

# The Bulletin



*AUGUST, 2016*

*Volume 61, Issue 7*



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**Fall Ball Rally Returns**

**Cobble Beach Preview**





***The Peterborough Motor Sports Club, Inc.***

***PO Box 131***

***Peterborough, ON K9J 6Y5***

**[www.pmsc.on.ca](http://www.pmsc.on.ca)**

***Also on Facebook and Twitter***

## **Meetings**

Club Executive meetings are held on the 2<sup>nd</sup> Wednesday of each month at the call of the President.

Social meetings are held on the 4<sup>th</sup> Wednesday of each month at The Souvlaki Pit, 75 George St. North, Peterborough. (Meetings in June, July & August are often highlighted by fun events and venues.)

## **Affiliations**

The Peterborough Motor Sports Club is a multi-discipline club, organizing ice races, solos, auto crosses and rallies. It is affiliated with the Canadian Automobile Sports Clubs-Ontario Region, Rally Sport Ontario and the Canadian Association of Rally Sport.



**Canadian Automobile Sport Clubs** Ontario Region  
CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.



## **2016 Executive**

President	Mike van Rees <a href="mailto:president@pmsc.on.ca">president@pmsc.on.ca</a>
Vice President	Travis Grubb <a href="mailto:vicepresident@pmsc.on.ca">vicepresident@pmsc.on.ca</a>
Secretary	Kevin DeVries <a href="mailto:secretary@pmsc.on.ca">secretary@pmsc.on.ca</a>
Treasurer	Matt Ballinger <a href="mailto:treasurer@pmsc.on.ca">treasurer@pmsc.on.ca</a>
Competition Dir.	Dan Demers <a href="mailto:competition@pmsc.on.ca">competition@pmsc.on.ca</a>
Director at Large	Carl Heinlein <a href="mailto:publicrelations@pmsc.on.ca">publicrelations@pmsc.on.ca</a>
Communications	Len Arminio <a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a>



# From the Editor's Keyboard



**August 2016**

*A very long and hot summer is coming to an end....*

Well not immediately... but my front lawn sure can use the recent rainfalls.

Your club had a busy summer with solos, an OPRC-ECRC event and a couple fun events as well.

Your editor was also busy working CASC-OR Stewarding duties at CTMP (aka Mosport)...organizing the GPS Rally and running the Poker Rally with fellow "Team Jurassic" member Pete Gulliver

And remember to come out for Dan Demers "Rally Golf" event on August 24<sup>th</sup>.

BTW- Pete Gulliver is putting together a club level Fall Ball Rally on September 10<sup>th</sup>. Details in these pages.

We also have an article on the events to take place next month at Cobble Beach over in Owen Sound and an item on poor lighting from the new crop of SUVs.

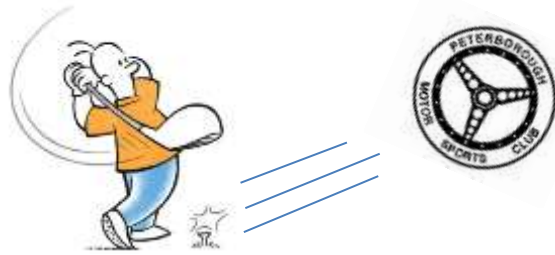
Safe motoring...

Your Humble Scribbler

Len Arminio



**Corner 7 @ Mosport**



## **PMSC Presents..... "Rally-Golf"**

**Join "Bubba" Demers in a rally golf game where teams will follow a 50 km route ( 54,680 yards) and "play" golf, collecting sealed envelopes listing par and their score. (par, birdie, bogie, etc.)**

