

Peterborough Motor Sports Club **BULLETIN**



October, 2011



Tim O'Neil Rally School (See page 15)

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.



October 2011, Volume 56- Issue 09

From the Editor's Keyboard

October 2011

bulletin@pmc.on.ca



Competition Season is Over

The final events of the 2011 competition schedule were completed on October 15 & 16. There was a better than expected turnout for the (Not The) President's Prize Rally of 15 teams and a great turnout of clubbies to man checkpoints. The weather was brutal...rain...wind, but 12 of the teams made it though to the end unscathed. One team withdrew when they got hopelessly lost. But two other newbies, who also got lost, showed up for the finish. Peter Watt will have more to say on page 8 of this issue. See the scoring results on page 10.

The Last Chance Solo which ran on the big oval at Kawartha Speedway attracted no fewer than 29 drivers! Thanks to Fab for promoting the event on the web and getting a number of folks from outside the Peterborough area to show up. See the results on pages 11 and 12.

Thanks

Thanks to Earle, Jeannie and Peter Watt for their contributions to this month's edition of The Bulletin.

Final Points Update

See pages 13 and 14 for the spreadsheet of the overall club points for all disciplines. I had to split it up because of the size, but you'll figure it out.

October Meeting on the 26th

Our October meeting is important... We need to go over our 2012 competition schedule and decide what we will and won't organize next year.

We will also talk about our Ice Race in February and set a budget.

We also need to strike a nomination committee to elect several club officers at the November Annual General Meeting. See the official notice and proxy form on page 7. Watch for the notice and proxy in your email as well.

Your Humble Scribbler,

Len Arminio

TENTATIVE PMSC 2012 EVENT SCHEDULE

EVENT	DATE	LOCATION	ORGANIZER
Ice Race	Feb. 18 & 19	Minden	Len Arminio
Snowy Safari Rally ?? (ORRC)			
Spring-Runoff Rally (ORRC)			Louis Cabarbos
Cobweb Solo			
Watch Winder Solo			
Shannonville Stages Rally ?? (OPRC)	April		
Speed Weekend Solo			
VARAC Rally ?	July		
Mid Summer Solo (Regional)	July	Kawartha Speedway	
GCFR (OPRC)	Aug. 11	Catchacoma	
Dog Days Solo			
Lapping Day		Mosport DDT	
Fall Ball Solo			
President's Prize Rally			
Last Chance Solo			



**NOTICE OF THE 52nd ANNUAL GENERAL MEETING
OF
THE PETERBOROUGH MOTOR SPORTS CLUB, INC.**

**Wednesday November 23rd, 2011
7:30 pm
The Souvlaki Pit – 75 George St. North
Peterborough, ON**

BUSINESS

- 1. Officers and Directors Reports.**
- 2. Election of Officers and Directors 2012-2013**
 - **President - One year term (completing the second year of the current term)**
 - **Vice President - Two year term**
 - **Secretary - One year term (completing the second year of the current term)**
 - **Treasurer - Two year term**

With the resignation of the President and Secretary during 2011, this AGM is very important to the continued operation of PMSC.

Your Executive would urge all members to attend this AGM. We also ask that members consider running for office and assure the legal requirements of our incorporation are fulfilled.

Proxies: Should you not be able to attend in person, please submit your proxy to the Communications Director or give it to another member who may be attending the AGM.

You may also submit your Proxy by email to the Communications Director: bulletin@pmc.on.ca

Should you be interested in running for office but cannot attend the AGM, please inform the Communications Director of your interest.

PROXY

I hereby name _____ to hold my Proxy at the 2011
Annual General Meeting of The Peterborough Motor Sports Club, Inc.
November 23, 2011.

