

The Bulletin



JUNE, 2016

Volume 61, Issue 6



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



The Peterborough Motor Sports Club, Inc.

PO Box 131

Peterborough, ON K9J 6Y5

www.pmsc.on.ca

Also on Facebook and Twitter

Meetings

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

Social meetings are held on the 4th 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.

2016 Executive

President	Mike van Rees <u>president@pmsc.on.ca</u>
Vice President	Travis Grubb <u>vicepresident@pmsc.on.ca</u>
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From the Editor's Keyboard

June 2016

Hello again!

Heading into summer and a number of events are on the schedule.

But first, in May we had two fairly successful competitions as part of a renewed Watch Winder Weekend.

Six teams showed up for the **Watch Winder Rally** on May 28th. The route involved several sections of clock/watch related instructions. Congrats to the ORRC team of Alanna Yetming and Sheryl Lusk who too first place with Emile and Louis Cabardos in second. Glenn Austin and Travis Grubb placed third.

Sunday the 29th featured the **Watch Winder Solo** with 24 entries on the hot Douro-Dummer Community Centre parking lot.

Greg Bateman and Rich Courneya took fastest raw and pax times respectively. Complete results are in this Bulletin.

Twenty- seven drivers took to the Kawartha Speedway oval on June 12th for the **Speed Weekend Solo**. Those results are in this Bulletin as well.

The 3rd **annual GPS Rally** is Wednesday evening, June 22nd. It's a strictly for fun exercise using your GPS unit to find hidden caches and landmarks. Prizes for all.

See the poster in this issue as well as info on the **Galway-Cavendish Forest Rally, July 9th**. Organizer Peter Watt could use a few more members to help with the event. Ham radio operators are also needed.

There won't be a Bulletin in July but info will be sent out via email as always.

Your Humble Scribbler,
Len



*The Peterborough
Motor
Sports Club Presents...*



Wednesday, June 22nd, 2016

*Start/Finish: Marty Moo's Restaurant
2205 Keene Road N44.29377/W78.27524*

Registration: 5:45 pm

Team Meeting 6:00 pm

First car 6:15 pm

*Use your GPS unit to find caches and
landmarks.*

*45km/60-70 minutes, 80% paved
roads*

*Coordinates will be in degrees and five decimal
minutes*

Draw Prizes

*Please let us know if you are
coming.*

(So we can let the restaurant know.)

Info: bulletin@pmsc.on.ca





OPRC – ECRC Galway Cavendish Forest Rally Friday July 8th & Saturday July 9th 2016

Invitation

Rising Phoenix-like from 2015, the Organizing Team would like to welcome you to the 2016 Galway Cavendish Forest Rally

The GCFR is proud and pleased to be included as the third event in the 2016 Ontario Performance Rally Championship and, excitingly, the fourth event in the Eastern Canadian Rally Championship. For those who are unfamiliar with this new championship, check out the website at:

http://www.ecrc-crec.ca/index.php/en_ca/home

As you can see, in spite of there being no cost to enter the championship, there are substantial cash awards to be won.

This year we're doing our best to keep the costs to compete under control. By having zero transits on open roads, we're able to allow unlicensed and uninsured vehicles to enter and compete, hopefully encouraging some of those older cars out of storage and back into competition.

We've also forgone the customary banquet. While this was a difficult decision, being most popular as a reward for the many workers, it was an additional way we could cut the costs to the competitors. Please be sure to thank the workers as the event cannot run without their dedication. If

any teams have any 'swag' or other items to give the volunteers, it would be gratefully received.

Differing from previous years, the plan is to drop the Quarry stage along with the rougher parts of Loom Lake. This will provide us with the fantastic Fire Access portion with its wide smooth generally flowing roadway and, additionally, four km of the more technical Loom Lake portion of the Fire Access Road.

Our Sponsors:



PETERBOROUGH SUBARU



If you can work the event...Control marshals, traffic control, radio controls, please visit MotorsportReg.com to sign up, or contact Kevin DeVries : kevin.a.devries@gmail.com

Tee-shirts and Subway™ lunch provided.



