

Peterborough Motor Sports Club BULLETIN



September, 2011



Why Is This Man Smiling?? See Page 8

(Photo by Earle Henderson)

Peterborough Motor Sports Club, Inc.

Founded 1953/Incorporated 1959

www.pmsc.on.ca

Peterborough Motor Sports Club
P.O. Box 131
Peterborough, Ontario K9J 6Y5
Also on Facebook and Twitter

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2011 Executive

President	VACANT	president@pmsc.on.ca
Past President	Dan Demers	ddemers@pvncdsb.on.ca
Vice President	Mike van Rees	vicepresident@pmsc.on.ca
Secretary	VACANT	secretary@pmsc.on.ca
Treasurer	Peter Watson	treasurer@pmsc.on.ca
Competition Director	Dan Demers	competition@pmsc.on.ca
Public Relations	Travis Grubb	vwdsltrukman@hotmail.co
Communications Director	Len Arminio	bulletin@pmsc.on.ca
		Mobile:
		lenarminio@gmail.com

Meetings

Club Social meetings are held on the fourth Wednesday of each month unless otherwise noted.
The Souvlaki Pit, 75 George St. North, Peterborough.

Meetings generally start at 7:30 PM with a social hour for dinner beginning around 6:30 PM.
The public is always welcome to attend.

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 Rallysport.



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



SEPTEMBER 2011, Volume 56- Issue 08

From the Editor's Keyboard

September 2011
bulletin@pmsc.on.ca



Welcome to the September 2011 edition of The PMSC Bulletin.

It's Been a Busy Month-And a Busy Fall to come

So much has been going on in the past four weeks, I decided to publish a full Bulletin rather than an "Update".

- We had a fun poker run rally for the August 24th meeting thanks to **Jack Hannah**.
- Lapping Day at Mosport went well.
- A New Organizer for the President's Prize Rally
- Articles by Earle, Jeannie and Peter Watt.
- Ice (Race) Warning!
- Solo Points Update

(Unfortunately, I did not receive the results of the Fall Ball Solo in time for this publication. They will hopefully be available at the September meeting).

So read this issue...lots of good stuff in it.

Next Club Meeting

Don't forget our September 28th meeting back at the Souvlaki Pit. We hope to get the low down on the Mt. Washington Hill climb.

Your Humble Scribbler,

Len Arminio

PMSC 2011 EVENT SCHEDULE

~~ABC~~ = COMPLETED **Red** = NEXT EVENTS

Ice Race	Feb. 12&13	Minden	Len Arminio
Spring Runoff Rally	Apr. 30	Hastings	Louis Cabarbos
Cobweb Solo	May 1	Douro	Dan Demers
Watch Winder Solo	May 29	Douro	Glenn Austin
Speed Weekend Solo	June 26	Kawartha	Ian Dyek
Mid Summer Solo (Regional)	July 17	Kawartha	Travis Grubb
GCFR	Aug. 13	Catchacoma	Mike van Rees
Dog Days Solo	Aug. 14	Douro	Brian Lynas
Lapping Day	Sept. 11	Mosport	Fab C.
Fall Ball Solo	Sept. 18	Kawartha	T r a v i s
President's Prize Rally	Oct. 15	Souvlaki Pit	Peter Watt
Last Chance Solo	Oct. 16	Kawartha	



Not The



President's Prize

Rally



Eighth and penultimate round of the ORRC 2011 Championship

- When:** Saturday October 15, 2011
- Start / Finish:** Souvlaki Pit Restaurant 75 George St. N., Peterborough
- Registration:** 9:15 - 10:40 **Competitors Meeting:** 10:45
- Car 0 starts:** 11:00 am **Approximate Finish:** 16:30
- Length:** Approx 300 km **One mid-rally break**
- Cost:** \$40 if you let me know you're coming by Oct. 10
\$50 at the door
- Contact:** peter.watt@cogeco.ca (705) 749-0563
- Brief Description:** A time/speed/distance car rally with three levels of instruction suitable for beginners to experts.
Featuring a variety of instructions
Paved and good gravel roads

