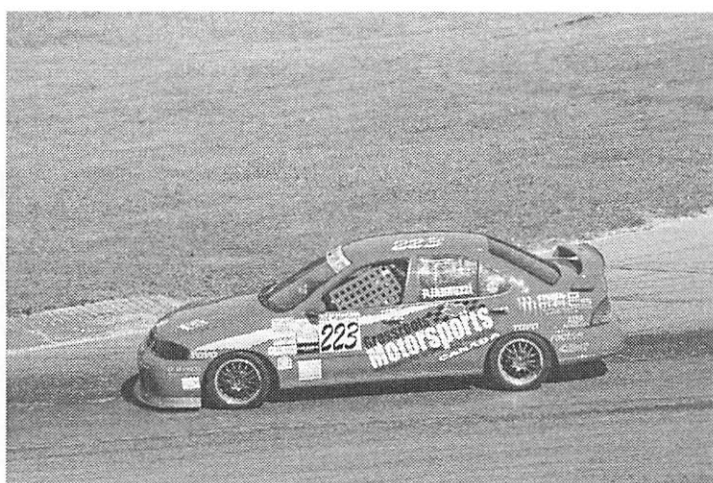
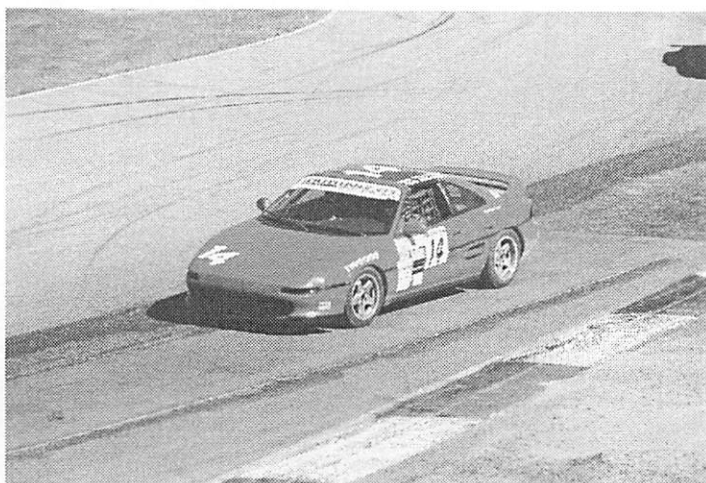
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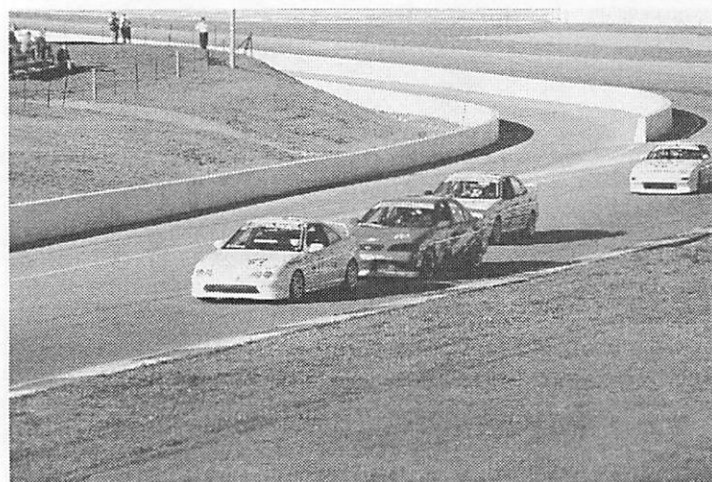
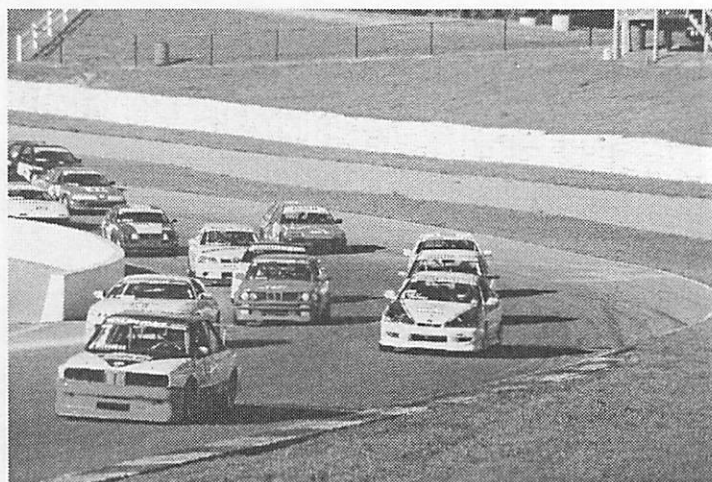
