

The Bulletin



October, 2016

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The Peterborough Motor Sports Club, Inc.

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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.



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



2016 Executive

President	Mike van Rees <u>president@pmsc.on.ca</u>
Vice President	Travis Grubb <u>vicepresident@pmsc.on.ca</u>
Secretary	Kevin DeVries <u>secretary@pmsc.on.ca</u>
Treasurer	Matt Ballinger <u>treasurer@pmsc.on.ca</u>
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From the Editor's Keyboard



October 2016

Len Arminio, Editor

We are rapidly heading toward the finish line on 2016.

The final autocross/slalom event of the year, a rain-soaked **Last Chance Solo** is in the books. FTD and PAX

results are on the following pages.

Next up is our final competition event, **the President's Prize Rally on November 12th**. It is again part of the ORRC calendar and will start and finish at the Station Restaurant in Havelock. More details to follow.

Also in this edition of "The Bulletin";

The schedule for the **2017 CASC-OR Ice Race Series**. The six-weekend schedule includes the **PMSC races on February 18 & 19**. Organizer Dan Demers will soon be calling out for workers. He will need about 18-20 folks to work either or both days. The club pays a \$70 per day stipend to our workers. The CASC-OR Ice Race series is sponsored by Minden Subaru and Mobil1.

Reminder: Club Executive Elections. Yes! You can be part of the committee that helps run our duly incorporated not-for profit organization. The offices of **President, Secretary** and the very important position of **Competition Director** will be on the ballot. None of the positions takes up a huge amount of time. A few hours a month at the most.

A Shout out to Ian Crerar of Picton who had a podium finish at the WRC Tour de Corse (Corsica).

Lesley Wimbush provides us with a look at the new Chevy Cruze.

And a major US Interstate Highway is going "407".

Your Humble Scribbler.
Len Arminio



Call for Nominations

The Peterborough Motor Sports Club, Incorporated is calling for nominations to the following Executive Committee offices for the 2017-18 calendar years:

- ***President – Two Year Term***
- ***Secretary – Two Year Term***
- ***Competition Director – Two Year Term***

Please contact the current Secretary, Kevin DeVries or any other member of the Executive to submit a nomination or to put your name forward.





WRC: ClearWater Design's Ian Crerar places in WRC Tour de Corse

Posted on October 4, 2016 by [RacingNorth staff](#)



Crerar (right) and co-driver Levesque celebrate on the Tour de Corse podium on October 2. Photo Courtesy of Nick Boucher.

(From Clearwater Designs Racing Communications)

Picton business owner Ian Crerar has driven his way to the podium in the World Rally Championship (www.wrc.com) event in Corsica, France.

Crerar, of ClearWater Design Racing, and co-driver Pat Levesque, from Quebec, placed third in their class at the Tour de Corse on October 2.

Racing a Peugeot 208 R2, the pair completed the 10 stages of the gruelling three-day event and finished third in the R2 class.

This was the pair's first race together, and their first in a WRC event, making the success very sweet indeed.

"This was a momentous achievement for us," Crerar said. "Corsica is a tough rally—one of the classics—and I could not be happier."

A total of 77 teams entered in the event, with the ClearWater Design Racing team the sole Canadians. Only 51 teams completed the event.

NOTE: The [FIA World Rally Championship-2](#) or *WRC-2* (formerly known as *Super 2000 World Rally Championship* or *S-WRC*), is a companion rally series to the [World Rally Championship](#), and is driven on the same stages. *WRC-2* is limited to production-based cars

homologated under the [Super 2000](#), [N4](#), [R5](#) rules. The series began in 2010 and split the [Production World Rally Championship](#) (*P-WRC*), which was previously open to both *Super 2000* and *Group N4* cars, into two separate competitions, both of which received their own *FIA* titles. There was also a *World Rally Championship Cup for Teams* within the *S-WRC* but this was discontinued after 2010.

Thanks to [RacingNorth](#) for the article.