Signed _____ Date _____



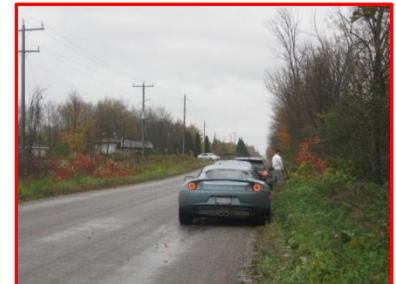
Report on the *Not the President's Prize*

Peter Watt

A brilliant sunny sky greeted the organizer as he arrived at the Souvlaki Pit 15 minutes before opening of registration for the start of the 2011 *Not the President's Prize* Rally. With several teams milling about in the parking lot, we waited for the staff to open the doors. Soon clouds began to form - literally and figuratively as it became evident that, in spite of a written reminder, the owners had forgotten about us and would not be there until their usual opening time of 11:00 am. Stick-handling furiously, the organizer made arrangements to reassemble the masses at the Subway across the street in the Market Plaza. When start times arrived at 11:00, we had 15 entrants - an excellent turnout given this year's thin support of the ORRC Championship Series. The entry was composed of 9 Novice teams (three of which had never rallied before), 2 Intermediate and 4 Expert teams. Alain and Louis Cabardos and Dan and Katherine Demers were the PMSC representatives in the competition. The first two sections progressed without a hitch for most - but - I had made three critical errors at the end of the section 2 instructions - all at the same place. The tulip, the description, and the map all contained different information. Competitors had no chance to find the route. Some of the more experienced worked backwards from the end of Section 3 to pick up the route but most Novices were unable to recover.

Eventually, all the teams found their way to the mid rally break at the Coffee Time so they were re-grouped and started Leg 2 almost half an hour behind schedule. Checkpoints 4, 5, 6, & 7 were scrubbed.

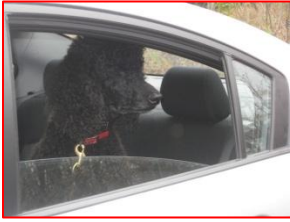
Into Leg 2, and the instructions, while mostly error free, caused some people to use their time allowances. Now that meant they still had a competitive score, but were running so far behind their expected time that the loops, timed for a potential 20 cars, had overlapping competitors. A couple of checkpoints either slightly misplaced or out of order (I'll blame that on the start issues since I didn't have sufficient time to properly instruct the crews) meant that checkpoints 12, 13, 14, 15, & 16 were scrubbed (as well as 10 & 11 for the experts.)



Proper CP Procedure??

Eventually all but one competitor made it to the finish at the now open Souvlaki Pit and the results were scored with much help from the competitors themselves as they found many errors. The results were declared final and the trophies were awarded - except for the winning Novices who had left for home.

In the end, we scored 11 of a possible 20 checkpoints. The official results will appear somewhere in the Bulletin.



Abby the Wonder Dog

I'd like to really thank the control workers for their help and contributions at the rally. Giving up a full weekend day to sit in deserted locations shows a real commitment to the club. They include: Rob MacKenzie; Earle Henderson; Len Arminio & Abby the Wonder Dog; Brian Lynas; Rick Williams; Peter Watson; Peter Gulliver; Al & Mo Carlson; and Kim Healy. I trust each of you enjoyed the \$250.00 gas payment and free i-Pad 2 the club graciously provided as thanks for your efforts ;-). For the two of you who didn't receive them, I'll bring them to the next meeting.