Watch Winder Rally 2016

Final Results

Finish Position	Car Number	Driver / Navigator	Checkpoint 1	Checkpoint 2	Checkpoint 3	Checkpoint 4	Checkpoint 5	Checkpoint 6	Checkpoint 7	Finish	Total Points
1	6	Sheryl Lusk / Alanna Yetming	.8 E	.3	1.5	1.2	.5	2.7	3.3	1.0	11.3
2	2	Emile Cabardos / Louis Cabardos	.4 E	.2	.4 E	5.5	.3 E	3.8	1.8	1.0	13.4
3	1	Glen Austin / Travis Grubb	1.6	.3	1.5	3.3	.3	6.8	2.8	1.0	18.6
4	5	Paul Thomas / Greg Thomas	15	20	20	20	20	5	20	10	130
5	3	Rich Corneya / Kennedy Corneya	20	20	20	20	20	20	20	20	160
6	4	Jason Geraldi / Amy Geraldi	20	20	20	20	20	20	20	DNF	DNF

Thanks to the Volunteers: Len Arminio, Pete Gulliver, Dan Demers, Kim Healy



Peterborough Motorsports Club

Pax Time Results#2 - WatchWinder - Sun 05-29-2016

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	STR	12	Courneya, Rich	1999 Miata	34.373	*0.841	28.907	0.000	0.000
2	1	SS	13	Meddick, Brandon	2011 Corvette	34.692	*0.835	28.967	0.060	0.060
3	1	STX	5	Daenke, Evan	2007 VW GTI	34.701	*0.836	29.010	0.043	0.103
4	1	STF	11	Barnard, Michael	2008 Honda Civic	36.002	*0.809	29.125	0.115	0.218
5	1	STU	1	Exton, Jake	2004 Subaru STI	34.589	*0.845	29.227	0.102	0.320
6	2	STF	16	Erskin, Matt	2008 Honda Civic	36.371	*0.809	29.424	0.197	0.517
7	2	STR	7	Angevaare, Brad	2001 Mazda Miata	35.253	*0.841	29.647	0.223	0.740
8	1	SSM	15	Bateman, Greg	2007 Lotus Elise	33.619	*0.882	29.652	0.005	0.745
9	1	HS	22	Dyck, Ian	2007 Ford FocusWagon!!!	37.168	*0.798	29.660	0.008	0.753
10	1	FS	9	Austin, Glenn	1988 Rustang	36.443	*0.814	29.664	0.004	0.757
11	2	HS	6	Demers, Dan	1992 Honda Prelude	37.645	*0.798	30.040	0.376	1.133

12	1	CS	2	Lynas, Brian	2009 Mazda Miata	37.043	*0.819	30.338	0.298	1.431
13	1	DSP	4	Remington, Jeff	1989 BMW 325i	35.777	*0.855	30.589	0.251	1.682
14	3	HS	8	Webster, Lindsay	2003 Pontiac Vibe	38.464	*0.798	30.694	0.105	1.787
15	2	CS	17	Major, Paul	2007 Miata	37.573	*0.819	30.772	0.078	1.865
16	2	DSP	10	Remington, Randy	1989 BMW 325i	36.007	*0.855	30.786	0.014	1.879
17	1	CSP	20	Grubb, Travis	2000 Miata	35.630	*0.867	30.891	0.105	1.984
18	4	HS	19	Webster, Liam	2003 Pontiac Vibe	39.555	*0.798	31.564	0.673	2.657
19	2	STX	14	Meddick, Al	2012 Mazda MazdaSpeed3	37.807	*0.836	31.606	0.042	2.699
20	3	STX	24	Kelly, Ted	2012 MazdaSpeed 3	38.094	*0.836	31.846	0.240	2.939
21	1	STS	3	Norval, Rob	1987 Mazda RX7	38.663	*0.832	32.167	0.321	3.260
22	3	DSP	23	McCann, Andy	2006 Saturn Ion	37.837	*0.855	32.350	0.183	3.443
23	4	DSP	21	Prentice, Tanner	1994 BMW 325is	41.628	*0.855	35.591	3.241	6.684
24	1	STC	18	Mucci, Ryan	1991 Nissan Sentra	42.662	*1.000	42.662	7.071	13.755