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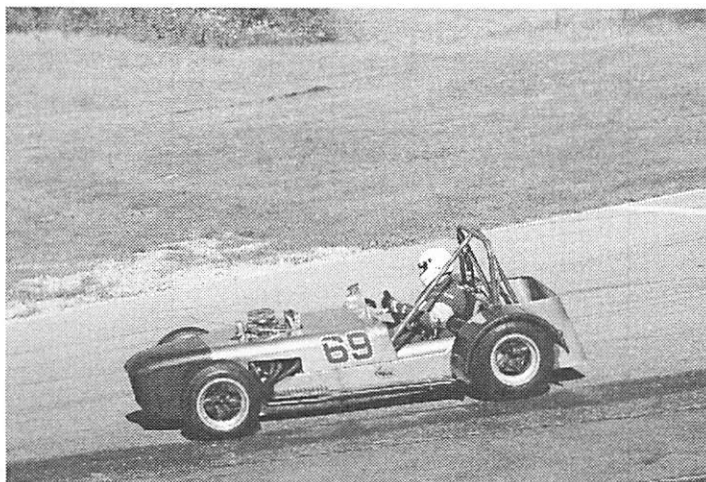
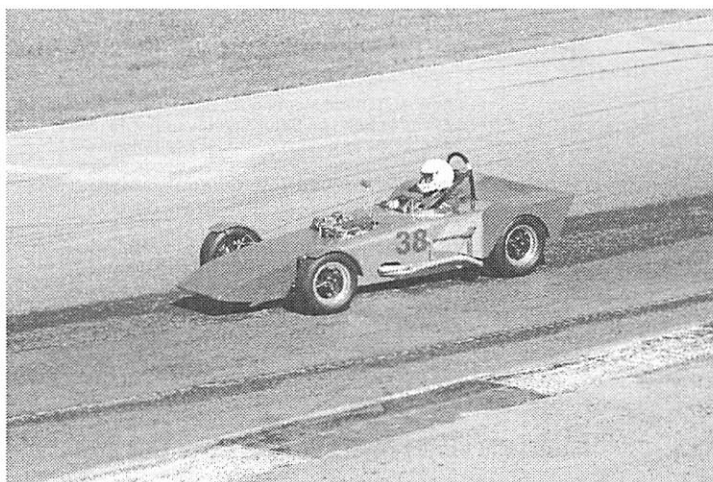
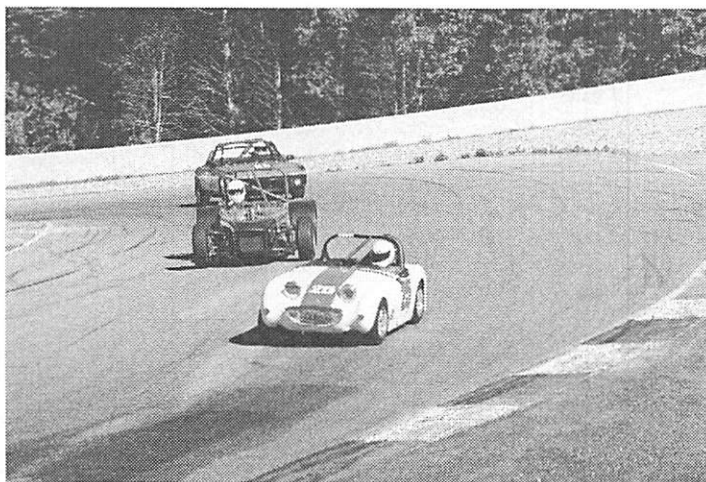
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September, 2004