Safe Roads,

Peter Watt

Not the President's Prize 2011 - Final Results

Fin CL	Fin OA	Score	#	Driver	Navigator	Vehicle	CL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	TAP	Total
1	5	3.2	2	Ian Puckett (Niagara Falls)	Brad Halliday (St. Catharines)	STI	N	0.1	0.2	0					0	0.2	1	0.1					0.3	1	0.3	0		3.2	
2	6	4	3	Bruce Schultz (Scarborough)	Yevgeniy Gospodinov (Georgetown)	Jeep	N	0.2	0.2	0					0.5	0.1	1	0.3					0.1	0	0.6	0	1	4	
3	9	6.9	1	Taras Magun (Toronto)	Vitali Mossounov (Maple)	Audi	N	0.3	0	0.1				3.5	0.1	1	0.1					0.3	0	0.5	1		6.9		
4	10	6.9	4	Dan Demers (Peterborough)	Katheryn Demers (Peterborough)	Jeep	N	2.1	0.1	0					0	0.3	1	1.3					0.2	0	1.9	0	6.9		
5	11	8.3	8	David Sanders (Toronto)	Denis Pronin (Peterborough)	Lotus	N	0.9	0.2	0.2					1	0.3	2	0.2					0	1	0.7	2		8.3	
6	12	33.3	9	Frankie Lau (Richmond Hill)	Hannah Vien (Thornhill)	Mazda	N	1.8	1.1	0.8					11	1	7	0.9					1.9	1	5.8	1		33.3	
7	13	107.4	3	Chris Spencer (Newmarket)	Casey Spencer (Newmarket)	Toyota FJ	N	2.7	0.8	0.5					20	2	7	20					10.4	20	20	4		107.4	
8	14	160.9	6	Sandra Maynard (Brampton)	David Maynard (Brampton)	Escape	N	0.8	0	0.1					20	20	20	20					20	20	20	20		160.9	
9	15	DNF	7	Michael Bullied (Orangeville)	Shaad Ismail (Waterloo)	Mitsu	N	2.3	1.1	0.7					20	20	20	20					20	20	20	20		DNF	
1	1	1.9	10	Tim Burgess (Toronto)	Perry Ford (Toronto)	Focus	I	0.2	0.1	0					0	0.1	0	0					0.4	0	0.1	1		1.9	
2	7	4.5	11	Peter Brownhill (Manotick)	Gary Corbett (Gatineau QC)	MX3	I	0.3	0.1	0.1					0	0.1	1	1.4					0.1	1	0.2	0		4.5	
1	2	2.2	15	Roger Sanderson (Waterloo)	Dennis Wharton (Petersburg)	Forester	E	0.5	0.3	0					0	0							0.4	1	0	0		2.2	
2	3	2.5	12	Alain Cabardos	Louis Cabardos	Outback	E	0.1	0	0.1					1	0							0	0	1.3	0		2.5	
3	4	3	13	Trevor Hancher (Mississauga)	Ted Doig (Toronto)	STI	E	0.6	0	0.1					1	0.2							0.1	0	0.5	0	0.3	3	
4	8	4.8	14	Jane Leonard (Georgetown)	Bruce Leonard (Georgetown)	Impreza	E	1.2	0.3	0					0	0							0	0.5	1.3	0	1.5	4.8	

Last Chance Solo Results – Raw Times

PMSC								
Final Raw Time Results, #7 - PMSC-Last Chance Solo - Sun 10-16-2011								
Timed Entries: 28								

