

# The Bulletin



*June, 2017*

*Volume 63, Issue 6*



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Speed Weekend Solo Results

Poker Rally Coming Right Up

GPS Rally is on the Horizon  
And so is the Mid-Summer  
Solo

Plug-In Caddy Review by  
Lesley Wimbush





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](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.



## **2017 Executive**

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





## *From the Editor's Keyboard*

*June 2017*

## Communications Director's May 2017 Report

***Here we are in mid-season....*** We again have had great turnouts for our AutoXs with more than 30 entries for the Speed Weekend Solo. (Pax and Raw results follow).

But our Watch Winder Rally slated for May 27<sup>th</sup> was a bust with only one team showing up. It was cancelled and the route instructions will be filed away for future events.

I think it would be time to poll the membership to see just what would make them interested in doing a short, easy TSD rally (70-100km 1.5 – 2 hours). Would a Saturday or Sunday be best? Afternoon? Evening? Dead of night? Ending at a restaurant for eats?

Think on those for a bit and send your comments to me.

While on the rally subject... We have three annual fun rallies this summer: **The Poker Rally on June 28<sup>th</sup>, the GPS Rally on July 26<sup>th</sup>, and Rally Golf on August 23<sup>rd</sup>.** **These are in place of our monthly meeting nights.**

As for me, I spent part of the Father's Day weekend at CTMP as a CASC Steward for the VARAC races. The antique gang really know how to have fun, both on and off the track. The Masters F1 class had 16 entries of 70's era F1 cars with drivers from all over the world. They ran in the 1:14 range. Very impressive for 40 year old cars.

I can't make the Poker Rally due to a conflict but I hope to see folks out for the GPS and Rally Golf.

Your Humble Scribbler,

Len Arminio



- Facebook Page has 307 members
- Twitter has 61 followers. We follow 83 other feeds. We have posted 538 tweets since 2011.
- May Bulletin went out on the 17<sup>th</sup>. It will be posted to the website this week.
- June Bulletin deadline for submissions is June 21.
- There will be no July Bulletin as usual
- There will not be a September Bulletin because the editor will be in Nova Scotia and PEI during the month.
- **The current Communications Director will not be seeking another term at the November AGM or will seek to have a smaller portfolio.**

Len



## Peterborough Motorsports Club

## Final Raw Time Results

#3 - Speed Weekend - Sun 06-18-2017

Timed Entries: 33

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	ASP	30	Reid, Don	1993 Mazda RX7	32.397	0.000	0.000
2	1	STR	15	Graham, Tanner	1994 Mazda Miata	32.730	0.333	0.333
3	1	SSM	11	Bateman, Greg	2007 Lotus Elise	32.869	0.139	0.472
4	1	SM	4	Kidd, Al	Lotus 7	33.410	0.541	1.013
5	1	GS	23	Johnson, Chris	2005 Subaru Impreza	33.530	0.120	1.133
6	2	STR	25	Quinn, Jay	1999 Mazda MX5	34.003	0.473	1.606
7	1	STX	14	Healey, Micheal	2014 Ford Focus ST	34.009	0.006	1.612
8	1	CS	20	Lynas, Brian	2009 Mazda Miata	34.146	0.137	1.749
9	1	STS	18	Courneya, Anthony	2005 Honda Accord	34.224	0.078	1.827
10	2	STX	32	Barnard, Michael	2008 Honda Civic	34.248	0.024	1.851
11	3	STR	13	Grubb, Travis	2000 Miata	34.324	0.076	1.927
12	4	STR	29	Angevaare, Brad	2001 Mazda Miata	34.451	0.127	2.054
13	1	HS	6	Dyck, Ian	2007 Ford FocusWagon!!!	34.660	0.209	2.263
14	1	STP	19	Courneya, Rich	1997 Ford Mustang	34.716	0.056	2.319
15	1	FS	1	Austin, Glenn	1988 Rustang	34.884	0.168	2.487
16	1	ES	8	Tighe, Phil	2000 Mazda Miata	35.003	0.119	2.606
17	3	STX	31	Black, Cory	1991 BMW 325iS	35.151	0.148	2.754
18	1	ESP	28	Gray, John	1966 Chevy Corvair	35.277	0.126	2.880
19	1	FSP	17	Dover, Jay	1997 Pontiac Firebird	35.342	0.065	2.945
20	4	STX	21	Mahoney, Zac	2006 Saab 93 Aero	35.350	0.008	2.953
21	1	STF	16	Mewett, James	2017 Chevy Bolt	35.567	0.217	3.170
22	1	DSP	10	Remington, Randy	1989 BMW 325i	35.592	0.025	3.195
23	2	DSP	22	Prentice, Tanner	1994 BMW 325is	35.958	0.366	3.561
24	2	FSP	26	Dover, Tyler	1987 Olds Cutlass	36.136	0.178	3.739
25	2	HS	24	Jean, Eric	2012 Chevy Sonic	36.725	0.589	4.328
26	2	CS	5	Matthews, Richard	2014 Scion FR-S	36.881	0.156	4.484
27	5	STX	9	Robertson, Joe	2010 Hyundai Genesis	37.410	0.529	5.013
28	3	HS	2	Demers, Dan	1992 Honda Prelude	37.488	0.078	5.091
29	2	STF	3	Wimbush, Lesley	2017 Chevy Bolt	37.598	0.110	5.201
30	6	STX	12	Black, Doug	1991 BMW 325iS	39.340	1.742	6.943
31	3	STF	7	Killing, David	2013 Chevy Sonic	39.540	0.200	7.143
32	2	STP	33	Hamlin, Brook	2006 Dodge Charger	45.054	5.514	12.657
33	4	HS	27	Drumm, Richard	2004 Chevy Silverado	45.120	0.066	12.723

