

The Bulletin



September, 2016

Volume 61, Issue 8



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Video Link: Subaru TV Ads shot
near Keene.





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>
Competition Dir.	Dan Demers <u>competition@pmsc.on.ca</u>
Director at Large	Carl Heinlein <u>publicrelations@pmsc.on.ca</u>
Communications	Len Arminio <u>bulletin@pmsc.on.ca</u>



From the Editor's Keyboard

September 2016

Len Arminio

It's fall and our competition season is rapidly winding down We saw the renewed **Fall Ball Weekend** events, including a Saturday TSD rally and Sunday Autoslalom .

Four rally teams entered ...but more importantly, two of them were “noobs” or raw rookies. As usual, the Sunday solo saw 35 entries. Results for both are posted in this edition.

We also held the “**Rally Golf**” fun event in late August with teams searching for golf scores on route.

Upcoming for Fall are the **Last Chance Solo** on October 16th and the ORRC series event **President's Prize Rally** on November 12th.

Club elections are in November. The offices of **President, Secretary and Competition Director** are up for two-year terms.

It's your club. What better way to have a direct say in its activities than becoming part of the Executive.

There will be a membership meeting on September 28th at the Souvlaki Pit. We plan a couple of videos of recent OPRC rally events.

Finally...in related car news... The Harley Farms just north of Keene are in the spotlight again as the setting for another of the **Subaru Forester TV commercials**.

The ads feature a sheep farm and border collies. In case you have missed hem, links to the YouTube videos are in the next column.

Your Humble Scribbler

Len



Sheepdog Buddy



<https://www.youtube.com/watch?v=O9wpMnl-Ayc>

Slowpoke



<https://www.youtube.com/watch?v=Om3IYgH0Bq0>

Courtesy YouTube & Red Urban Advertising Agency
<http://www.redurban.ca/contact.php>



Ian & Shaun's Laws for Better Driving - 'Always use your Parking Brake'

All our vehicles come with a Parking Brake but not everybody uses it. Especially owners of Automatic transmissions (unless parked on a steep hill).

This tool is a safety feature should your vehicle pop into neutral while parked or collided with while parked.



Nowadays, there are three different types, a foot pedal brake, a hand brake or the newer electronic parking brake activated and released by a button or tab near your gear selector. Regardless of which system you have, you should ALWAYS use it.

With an automatic transmission, when you put the gear selector into 'Park' a pin (called a parking Pawl) stops the vehicle from moving but if that pin wears out, or if the vehicle is struck by another car causing the pin to break, there is nothing to stop the vehicle from rolling away.

With a manual transmission, most drivers will either use the parking brake and leave the gear shifter in Neutral, or they will leave the gear shifter in either 1st gear or Reverse gear and not use the parking brake at all. Once again though...there is no redundant safety.

Best practice is to always use the Parking Brake AND either 'Park' (with an automatic) or 1st or Reverse gear (with a manual).

Better driving is no accident!

Til next time...

Shaun & Ian

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Peterborough Motorsports Club