Presented by: Peterborough Motor Sport Club



Request for Checkpoint Crews



**Saturday
October 15
2011**

**Time from
10:00am
to approx.
4:30pm**

Presented by **YOUR
Peterborough
Motor Sports Club**



**I'm looking for at least 6 checkpoint crews who will
commit to helping the rally be a success.**

**Please let me know as soon as possible!
(By the September 28 club meeting latest.)**

Peter Watt pwatt @ flemingc.on.ca (705-749-0563)

Without confirmed help, the event cannot run.

Mosport Lapping Day-2011

Mosport, Sept. 11 - It wasn't a financial success (the club lost around \$500) but the 17 entries who took on the Driver Development Track at Mosport had a great time. Well, maybe except for Ian Dyck who joined Glenn Austin in the official PMSC "Flip" club.

See Ian's... umm...explanation... in the PMSC Forum pages on the club web site www.pmsc.on.ca.

Some pictures thanks to Earle Henderson and Glenn Austin. (See a full set of Glenn's pics on *Flickr*).



Thanks to Fab for organizing the event!

Thanks for the...Err... “Fun”, Jack!

August 24 - It was an interesting (and confusing) jaunt through the wilds of Douro-Dummer on the Third Annual Poker Run organized by **Jack Hannah**.

Jack, in his evil and mischievous ways, set out a seven page instruction book... with the pages out of order and with every other of the six teams with slightly different instructions. Except for one slightly MAJOR omission of a right hand turn following checkpoint one, the route was fun.



Right! Like in My Dreams!

This rally competitor, with his faithful standard poodle "**Abby the Wonder Dog**" (she wondered what the **** we were doing!) in the navigator's seat, found three of the six checkpoints containing sealed envelopes.

It was fun to see other competitors traveling in the *opposite direction* as me when I abandoned the route book as darkness fell and finally found Centre Road...from the wrong direction.

Congrats to **Peter Watt**, running solo, for getting the best poker hand with **Doug Armstrong**, another solo "team" in second place. The other teams included **Louis Cabardos and Peter Watson**, the **Cabardos boys**, and **Dan Demers and wife**.

Dan , who also got lost at the missing instruction, finally called Jack to ask the question, "W-T-F???"

Anyhow, we all finished the event and retired to the Timmie's on Water Street for the awards presentation just as a torrential rain broke from the overcast sky.

Oh...yours truly and Abby finished dead last with the worst poker hand imaginable (9 High)....but still scored a nice prize!

PS - I think we found the mysterious “Shroud of Dummer” out near Lynch’s Rock Road.

Thanks to Jack for the fun evening.

Len Arminio

Good Times at the Galway–Cavendish Forest Rally

by Jeannie MacGillivray



GCFR 2011 was, as usual, a good time for me. It was another “first”, marking my first time as a HAM radio operator. I was assigned to be a Radio point at the quarry, which meant I got to track the cars finishing and starting their stages, and to chat with lots of people.

Jim Morrow, my husband, and Mike Koch were the stewards. Jim got up to GCFR on Friday morning to check out the stages, and had lunch with the organizers. Mike arrived in the afternoon, as did I. We all enjoyed dinner at a pub/restaurant on the main street, with most people sitting out on the deck. We sat indoors, refreshed by cool blasts from the A/C.

An extra bonus for Jim was driving a 1-series BMW on the stage roads. His own car was in for repairs, and they gave him a loaner for the weekend (and yes, they knew where he was going). Jim really enjoyed its handling, and the stage roads just keep improving every year. GCFR is the rally I would most like to drive in. But that would be another dream come true!

I was assigned to do competitor Registration, and arrived at 7:45 a.m. to help Peter Watson. The competitors were already lined up, so we opened a few minutes early and were kept very busy for about an hour. The lineup thinned after that, giving me a chance to sip the now-tepid coffee I had picked up at Flynn’s Corners.