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	CSP	27	Sexsmith, Brian	1988 Toyota MR2	86.660	0.000	0.000
2m	1	CM	11	Junkin, Tyler	1997 Chevy Cavalier	86.869	0.209	0.209
3m	1	CSS	1	Tighe, Phil	1997 Ford Escort	87.230	0.361	0.570
4	1	FSS	26	Lam, Franke	2006 Mazda 3	90.189	2.959	3.529
5m	1	FSP	12	Grubb, Travis	2001 VW-Jetta	90.465	0.276	3.805
6m	2	CM	34	Junkin, Ember	1997 Chev. Cavalier	90.484	0.019	3.824
7m	1	CS	37	Lynas, Brian	miata	90.655	0.171	3.995
8	1	ES	40	Rechetov, Alex	1990 Mazda Miata	91.285	0.630	4.625
9m	1	HS	25	Johnson, Chris	2002 Subaru Impreza	93.430	2.145	6.770
10m	2	FSP	6	Green, Nick	Dodge colt	94.043	0.613	7.383
11	2	CSP	32	Barth, James	1990 Mazda Miata	94.047	0.004	7.387
12m	2	HS	7	Austin, Glen	2005 Pontiac Vibe	94.913	0.866	8.253
13	2	ES	39	Selyshcher, Anton	1990 Mazda Miata	95.348	0.435	8.688
14m	3	HS	22	Hunt, Bryan	93 Chevy Cavalier	96.174	0.826	9.514
15m	4	HS	10	McCann, Andy	Pontiac Sunfire	96.260	0.086	9.600
16	3	FSP	28	Yegorov, Danil	1990 Nissan 240sx	96.862	0.602	10.202
17	4	FSP	30	Diaz, Mateo	40	96.898	0.036	10.238
18m	5	HS	39	Mader, Dylan	2000 Mazda Protege	96.993	0.095	10.333
19	1	GS	31	Dvenke, Evan	2007 Volkswagen GTI	98.255	1.262	11.595
20	6	HS	44	Brennan-Van Roden, Shaun	1978 Chev. Camero	99.699	1.444	13.039
21	7	HS	38	Gray, John	1996 Chev. Corvair	99.970	0.271	13.310
22m	8	HS	3	Demers, Dan	1992 Honda Prelude	100.723	0.753	14.063
23	2	GS	29	Williams, Ed	1965 Chevy Corvair	100.832	0.109	14.172
24	9	HS	41	Misyuril, Mykola	2002 Chev. Impulse	101.006	0.174	14.346
25	10	HS	42	Misyliira, Andriy	2002 Chevy Impreza	102.643	1.637	15.983
26m	3	GS	30	Robis, Daniel	92 Acura Integra	105.877	3.234	19.217
27m	11	HS	36	Junkin, Marilyn	1966. Cobalt	108.986	3.109	22.326
28	12	HS	33	Williams, Lloyd	1965 Chev Corvair	109.386	0.400	22.726
29	13	HS	35	Cabardos, Alain	1998 Subaru Impreza	111.741	2.355	25.081
30m	3	CM	2	Junkin, Tyler	1997 Chev.	DNS		