Electronic Tolls Coming to the Massachusetts Turnpike, (I-90)

The Massachusetts Turnpike is going "407". This past summer, your Humble Scribbler had occasion to travel to Massachusetts and on the Massachusetts Turnpike.

I noted 407-style gantries on the main travel portion of the highway near exits.

The all-electronic tolling system, set to go live Oct. 28, will provide a 45-cent discount to drivers traveling the entire length of the Massachusetts Turnpike who have obtained a free EZPassMA transponder.

For drivers who lack any type of electronic tolling transponder, the cost of driving from the New York state line to Logan Airport, about 140 miles or 222 kilometres, will nearly double from its current \$7.10 to \$13.40 plus a 60-cent billing fee.

For drivers without a transponder, tolls once dropped in a bin or handed to a toll-taker as cash will be handled by the U.S. mail.

Rather than the old toll system of racking up charges with each exit, the electronic gantries that straddle the



highway snapping photos of license plates will bill drivers at each gantry location individually.

Highway Administrator Tom Tinlin said the switch to all-electronic tolling would reduce congestion and pollution while increasing safety, as crashes are more prevalent around toll plazas.

The change will also increase disparity in who pays what to keep the highways in working order.

While those without any form of transponder will pay the most, racking up 30-cent fees on top of the toll at

PROPOSED MASS PIKE TOLL RATES	
State Line to Boston	
Mass E-ZPass	\$6.10
Non-Mass E-ZPass	\$7.80
Pay by Plate	\$11.70
Old ticket system	\$7.10

each gantry, drivers with out-of-state transponders will pay a total of 45 cents more across the length of the turnpike. Pollack emphasized that the EZPassMA transponders will not be limited to Bay State residents, using an example of a New Hampshire resident who uses Massachusetts roads frequently. The transponders, which are offered free to drivers, cost about \$8 or \$9 each to the state, according to MassDOT.

Transportation officials have noted the location of the gantries - which absolve drivers in the areas of Springfield and Worcester making short turnpike trips from any tolls - were determined by the Patrick administration.

Tinlin said switching to the electronic system would save about \$33.5 million in salary and benefits, though the new system incurs costs as well. In 2014, Raytheon received a \$130 million contract for installation and 10 years of maintenance and TransCore received a 10-year \$201 million contract for running the "back office" and seven customer service centers.

As the tolling switches to the gantries on Oct. 28 - a little over a week before the Nov. 8 election - workers will begin demolishing the old toll booths. Workers will start constructing driving lanes in the middle of the toll plazas, diverting traffic to the left and right, with a goal

of completely converting the old toll plazas into highway ramps by the end of 2017.

Source: WCVB-TV Boston

EDITOR'S NOTE: Here is an email message from Ricky Menenzes of the MassDOT responding to my question about out of country drivers.

Hi Leonard,

Thank you for emailing the Massachusetts Department of Transportation (MassDOT).

You can sign up for E-ZPass MA on our website and use your ON plates and we can mail you the transponder. Or you'll get billed in the mail when you travel through our tolls Starting November 1st.

Please contact MassDOT if you have additional questions, comments or if we can be of further assistance. Thank you again for your email, and have a wonderful day.

*Thank you,
Ricky M.
Natick Associate Supervisor
E-ZPass Massachusetts*

Sounds a lot like the 407, but half the price.