Meanwhile, various people were trying to put my HAM radio together. Unbeknownst to us, it had been loaned out to someone who was not a HAM, and that person returned it with a damaged antenna. After it became obvious that Jim couldn’t fix it, I sent out an urgent email to some HAMs. Ross Wood phoned on the way up to GCFR offering help in the form of a spare antenna. We’ll have to order a new one for Tall Pines.

GCFR wouldn’t be the same without Earle Henderson doing the T-shirts. For this year, he chose red polo shirts. Earle is great — I’m a small-ish person and he always makes sure I get a shirt in my size. No wonder I advertise the various GCFR rallies so much! Huge thanks to Earle for this year’s very excellent shirt!

The rally started with 19 cars. The only “off” of the day was Car 3, with Warren Haywood and Amanda Tolhurst. They went off on Stage A1, damaging the front of the car. The drivers were not injured. We’re hoping to see Warren competing again at Tall Pines.

GCFR 2011 marked another “first”, this being a huge one: The five-minute record was broken by Car 6, Chris Martin and Brian Johnson. They completed Stage 6, the final one of the event, in a blistering 4:55:6! Huge congratulations to Chris and Brian!

The top three teams were: Chris Martin and Brian Johnson; Ryan Huber and John Vanos in second place; and Nick Matthew and Kelly Matthew in third. Congratulations!

As for me, well I had a great time! It was really fun being at the quarry end. The newly married Emilie Guise came over to my car each time that her husband, Ryan Huber with co-driver John Vanos (Car 11), left the quarry to listen as the car was tracked down the stage. Emilie was part of the timing team at the quarry.

Special kudos to Len Arminio, who was an excellent Net Control. His calls were clear and concise, and he repeated the car numbers for tracking. This made my job a lot easier!

But my fun day wasn't over yet, as I won the worker prize of a ClearWater Design kayak! Huge thanks to Ian, Michelle and the company for this wonderful prize! Jim used to kayak competitively at the Rideau Canoe Club, and I know he is going to enjoy this very much. He can give me some tips on kayaking. We live in the Lanark Highlands, where the closest lake is less than 10 minutes away. What a perfect gift!

The only problem was getting it home. The Haywoods, who have a trailer, had left early, so Ross kindly took the kayak home in the RSO trailer to store it for us. During the week, I picked up a kayak carrier, and Jim left work early on Friday to drive up to Ross's home in Fenelon Falls for our new kayak.

For Jim and I, a large part of our enjoyment comes from the "Rally community" atmosphere of these events. Donna Huber dropped by after Registration quieted down to show me photos of Ryan and Emilie's wedding, since I couldn't download the images at home. Mark Newell came over to assess my damaged antenna and provide advice. When Sloan Haywood wanted to get back to HQ after her dad and Amanda went off, Jim stopped by the spectator area and picked her up (she had been under Donna's care). And after the banquet, fellow HAM and MCO member Jamie Cashin rushed around to arrange transport for my new kayak, catching Ross just before he left.

I really enjoy working rallies, especially GCFR. The road is so beautiful and smooth, that I love being on it. And with each new skill I learn, I can help out the Rally community a little bit more.

Jim and I aren't going to be available for Rallye Défi Ste-Agathe, so we'll next see everyone at the MCO Open Road Rally ORRC running out of Perth on November 5, or at the Rally of the Tall Pines on November 25-26.

Until then, rally on!

Editor's Note: Great job, Jeannie, at that busy control and at registration. And congrats on your new HAM radio license! You and Jim have fun in the kayak.

France and the Col de Turini

by Peter Watt



On Display in the Paris Citroen Boutique

As some may know, I recently had the opportunity of a three week visit to France. Some may also recall that I like to travel. Plan for this trip, since I can't have my own way 100% of the time (life is so unfair), was to spend the first five days in Paris followed by a train trip to Clermont Ferrand in the Massif Central to pick up a car. I chose Clermont Ferrand since there is a motor racing circuit there that I thought would be reminiscent of Spa. From there, a quick

drive to Toulouse for a tour of the Airbus factory.