## Peterborough Motorsports Club

## Pax Time Results

#3 - Speed Weekend - Sun 06-18-2017

Timed Entries: 33

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	GS	23	Johnson, Chris	2005 Subaru Impreza	33.530	*0.793	26.589	0.000	0.000
2	1	STR	15	Graham, Tanner	1994 Mazda Miata	32.730	*0.830	27.165	0.576	0.576
3	1	HS	6	Dyck, Ian	2007 Ford FocusWagon!!!	34.660	*0.786	27.242	0.077	0.653
4	1	CS	20	Lynas, Brian	2009 Mazda Miata	34.146	*0.810	27.658	0.416	1.069
5	1	ASP	30	Reid, Don	1993 Mazda RX7	32.397	*0.856	27.731	0.073	1.142
6	1	ES	8	Tighe, Phil	2000 Mazda Miata	35.003	*0.794	27.792	0.061	1.203
7	1	STX	14	Healey, Micheal	2014 Ford Focus ST	34.009	*0.822	27.955	0.163	1.366
8	1	STS	18	Courneya, Anthony	2005 Honda Accord	34.224	*0.818	27.995	0.040	1.406
9	1	FS	1	Austin, Glenn	1988 Rustang	34.884	*0.804	28.046	0.051	1.457
10	2	STX	32	Barnard, Michael	2008 Honda Civic	34.248	*0.822	28.151	0.105	1.562
11	2	STR	25	Quinn, Jay	1999 Mazda MX5	34.003	*0.830	28.222	0.071	1.633
12	1	STF	16	Mewett, James	2017 Chevy Bolt	35.567	*0.800	28.453	0.231	1.864
13	1	STP	19	Courneya, Rich	1997 Ford Mustang	34.716	*0.820	28.467	0.014	1.878
14	3	STR	13	Grubb, Travis	2000 Miata	34.324	*0.830	28.488	0.021	1.899
15	4	STR	29	Angevaare, Brad	2001 Mazda Miata	34.451	*0.830	28.594	0.106	2.005
16	1	SSM	11	Bateman, Greg	2007 Lotus Elise	32.869	*0.875	28.760	0.166	2.171
17	1	SM	4	Kidd, Al	Lotus 7	33.410	*0.861	28.766	0.006	2.177
18	2	HS	24	Jean, Eric	2012 Chevy Sonic	36.725	*0.786	28.865	0.099	2.276
19	3	STX	31	Black, Cory	1991 BMW 325iS	35.151	*0.822	28.894	0.029	2.305
20	4	STX	21	Mahoney, Zac	2006 Saab 93 Aero	35.350	*0.822	29.057	0.163	2.468
21	1	FSP	17	Dover, Jay	1997 Pontiac Firebird	35.342	*0.829	29.298	0.241	2.709
22	3	HS	2	Demers, Dan	1992 Honda Prelude	37.488	*0.786	29.465	0.167	2.876
23	1	ESP	28	Gray, John	1966 Chevy Corvair	35.277	*0.837	29.526	0.061	2.937
24	2	CS	5	Matthews, Richard	2014 Scion FR-S	36.881	*0.810	29.873	0.347	3.284
25	2	FSP	26	Dover, Tyler	1987 Olds Cutlass	36.136	*0.829	29.956	0.083	3.367
26	1	DSP	10	Remington, Randy	1989 BMW 325i	35.592	*0.842	29.968	0.012	3.379
27	2	STF	3	Wimbush, Lesley	2017 Chevy Bolt	37.598	*0.800	30.078	0.110	3.489
28	2	DSP	22	Prentice, Tanner	1994 BMW 325is	35.958	*0.842	30.276	0.198	3.687
29	5	STX	9	Robertson, Joe	2010 Hyundai Genesis	37.410	*0.822	30.751	0.475	4.162
30	3	STF	7	Killing, David	2013 Chevy Sonic	39.540	*0.800	31.632	0.881	5.043
31	6	STX	12	Black, Doug	1991 BMW 325iS	39.340	*0.822	32.337	0.705	5.748
32	4	HS	27	Drumm, Richard	2004 Chevy Silverado	45.120	*0.786	35.464	3.127	8.875
33	2	STP	33	Hamlin, Brook	2006 Dodge Charger	45.054	*0.820	36.944	1.480	10.355