President Calls For Nominating Committee

Ontario Region's **Annual General Meeting** will be convened at the Sheraton Parkway Toronto North on **Saturday November 13, 2004**, and will feature voting for the following Ontario Region executive positions: President, Vice President (half-term), Treasurer, Solo i Director and Ice Race Director. Current executive members are allowed to serve additional terms.

To date, at least one person (existing or new) has expressed interest in each of the positions, so some of the Nominating Committee's work is already complete. However, a few additional members are required to participate in the Nomination Committee. The time commitment is small but valuable.

Please forward the names of any interested members via email to **John Bondar** at president@casc.on.ca.

BARC Tops Voting Rights Despite BMW Club Size

The **British Automobile Racing Club** has once again gained the largest number of ballots for the Ontario Region Annual General Meeting, despite ranking second in size among Ontario motorsport clubs.

Though the **Trillium Region of the BMW Club of Canada** is the region's largest affiliated club by at least 20 members, the group have opted not to manage its online member database, and have therefore not included their 300-plus members in the Ontario Region member count.

The BMW club is among several which have yet to process their memberships for valid votes. Whereas an earlier tally (dated September 21) counted all club members in the system, the September 22nd update lists only members in good standing. As a result, the region's balance of power has been shifted to several smaller clubs.

Southern Neighbours Get Perks

CASC Ontario Region's American FIA affiliate, the **SCCA**, launched an enhanced member benefits and discount program this month.

The plan is designed to save members money on items they regularly purchase, such as travel services, publications, gifts and food. "This new program is a great opportunity for members to save what could be a substantial amount of money--far more than their annual membership dues. We continue to strive for improving what a membership organization is all about: value, benefits and service," says SCCA President and CEO **Steve Johnson**.

Online Membership Statistics vs. Votes

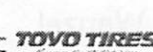
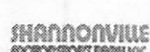
Club	Members*	Votes	Standing
BARC	209	19	Good
TAC	165	15	Good
BEMC	91	8	Good
TLMC	90	8	Good
HADA	88	7	Good
MCO	77	6	Good
CRCA	61	5	Good
PMSC	55	4	Good
TBAC	12	1	Good
CRDA	1	1	Good
DAC	1	1	Good
F1200	9	1	Good
OZCC	0	0	Good
TFBM	0	0	Good
MLRC	0	0	Good
OMSC	0	0	Good
UMN	0	0	Good
HRC	0	0	Good
SILAC	0	0	Good
CTA	0	0	Good
WOSCA	0	0	Good
BAC	0	0	Good
KWRC	0	0	Good
TIZCC	0	0	Good
LASC	0	0	Good
MSOC	0	0	Good
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More Questions Answered

Q: I want to go ice racing. Do I need a medical exam in order to get the required competition licence?



A: Not necessarily. Regional 'C' driver licences are valid for ice racing and time trials, and do not require a medical or race school certificate as prerequisites.

At the same time, Regional 'A' (race) or 'B' (novice race) licences exceed the requirements – and are therefore also valid – for ice racing, but do require race school or event experience as well as compliance with the medical report schedule as outlined in the Race Regulations. Road racers who wish to enter ice race competition often apply for their A or B licences before hitting the ice, but those who are partially qualified (i.e. those who do not have currently valid medical reports but are otherwise eligible to renew) can apply for a 'C' licence and upgrade to a race grade at a later date. Upgrade cost from 'C' to 'B' or 'A' is \$75.

Don't forget: licence applications submitted online at www.casc.on.ca will receive preferred status in 2005, so log on, or contact your club membership director for more details.

CRCA Member Swag

The Canadian Race Communications Association have offered long-sleeved, white cotton shirts for interested club members. The club does not, of course, have a policy requiring members to wear them, but the high-quality, long-sleeved, 100% cotton shirts should prove popular to those finding themselves in close contact with the high temperatures of race cars and components.