Well, the trip to Toulouse coupled with some time at the world famous Millau Viaduct meant the race circuit went unvisited. That said, our rental car, an Opel Meriva, was a smoking 1.3 liter bundle of fun. Complete with rear

“suicide” doors –



The Opel Minerva

Oh and a turbo, actually performed quite well – more later. We had

booked a Citroen C5 but once again . . . I do not believe I have ever received the make or model of car I have reserved from a rental agency.



The Millau Viaduct

After Toulouse we had a two or three uncommitted days before our B&B booking near Avignon.



The Col de Puymorens

Never fearing a drive, and hoping to catch some Pyrenees time, we set out for Andorra. While I hadn't intended to take the tunnel, it proved to be a moot point since it was closed for maintenance.





We went up and over the Col de Puymorens and then down into Andorra and the capital Andorra Le Vella. Except for the fantastic mountain roads, it was a non eventful trip. On our drive back to Avignon, we broke for an evening in Narbonne where we shared our hotel with the Red Bull F1 roadie team which was en-route to the Spanish GP.

To cut to the chase, and keeping with the driving theme, we set up in our apartment in Nice for the final vacation week. For the most part, the car didn't move from the car park very often. With a 1 Euro bus fare we were able to travel the two hour trip from Nice to Cannes to bask in the glory of the penultimate day of the film festival. Return by train was approximately 30 minutes.

Two days later and for the same one Euro fare we traveled east to Monaco where preparations were well underway for the coming weekend's Grand Prix. Yes,



Pit Lane, Monaco

we walked the track. I was amazed at how narrow it was since one doesn't get the true impression of that from the TV coverage. I almost broke the bank at the Casino there as



Pit Lane, Monaco

my five Euro insertion into the slot machine yielded the princely sum of six Euros, ninety.

One amusing aspect at the Casino was the arrangement of autos



The Tunnel, Monaco

parked in front. The management made sure the Buggatis, Aston Martins, and Ferraris were suitably arranged in front. Smart cars and such were banished to areas unseen. Watching a



The Fairmont Hairpin, Monaco

valet parking attendant try to park a Lamborghini was most amusing. After several attempts to

fit into a slot a mere 4 meters wide, he drove around the square to put it at the end of the line. With several hundred people watching, many snapping pictures of the exotica, he managed to land it only stalling four or five times.

A few days later we un-caged the mighty Miriva and set out to Savonna Italy to meet with a former student who is working on a cruise ship. The Autostrada was a real work of art. In the two hour drive from Nice I lost count of the number of tunnels that had been carved from the Alps Maritime to complete the road. After a ship tour and on-board lunch, we returned to Nice, this time leaving the Autostrada and its pricy tolls to drive the Grand Corniche from Monaco back to Nice.

So – to the Col de Turini. I'd done some research prior to departure and had printed the stage maps from the 2011 Rallye Monte Carlo. I'd often read about the Col de Turini, reputed to be one of, if not the grand daddy of all stage roads. Over the years it has run in several variations, but always passing over the col (pass) with its oft photographed restaurants and crowds. The route essentially runs from Sospel north to the col and then turns west to finish in either La Bollène or south to Peïra-Cava. Various yeas it has run in the opposite direction. 2011 started in La Bollène and finished in Peïra-Cava.

The drive from Nice to Sospel, about 50 minutes, had some pretty amazing roads on their own. I couldn't wait. After Nice, surprisingly light. Once on road, there seemed little from the transit. Short linked by a series of slow to cuves as the road climbed out. As the altitude increased, the narrowed and the drop-offs precipitous. After passing short tunnel, the road began a switch-backs as it continued to



Hairpins on the Col de Turini

traffic was the stage difference straights medium of Sospel. road were more through a series of climb.