Pax Time Results

#6 - Fall Ball Solo - Sun 09-11-2016

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	CS	22	Tighe, Phil	2000 Mazda Miata	60.937	*0.834	50.821	0.000	0.000
2	1	GS	23	Johnson, Chris	2005 Subaru Impreza	62.466	*0.816	50.972	0.151	0.151
3	1	SM	9	Bache, Evan	2013 Audi TT	59.814	*0.867	51.858	0.886	1.037
4	2	CS	7	Grubb, Travis	2000 Miata	62.294	*0.834	51.953	0.095	1.132
5	1	STU	3	Remington, Jeff	1989 BMW 325i	61.735	*0.846	52.227	0.274	1.406
6	1	STR	11	Courneya, Rich	2001 Miata	62.381	*0.839	52.337	0.110	1.516
7	1	HS	31	Dyck, Ian	2007 Ford FocusWagon!!!	65.145	*0.804	52.376	0.039	1.555
8	1	STX	19	Ost, Christian	2013 Audi TT	63.905	*0.827	52.849	0.473	2.028
9	1	DSP	32	Reid, Don	1993 RX7	62.527	*0.855	53.460	0.611	2.639
10	1	FSP	14	Junkin, Tyler	1984 Pontiac Fiero	63.911	*0.838	53.557	0.097	2.736
11	1	SMF	16	Nishitoba, Ken	1993 Honda Civic	62.878	*0.852	53.572	0.015	2.751
12	2	FSP	15	Graham, Tanner	2001 Jetta TDi	63.940	*0.838	53.581	0.009	2.760
13	1	FP	100	Watson, Jeff	2003 VW Jetta	61.486	*0.877	53.923	0.342	3.102
14	1	SSM	1	Bateman, Greg	2007 Lotus Elise	61.951	*0.881	54.578	0.655	3.757
15	2	FP	10	James, Curtis	2003 VW Jetta	62.578	*0.877	54.880	0.302	4.059
16	2	STU	13	Remington, Randy	1989 BMW 325i	65.144	*0.846	55.111	0.231	4.290
17	3	STU	17	Barnard, Michael	1998 BMW 328is	65.577	*0.846	55.478	0.367	4.657
18	2	HS	27	Haines, Brandon	2014 Mazda 3	69.057	*0.804	55.521	0.043	4.700
19	3	CS	18	Lynas, Brian	2009 Mazda Miata	66.956	*0.834	55.841	0.320	5.020
20	4	CS	5	Major, Paul	2007 Miata	67.187	*0.834	56.034	0.193	5.213
21	2	STR	12	Angevaare, Brad	2001 Mazda Miata	66.905	*0.839	56.133	0.099	5.312
22	2	DSP	26	Norval, Stewart	1987 RX7	66.074	*0.855	56.493	0.360	5.672
23	2	SM	4	Kidd, Al	Lotus 7	65.330	*0.867	56.641	0.148	5.820
24	3	FSP	2	Kelly, Jeremy	1998 Hoonfire	68.508	*0.838	57.409	0.768	6.588
25	3	DSP	6	Norval, Rob	1987 Mazda RX7	67.449	*0.855	57.668	0.259	6.847
26	3	HS	21	Demers, Dan	1992 Honda Prelude	72.254	*0.804	58.092	0.424	7.271
27	4	STU	33	Tuck, Liam	1998 Subaru Legacy	69.178	*0.846	58.524	0.432	7.703
28	4	DSP	25	McCann, Andy	2006 Saturn Ion	68.457	*0.855	58.530	0.006	7.709
29	4	HS	28	Stogryn, Nathan	2005 Mazda 3	73.047	*0.804	58.729	0.199	7.908
30	1	FS	34	O'Connor, Chris	2007 Chevy Camaro	71.119	*0.830	59.028	0.299	8.207
31	2	SMF	20	Gallagher, Keith	2000 Honda Civic	69.974	*0.852	59.617	0.589	8.796
32	1	STF	30	Manning, Phil	1992 VW Jetta	75.415	*0.795	59.954	0.337	9.133
33	5	DSP	35	Prentice, Tanner	1994 BMW 325is	70.243	*0.855	60.057	0.103	9.236
34	5	HS	29	Junkin, Marilyn	2005 Chevy Cobalt	75.470	*0.804	60.677	0.620	9.856
35	2	GS	24	Elliot, Ross	2007 Mustang	79.394	*0.816	64.785	4.108	13.964

Peterborough Motorsports Club								
Final Raw Time Results								
#6 - Fall Ball Solo - Sun 09-11-2016								