LAST CHANCE SOLO

Final Raw Time Results - Sun 10-16-2016

Timed Entries: 20

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	STR	19	Courneya, Rich	2001 Miata	34.735	0.000	0.000
2	1	CS	7	Grubb, Travis	2000 Miata	35.282	0.547	0.547
3	1	STU	3	Remington, Jeff	1989 BMW 325i	35.332	0.050	0.597
4	2	STU	13	Remington, Randy	1989 BMW 325i	35.789	0.457	1.054
5	2	STR	11	Angevaare, Brad	2001 Mazda Miata	35.850	0.061	1.115
6	1	GS	12	Johnson, Chris	2005 Subaru Impreza	36.286	0.436	1.551
7	2	GS	9	Courneya, Anthony	2005 Honda Accord	36.661	0.375	1.926
8	2	CS	10	Lynas, Brian	2009 Mazda Miata	36.702	0.041	1.967
9	1	HS	2	Demers, Dan	1992 Honda Prelude	37.853	1.151	3.118
10	1	STF	6	Stogryn, Nathan	2005 Mazda 3	38.457	0.604	3.722
11	3	CS	5	Matthews, Richard	2014 Scion FR-S	38.469	0.012	3.734
12	1	STX	20	Daenke, Evan	1999 Subaru WRX	39.176	0.707	4.441
13	1	FS	1	Austin, Glenn	1988 Rustang	39.373	0.197	4.638
14	4	CS	15	Matthews, Connor	2014 Scion FR-S	39.433	0.060	4.698
15	2	STF	14	Killing, David	2013 Chevy Sonic	39.549	0.116	4.814
16	3	STF	8	Hunt, Bryan	2005 Mazda 3	40.287	0.738	5.552
17	1	DS	4	Driver, Thanos	2015 Subaru WRX	40.903	0.616	6.168
18	4	STF	17	Mullin, Liam	2008 Honda Fit Sport	41.169	0.266	6.434
19	5	STF	16	Stogryn, Daryl	2005 Mazda 3	41.922	0.753	7.187
20	3	STR	18	Smith, Pat	1990 Mazda Miata	42.986	1.064	8.251

LAST CHANCE SOLO**Pax Time Results**

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	STR	19	Courneya, Rich	2001 Miata	34.735	*0.839	29.142	0.000	0.000
2	1	CS	7	Grubb, Travis	2000 Miata	35.282	*0.834	29.425	0.283	0.283
3	1	GS	12	Johnson, Chris	2005 Subaru Impreza	36.286	*0.816	29.609	0.184	0.467
4	1	STU	3	Remington, Jeff	1989 BMW 325i	35.332	*0.846	29.890	0.281	0.748
5	2	GS	9	Courneya, Anthony	2005 Honda Accord	36.661	*0.816	29.915	0.025	0.773
6	2	STR	11	Angevaare, Brad	2001 Mazda Miata	35.850	*0.839	30.078	0.163	0.936
7	2	STU	13	Remington, Randy	1989 BMW 325i	35.789	*0.846	30.277	0.199	1.135
8	1	HS	2	Demers, Dan	1992 Honda Prelude	37.853	*0.804	30.433	0.156	1.291

9	1	STF	6	Stogryn, Nathan	2005 Mazda 3	38.457	*0.795	30.573	0.140	1.431
10	2	CS	10	Lynas, Brian	2009 Mazda Miata	36.702	*0.834	30.609	0.036	1.467
11	2	STF	14	Killing, David	2013 Chevy Sonic	39.549	*0.795	31.441	0.832	2.299
12	3	STF	8	Hunt, Bryan	2005 Mazda 3	40.287	*0.795	32.028	0.587	2.886
13	3	CS	5	Matthews, Richard	2014 Scion FR-S	38.469	*0.834	32.083	0.055	2.941
14	1	STX	20	Daenke, Evan	1999 Subaru WRX	39.176	*0.827	32.398	0.315	3.256
15	1	FS	1	Austin, Glenn	1988 Rustang	39.373	*0.830	32.679	0.281	3.537
16	4	STF	17	Mullin, Liam	2008 Honda Fit Sport	41.169	*0.795	32.729	0.050	3.587
17	4	CS	15	Matthews, Connor	2014 Scion FR-S	39.433	*0.834	32.887	0.158	3.745
18	5	STF	16	Stogryn, Daryl	2005 Mazda 3	41.922	*0.795	33.328	0.441	4.186
19	1	DS	4	Driver, Thanos	2015 Subaru WRX	40.903	*0.826	33.785	0.457	4.643
20	3	STR	18	Smith, Pat	1990 Mazda Miata	42.986	*0.839	36.065	2.280	6.923



The following is the introductory hand out on Ice Racing provided for interested drivers at other events in the region.