Final Raw Time Results

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	SSM	15	Bateman, Greg	2007 Lotus Elise	33.619	0.000	0.000
2	1	STR	12	Courneya, Rich	1999 Miata	34.373	0.754	0.754
3	1	STU	1	Exton, Jake	2004 Subaru STI	34.589	0.216	0.970
4	1	SS	13	Meddick, Brandon	2011 Corvette	34.692	0.103	1.073
5	1	STX	5	Daenke, Evan	2007 VW GTI	34.701	0.009	1.082
6	2	STR	7	Angevaare, Brad	2001 Mazda Miata	35.253	0.552	1.634
7	1	CSP	20	Grubb, Travis	2000 Miata	35.630	0.377	2.011
8	1	DSP	4	Remington, Jeff	1989 BMW 325i	35.777	0.147	2.158
9	1	STF	11	Barnard, Michael	2008 Honda Civic	36.002	0.225	2.383
10	2	DSP	10	Remington, Randy	1989 BMW 325i	36.007	0.005	2.388
11	2	STF	16	Erskin, Matt	2008 Honda Civic	36.371	0.364	2.752
12	1	FS	9	Austin, Glenn	1988 Rustang	36.443	0.072	2.824
13	1	CS	2	Lynas, Brian	2009 Mazda Miata	37.043	0.600	3.424
14	1	HS	22	Dyck, Ian	2007 Ford FocusWagon!!!	37.168	0.125	3.549
15	2	CS	17	Major, Paul	2007 Miata	37.573	0.405	3.954
16	2	HS	6	Demers, Dan	1992 Honda Prelude	37.645	0.072	4.026
17	2	STX	14	Meddick, Al	2012 Mazda MazdaSpeed3	37.807	0.162	4.188
18	3	DSP	23	McCann, Andy	2006 Saturn Ion	37.837	0.030	4.218
19	3	STX	24	Kelly, Ted	2012 MazdaSpeed 3	38.094	0.257	4.475
20	3	HS	8	Webster, Lindsay	2003 Pontiac Vibe	38.464	0.370	4.845
21	1	STS	3	Norval, Rob	1987 Mazda RX7	38.663	0.199	5.044
22	4	HS	19	Webster, Liam	2003 Pontiac Vibe	39.555	0.892	5.936
23	4	DSP	21	Prentice, Tanner	1994 BMW 325is	41.628	2.073	8.009
24	1	STC	18	Mucci, Ryan	1991 Nissan Sentra	42.662	1.034	9.043