Last Chance Solo Results – Pax Times

Pax Time Results, #7 - PMSC-Last Chance Solo - Sun 10-16-2011

Page 1 of 1

PMSC										
Pax Time Results, #7 - PMSC-Last Chance Solo - Sun 10-16-2011										
Timed Entries: 28										
Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	CSS	1	Tighe, Phil	1997 Ford Escort	87.230	*0.841	73.360	0.000	0.000
2	1	FSS	26	Lam, Franke	2006 Mazda 3	90.189	*0.819	73.864	0.504	0.504
3	1	HS	25	Johnson, Chris	2002 Subaru Impreza	93.430	*0.803	75.024	1.160	1.664
4	1	CSP	27	Sexsmith, Brian	1988 Toyota MR2	86.660	*0.866	75.047	0.023	1.687
5	1	ES	40	Rechetov, Alex	1990 Mazda Miata	91.285	*0.829	75.675	0.628	2.315
6	1	CS	37	Lynas, Brian	miata	90.655	*0.840	76.150	0.475	2.790
7	2	HS	7	Austin, Glen	2005 Pontiac Vibe	94.913	*0.803	76.215	0.065	2.855
8	1	FSP	12	Grubb, Travis	2001 VW-Jetta	90.465	*0.844	76.352	0.137	2.992
9	1	CM	11	Junkin, Tyler	1997 Chevy Cavalier	86.869	*0.889	77.226	0.874	3.866
10	3	HS	22	Hunt, Bryan	93 Chevy Cavalier	96.174	*0.803	77.227	0.001	3.867
11	4	HS	10	McCann, Andy	Pontiac Sunfire	96.260	*0.803	77.296	0.069	3.936
12	5	HS	39	Mader, Dylan	2000 Mazda Protege	96.993	*0.803	77.885	0.589	4.525
13	2	ES	39	Selyshcher, Anton	1990 Mazda Miata	95.348	*0.829	79.043	1.158	5.683
14	2	FSP	6	Green, Nick	Dodge colt	94.043	*0.844	79.372	0.329	6.012
15	1	GS	31	Dvenke, Evan	2007 Volkswagen GTI	98.255	*0.812	79.783	0.411	6.423
16	6	HS	44	Brennan-Van Roden, Shaun	1978 Chev. Camero	99.699	*0.803	80.058	0.275	6.698
17	7	HS	38	Gray, John	1996 Chev. Corvair	99.970	*0.803	80.275	0.217	6.915
18	2	CM	34	Junkin, Ember	1997 Chev. Cavalier	90.484	*0.889	80.440	0.165	7.080
19	8	HS	3	Demers, Dan	1992 Honda Prelude	100.723	*0.803	80.880	0.440	7.520
20	9	HS	41	Misyuril, Mykola	2002 Chev. Impulse	101.006	*0.803	81.107	0.227	7.747
21	2	CSP	32	Barth, James	1990 Mazda Miata	94.047	*0.866	81.444	0.337	8.084
22	3	FSP	28	Yegorov, Danil	1990 Nissan 240sx	96.862	*0.844	81.751	0.307	8.391
23	4	FSP	30	Diaz, Mateo	40	96.898	*0.844	81.781	0.030	8.421
24	2	GS	29	Williams, Ed	1965 Chevy Corvair	100.832	*0.812	81.875	0.094	8.515
25	10	HS	42	Misylira, Andriy	2002 Chevy Impreza	102.643	*0.803	82.422	0.547	9.062
26	3	GS	30	Robis, Daniel	92 Acura Integra	105.877	*0.812	85.972	3.550	12.612
27	11	HS	36	Junkin, Marilyn	1966. Cobalt	108.986	*0.803	87.515	1.543	14.155
28	12	HS	33	Williams, Lloyd	1965 Chev Corvair	109.386	*0.803	87.837	0.322	14.477
29	13	HS	35	Cabardos, Alain	1998 Subaru Impreza	111.741	*0.803	89.728	1.891	16.368
30	3	CM	2	Junkin, Tyler	1997 Chev.	DNS	*0.889			

2011 PMSC Points (two page spreadsheet)

EVENT	ICE1	ICE1	ICE2	ICE2	SSR	SSR	SSR	SSR	SRO	SRO	SRO	CWS	CWS	WWS	WWS	WWR	WWR	WWR	SWS	SWS	SWR	SWR	SWR	
EVENT TYPE	I	I	I	I	R	R	R	R	R	R	R	S	S	S	S	R	R	R	S	S	R	R	R	
PARTICIPATION CLASS	C	W	C	W	C	N	W	C	N	W	C	W	C	W	C	N	W	C	W	C	W	C	N	W
NAAMES																								
ARMING Lee		30		30							10		10											
ARMSTRONG Doug		20		0																				10
AUSTIN Glenn										11		17		20										10
BALLINGER Matt																								
BATEMAN Greg																								10
BRENTELL Ryan	25			21																				
CABARDOS Alain											20													
CABARDOS Ernie																								
CABARDOS Louis											20													
CARAVAGGIO Patrick																								10
CAWSON AJ																								
CHAMBERS Cameron	25			26																				
CHAMBERS Dave	0	20		0	20																			
CHAMBERS Daniel	25			20							10	20		10										10
DYCK Neil				20								20		20										20
FLUGGEL Rebecca	21			20																				
FLUGGEL Tim	21			20																				
FORD Jason	21			20																				
FOWLER Cindy																								
GRAHAM Susan												30												30
GREEN Mike										20	30			11										
GRUBB Travis		20		20						14	13													24
GULLIVER Peter											30													
HANNAH Neil		20		20																				
HAYES Stephen																								
HENDERSON Ewan		20		20							30													
HUNT BYRON														10										17
JOHNSON Chris		20											30	17										11
JURKIN Aubrey														12										11
JURKIN Blair																								
JURKIN Martyn																								20
JURKIN Tyler												11												20
KELLY Bryan																								
KOVALOU Tyler																								
LEES Alex	0			0																				
LEES Nick	0			0																				
LYNAS Brian		20		20						14			15											25
LYNAS Luke																								
MACDILLANRY Jean																								
MACKENZIE Rob		20		20																				
MADER Dylan										20		10												
McGANN Andy												10												10
MALONEY John	51			47																				
MORROW Jim																								
MURPHY Len Ann	0			0																				
NEWELL Christina													10		10									
NEWELL Nick		20		20								10			10									10
RICHARD Sean												10												
SLDT Bart	30			20																				
SLDT Steve	30			20																				
SM OLAFSDA Michelle	0			0																				
SMOLARZ Chris	0			41																				
TICHE Phil												14		15										10
VALESHOUT Anthony	65			0																				
VAHRESS Mike																								
WATSON Peter												10												10
WATT Peter		20		20								10												
WILLIAMS Rick																								