ICE RACING – A Truly Canadian Motorsport

Get On The Ice for High Fun Factor at Minimal Cost



HISTORY

Ice Racing started in Ontario more than 60-years ago, and the Peterborough Motor Sports Club was one of the original organizers of the sport in the mid-1950s.



Ice Racing continues to thrive as an inexpensive, fun part of the Ontario motorsport scene.

The events were originally held on frozen lakes and rivers including, Chemong, Clear, and Bass in Orillia. However changes in weather patterns resulted in the Ontario championships being moved to more consistent and permanent

facilities at the fairgrounds in Minden, Ontario provided by the Minden Kinsmen Club. The one km track is laid out and then repeatedly coated with water until there is a thick layer of ice between the snowbanks that delineate the course. The ice race season starts in mid to late January and runs until early March, usually consisting of six two-day events.

ICE RACE COMPETITION CARS

For competition purposes ice racing cars are divided into classes, all with engines up to 3000cc:

RUBBER TO ICE

Rubber-to-ice classes are restricted to un-studded tires. Other than an approved helmet, no other specialized safety equipment is required - the manufacturer's original three-point safety harness is acceptable. In order to increase

competitor participation and to further reduce the costs, there is also a 'second driver' series for each of the rubber-to-ice classes. This allows two drivers to compete for the entire season by sharing one race car.

CLASS 1: All rear wheel drive up to 4801 mm or 189" overall length as measured at the racetrack.

CLASS 2: Front engine, front wheel drive up to 3000 cc

CLASS 4: Specials, modified, and 4WD, up to 3000cc



SECOND DRIVER CLASSES

CLASS 11: Second driver in Class 1 Cars

CLASS 12: Second driver in Class 2 Cars

CLASS 14: Second driver in Class 4 Cars

STREET STUDS

For drivers who want to go slightly faster, there are **Street Stud classes**. Essentially these classes conform to the above classes regarding engine location, displacement and driven wheels, but the regular tires are replaced with studded tires providing close competition while helping maintain Minden's ice surface. The tires and studs are available through an Ontario supplier.

CLASS SS1: Cars conforming to Class 1

CLASS SS2: Cars conforming to Class 2

CLASS SS4: Cars conforming to Class 4



STREET STUD SECOND DRIVER CLASSES

Class SS11: Cars conforming to Class 1

Class SS12: Cars conforming to Class 2

Class SS14: Cars conforming to Class 4

BUYING YOUR ICE RACER

As noted above, any car with an engine capacity of less than 3.0 litres is eligible to compete for a Class Championship. It doesn't matter whether the car is a sedan, coupe, station wagon or small pick-up, equipped with an automatic or standard transmission, front wheel, rear wheel or all-wheel drive, just as long as it is mechanically sound - and within your budget.

A competitor can spend as little as \$300-\$500 on a car, or as much as five thousand or more. Most ice race cars are older models, the average is about 12-years old, which no longer meet highway safety standards, but are still mechanically sound.

PREPARATION, MODIFICATION AND IMPROVEMENTS

For the rubber-to-ice classes, the minimum car preparation would involve the removal of headlights, tail lights and any exterior plastic trim that could break in a collision. Bumpers must be modified so that they cannot 'hook up' with another car and cause a crash. The brakes, steering and safety equipment must be in proper working order. **Airbags must be removed.**

All cars must have a bright running light at the rear and at least one working brake light.

The only safety equipment a driver is required to buy is a helmet that meets the standards outlined in the CASC Ontario Ice Racing Rules. These rules also provide information on roll bar construction, seat belt anchor points and other modifications should the competitor desire them.

If you wish to improve the car there are many simple things you can do. The most common is to remove as much weight as possible from the car, particularly in the area of the non-driven wheels. This usually involves the removal of the rear seats, all upholstery panels, and anything else that is not necessary in a racing car.