Expect to see these shirts festooned with crests and patches in future years at the track. The shirts will have "CRCA. Marshal" silk-screened on the back shoulder area in red, and the reported price is quite a steal.

Current and former CRCA members looking to get in on the deal should contact Lorie Cooper at crcacat@sympatico.ca before October 15th.

Vee Site Revamp

The Formula 1200 Drivers' Association have redesigned the ISSECO Formula 1200 Championship website. Features include technical specs, driver profiles, updated galleries, classifieds and Vallis Motor Sports arrive-and-drive program info. Just about the only thing remaining the same is the address itself: www.formula1200.com.

Note also that the Association offers the opportunity to try an F1200 car at minimal cost on October 23. Check the site for details.



Member Services Directory

Please be sure to provide your club name and member number to qualify for applicable CASC Ontario Region member discounts.

AUTO PARTS

Chassis Select Auto Parts are available at Mississauga's **Wheel & Tire Zone** at 15% off the regular price for CASC Ontario Region affiliated members. Visit www.wheelandtirezone.com, or call 1 (888) 715-8398, or visit www.roto-tech.com on the Chassis Select line of products.

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Roto-Tech Brake Rotors are available at Mississauga's **Wheel & Tire Zone** at 15% off the regular price for CASC Ontario Region affiliated members. Visit www.wheelandtirezone.com, or call 1 (888) 715-8398. Visit www.roto-tech.com or call (416) 445 9801 for more information on the Roto-Tech line of products.

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Inside Track Motorsport News offers a special rate on one-year, 12-issue subscriptions to CASC-affiliated club members. Save \$11.00 over the regular price of \$35.99 with your members-only rate of \$24.99, taxes included.

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Bulletin

BULLETIN: r2004-13

DATE: August 10, 2004
FROM: Gunter Schmidt, Race Director
TO: All Licence Holders and Officials
RE: Penalties

The Steward reports show the following penalties being assessed.

Grand Prix of Ontario, May 1-2 (BARC)

Greg Beresford	Passing under yellow (R)	Exclusion from Race
Walter Davies	Blend Line (P)	Verbal Reprimand
Kelly MacPhaden	Blend Line (Q)	Written Reprimand
Jeff Holmes	Blend Line (Q)	Written Reprimand
Bruce Kitchen	Passing under yellow (R)	Exclusion from Race
Hans Wolter	Non - Nomex Socks	\$ 50.00 fine
Rob Smith	Passing under yellow (R)	Exclusion from Race

Spring Trophy, May 15-16 (BEMC)

Reagan Smith	Failing to obey yellow flag (P)	Written Reprimand
John Dipchand	Car under weight (R)	Exclusion from Results
Michael Thornley	Car under weight (R)	Exclusion from Results
Ryan White	Out of line at start	Verbal reprimand
Kelly Delancey	Blend Line (P)	Verbal Reprimand
Leroy Micallef	Blend Line (P)	Verbal Reprimand
Andy Janiszewski	Failing to obey yellow flag (Q)	Back of Grid
Mike Boekdrukker	Car under weight (R)	Exclusion from Results
John Dipchand	Car under weight (R)	Exclusion from Results
Stefany Melanka	Non Spec Tires	Exclusion from Results
Ian Scott	Excessive pit / paddock speed	Verbal Reprimand
Hans Wolter	Failing to obey yellow flag (R)	Exclusion from Results

Victoria Day Sprints, May 22-23 (Panoz)

Frank Steinhausen	Passing under yellow (R)	Exclusion from Results
Clifton Daley	Car under weight (Q)	Back of Grid
P.J.Groenke	Car under weight (Q)	Back of Grid
N.Krikorian (#125)	Car under weight (Q)	Back of Grid

Shootout at Shannonville, June 5-6 (CRDA)

Mario Lamothe	Blend Line (R)	1 minute added to race results
Ken McCarlton	Car under weight (R)	Exclusion from Results
Nabeel Malik	Car under weight (R)	Exclusion from Results
Paul Parliament	Blend Line (R)	1 minute added to race results

Clarington 200, June 19-20 (Panoz)