## Competition Calendar 2017

~~Line thru~~ = Event concluded or cancelled

**Red = Next events on calendar**

Event	Date	Location	Organizer
<del>Ice Race</del>	<del>Feb. 18 &amp; 19</del>	<del>Minden</del>	<del>Dan Demers</del>
Rally Cross	CANCELLED	Burnt River	Pete Gulliver
Snoecross	CANCELLED	Shannonville	Al Pawling
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<del>Cobweb Solo</del>	<del>April 23</del>	<del>Kawartha</del>	<del>TBA</del>
<del>Spring Runoff Rally</del>	<del>April 29</del>	<del>Cobourg</del>	<del>Louis Cabardos</del>
<del>Watchwinder Rally</del>	<del>May 27</del>	<del>Bewdley</del>	<del>L&amp;A Cabardos</del>
<del>Watchwinder Solo</del>	<del>May 28</del>	<del>Douro</del>	<del>Dan Demers</del>
<del>Speed Weekend Solo</del>	<del>June 18</del>	<del>Kawartha</del>	<del>TBD</del>
<b>Mid-Summer Solo</b>	<b>July 23</b>	<b>Kawartha</b>	
Dog Days Solo	Aug. 20	Kawartha	
Fall Ball Rally	Sept. 9	TBA	TBA
Fall Ball Solo	Sept. 10	Kawartha	Dan Demers
Last Chance Solo	Oct. 15	Kawartha	Travis Grubb
President's Prize	Nov. 4	Peterborough	Travis Grubb/Chris Johnson
<b>Fun Rallies:1 (Wednesdays)</b>	<b>June 28 (Poker)</b>	<b>St Louis Bar &amp; Grill</b>	<b>Alain Cabardos</b>
<b>2</b>	<b>July 26 (GPS)</b>	<b>TBA</b>	<b>Len Arminio</b>
3	August 23 (Golf)	TBA	Dan Demers





*The Peterborough  
Motor Sports Club  
Presents...*



*The 9<sup>th</sup> Annual PMSC "Poker Rally"*

*Wednesday, June 28th, 2017*



Dealer Alain Cabardos has once again donned his best casino vest and visor and will shuffle the deck for the 9th annual PMSC Poker Rally, Wednesday, June 28.

The event is a simple-instruction 50 km tour through the countryside where rally teams will find sealed envelopes, each containing a playing card.

**The team with the best hand  
at the rally finish wins!**



Here are the details: **START & FINISH: St Louis Bar and Grill,  
Lansdowne Street West**

**REGISTRATION: 5:45 pm**

**CAR #1: 6:15 pm**

**FREE ENTRY !!**

**Prizes will be awarded.**

**Info: [alain.cabardos@gmail.com](mailto:alain.cabardos@gmail.com)**

Please let Alain know ASAP if you are attending so he can inform the restaurant and gather card decks and prizes.





# *The Peterborough Motor Sports Club Presents...*



*Coordinates will be in degrees and five decimal minutes  
(44.12345/-78.54321)*

*Wednesday, July 26, 2017*

*Start/Finish: TBD*

*Registration: 5:30 pm*

*Team Meeting 5:45 pm*

*First car 6:00 pm*

***NO ENTRY FEE!***

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

*Distance is about 50km/60-70 minutes*

*on 70% paved roads*

*Info: [lenarminio@gmail.com](mailto:lenarminio@gmail.com)*





# *First Drive: 2017 Cadillac CT6 Plug- In Hybrid*

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## Chinese-built sedan offers luxury with better fuel economy

Article and photos by Lesley  
Wimbush | Driving.ca , May 22, 2017



TARRYTOWN, New York – After a frantic stop and go drive through downtown Manhattan, we glide into the bucolic green countryside of Westchester, where century homes are bought and sold through Sotheby’s. The mid-point stop on our drive route is “Stone Barns” Farm, an educational centre for food and agriculture “designed to promote sustainable, community-based food production”. Here, well-heeled idealists dine at Blue Hill restaurant, revered by New York food critics for its \$198 “grazing, pecking and rooting” taste menu. All ingredients are foraged from the surrounding fields, or sourced from nearby farms in their quest to promote a true farm-to-table experience and a “culture of eating, based on ecosystem health”.