**Wednesday, August 24<sup>th</sup>**

**Tee off at :**

**St. Louis Bar and Grill, 1911**

**Lansdowne St. West**

**Registration at 5:45 pm.**

**1st Car Tee Time at 6:15pm**

**NO Green Fee (free)  
Prizes**



# Galway Cavendish Forest Rally 2016

## Overall Results

Pos	Time	Vehicle	Class	Driver/Co-driver
1	1:09:54.5	Mitsubishi Evolution 06	4wheel Open	Peter Thomson - Toronto Frank Sprongl - Georgetown
2	1:12:05.2	Mitsubishi Lancer Evo 8 05	4wheel Prod	Bruno Laverdiere - Laval Vincent Trudel -
3	1:15:46.4	Subaru Legacy 91	4wheel Prod	Eric Vlastic - Paris Dean Hopkins -
4	1:16:23.9	Mitsubishi EVO 9 06	4wheel Open	Ian Crerar - Picton Alan Ockwell -
5	1:16:59.2	Ford Focus ZX3 00	2wheel Open	Gary Sutherland - Burlington Kylee Davis - Burlington
6	1:20:29.7	Mitsubishi Lancer 03	4wheel Open	Jean-Seb. Besner - Montreal Marc O. Lamontagne -
7	1:21:37.0	Mini Cooper S 04	2wheel Open	Philippe Benoit - Mirabel Maxime Gagnon - Val-David
8	<b>1:21:59.6</b>	<b>Subaru Impreza 94</b>	<b>4wheel Open</b>	<b>Lindsay Webster - Peterborough Glen Webster - Peterborough</b>
9	1:38:10.9	Mazda 323 93	2wheel Prod	Michael Ketchum - Port Elgin Savannah Kovacs - Kitchener
Regional only				
	DNF	Mitsubishi Lancer 03 Engine	2wheel Open	Zoltan Kovacs - Kitchener Guy Boudreau - Guelph
	DNF	Eagle Talon TSi AWD 91 Engine	4wheel Prod	Bryce Baker - Schomberg Derek Vincent - Schomberg
	DNF	<b>Volkswagen Golf GTI 97 Rolled</b>	<b>2wheel Open</b>	<b>Mathieu Ayotte - Kemptville Jeannie MacGillivray - Lanark</b>
© George Marcotte, v9.1.0f, <a href="http://www.RallyScoring.com">http://www.RallyScoring.com</a>				

# 2016 Black Bear Rally

## Overall Results

Pos	Time	Vehicle	Class	Driver/Co-driver
1	1:11:02.8	Mitsubishi Lancer 03	4wheel Open	Jean-Sebastien Besner - Montreal Marc-Olivier Lamontagne - Montreal
2	1:12:28.1	Mitsubishi EVO IV RS 96	4wheel Open	Andrew Comrie-Picard - Los Angeles Brian O'Kane - Calgary
3	1:13:39.4	Subaru Impreza 94	4wheel Open	Simon Vincent - Terrebonne Aaron Crescenti - Glen Gardner
4	1:14:17.7	Mitsubishi Evo 8 03	4wheel Prod	Bruno Laverdiere - Laval Hubert Gaudreau - Quebec City
5	1:15:25.5	Subaru Impreza 2.5i 07	4wheel Prod	Alex Kuklov - Warwick Chris Rosato - Endwell
6	1:17:38.0	Subaru Legacy 91	4wheel Prod	Eric Vlasic - Paris Bruce Leonard - Georgetown
7	1:22:12.5	Subaru WRX 02	4wheel Prod	Laurens Wit - Dunrobin Jonathan Cox - Owen Sound
8	1:23:05.2	Mitsubishi Lancer 03	2wheel Open	Zoltan Kovacs - Kitchener Guy Boudreau - Guelph
9	1:24:51.7	Mini Cooper 04	2wheel Open	Philippe Benoit - Mirabel Maxime Gagnon - Val-David
10	1:27:42.9	Ford Focus 00	2wheel Open	Gary Sutherland - Burlington Kylee Davis - Burlington
<b>11</b>	<b>1:34:14.1</b>	<b>Subaru Impreza 95</b>	<b>4wheel Open</b>	<b>Lindsay Webster - Keene Glenn Webster - Keene</b>
Regional only				
12	0:38:52.8	Eagle Talon 91	4wheel Prod	Bryce Baker - Schomberg Derek Vincent - Schomberg
	DNF	Honda Civic 98 Clutch	2wheel Open	Nicolas Laverdiere - Laval Vincent Trudel - Shannon
	DNF	Mitsubishi Lancer 04 Driveshaft	2wheel Open	Robert McNeil - Acton Patrick Wieler - Brampton
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**Peterborough Motorsports Club****Pax Time Results****#4 - Mid-Summer Solo****Timed Entries: 18**