Upon reaching the summit, we were greeted with a relatively open area surrounded by restaurants and hotels. We enjoyed coffee and croissants on the terrace of the Hotel des Trois



Vallees. The bar and foyer were decorated floor to ceiling with pictures, plates, news reports and signed memorabilia from various Monte Carlo events dating back to the early 1900's. (First Monte Carlo Rally was in 1911.)

Four major roads led away from the top of the Col. One continued higher, forming a loop that passed by a viewing lookout. Another, of course, was the road just travelled that led back Sospel. A third, led down to La Bollène and eventually back to Nice while the fourth led to Peïra-Cava and eventually Nice. Since all the roads except for the loop have been used at various times, we decided to take the more northern road to La Bollène and then return to the Col to head south through Peïra-Cava for our return.



The road to La Bollène descended in a series of narrow sweeping curves and switchbacks. This almost led to the undoing of significant passenger as the tummy started to protest. Upon reaching the village, some walking time was on the cards. It was a quaint little hill town, surprisingly small, with very narrow twisting streets. I couldn't quite picture a hundred rally cars and thousands of spectators actually being able to pass through such a congested area. As we started back up toward the col, we started mixing with traffic of a different nature. Seems it is a very popular "rally type" drive for various touring groups. We met gaggles of Porsches and Mercedes, obviously travelling in various groups. The most interesting, were three German gentlemen each driving a version of a Gogomobile. (One of the original "bubble" cars.)



3 Gogomobiles on tour

From the col we took the road south to Peïra-Cava, again, an incredible stretch of road winding downhill through forests, but with enough vistas to keep the heart-rate ticking over. Latest record I saw was the Peïra-Cava to La Bollène stage, 18.4 km done by Sébastien Ogier in 13:23.4. That was an average of 82.5 kph. I believe I finished a close second in a time of a little under 2 hours, but I did stop for pictures.



A Porsche Club outing on the Col de Turini

Summary: Driving some of the WRC stages adds a whole new perspective to rallying. To imagine them doing these roads at night in the winter is stupefying. Admittedly, at night you can't see the drop-offs, but it would be hard to ignore their existence. Generally speaking, the standard of driving is also quite high. Seeing a 50+ year old post lady flying up and down the

road in her car or van adds a whole new appreciation for good driving skills. On the motorways, lane discipline makes North America, at least Ontario, look like a third world country still trying to shed the ox cart mentality. Another refreshing difference was the apparent bestowing of responsibility of the citizenry. From driving, through tourist attractions, through life in general there was a notable absence of the nanny state. It seemed that the government actually thought people should be responsible enough to walk stairs, drive roads, look at attractions without railings, warnings, safety harnesses, chain link fences, etc. Darwin would be proud.

That's it for now.

Safe Roads,

Peter

Karting at Kawartha Downs

by Earle Henderson



Karting is an aspect of racing that has often been overlooked by this Club in the past few years. In the past we have held a Karting night each year at a local go kart track as a Social Event. One year we even met at an indoor karting facility in Toronto for a fun evening.

Many young (and not so young) people enter the racing hobby via karts. Often their first experience with speed is at the local Go Kart track with pay-per-lap pricing, while others hear it from a friend who is involved in some sort of kart club. The reason behind your first trip in a kart is immaterial, once you have made a lap or two, you are hooked. The smell of gas, the sound of the engine, the excitement and then the adrenalin takes over. For many people this is the entry point into their first race seat.



I stopped in at Kawartha Downs Speedway on a Sunday afternoon to visit with PMSC member Fab Caravaggio who now has his young lad sitting in the driver's seat of his very own kart. Fab introduced his son Jordan to racing with a father & son project last winter which turned into a new hobby for the two of them. Although Jordan's karting schedule conflicts with Fabs Solo timetable, the occasional Solo gets missed in order to let Jordan get all the seat time he can.