(Spreadsheet P 2)

MSS	MSS	DCS	DCS	GCN	GCN	GCN	PBS	PBS	CS	CS	PPR	PPR	PPR	TOTAL	TOTAL I	TOTAL S	TOTAL RD	TOTAL RN	TOTAL W
S	S	S	S	R	R	R	S	S	S	S	R	R	R						
C	W	C	W	C	N	W	C	W	C	W	C	N	W						
	10		20				10						10	130					130
							10							30					30
			20				10	20	14					124		105		11	20
							10							10					20
		13					10							33		23			
														46	46				
									10	17				47		10	17		20
												17		37				17	20
11							10		10					41		31			30
													10	10					30
														49	49				
														40					45
12			10				10	20	10	15				173	46	82	15		30
15		17												112		92			20
														41	41				
														41	41				
														41	41				
			10				10							40		40			
13		11					11	10						86		66		20	
20		20					10	14	20					155		91		14	50
							10						10	30					30
														40					40
							10							20					10
							10						10	70					70
									11					34		34			
									17					91		61			10
			14				10	20						43		43			
									10	10				30		30			
							12	17						45		45			
17		20					10	17	15				10	173		99	14		60
							10							10					10
							10						10	60					60
									10					40		20	20		
							10	10						40		40			
														98	98				
							10							10					10
														50					50
			10				10							90		10			80
														10		10			
														30	30				
														30	30				
														41	41				
20		17					15	20						106		106			
														65	65				
							20							20					20
							10						10	30					30
							10						20	80					80
							10						10	20					20

The Incredible Appeal of Team O'Neil!

by Jean MacGillivray.

Photos by Jim Morrow.



My long-time dream has been to learn rally driving from Tim O'Neil, five-time U.S. and North American Rally champion. In mid-September, husband Jim Morrow and I travelled to the Team O'Neil Rally School in Littleton, New Hampshire, to make that dream come true.

I'm happy to say that in addition to providing me with moral support, and taking all the photos in this story, Jim got some rides of his own when the instructors were checking things out.

We took my 2010 Subaru Impreza, now boasting comfy STI seats which meant no sore backs despite an eight-hour drive. After settling in at the Hampton Inn, which offers an O'Neil discount, we headed downtown and found a very good sushi restaurant called Chang Thai. We were off to a good start.

I've tried to cover the highlights but this story cannot do justice to the experience, nor does it cover the curriculum in any detail. The dedication of the Team O'Neil instructors, their enthusiasm and knowledge, and their willingness to answer every question I asked: Priceless!

Day 1: Summer weather: hot and sunny. Exercising the Ford Fiestas.