Alan Jones	Car under weight (R)	Exclusion from Results
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Vintage Racing Festival, June 25-27 (VARAC)

Mike Dodd	Out of line at start	1 finishing position
Maxime Longtin	Reckless / Dangerous driving	
	Failing to obey pit officials	Exclusion from Event
Ryan White	Passing under yellow (Q)	Back of Grid
Larry Rossi	Passing under yellow (R)	Exclusion from Results
James Britnell	Passing under yellow (R)	Exclusion from Results

Ted Powell Trophy, July 3-4 (MCO)

Gunter Schmidt	Car under weight (R)	Exclusion from Results
Guy Bellingham	Illegal Gloves	\$ 50.00
Jay Saslove	Failing to pass safely	Loss of one race position
Ray Arlauskas	Failing to pass safely	Written reprimand
Jay Saslove	Brakes not to TGTC decl. (R)	Exclusion from Results

(GS/ss)



New Book Features MCO History

Mike Lowe and exiting MCO club President Ron Woltman have published a book entitled, "The Motorsport Club of Ottawa: The First 50 Years (1949-1999)". The book chronicles the history of the club and its role in the development of Ontario and Quebec's motor racing scenes, and as such is in select company as a chronicle of Canadian motorsport.

The book is professionally published and full of history and photos. Hardcover copies are available for \$C35.00. The Canadian Motorsport Hall of Fame are due to receive an early copy for inclusion in their library archives.



Elder Club Establishes Web Presence



The British Empire Motor Club have launched a club website for the first time in their 76-year history. Launched shortly before the 50th Indian Summer Trophy Races, the site's most notable feature is a quick rundown of BEMC history which includes races at Toronto's **Bridle Path** and on the sands of **Wasaga Beach**. Visit www.bemc1928.ca for more.

TMP Loses More Time Trials to Dunnville

Cayuga, Ontario's Toronto Motorsport Park have lost another two rounds of the Williams Performance Friction Solo 1 Championship Series to the newly opened **Dunnville Autodrome**. Dunnville hosted its first ever speed events in July, when Toronto Motorsport Park were unable to open due to zoning conflicts.

Though series organizers hoped that TMP would reopen for Round 11 this month, owners decided to close for the season and pursue seven-day-a-week zoning for 2005. Solo 1 will therefore return to Dunnville Autodrome for the season-ending event to settle its champions and various class winners.

Mobil1 Series Round 8

Round 8 of the 2004 Mobil1 Autoslalom Championship Series Sponsored by Williams Performance Friction was held at Kawartha Downs on August 22nd, hosted by the Peterborough Motor Sport Club.

The weather was perfect and the course tight and interesting. 64 competitors turned up and 16 classes were scored, with 9 classes considered filled at 3 competitors or more.

The winner of the Williams Performance Friction Top Competitor Award for the top competitor of the day was **Bill Rogerson** in his C-Mod Toyota MR2, followed very closely by **Daniel Fryer** in his Subaru WRX. The fastest time of the day went to **Andrew Cordeiro** in his DSP VW Golf GTi, three tenths of a second ahead of **Tony Kloosterman** in his Subaru WRX.

RaceOntario Task Force Well Informed

The **RaceOntario Task Force**, formed by Ontario Region President **John Bondar** to examine the current status of Ontario road racing, is moving forward after an initial feedback-gathering phase. "We have had some excellent input from our 'constituents' and should be able to come up with some plan of action about where we go from here," notes committee Chair **Cindy Armstrong**.

The Committee is expected to meet in coming weeks to organize suggestions put forth from the membership.

SoloOntario Banquet November 6

Solo 1 and Solo 2 competitors in Ontario have a long tradition of holding a joint season-ending banquet to recognize their championship and class winners, sponsors and volunteers. This year, Etobicoke's Le Bifteque has been selected to host the festivities, and the ticket price set at \$40 per person. Contact Christina Sorensen (cmasorensen@rogers.com) or Sonia Tanney (sonia.tanney@sheridanc.on.ca) to reserve seats.