For more information you can visit one of the local Karting Clubs in the area.

<http://www.kawarthadurhamkartclub.com/>

Mosport also offers an "Arrive and Drive" membership.

<http://www.mosportinternationalkarting.com/arriveanddrive.html>

Get Ready – Winter is Coming!



That means Ice Racing!!!

The annual Fall Ice Race Organizers and Drivers Meetings will be held at the Annandale Golf and Curling Club, 221 Church Street South in Ajax.

Sunday October 16th

(We know! It conflicts with the last solo of the year).

Organizers Meeting: 12:00 noon

Drivers Meeting: 1:00pm

*Directions: Take Westney Road Exit on the 401.
Turn South on Westney to Bayly Street.
Turn right (West) on Bayly.
Then turn right on Church Street.*

*NOTE: PMSC Ice Race is February 18 & 19,
2012.*

End of an Era: The Last “Crown Vic”

Rolls Off The Line



The last Ford Crown Victoria rolled off the assembly line at the automaker's plant in St. Thomas on September 15th. It marks the end of the huge, body-on-frame, rear-wheel-drive, gas-sucking “land yacht” in North America.

The “Crown Vic” was being bought almost entirely by police departments and taxi operators who needed a car to stand up to a daily beating.



The end of the “Crown Vic” means 1,100 CAW workers are out of jobs and dozens of suppliers will have to look for new markets for their products.

Also disappearing this year is the Crown Vic’s corporate sister, the Lincoln Town Car.

Source: USA TODAY

Editor’s Note: When our daughter was a police officer in Waterloo Region back in the early ‘90s, she had the misfortune of driving an old Crown Vic cruiser after driving the department’s fleet of Chevrolet Caprice cop cars. The Chevs had ABS, which for a cruiser travelling around corners at “speed”, made for a secure, non-skid turn even with the brakes on. But the old CV did not. She was on duty, parked at a traffic light in Cambridge when a Code 78 call (Officer needs assistance) came in. She tossed the double-double out the window, flipped on the lights and siren, and screeched out of the line of traffic and made the turn at the intersection. All was fine until she stepped on the brakes. The Vic’s back end broke loose and hammered the poor civilian car waiting on the other side of the intersection. Ouch! Nobody was hurt. Fortunately the department’s insurance covered the wreckage and the officer involved received no disciplinary action.

Updated Solo Points

September 18, 2011

EVENT	CWS	WWS	SWS	MSS	DDS	FBS	LCS	TOTAL	TOTAL S
EVENT TYPE	S	S	S	S	S	S	S		
PARTICIPATION CLASS	C	C	C	C	C	C	C		
NAMES									
AUSTIN Glenn	17	20	12		20	20		110	89
BATEMAN Greg			10		13	10		33	33
CARAVAGGIO Fabrizio			10	11		10		31	31
DEMERS Daniel	20	10	10	12		20		148	72
DYCK Ian	20	20	20	15	17			112	92
GRAHAM Susan	10		10		10	10		40	40
GREEN Nick	10	11		13	11	11		76	56
GROENEVELD Chris									
GRUBB Travis	13		14	20	10	14		135	71
HUNT BRYAN		10	17					27	27
JOHNSON Chris		17	13		14			74	44
JUNKIN Amber		12	11			10		33	33
JUNKIN Brian									
JUNKIN Marilyn			10			10		20	20
JUNKIN Tyler	11		10			12		33	33
LEES Nick									
LYNAS Brian	15		15	17	20	17		148	84
MADER Dylan	10							30	10
McCANN, Andy	10		10			10		30	30
NEWELL Mark	10							90	10
RICHARD, Sean	10							10	10
TIGHE Phil	14	15	10	20	12	15		86	86



*Next Meeting, Wednesday September 28th.
The Souvlaki Pit
Dinner 6:30pm
Business Meeting 7:30pm
Social meeting....A presentation on the Mt. Washington
Hill climb.*