First thing in the morning, an O'Neil instructor came to the hotel to escort a convoy of new students. In about 20 minutes, we arrived at the O'Neil facility in Dalton and were ushered into an upstairs classroom. After the formalities and introductions, and our first classroom session, we were off to the skid pad and a small herd of Ford Fiestas. We rode two to a car, and switched to another instructor after each driver had had a turn. This gave us the benefit of several instructors, each one with a slightly different driving style and approach. I really enjoyed the diversity.



The ten students consisted of three guys who wanted to rally, five Security guys who had been stationed in the Middle East, one more guy who left after Day 3, and me.

My first instructor was the Chief Instructor, Mike. I was very comfortable with him. Mike is retired from the NH State Police, and he's a smooth and fast driver, calm and capable. Another instructor I particularly liked was Travis Hanson, who has been making waves with his driving talent this year. He and instructor Wyatt Knox are current rally competitors.

We drove the Ford Fiestas doing exercises on the skid pad and a road course that ended up on a hill. The instructors doubled as workers, hopping onto various pieces of machinery to groom and water the track, and to re-set the pylons.

The first couple of days included left-foot braking, and pendulum turns and trail braking. We had classroom sessions followed by driving. My first effort at weaving in and out of the pylons was described as “threading the needle.” I quickly got the autocross method out of my head, and learned about the Rally method, which involved little steering and lots of weight transfer. Fun!

Day 2: Summer weather: hot and sunny. Ramping it up with the Rally cars.

On the afternoon of Day 2, the instructors brought out some rally cars. I chose the Audi Quattro, because of its legendary Rally status. The cars were caged, of course, with one extra seat in the middle of the back. (I found this to be a great help, as I could look ahead as though driving and see what other students did vs. what I would do.) The Quattro was too big for me, but I wasn’t about to let that stop me. My legs were pretty much straight out and I was too low to see much. The instructors found some pillows to push me forward, but I remained low in the seat with my arms almost straight. It must have been funny to watch. I found the weight of the Quattro and the locked diff gave it a much different feel than the familiar Subies.

I rode in the middle back seat when one of the Security guys drove the Quattro. He was not attentive and came close to catching the left-hand edge and rolling us. After the run was over, I asked him, “Are you going to do that again?” He calmed down and I avoided going out with him after that.

At the end of Day 2, the students were ushered into a garage with a Rally car on a lift. An instructor gave us a detailed tech talk, showing us stock parts and rally parts, how CV joints get damaged and how to avoid this, skid plates, tires and much more. Excellent and informative!

But Day 3 was when the fun really started!



Day 3: Rain, rain, rain. Fun, fun, fun!

The same Security guy rolled the Quattro on an uphill right into left. He went in too hot on the slippery mud and caught a ledge on the left-hand side (sound familiar?). The Chief Instructor was **NOT** happy and the guy had to wear the dreaded pink helmet for the rest of the day.

I tried the Ford Focus but the vacuum-assist was gone on the brake, requiring lots of strength, and I could not handle the car to my satisfaction.

I found an Impreza that fit me best. I was able to get close enough to the pedals with my pillows, but wasn’t quite high enough. This

wasn’t a problem until Day 4, when I wanted to see on an uphill left into right, with a washout to avoid. I would lose at least a second each time, until I was sure of my line.

Now the course went from the top of the hill down through the pylons, trail braking and out of the exercises area with more pylons, onto the road course. Loved it!!! The Chief Instructor, Mike (also my favourite instructor), made my day when he said, “Good job. Well done!”

The road course goes past a large garage and heads straight toward the office building, where Jim said Tim O'Neil was observing us from an upstairs window. The course is beautiful, with hills, turns, elevation changes and lots of fun elements.

One of the Rally cars was a BMW but it moved around a lot in the mud. I didn't enjoy driving it and the back seat was even worse, especially on a full stomach (right after lunch). I stuck to the Subies after that.

We were all soaked and muddy at the end of the day, making the hotel laundry room a busy place. The worst off was Travis Hanson, who stood outside in the rain all day, directing traffic. And you know, there was never a word of complaint from him.