The centre attracts throngs of green-minded and nature deprived city dwellers, who volunteer their time tending crops of kale, collecting eggs or attending workshops on sustainable livestock practices. It’s all very earnest, and admirable and utterly plausible from within the environs of this privileged, pastoral setting. Much like many other green initiatives, the early adopters tend to be those with the means to afford their responsible choices.

Our sleek, champagne-coloured sedan would be right at home on the circular driveways of any one of these white-columned, slate-roofed stone estates. Nearly 10,000 people in the U.S. bought a Cadillac CT6 last year, only 250 in Canada. But the car we’re driving is the new CT6 Plug-In, a gasoline-electric hybrid version of the American luxury automaker’s full-size sedan.

Like the sustainable food movement, such vehicles have a specialized appeal since the initial outlay makes it hard to justify the eventual rewards. But they also serve up electrification to well-heeled adopters, who don’t have to sacrifice luxury to do the right thing.

Cadillac expects to sell less than 1,000 of these cars in the U.S and under 100 here in Canada. Clearly, North America isn’t the target market for the CT6 Hybrid. While Cadillac’s sales have fallen by some 4.6 per cent here, they’ve exploded by 90 per cent in China.

Visually, there are very few differences between the U.S. built CT6 and our Chinese-built hybrid. Some subtle badging, and of course, the additional charge port are the only obvious cues.

Instead of different packages and models, the CT6 comes in only one loaded trim level, designed to undercut similarly equipped competitors Mercedes-Benz S550e, BMW 740e and Porsche Panamera hybrid by up to \$15,000.



It’s powered by a longitudinally-mounted 2.0L turbocharged four-cylinder gasoline engine, paired up

to two 100 horsepower electric motors encased within the “EVT” – electric variable transmission. Rather than producing traditionally stepped gear changes, the EVT seamlessly combines electric and engine power in a smooth, linear progression. Total power output is 335 hp and 432 lb. ft. of torque – similar to the V6 AWD CT6. With an 18kWh lithium ion battery in the trunk, electric-only range is 48 kilometres, and total range is 643 km with a fuel efficiency rating of 3.6 L/100 km. It takes about 4.5 hours to fully charge with a 240 [volt](#) unit, up to 20 hours using regular household 110.

Energy is continually being replenished from brake regeneration, and using the manual shift mode and paddle shifters, the driver can choose from least to most aggressive brake regeneration. Thus,



a driver can navigate congested traffic without ever putting his foot on the brake – simply downshifting to 2nd or 1st gear and lifting his foot off the gas is enough to come to a stop.

On the road, the CT6 hybrid is whisper quiet. It can travel up to 125 km/h in pure electric mode before the turbocharged four kicks in, but the cabin’s well-insulated enough that the changeover is nearly imperceptible. There’s no Magnetic Ride adaptive suspension available, instead it’s underpinned by the regular steel suspension, beefed up to support the heavy battery pack. Over the rough cobblestones of New York’s older backstreets, the bumps and potholes were absorbed by the well-tuned damping long before they intruded in the cabin. The 2,054-kilogram CT6 Hybrid doesn’t feel fast or nimble – it’s more of a powerful, regal cruiser.

The cabin is well-appointed and attractive, although it lacks the refined elegance of its German competitors.



Unlike the regular CT6, the hybrid’s trunk-located battery’s placement doesn’t allow the rear seats to recline; a glaring omission for the Chinese market who regard back seat comfort very highly – not to mention the greatly reduced trunk-space.



Standard are heated and chilled front seats, navigation, night vision, dual sunroofs, and a full suite of driver safety systems. We experienced a few glitches in the pre-production unit which failed to initiate forward collision warning and automatic braking – which Cadillac attributed to the bright glare on the radar sensor.

The adaptive cruise control was confusingly initiated using the cancel button for the regular cruise control.

Steering is light and accurate, and despite its large size, the CT6 hybrid never feels ponderous. The battery pack’s weight over the rear wheels actually seems to improve the vehicle’s front-to-back weight ratio. Unlike the regular CT6, the hybrid is only available in RWD, as an all-wheel-drive system was deemed too heavy for hybrid fuel efficiency.

Aside from the odd gear whine when decelerating, it’s easy to forget you’re in a hybrid when driving this sleek and lovely executive sedan. Chinese drivers will appreciate its ability to lock out electric drive and run on internal combustion alone on the highway, thus conserving full-electric mobility for emissions-restricted city driving.

**The CT6 Plug-In Hybrid is arriving shortly in Canada through select dealerships, with an MSRP of \$85,995 before applicable incentives.**



*Lesley is a former PMSC member and an award-winning Automotive Journalist. We use her articles with her permission.*



***Reminder - There will be no July Bulletin as usual.***

***June, July and August club meetings are replaced by fun rallies.***