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	SM	9	Bache, Evan	2013 Audi TT	59.814	0.000	0.000
2	1	CS	22	Tighe, Phil	2000 Mazda Miata	60.937	1.123	1.123
3	1	FP	100	Watson, Jeff	2003 VW Jetta	61.486	0.549	1.672
4	1	STU	3	Remington, Jeff	1989 BMW 325i	61.735	0.249	1.921
5	1	SSM	1	Bateman, Greg	2007 Lotus Elise	61.951	0.216	2.137
6	2	CS	7	Grubb, Travis	2000 Miata	62.294	0.343	2.480
7	1	STR	11	Courneya, Rich	2001 Miata	62.381	0.087	2.567
8	1	GS	23	Johnson, Chris	2005 Subaru Impreza	62.466	0.085	2.652
9	1	DSP	32	Reid, Don	1993 RX7	62.527	0.061	2.713
10	2	FP	10	James, Curtis	2003 VW Jetta	62.578	0.051	2.764
11	1	SMF	16	Nishitoba, Ken	1993 Honda Civic	62.878	0.300	3.064
12	1	STX	19	Ost, Christian	2013 Audi TT	63.905	1.027	4.091
13	1	FSP	14	Junkin, Tyler	1984 Pontiac Fiero	63.911	0.006	4.097
14	2	FSP	15	Graham, Tanner	2001 Jetta TDi	63.940	0.029	4.126
15	2	STU	13	Remington, Randy	1989 BMW 325i	65.144	1.204	5.330
16	1	HS	31	Dyck, Ian	2007 Ford FocusWagon!!!	65.145	0.001	5.331
17	2	SM	4	Kidd, Al	Lotus 7	65.330	0.185	5.516
18	3	STU	17	Barnard, Michael	1998 BMW 328is	65.577	0.247	5.763
19	2	DSP	26	Norval, Stewart	1987 RX7	66.074	0.497	6.260
20	2	STR	12	Angevaare, Brad	2001 Mazda Miata	66.905	0.831	7.091
21	3	CS	18	Lynas, Brian	2009 Mazda Miata	66.956	0.051	7.142
22	4	CS	5	Major, Paul	2007 Miata	67.187	0.231	7.373
23	3	DSP	6	Norval, Rob	1987 Mazda RX7	67.449	0.262	7.635
24	4	DSP	25	McCann, Andy	2006 Saturn Ion	68.457	1.008	8.643
25	3	FSP	2	Kelly, Jeremy	1998 Hoonfire	68.508	0.051	8.694
26	2	HS	27	Haines, Brandon	2014 Mazda 3	69.057	0.549	9.243
27	4	STU	33	Tuck, Liam	1998 Subaru Legacy	69.178	0.121	9.364
28	2	SMF	20	Gallagher, Keith	2000 Honda Civic	69.974	0.796	10.160
29	5	DSP	35	Prentice, Tanner	1994 BMW 325is	70.243	0.269	10.429
30	1	FS	34	O'Connor, Chris	2007 Chevy Camaro	71.119	0.876	11.305
31	3	HS	21	Demers, Dan	1992 Honda Prelude	72.254	1.135	12.440
32	4	HS	28	Stogryn, Nathan	2005 Mazda 3	73.047	0.793	13.233
33	1	STF	30	Manning, Phil	1992 VW Jetta	75.415	2.368	15.601
34	5	HS	29	Junkin, Marilyn	2005 Chevy Cobalt	75.470	0.055	15.656
35	2	GS	24	Elliot, Ross	2007 Mustang	79.394	3.924	19.580

FALL BALL RALLY 2016 RESULTS

<i>DRIVER</i>	<i>NAVIGATOR</i>	<i>CAR #</i>	<i>CP 1</i>	<i>CP 2</i>	<i>CP 3</i>	<i>CP 4</i>	<i>CP 5</i>	<i>CP 6</i>	<i>FINISH</i>	<i>TOTAL</i>	<i>O/A</i>
Dan Demers	Kathryn Demers	1	1.3e	1.1	.2e	1.7	0	2.8	4	11.1	1
Kris Dickson	Travis Grubb	2	1e	0.8	3.5	9	0	5.9	0	20.9	2
Nicholis Silverio	Stephen Strangways	3	0	5.5	.3e	0.6	0	2.8	12e	21.2	3
Rich Courneya	Kennedy Courneya	4	1.3	1.9	3.7	20	0	16.7	0	43.6	4

Thank you Peter Watt Green Crew and Check Point
 Len Arminio Check Point
 Allan Cabardos Check Point



Rally-Golf Results:

Aug 24th, 2016

- Jim St. John/Dianne McFarland -3
- Lois Cabardos/Marilyn Seale -2
- Alain Cabardos/Emile Cabardos -1
- Brian Lynas/Lise Lynas +1
- Kim Healy/Peter Watt +1
- Pete Gulliver +3



Certainly the new Micra makes the prior generation look sparse and dated – but nostalgia trumps technology



Review and photos by [Lesley Wimbush](#)

I wasn't prepared for the sudden swell of emotion when handed the keys to a 1987 Nissan Micra.