Day 4: Colder in the morning, but sunny. Adding on the "Day 4 road" - Yippee!!

They brought out a jeep for the Security guys; now they had a range of vehicles with AWD, FWD, RWD and high centre of gravity. Their jobs require them to be able to drive anything, at any time.

The Day 4 roads used those from Day 3 and added a narrow road on a ridge, with a couple of gotchas, making for a wonderful experience.

The students were able to choose their cars, and I chose the white Impreza. François, with whom I had paired up with on Days 1 and 2, chose the Fiesta, and the others rotated amongst the jeep, Fiesta and BMW. I got extra seat time in "my" Subie, as a result, and Mike as my instructor.



So what did the guys think of my driving? When I mailed them our "graduation" photo with Tim, Allen wrote back to say: "Thanks so much for the photo! Yes it was amazing and you did a great job keeping up with the boys! By the end of the class you sure had a hammer for a right foot!"

And that pretty much sums up my incredible experience at Team O'Neil!

Want to know more? Go to the Team O'Neil web site at <http://www.teamoneil.com/>.

How NOT to do a Fifth-Wheel Hitch Modification



How'd you like to see this heading toward you on a rainy night on a mountain road?



Note the expertly crafted modifications.

Looks safe enough, eh?

(Is a cedar 4x4 CSA approved?)



The Rear View Mirror

by Earle Henderson



Well, the PMSC 2011 Competition Season has come to an end and with it, six months of Ontario fun and camaraderie.

They say "The Best Things in Life are Free" and although we spend a few paltry dollars here and there to enter these various events throughout the year, the friendship and fellowship that ensues is truly free. The ones that enter only to win are indeed the poorest of them all.

We are lucky to have our members that organize Solos, Fab for his stab at Mosport Lapping days, the dedicated few that endure the work putting on rallies for the masses, and the recurring group that devotes their time to our Ice Racing weekend.

So my submission this month is not to the current devotees, but to the members of the recent past who have had so much fun.

And here are a few pics from Drag Racing @ Shannonville organized by my son Mike a few years back.

Doug Logan with his Mazda Speed Protégé.





Ashley & the Celica... Dylan with his Omni staged beside me with my Rampage,

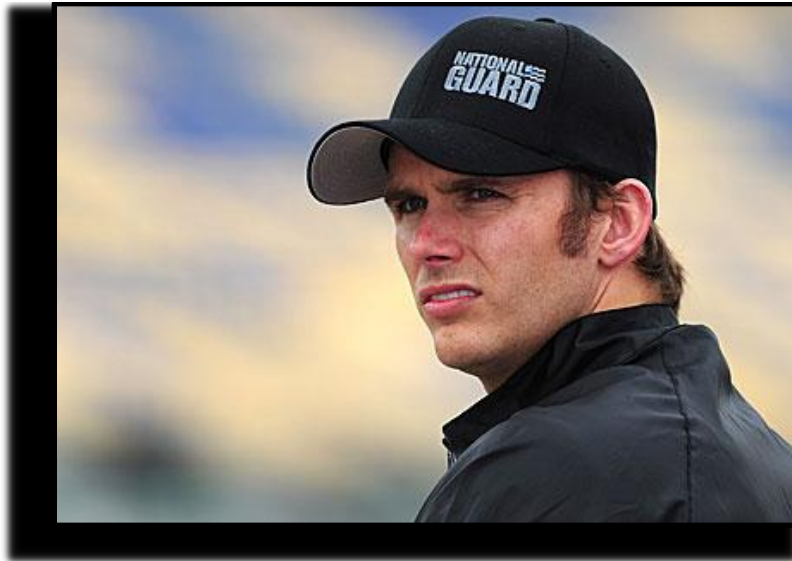


Greg 's Shadow staged beside Tyler's Fiero...



So much fun, and although the time passes us by, the friendship lives on...

In Memoriam



Indy Driver Dan Wheldon

1978-2011