Weight can be added in the area of the driving wheels to improve traction. The amount of weight necessary might be

small in the case of a front wheel drive car, or as much as four hundred pounds for a rear wheel drive car.

Probably the most important element of ice racing is tires. There is a fine balance between the weight carried over the tire, the power transferred, and the co-efficient of friction of the contact patch. As the condition of the ice can change from lap to lap, it's a challenge to get maximum power down while maintaining traction.

In rubber-to-ice classes, the tire surface can be improved by tractionizing, a process which mechanically chews up the surface of the tire to improve its grip. Many clubs own a tractionizing machine, or you can get it done trackside for a small charge per tire. To stay competitive, the average rubber-to-ice driver spends about \$200 a season on tires and/or preparation.

GETTING INVOLVED

In order to participate in ice racing in Ontario, you must be a member of a CASC Ontario [affiliated club](#). Contact them - they'll be glad to hear from you. Ask about their club's philosophy, experience, number of active racing members, and try to attend one of their meetings. Once you've identified the club you'd like to join, do so - it will prove to be your biggest source of information and ongoing help as you get started.

A COMPLETE RULEBOOK IS AVAILABLE AT WWW.CASC.0R.CA

Information, tips and sources are available on the Ice Race Forum on the CASC website and on Facebook- Ice Racing in Minden.



The 2017 CASC-OR Ice Race Schedule

Sponsored by Minden Subaru and Mobil1

All races at the Minden Fairgrounds

<i>WKND #</i>	<i>DATES</i>	<i>CLUB</i>
<i>1</i>	<i>Jan 28-29</i>	<i>BARC</i>
<i>2</i>	<i>Feb 4-5</i>	<i>TAC</i>
<i>3</i>	<i>Feb 11-12</i>	<i>TLMC</i>
<i>4</i>	<i>Feb 18-19</i>	<i>PMSC</i>
<i>5</i>	<i>Feb 25-26</i>	<i>DAC</i>
<i>6</i>	<i>Mar 4-5</i>	<i>BEMC</i>
<i>Rain Dates</i>	<i>Mar 11-12</i>	
	<i>Mar 18-19</i>	



It's not the most exciting car, but the Cruze is a quiet, efficient and comfortable cruiser



By [Lesley Wimbush](#)

Pros: *Excellent fuel economy, decent handling, plenty of features*

Cons: *Cheap plastics*

Value for money: *Good*

What would I change? *Offer paddle shifters with DCT.*

How I would spec it? *LS Manual – which boasts heated seats, air, Bluetooth and Apple Car Play for \$18,845 – what more do you need?*

Count me among those whose initial reaction to the Fillmore Detroit unveiling of the latest Chevrolet Cruze was a resounding “Hmm...Civic?” It’s not exactly a carbon-copy ripoff of Honda’s top-selling design, but the Cruze eschews four-door plainness for a similar swoopy, coupe-like profile. This isn’t necessarily a bad thing.



Hyundai’s Elantra.

The original Cruze was a decent car, an honest – if unexciting – compact offering great value and fuel efficiency. It was exactly what General Motors needed in a time of great financial uncertainty, its first big launch after declaring bankruptcy. GM has moved more than four million of this compact sedan, in 75 markets worldwide, but it’s grown dated in comparison to its

While the Cruze has been an unequivocal success for General Motors since its 2008 debut, it’s never really gone head-to-head with segment leaders like Civic and

fresher competitors. In this bread and butter segment, no one can afford to be complacent.



2016 Chevrolet Cruze LT

Completely redesigned for 2016, the Cruze no longer looks as though it’s destined for the Budget rental lot. That newly rakish roofline does compromise interior headroom by a total of 2.5 cm. By way of consolation, there’s 6.8 cm more wheelbase, providing an extra 5 cm of rear knee room.

The cabin’s design is clean and uncluttered, but materials do reflect its status as an economy car. While most touch points are clad in soft-touch materials, there’s still an abundance of hard plastics surrounding the centre console, and panel gaps are inconsistent. Even the steering wheel, which is otherwise fat and well-shaped, is clad with cheap plastics – although upper trim levels do offer leather wrap. Otherwise, it’s a perfectly acceptable environment with comfortable two-tone cloth seats.