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	CS	7	Grubb, Travis	2000 Miata	84.174	*0.819	68.938	0.000	0.000
2	1	GS	15	Johnson, Chris	2005 Subaru Impreza	85.632	*0.806	69.019	0.081	0.081
3	1	FS	1	Austin, Glenn	1988 Rustang	85.631	*0.814	69.703	0.684	0.765
4	1	STR	6	Courneya, Rich	2001 Miata	82.907	*0.841	69.724	0.021	0.786
5	1	STU	17	Reid, Don	1993 RX7	84.372	*0.845	71.294	1.570	2.356
6	1	STX	14	Barnard, Michael	2008 Honda Civic	86.376	*0.836	72.210	0.916	3.272
7	2	CS	8	Major, Paul	2007 Miata	88.301	*0.819	72.318	0.108	3.380
8	1	ES	16	Bidinost, Sergio	1987 Toyota MR2	90.634	*0.807	73.141	0.823	4.203
9	1	HS	18	Courneya, Anthony	2006 Ford Focus	92.424	*0.798	73.754	0.613	4.816
10	2	STR	13	Angevaare, Brad	2001 Mazda Miata	87.788	*0.841	73.829	0.075	4.891
11	2	STU	5	Bell, Mark	1997 Subaru	89.845	*0.845	75.919	2.090	6.981
12	2	STX	12	Day, Jon	2014 Hyundai Veloster	92.523	*0.836	77.349	1.430	8.411
13	2	HS	2	Demers, Dan	1992 Honda Prelude	97.916	*0.798	78.137	0.788	9.199
14	3	STX	9	Souch, Darrell	1999 Honda Civic	93.472	*0.836	78.142	0.005	9.204
15	1	SM	4	Kidd, Al	Lotus 7	91.109	*0.870	79.264	1.122	10.326
16	1	AM	11	Dover, Jay	1997 Pontiac Firebird	89.554	*1.000	89.554	10.290	20.616
17	2	AM	3	Pawling, Alan	1989 Honda CRX	91.569	*1.000	91.569	2.015	22.631
18	3	AM	10	Dover, Tyler	1961 Chevy Corvair	94.696	*1.000	94.696	3.127	25.758
28	3	HS	304	Dyck, Ian	2007 Ford FocusWagon!!!	DNS	*0.798			
29	4	HS	311	Webster, Liam	2003 Pontiac Vibe	DNS	*0.798			
30	5	HS	312	Webster, Lindsay	2003 Pontiac Vibe	DNS	*0.798			
31	6	HS	316	Carey, Ryan	2000 Chevy Cavalier	DNS	*0.798			
32	1	STF	335	Erskin, Matt	2008 Honda Civic	DNS	*0.809			
34	4	STX	301	Tuck, Cam	1998 Subaru Legacy	DNS	*0.836			
35	5	STX	302	Daenke, Evan	2007 VW GTI	DNS	*0.836			
36	6	STX	334	Meddick, Al	2012 Mazda MazdaSpeed3	DNS	*0.836			



*Poker Rally Participants, (with their prizes) July 27<sup>th</sup>, 2016*

*Organized by Alain Cabardos*

There were 8 teams, Marilyn Seale & Louis Cabardos, Dianne McParland & Jim St John, Len Arminio & Pete Gulliver, Kathryn Demers & Dan Demers, Lise Lynas & Brian Lynas, Kim Healy & Peter Watt, Michelle Manley & Josh Amos, Rich & Ashlee & Kennedy Courneya, with team Demers who won with 4 Queens.