Ontario Motorsport Calendar for September, 2004

September 4-5	CRDA/VARAC Labour Day Sprints	Mosport International Raceway
September 18-19	BEMC Indian Summer Trophy	Mosport International Raceway
Sep-03	Panoz Motor Sports Race Car Test Day	Mosport International Raceway
Sep-17	Panoz Motor Sports Race Car Test Day	Mosport International Raceway
Sep-11	Round 9: MCO	Shannonville Pro
Sep-12	Round 10: MCO	Shannonville Nelson
Sep-25	Round 11: TAC	TBA
Sep-19	Round 10: TLMC	Barrie Molson Centre
Sep-25	Round 4: OMSC	Mosport Skidpad
Sep-06	Kensai Racing Lapping Day*	Mosport International Raceway
Sep-11	OZCC Club Lapping Day	Dunnville Autodrome
Sep-24	PromoSport Canada Lapping Day*	Dunnville Autodrome
Sep-18	PMSC Fall Ball Rally	City Rd. 10/Hwy 115 Carpool
September 25-26	BARC Race For A Cure for Huntington's	Brampton Formula Kartways

*CASC Ontario Region makes no assumptions regarding the safety or organization of non-sanctioned events.

Club administrators: e-mail office@casc.on.ca to add your club's events.

Log on to www.casc.on.ca to view event results and registration information.

In Memoriam: Mike Mori





LAPPING DAY

DATE : Saturday, October 23, 2004
 TIME : 9am to 5pm
 LOCATION : Shannonville Motorsport Park
 FEE : \$210.00

- Full circuit
- Entries will be limited to ensure maximum track time for all participants
- Entrants are responsible for ensuring that their vehicles are in safe operating condition (good brakes and tires, no fluid leaks, etc.)
- Mandatory driver's meeting - 8:50 am
- Helmets are not required, but are strongly recommended

ENTRANT _____

ADDRESS _____

HOME PHONE _____

WORK PHONE _____

E-MAIL _____

VEHICLE ENTERED _____

Do you have race track experience? Yes ____ No ____

Please list any other drivers, with addresses and pertinent experience, underneath or
 overside.

For further information, contact:

Ben Swain
 (416) 275 8676
benapex@yahoo.com

Cheques to made payable to Apex Motorsport.
 Entry form with fee to be mailed to:

Apex Motorsport
 9 McDonald Dr.
 Aurora, On.
 L4G 2T4

9 McDONALD DRIVE, AURORA, ONTARIO L4G 2T4



Presse | 40 Years Ago

FOR SALE

IMPROVED PRODUCTION MGA

This is the fastest "pushrod" A in Canada. The car has been meticulously maintained and has had only two DNF's in two years. The car handles beautifully because of certain suspensions mods, is a guaranteed trophy winner in BHC marque races and ideally suited for any novice who wishes to begin racing as well as for an experienced driver. Car is for sale less engine but includes:

aluminum cross-flow head, close-ratio gear box, oil cooler, "twin cam" front end with disc brakes, turned exhaust manifold, pirellis, locked 4.55:1 rear end, chromed three-place mounted roll bar and "certain other mods" and usable engine pieces.

Asking \$ 1,100.00 but will sell to highest bidder in order to purchase new sports-racing car. (Will also put in engine for \$ 400.00)

Contact Frank Salem, Box 765, Hanover or phone 364-3134.

* * * * *

FORMULA VEE RACING CAR.

The car is complete with the exception of the body, seat, mirrors, gas tank, shock absorbers, gauges, and a few "accessory" finishing touches of ones personal thoughts.

(As the writer of this ad stated- I am advertising the sale of almost total components of a new Formula Vee racing car.)

Because of financial embarrassment. I find myself forced to sell these components at sacrifice prices. Please contact Robert S. French, H.M.C.C. - 137 Bold Street, Hamilton, Ontario or telephone 527-4827.

* * *

NSU SPORT PRINZ (1960) 36 HP Engine

This car has a very good motor and road holding. 12 Races entered and 12 Races finished in 1964. This car is faster than a normal Austin Cooper 1000. Lap Times in Mosport 2:06, in Harewood 1.36. Car needs little bodywork. (1 Rockerpanel replacement and 2 new tires. Ideal Car for novice and also for Ice-Racing.