Pax Time Results #3 – Speed Weekend - Sun 06-12-2016

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	STX	16	Danby, Martyn	2006 Mini JCW	63.131	*0.827	52.209	0.000	0.000
2	1	STU	5	Exton, Jake	2004 Subaru STI	62.329	*0.846	52.730	0.521	0.521
3	2	STX	6	Barnard, Michael	2008 Honda Civic	64.571	*0.827	53.400	0.670	1.191
4	1	GS	18	Johnson, Chris	2005 Subaru Impreza	65.874	*0.816	53.753	0.353	1.544
5	3	STX	3	Remington, Jeff	1989 BMW 325i	65.392	*0.827	54.079	0.326	1.870
6	1	STR	17	Reid, Don	1993 Mazda RX7	64.714	*0.839	54.295	0.216	2.086
7	2	STR	19	Courneya, Rich	2001 Miata	64.901	*0.839	54.451	0.156	2.242
8	1	HS	25	Dyck, Ian	2007 Ford FocusWagon!!!	67.970	*0.804	54.647	0.196	2.438
9	3	STR	13	Angevaare, Brad	2001 Mazda Miata	65.476	*0.839	54.934	0.287	2.725
10	1	FS	1	Austin, Glenn	1988 Rustang	66.445	*0.830	55.149	0.215	2.940
11	1	SS	23	Meddick, Brandon	2011 Corvette	64.993	*0.859	55.829	0.680	3.620
12	1	STS	11	Britton, Jacob	1989 Honda CRX	67.639	*0.829	56.072	0.243	3.863
13	1	SSM	12	Bateman, Greg	2007 Lotus Elise	63.806	*0.881	56.213	0.141	4.004
14	1	CSP	7	Grubb, Travis	2000 Miata	65.300	*0.861	56.223	0.010	4.014
15	1	CS	4	Lynas, Brian	2009 Mazda Miata	67.416	*0.834	56.224	0.001	4.015
16	4	STX	10	Remington, Randy	1989 BMW 325i	68.098	*0.827	56.317	0.093	4.108
17	1	STF	2	Langerrup, Mark	2011 Honda CRZ	71.041	*0.795	56.477	0.160	4.268
18	2	STF	21	Bowen, Mike	2011 Honda CRZ	71.480	*0.795	56.826	0.349	4.617
19	2	HS	27	Carey, Ryan	2000 Chevy Cavalier	70.764	*0.804	56.894	0.068	4.685
20	5	STX	15	Graham, Tanner	1992 BMW 325i	69.206	*0.827	57.233	0.339	5.024
21	2	CS	8	Major, Paul	2007 Miata	68.970	*0.834	57.521	0.288	5.312
22	4	STR	9	Willis, Justin	2001 Honda S2000	69.554	*0.839	58.355	0.834	6.146
23	6	STX	26	Prentice, Tanner	1994 BMW 325is	70.586	*0.827	58.374	0.019	6.165
24	7	STX	14	Tuck, Liam	1998 Subaru Legacy	72.389	*0.827	59.865	1.491	7.656
25	2	SS	24	Meddick, Al	2001 Corvette	69.881	*0.859	60.027	0.162	7.818
26	3	CS	22	McInnis, Jason	2014 Mazda MX5	72.070	*0.834	60.106	0.079	7.897
27	1	SM	20	Kidd, Al	Lotus 7	71.477	*0.867	61.970	1.864	9.761



First Drive: 2017 Fiat 124 Spider

Our favourite lightweight roadster, transformed by La Bella Vita



By [Lesley Wimbush](#)

Published June 10, 2016 [Driving.ca](#)



CARLSBAD, California – “Wasn’t that our turn back there?”

“You mean this one? Up here?”

“No, I meant that, back ... oh, um, never mind.”

The great thing about a tiny vehicle is that you don’t need much pavement to perform an adequate U-turn. But when the road’s off-camber, and there’s scant seconds in the clear, it takes a certain level of agility to pull it off with panache. Fortunately for us navigationally handicapped, the [Fiat](#) 124 Spider we’re driving has the same balanced athleticism as its platform-donor.



The long-awaited progeny of the Fiat / [Mazda](#) joint venture has finally arrived – and it’s up against considerable

expectation. Not only does the new Fiat 124 Spider have the legacy of the world’s best-selling sports car of all time to live up to, its own predecessor – the original 124 Spider – was Fiat’s most popular model here. Of the

200,000 Fiat 124s produced from 1966 to 1980, 170,000 of those were sold in North America.

Oh to be sure, there’s some grumbling and gnashing of teeth from the [Mazda MX-5 Miata](#) faithful – the same outraged by the addition of heated seats and a retractable hardtop, and who consider anything past the second-generation NB Miata a travesty. But Mazda is a very small company and loaning out the bloodlines of the world’s most successful sports car helps bring in the R&D dollars needed to ensure they continue in good health.

The Spider is a cultural melting pot of car development; the Japanese bones are wrapped in Italian sheet metal and the available Abarth add-ons are pure Mopar muscle. While under the skin, the Spider’s architecture is 100 per cent MX-5, its image recalls the Pininfarina design of the original. The dimensions are actually closer to the [BMW Z4](#) than the Mazda’s, since there’s a three-inch longer, more aquiline nose and the rear’s been enlarged by two inches to add an extra 10 litres of trunk space.

That extra length translates to more weight; the Spider is 50 kilograms heavier than the MX-5. Fiat’s engineers put their own stamp on the chassis, increasing the stiffness with retuned springs and dampers, and a larger anti-roll bar to reduce body roll.