## *Owen Sound is slowly becoming Canada's classic car capital*

By [Nicholas Maronese](#)  
July 18th 2016

Between the Cobble Beach Concours d'Elegance, the Brack Classic Hill Climb, and the fleets of Lamborghinis and horseless carriages making pilgrimages there, Georgian Bay might just see more classic cars than anywhere else in the country

In the summer, it's not unusual for the Cobble Beach inn and resort, just outside Owen Sound, to be teeming with plaid-clad golfers enjoying its links and Georgian Bay's warm, balmy weather.

But a little less typical? The 25 new Lamborghinis that showed up to the fairway late June this year.



Aventadors, Huracans, Murcielagos—the lot pulled up the drive to the front of the Nantucket-style clubhouse, and were

not long afterward joined by three Aston Martins, and then a Ferrari 458 Italia. As the cars' scissor doors swung open skyward, the drivers stepped out to be welcomed by Rob McLeese, Cobble Beach's president. A baffled McLeese asked one owner exactly how the stampede of raging bull-badged Italian supercars had wound up here from the Greater Toronto Area, more than two hours' drive south.

“Well, we heard you held a concours here, and we wanted to see what it's all about,” he explained. The concours? McLeese replied. “You're three months ahead of schedule!”

The Lamborghini owners were in the right place at the wrong time, but meant to be. They wanted to preview the venue that this September will host [the annual Cobble Beach Concours d'Elegance](#), an automotive event unlike almost any other in Canada.

Now in its fourth year, the concours has already become a staple of the country's classic car calendar, and keeps growing, drawing visitors from across the continent, apparently even months ahead of time.

"I really get a kick out of it," chuckles McLeese. "We're turning Owen Sound into a car mecca."

In the vein of other concours d'elegance held around the world – California's Pebble Beach, Florida's Amelia Island – the Cobble Beach event puts quality over quantity, typically hosting only about a hundred cars over its ample greens, almost all of them factory-correct no-expense-spared restorations or untouched as-delivered survivors.

The cars, most of which date to the beginning of the 1960s or earlier and come with six-figure price tags, are scrutinized by a team of judges for historical accuracy, provenance and, well, style—translated literally, a *concours d'elegance* is "a contest of elegance." The winner gets the vaunted best-in-show trophy.

The cars are broken down into different classes, each of which sees its best-of get a trophy too. This year, the Cobble Beach concours is adding more marque-specific classes, categories made up solely of one type or brand of car—Packards, Aston Martins, Porsche 356s and Corvettes.

"Where we've got a class where we [have enough cars to] do a marque class, we're trying to do that," McLeese explains, mostly because he thinks some people might enjoy that more.

"We're only in year four, so we're trying to figure out what the public likes, and it's tough to get a read. So every year we try to do different things."

Boat and vintage motorcycle classes are back this year, as are seminars, one on the future of the pre-war full classic car hobby; the other by former race car driver Lynn St. James, on her view from the cockpit of the first race car piloted by a woman in the Indy 500.

But completely new this year is an event not directly tied to the concours: [the Brack Classic Hill Climb](#), up Inglis Falls Road in the Georgian Bluffs by Owen Sound.

"Rob wanted something to fill out the weekend, so he approached me and Bill Brack, former Canadian racing champion, to get us involved," explains hill climb organizer Bob DeShane.

"And the Owen Sound area, being a continuation of the Niagara escarpment, it has some pretty neat topography, so we thought a hill climb event would be appropriate—it could be done on an amateur level, involve lots of people, and it'd bring more automotive excitement to the area."

The hill climb was also partly inspired by a similar event in the U.K., the Goodwood Festival of Speed, and will similarly see vintage sports cars climb a gradual elevation up a hay bale-lined stretch of asphalt, specifically 1.12 km of the beautiful Inglis Falls Road.

DeShane, who has experience setting up numerous hill climbs in the area around the Mosport race track east of Toronto, says the roughly minute-long climb is "challenging in some aspects, but safe."

Twists, turns and chicanes along the road have been named after Georgian Bluff city councillors – "Wiley's Squirt," "Burley Hollow" – and the route starts and ends at parks and facilities owned by the Inglis Falls Conservation Area and Grey-Sauble Conservation Authority.