When Nissan reintroduced the Micra here after a 22-year hiatus, the classic '87 had been part of the promotional

display at its 2014 relaunch. Half-jokingly, I suggested my status as a former owner of a similar car should be qualification enough to take it for a test drive. To my surprise, Nissan's corporate communications director Didier Marsaud readily agreed. "Sure, I tink we can make zees happen," he said, his characteristic Parisian accent like music to the ears.

It took nearly two years for the Micra's and my schedule to align, but at last, here we were – with a brand-new Micra thrown into the mix for perspective.

That familiar boxy shape, homely yet comforting, instantly transported me back to a time when scraping together enough for a car of a "certain vintage" was still cause for personal celebration.

It was the early 90s, and as a newly single thirty-something who'd spent most of my formative years as a city-dwelling art student thumbing and bumming rides, I'd never really had a car of my own. I'd spent many a long hour, toothbrush in hand, cleaning vintage carburetors alongside my muscle-car crazy older brother. And I'd co-owned several Datsuns, Nissans and Toyotas during my previous relationship. But the pale blue, 1986 Nissan Micra purchased for the princely sum of \$3,500 was the first car that was entirely mine. It was rudimentary mobility to be sure, but still, my humble beater, which one friend called "even uglier than a Yugo," represented glorious freedom. Its 56 raging ponies took me on [some unforgettable adventures](#), often accompanied by passengers who've long since departed this mortal coil.

Wheel grasped with both hands, mouth pursed to deliver a convincing "vroom-vroom," my three-year-old nephew, now a strapping six-footer, had many journeys of his own in that old Micra.

The sweet memories blot out those best forgotten, such as the car's tendency to suddenly quit on cold mornings – usually waiting until I was in busy traffic. The smell of "Quick Start" still makes me shudder; fumbling with the air hat, fingers frozen stiff as carrots, spraying a quick jolt into its tiny carburetor. Or, being flat on my back after a busy midnight shift at the newspaper, swearing mightily while attempting to secure my muffler with an old coat hanger.

However, this particular car, a 1987, has a rather interesting provenance as well. Purchased new by Karen Ackroyd of Woodbridge, Ontario, it was dubbed "Baby" and meticulously maintained for the 27 years it was in her care. With only 125,000 kilometres on its odometer,

"Baby" was nearly as pristine as the day it had rolled off the production line. When Karen decided to check out the revised 2015 Micra, the dealership surprised her with the keys to a brand-new car, which she promptly dubbed "Baby 2." Her original '87 Micra has remained on display in the dealer's showroom ever since.

Until now. After spending a week with this awkward little piece of nostalgia, I'd logged nearly as many miles on it as I had on the previously reviewed new Micra. So, how do they compare? They don't.



For those of us who revel in a driving experience that isn't numbed by over-engineering, and who appreciate the simplicity of a tiny, ultra-light vehicle with

chatterbox steering, and a delightfully engaging gearbox, this vintage hatchback is a "Way-Back Machine" of the first order.

Known as the "March" in its native Japan, where it was introduced in 1982, the Micra came to Canada in '84 as the first product of Datsun's rebirth as Nissan. Surprisingly, the Micra wasn't – and still isn't – available in the U.S. While it continued to be sold in European and Japanese markets, only the first-generation Micra K10 was available here from 1984 until it was replaced by the 1992 Sentra.



Canadian versions, such as Baby, came in five-door hatchback configuration and were powered by a 1.2-litre four-cylinder that put out

56 horsepower and 69 lb.-ft. of torque. That's less power than the auxiliary motors on today's hybrids, but when you consider that the Micra K10 weighs only 710 kilograms, suddenly those paltry numbers sound a lot more promising. The all-aluminum engine is mated to a sweet little five-speed gearbox and somehow, together, they transcend their

modest appearances to deliver an experience that's delightfully engaging.