Instead of the naturally aspirated 2.0 litre four-cylinder of the MX-5, the Spider’s powered by the same 1.4L turbocharged four-cylinder as the Fiat

500 Abarth. With 160 horsepower (165 in the 124 Abarth) and 184 lb.-ft. of torque, it’s more powerful than the Mazda but more importantly – there’s also more torque.



It’s mated to the six-speed manual from the previous MX-5, as the longer gear ratios are a better match for the extra torque.

Opting for the available six-speed automatic transmission, an FCA-Aisin engineered piece, adds \$1,405 to the price. Only the upper level Abarth automatics will receive paddle shifters.

There's a slight fuel-consumption bump over the MX-5, which is rated 8.8L/100 kilometres in the city and 6.9 highway for the manual, and 8.9/6.5 city/highway with the automatic. The Spider's officially rated at 9.3/6.5 city/highway and 9.0/6.7, respectively.

At first glance, it's only natural that one tiny roadster be mistaken for another. But the Spider's face is quite different from the cheeky grin of the MX-5's. The grille's hexagonal shape flanked by halogen headlights are inspired by the original 124 Spider. Likewise the hood's twin power dome bulges – which once advertised the dual-overhead cam residing within, but now merely add character. The rear end is a modern-day interpretation of the original's, whose design inspiration was the tail of a swallow.

While the use of materials and availability of choices differs, the cockpit is virtually the same environment as the MX-5. There are extra lashings of wrapped and stitched leather depending upon the trim level, and more liberal use of aluminum and gunmetal trim. But ergonomically speaking, if you've ever driven a Miata, everything in the cabin will be familiar – right down to the console-located media controllers.



Our day began in the base model "Classica", with the manual transmission and cloth upholstery. The manually-adjustable seats are well-bolstered and comfortable, but

they'd be a snug fit for those of generous proportions. A push of the start button, standard across the lineup, and we were off.

There's a healthier engine note from the turbo-four than the Miata's naturally aspirated one, and more readily available torque. Power is doled out in a nice, linear progression instead of arriving all at once, so it's a very civilized car to endure SoCal rush hour traffic in. Once out of the city, our route wound up and through the hills above San Diego with plenty of tight hairpins to challenge both driver and suspension.

The Fiat's suspension setup is stiffer than the MX-5's, but combined with the extra size and weight the result is very supple yet immensely capable handling. Sure-footed and balanced, the 124 Spider rotates beautifully in the corners yet the driver intuitively feels that control is right at the tips of his fingers. Steering is of just the right heft and there's plenty of feedback.

The shifter is delightful, with perfectly placed throws and the clutch take-up is nicely weighted – neither too light nor grabby. Thanks to the extra torque, the Spider makes a pretty quick getaway but it was also quick enough to earn us a "thumbs-up" from a [BMW M2](#) driver.

Swapping for a mid-range "Lusso" with six-speed automatic, we settled down for a more leisurely drive. Only the Abarth model automatics receive paddle shifters and this particular configuration is geared towards those who enjoy open-air cruising and just a modicum of creature comfort. Heated leather seats, back-up camera, rain-sensing wipers, 17-inch wheels and silver roll bars are just some of the added features at this trim, which FCA believes will be the volume seller.



Our time with the Abarth models was limited to a closed autocross course. This is the hardcore performance model, boasting throwback cues to the original 124 Spider race cars. Aside from the

scorpion badging, the Abarth has a matte-black hood – which not only helps manage heat exchange in the engine bay, but also helps reduce glare for the competition driver. Front and rear fascias, Recaro seats, gunmetal wheels, chrome quad exhaust tips, black side sills and skirts are all unique to this model. The powertrain is the same, save for the five-horsepower boost and the "Sport" mode, which optimizes throttle response.

[Similar to the MX-5's available Sport Package](#), the Abarth comes with a mechanical limited slip differential, front strut tower bar, Bilstein performance shocks, drilled pedals and available Brembo brakes.