\$ 500.00 firm.

Please contact Klaus Bartels. AT 2-9865 or 66 Celeste Drive, Westhill, Ontario.

* * * * *

Presse | 40 Years Ago

CANADIAN GRAND PRIX held September 26th at Mosport

I am sure, almost every member of our club watched the exciting event this year. Up to now I feel, that the Grand Prix supplies a more interesting Race than the Players 200.

Ubald Saskal entered his BMW 700, Fred Toelke his DKW and I entered my NSU Prinz. Karl also entered the Peugeot 404.

Uabld again finished 1st in class in the Touring Car Race.

And this more or less, brings the Racing Season to an end in Ontario, and I am sure all our Club members who took part in these Races in 1964, as a driver or pitt crew etc., had a good time.

* * * * *

A few days ago I received the trophies (won for 2nd overall) in one of the toughest rallies ever held, The Rally Des Neiges. These trophies were very small, standing on plastic base, and would be suitable for a 50 mile novice rally. Surely the organizers could provide something a little more impressive to reward the competitors after such a gruelling event, after which even a finisher deserves congratulations. Since I personally enter these events for the fun, and since I already have so many trophies anyway, I am not concerned about myself, but I do feel sympathetic to anyone else who has entered and done well in such an event, only to receive as poor as a reward as one of these trophies.

Lately National Rallies have become quite expensive. Entry Fees are between \$ 10.00 and \$ 20.00. If you include the cost of gas for rallies up to 1000 miles plus repairs for mechanical damage, then these rallies become almost as expensive as racing a Lotus 30. The only exception is the Shell 4000 and the upcoming KLG Rally on November 6, 1964, which offers some prize money. Although it is not very much, it keeps a car in running condition. This we should consider for our own club events. If you also make these rallies of a more simple and straight forward nature, you can expect more entries because it is almost impossible to find a good navigator who is willing to share the expences and enter a Rally just for the fun.

* * * * *

Did you ever notice that TIME Magazine gives more detailed reports about international races than our own Canadian Track and Traffic Magazine, which seems to get further away from being a sports car magazine, after every edition.

* * * * *

Presse | 40 Years Ago

1964 NATIONAL RACING CHAMPIONSHIP

FINAL STANDINGS

Ludwig Helmrahn	CRDA	Toronto	Cooper Ford	28 pts.
Dr. Phil Smyth	WSCC	Winnipeg	Lotus 23	20 pts.
George Chapman	WSCC	Winnipeg	Chapman Ford	9 pts.
Mike Atkin	NASCC	Edmonton	Lotus S7	5 pts.
Rudy Bartling	CRDA	Toronto	Porsche RD	5 pts.
Wayne Kelly	CRDA	Trenton	Porsche Spec.	5 pts.
Vic Yachuck	St.Lac.	Kin-ston	Lotus 19	4 pts.
Peter Lerch	MMRC	Montreal	Lotus 19	4 pts.
Herb Keil	WSCC	Winnipeg	MG-Chev.	3 pts.
Nat Adams	CRDA	Toronto	Lotus 23	2 pts.
Dave Armstrong	LSCC	Lethbridge	MGB	1 pt.

* * * * *

DAC CHAMPIONSHIP STANDING

Klaus Bartels	49
Klaus Ross	47
Kurt Schwarz	47
H. Teubler	31
Gerd Burger	22
Karl Schulz	19
Eddie Kohl	19
Chris Koenig	20*
Helen Koenig	10*
Sylvia Schulz	10*
Frieda Hunsinger	10*
H. Hunsinger	10*
John Ostlund	10*
G. Dous	10*
Roland Joyal	10*
G. Hackenberg	10*
Heinz Busch	10*
Art Grieshammer	10*
Bernie Nyka	10*
Jim Buza	10*

* representing points for marshalling.

I do hope, that Klaus Bartels, Kurt Schwarz, Klaus Ross, the leaders in the Championship Standing, realize, that they will have to marshal in order to qualify.

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