A base L Manual Cruze can be had for only \$15,995 – and that’s with Chevrolet MyLink (seven-inch colour touchscreen, Bluetooth, AM/FM, Android Auto & Apple CarPlay). But there’s no air – for that you’ve got to move up to the \$18,845 LS Manual – and no automatic transmission.

The two middle trims, the LS and LT, are available with either six-speed manual or six-speed auto and the range-topping Cruze Premier is available only with auto.

The previous model’s multiple engine lineup gives way to a single choice for 2016: a 1.4-litre, turbocharged four-cylinder producing 153 horsepower and 177 lb.-ft. of torque. There are plans for a diesel at some point,



and a five-door Cruze Hatchback arrives this fall.

Our tester this week is the Cruze LT, which GM says represents 65 per cent of all models sold. It's important to note that this model is \$500 less than the previous model – while gaining 16-inch wheels, heated front seats, start/stop technology and Apple CarPlay.

My tester came with the optional Preferred Equipment Group, True North Edition, adding \$3,590 to the \$21,295 starting price for this trim. This package adds a host of tech features to the LT, including blind spot alert, lane change alert and rear cross traffic alert, plus MyLink Radio eight-inch touchscreen with Apple CarPlay.



There's no navigation; for that, you've got to move up to the top-spec Premier Trim, which also gets you a leather-wrapped, heated steering wheel, forward collision warning, lane keeping assist and following distance indicator.

My reintroduction to the Cruze began with a 300 km drive home from Ottawa via Highway 7. Dog-tired and twitchy after a long day of over-caffinated travel, I was cranky enough to bite someone.



Fortunately, I was alone, and the Cruze was, at the very least, an inoffensive mode of travel.

A long stretch of nearly empty blacktop on a warm, late-summer evening has a way of soothing even the foulest humour – especially when it loops through golden swaths of Ontario farmland, and traces the shorelines of tiny lakes, framed with whispering pines.

The Cruze isn't the most exciting car, but it's competent and pleasant, and pretty soon I was singing along to Motown cranked through a decent Bose audio system. The front strut, torsion beam rear suspension isn't the most sophisticated setup, but it's firm enough to handle a curvy road, yet compliant enough for comfort without too much body roll. According to GM, the Cruze uses the same electric rack and pinion steering setup as the Camaro – but here it seems overly boosted, a little light and doesn't deliver much feedback. It doesn't come close to the Civic in terms of steering feel and engagement.

Where the Cruze does excel is in smoothness and lack of drama – it's nearly Buick-quiet in its comportment. By



the time I'd pulled over to admire the sinking sun reflected in the glass-like waters of Silver Lake, my mood was as tranquil as the ride I'd been enjoying.

Lack of navigation was a non-issue, as using Apple CarPlay to channel Google Maps through my iPhone and onto the eight-inch colour touchscreen was a snap. The interface is a bit crude when compared to the high-definition resolution of most navigation displays today, but it did the job.

A conservative driver could probably achieve better fuel numbers, but I was impressed with my overall average 6.7 L/100 km, and managed to hit 5.3L on the highway – which is lower than the official rating of 5.6 L/100 km.

It's a buyer's market for the compact sedan driver, with several excellent vehicles all vying for the same dollars. If you're looking for a touch of performance, the Civic or the



Mazda3 is a far better bet. But the Cruze does a really nice job of delivering great fuel efficiency, and a quiet, competent ride at a decent price.

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.

Next PMSC Social Meeting:

Wednesday, October 26, 2016

The Souvlaki Pit

75 George Street North (At Rink)

Dinner at 6:00pm

Short Business Meeting 7:00pm

Followed by Video Presentations

- ***Highlights of the Tour de Corse WRC rally. (6:30)***
- ***Video Review of the new Toyota Prius Prime. (6:30)***

Everyone is Welcome