Wrapping your hand around the well-worn ball, and driving the shifter

home through each of those well-defined gates with a satisfying “snick,” while your feet work the clutch and throttle in perfect harmony – well, this is driving in its purest form. FM radio tuned to classic rock, USB adaptor plugged into the cigarette lighter – I’ve got all the modern technology I need, including navigation, through my smartphone.

The large and slender wheel is connected to “arm-strong” manual steering that’s awkward and laborious during parking manoeuvres, yet surprisingly communicative on the road.

Of course, very little comes between you and that road. Behind the thin, grey vinyl upholstery plastered around the so-plain-it-hurts cabin, there’s nothing but air



insulating the Micra’s tin-can body. Every bump, every pavement irregularity is transmitted by the tiny, twelve-inch wheels through the flat, compressed slab

of the mouse-fur seat bottom.

Other than its sub-compact segment position in the automotive hierarchy, there really aren’t any shared similarities between “Baby” and the current iteration of the Nissan Micra.

For most modern drivers, this car would be a novelty at best. At worst, it’s an unwelcome reminder of the days when budget car ownership was limited to primitive engineering with very little concession to comfort, technology or design.

While I firmly believe that every automotive writer should be required to spend time behind the wheel of a car like “Baby” before ever putting pen to paper (or cursor to screen, as it were), there’s no question that the modern Micra is the hands-down winner in terms of safety, reliability and comfort, and the one I’d recommend to the average subcompact buyer.



For me, however, driving “Baby” was the next best thing to reuniting with an old friend.

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



MINUTES

PMSC Business Meeting September 14, 2016 The Souvlaki Pit

PRESENT:

Executive Members: Mike Vanrees-President, Matt Ballinger-Treasurer, Dan Demers-Competition Director, Len Arminio- Communications Director.
Members: Al Carlson, Doug Armstrong, Rick Williams, Pete Gulliver, Peter Watt.

Called to order at 7:10pm.

1. President Mike reminded the meeting that the offices of President, Secretary and Competition Director will be the subjects of elections in November. Director Dan has indicated he will NOT run for reelection to the office of Competition Director for 2017-18. Anyone interested in helping to run your club should contact any member of the executive ASAP.
2. Treasurer Matt reviewed club finances that showed a slightly lower but still very healthy bank balance.
3. Competition Director Dan reviewed the events of the past summer. Solo entries were over 30 for all events. The fun rallies were

well attended. He has proposed a “Trivia Rally” for 2017.

- a. Some members expressed displeasure at the event finish location restaurant for the Golf Rally citing poor service and not so great food quality. It was agreed this location will be stricken off the list for future events.

4. Galway-Cavendish Forest Rally. PMSC is looking for an organizer, or organizers for 2017. If no one presents themselves in the near future, PMSC will abandon the event and offer it to another RSO club.

5. Club website: Matt said he does not have time to upload content to the website and would like someone to take on that task. Members Pete Gulliver, Kevin DeVries and Len Arminio have indicated they could assume that task but each would need some training.

6. Pete Gulliver has been contacted by Al Pawling about using Shannonville for a winter Rally Cross event..AKA “Snowcross”.

Pete also told the meeting he took an aerial view of a gravel pit location north of Buckhorn which could serve as a Rally Cross venue. Questions of insurance still need to be answered.

7. A discussion of the membership calendar decided that anyone who joins after November 1st will be registered as a member for the following year only. [There will be no retroactivity for the current year.

8. The September business meeting was called by the President because PMSC had not had a meeting in several month. The club will hold a membership meeting on **September 28th and will continue with the one-a-month meeting schedule thereafter.**

9. Len indicated he could have a couple of rally videos courtesy of CDNRally for the membership meeting on the 28th .

The meeting was adjourned at 8:40 pm.



Next Events:



Last Chance Solo

*Sunday,
October 16, 2016*

Kawartha Speedway



The 2016 President's Prize Rally



An ORRC event.

*Saturday, November 12th,
2016*