Most of the dozen-plus vehicles registered so far are classic European sports cars, though a highly modified Ohio Mile-spec Volkswagen Beetle; and a 700-horsepower Cadillac Eldorado will be competing.

Brack himself will be driving his Lotus 59/69 race car up the road—and so is liable to turn in the fastest time.



Bill Brack racing his Lotus 59/69 in the 1975 Formula Atlantic; Brack will participate in the hill climb in this car

As DeShane will explain, though, during the hill climb, you don't really race against the other cars, you try to see if you can beat your own time across the six or seven runs you take up the road.



The event is all about fun, which explains why there's a classic car show; a free "fascinator contest" for people dressed in period clothing; and a parade of the cars through town the night before.

The Brack Classic Hill Climb runs September 17, and the Cobble Beach concours the 18, so the two don't conflict, but give car enthusiasts a reason to stay in the area that weekend.

While the hill climb is being organized independently of the concours d'elegance this year, McLeese says he'd consider more closely tying the two together in the future. "Maybe as Cobble Beach grows and matures, we'll move it up there."

And you can expect Cobble Beach to grow and mature. Besides the concours d'elegance and impromptu Lamborghini meets, the resort will also this July act as a stop along a tour run by some 65 horseless carriages from the turn of the 20th century.

At the rate it's taking off, it won't be long before Owen Sound indeed becomes a car mecca, and perhaps Canada's classic car capital.



## ***Club Members & Guests Visit the Canadian Automotive Museum in Oshawa, August 10<sup>th</sup>.***

We had a good turnout, 13 folks, who dropped into the Canadian Automotive Museum on Simcoe Street in Oshawa for a guided tour of the museum's collection. For anyone who enjoys automotive history, the collection is outstanding from Rolls Royces of several vintages, to Detroit iron to a classic REO Speedwagon. We recommend a visit.

Here are a few photos of the evening.....





***Drive an SUV?  
Do you have to squint to  
see at night?  
It may not be your eyes.***



**Bridgenorth, August 18, 2016** - With thoughts of Autumn on the horizon, the Peterborough Motor Sports Club (PMSC)

announces the return of the **Fall Ball Rally**. The 110kilometre Time-Speed-Distance (TSD) navigational event will be held **Saturday, September 10, 2016**.

The start and finish will be at the Lions Park, 995 Communication Road in Bridgenorth with registration open at 12:00 Noon and the first car away at 1:01pm.

The four-hour rally will feature easy to moderate navigational instructions and will take competitors over area paved and gravel roads , that includes one short, drivable trail.

Any legally licensed and insured vehicle may enter.

The entry fee per car is \$10 for PMSC members and \$20 for non-members.



The event returns after several years and will be part of the Fall Ball Weekend that will include an Autoslalom on Sunday, September 11 at Kawartha Speedway.

For more information, contact Pete Gulliver : [pete.gulliver@nexicom.net](mailto:pete.gulliver@nexicom.net).



ARLINGTON, Va. — Not a single small SUV out of 21 tested earns a good rating in the **Insurance Institute for Highway Safety's** headlight evaluations, and only four are available with acceptable-rated headlights.

Among the 21 vehicles, there are 47 different headlight combinations available. More than two-thirds of them are rated poor, making this group of vehicles even more deficient when it comes to lighting than the midsize cars that were the first to be rated earlier this year.

Headlight performance in today's vehicles varies widely. Government standards are based on laboratory tests, which don't accurately gauge performance in real-world driving. The issue merits attention because about half of traffic deaths occur either in the dark or around dawn or dusk.

As with midsize cars, the IIHS evaluations of small SUVs showed that a vehicle's price tag doesn't correspond to the quality of headlights. More modern lighting types, including high-intensity discharge (HID) and LED lamps, and curve-adaptive systems, which swivel in the direction of steering, also are no guarantee of good performance.

"Manufacturers aren't paying enough attention to the actual on-road performance of this basic equipment," says IIHS Senior Research Engineer Matthew Brumbelow. "We're optimistic that improvements will come quickly now that we've given automakers something to strive for."