Driving this car hard around a large course with plenty of sweeping turns and tight chicanes is an absolute blast. I particularly

enjoyed the six-speed manual model equipped with extra Mopar performance parts, including a strut tower brace, a tunnel bracing kit, a dual-mode performance exhaust and an anodized bypass air valve that hissed as wickedly as a basketful of vipers.



Will the Fiat 124 Spider scavenge the MX-5's sales? Perhaps, but it's more likely to widen the two-seat roadster fanbase by offering a different set of choices – without sacrificing any of the thrilling performance.

Pricing starts at \$33,495 for the base Classica, \$36,495 for the Lusso, and \$37,995 for the Spider Abarth. Marking the 50th Anniversary of the original Spider is a special edition Prima Edizione, of which only 124 will be produced. Featuring commemorative badging, exclusive leather seating and Bronzo Magnetico paint, the Prima Edizione model will be \$42,190.

At time of publication, the first Fiat 124 Spiders have just docked at Vancouver and should be arriving in Canadian dealerships shortly.

Lesley Wimbush is an award winning automotive journalist. She lives in Peterborough and is a former member of PMSC. We use her articles with her permission.



VARAC Canadian Historic Grand Prix

Friday, June 17, 2016 - Sunday, June 19, 2016
Organized By: VARAC
Canadian Tire Motorsports Park



The 2016 Canadian Historic Grand Prix is being held June 17, 18 and 19 at the Canadian Tire Motorsport Park. With over 200 entries it is the largest vintage racing event in Canada with cars ranging from 1950s MG TDs all the way to Porsches from the 1990s. 6 grids will be running including Monoposto (historic single set open wheeled cars), Vintage (cars built before 1962), Historic (cars built before 1973), and Classic (cars built before 1996). We also have the Toyo

The 2016 Canadian Historic Grand Prix is being held June 17, 18 and 19 at

Tire F1600 Championship and the new this year the Formula Vee Spectatcular which includes competitors from two F1200 groups – the Challenge Cup Series, a cross border group of formula vee drivers, as well as the Millers Oils F1200 Championship series from CASC-OR. Off track on Sunday (Father's day) there is also the Field of Dreams car Show and the Legends of Motorsport discussion panel which is open to the public.



Club plans to visit Canadian Automotive Museum in

Oshawa

We are having a PMSC visit to the Canadian Automotive Museum
<http://www.canadianautomotivemuseum.com/>

We have arranged that the Museum will be opened especially for us. The Museum is also arranging for a volunteer guide.

When: Wednesday August 10th at 7:00pm (meet in adjacent parking lot at 6:45 pm)

Where: 99 Simcoe St S, Oshawa, ON

Cost: FREE for a PMSC member & one guest. (Cost will be covered by the club).

While there is no limit given to us, we would like to obtain a rough count on who will be attending.

Please RSVP to Pete Gulliver registrar@pmsc.on.ca



Competition Calendar 2016

~~Events completed~~ **Upcoming Events**

Event	Date	Location	Organizer
Ice Race	Feb. 6&7	Minden	Dan Demers
Spring Runoff Rally	April 23	Newcastle	Louis Cabarbo
Cobweb Solo	April 24	Kawartha	Dan Demers
Watchwinder Rally	May 28	Peterborough	Peter Watt
Watchwinder Solo	May 29	Douro	Glenn Austin
Speed Weekend Solo	June 12	Kawartha	Chris Johnson
Mid- Summer Solo	July 24	Kawartha	Travis Grubb
GCFR/OPRC Rally	July 9	Catchacoma	Peter Watt
Dog Days Solo	Aug. 14	Kawartha	Chris Johnson
Fall Ball Rally	Sept 10	Peterborough	Pete Gulliver???
Fall Ball Solo	Sept. 11	Kawartha	Dan Demers
Last Chance Solo	Oct. 16	Kawartha	Travis Grubb
President's Prize	Nov. 12	Peterborough	Travis Grubb/Chris Johnson
Fun Rallies:1	June 22 (GPS)		Len Arminio
2	July 27 (Poker)		Alain Cabardos
3	August 24 (Golf)		Dan Demers