For 2017, vehicles will need good or acceptable headlights in order to qualify for the Institute's highest award, Top Safety Pick. While studies have pointed to advantages for advanced lighting systems, the IIHS rating system doesn't favor one type of technology over the other. Instead, it simply measures the amount of usable light provided by low beams and high beams as vehicles travel on straightaways and curves.

IIHS engineers evaluate headlights on the Vehicle Research Center's track after dark. A special device is used to measure how far the light is projected as the vehicle is driven on five approaches: traveling straight, a sharp left curve, a sharp right curve, a gradual left curve and a gradual right curve.

Glare from low beams for oncoming drivers is also measured in each scenario. A vehicle with excessive glare on any of the approaches can't earn a rating higher than marginal.

The only type of technology given an explicit nod in the ratings is high-beam assist, which automatically switches between high and low beams based on the presence of other vehicles. Vehicles can earn extra credit for this feature because of its potential to increase low rates of high-beam use.

The best-performing headlights in the small SUV group belong to a new model, the Mazda CX-3, and are available on its Grand Touring trim. They are curve-adaptive LED lights with optional high beam assist. The low beams perform well on both right curves and fairly well on the straightaway and sharp left curve; however, they provide inadequate light on the gradual left curve. The high beams perform well on most approaches.

The other vehicles available with acceptable headlights are the Ford Escape, the Honda CR-V and the Hyundai Tucson. None of the three are curve-adaptive, and only the Escape has high-beam assist. Still, all of them provide fair or good illumination in most scenarios.

The worst headlights among the small SUVs belong to a different Honda — the new-for-2016 HR-V.

The illumination provided by the HR-V's halogen low beams and high beams is inadequate on all four curves and on the straightaway.

The HR-V is one of 12 small SUVs that can't be purchased with anything other than poor-rated headlights.

For those vehicles available with higher-rated headlights, consumers need to make sure they're getting the right ones. For example, the Tucson's acceptable headlight combination is available on the SUV's Limited version, but the headlights on other trim levels of the Tucson earn a poor rating. Even the Limited, when equipped with curve-adaptive headlights, earns a poor rating because of excessive glare.

Seventeen of the rated SUV headlight combinations have unacceptable glare. They include all types of lights — halogen, HID and LED — and none of the headlight types is more likely than the others to have excessive glare. Three of the 17 fell short of an acceptable rating on the basis of glare alone.

"Glare issues are usually a result of poorly aimed headlights," Brumbelow says. "SUV headlights are mounted higher than car headlights, so they generally should be aimed lower. Instead, many of them are aimed higher than the car headlights we've tested so far."

IIHS plans to conduct headlight tests on pickups next.

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## HEADLIGHT RATINGS FOR SMALL SUVs

Best available headlight system for each model, 2016 models unless specified

The [Insurance Institute for Highway Safety](#) is an independent, nonprofit scientific and educational organization dedicated to reducing the losses — deaths, injuries and property damage — from crashes on the nation's roads.

	<b>POOR</b>
<b>ACCEPTABLE</b>	<u>Audi Q3</u>
<u>2017 Ford Escape</u>	<u>Buick Encore</u>
<u>Honda CR-V</u>	<u>Chevrolet Trax</u>
<u>Hyundai Tucson</u>	<u>Fiat 500X</u>
<u>Mazda CX-3</u>	<u>Honda HR-V</u>
<b>MARGINAL</b>	<u>Jeep Patriot</u>
<u>BMW X1</u>	<u>Jeep Renegade</u>
<u>Mazda CX-5</u>	<u>Jeep Wrangler</u>
<u>Mitsubishi Outlander</u>	<u>2017 Kia Sportage</u>
<u>Toyota RAV4</u>	<u>Mitsubishi Outlander Sport</u>
<u>Volkswagen Tiguan</u>	<u>Nissan Rogue</u>
	<u>Subaru Forester</u>



***Next club membership meeting is Wed.  
September 28<sup>th</sup>, 2016.***