

Peterborough Motor Sports Club **BULLETIN**



JANUARY, 2012



Peterborough Motor Sports Club, Inc.

Founded 1953/Incorporated 1959

www.pmsc.on.ca

Peterborough Motor Sports Club

P.O. Box 131

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Also on Facebook and Twitter

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2012 Executive

President	Mike van Rees	president@pmsc.on.ca
Vice President	Christine Newell	vicepresident@pmsc.on.ca
Secretary	Louis Cabardos	secretary@pmsc.on.ca
Treasurer	Earle Henderson	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
		or
		pmsclubinfo@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.



January 2012, Volume 57- Issue 1

From The Editor's Keyboard

January 2012

bulletin@pmsc.on.ca



Gertrude, My 1972 VW Ice Racer

It's the start of another year for all of us at the Peterborough Motor Sports Club...the start of my

38th year as a member...and my second year as club Communications Director. I'm looking forward to letting our fellow club members know what's happening for another year. I'm also still concentrating on letting the general public in on what a great organization we have and the fun events we organize and participate in. But I can't do it alone.

While 2011 was a pretty good year for getting the local media to use our news releases and telling our stories, I still need your help.

Organizers....

- Get me your event information well in advance so I can get the info to the local newspapers, TV, radio and online media.
- Get me your event results as soon after the event is over (like that evening) so I can send them off in a timely fashion.
- I can't be at every club event, so if you have pictures...send them to me as well.

Bulletin articles...

We managed to average more than 17 pages per Bulletin issue last year. But it takes a lot of information to do that. So I need your help in filling those pages.

Last year saw some great articles and pictures from Jeannie MacGillivray, Earle Henderson and Peter Watt. Let me know of anything you are doing motorsports wise, inside or outside the club, and don't be afraid to test out your journalistic skills by contributing an item for publication. I'll try to help out in the editing process.

My Email Address:

Other than the above pmsc.on.ca email, you can get me on my mobile (or at home) at pmsclubinfo@gmail.com. My personal cogeco emails were getting too cluttered, so please use the new address for club related business.

Thanks.

Your Humble Scribbler,

Len Arminio



PMSC 2011 Awards Night

Wednesday, January 25th, 2012



Join us in celebrating the achievements of our award winners in Solo, Ice Racing, Rally, organizers and workers, top rookies ...and of course...



Our club champion(s) will be recognized.

**The Souvlaki Pit
75 George Street N.
Peterborough**

Draw Prizes

Dinner 6:30pm – Awards 7:30pm

Everyone is welcome

Peterborough Motor Sports Club

2011 Annual Awards

Club Champion - Dan Demers & Brian Lynas (Tie) *

**The last time there was a tie for Club Champion was in 1964 when David Remwick and Lutz Ecker tied.*

Club Champion Runner-up - Travis Grubb

Solo Driver Champion - Glenn Austin

Solo Driver Runner-up - Brian Lynas

Solo Driver Rookie - Marilyn Junkin

Rally Driver Champion - Dylan Mader

Rally Navigator Champion - Nick Green

Ice Race Overall Champion - John Maloney

Ice Race Overall Runner-up - Anthony Vanlieshout

Metal to Ice Champion - none

Street Studs Champion - Anthony Vanlieshout

Rubber to Ice Champion - Ryan Brentell

Ice Race Rookie - Cameron Chambers

New Member Award - Cameron Chambers

Organizer Award - Len Arminio

Organizer Runner-up - Peter Watt

President's Prize Driver - Alain Cabardos

President's Prize Navigator - Louis Cabardos

PMSC 2012 EVENT SCHEDULE

Championship Points Events

EVENT	DATE	LOCATION	ORGANIZER
Ice Race	Feb. 11 & 12	Minden	Len Arminio
Spring-Runoff Rally (ORRC)	April 28	Hastings	Louis Cabarbos
Cobweb Solo	April 29	Douro	Dan Demers
Watch Winder Solo	May 27	Douro	TBA
Speed Weekend Solo	June 24	Kawartha Speedway	Brian Lynas
Mid Summer Solo (Regional)	July 15	Kawartha Speedway	Travis Grubb
GCFR (OPRC)	Aug. 11	Catchacoma	Pete Gulliver
Dog Days Solo	Aug. 12	Douro	Glenn Austin
Lapping Day	Sept 9	Mosport	Fab Caravaggio
Fall Ball Solo	Sept. 16	Kawartha Speedway	Brian Lynas
Last Chance Solo	Oct. 14	Kawartha Speedway	D a n D e m e r s
President's Prize Rally (ORRC)	Nov 10	TBA	Len Arminio, Peter Watson , Peter Watt & Mark Newell

PMSC Members Do Well at Kawartha and Peterborough Speedways

Congratulations are in order for **PMSC member Alex Lees** who won 2011 Rookie of the Year Honors at Kawartha Speedway.

Alex picked up three wins and a seventh place finish in points in the Mini Stocker Class.

Several other current or former club members were also prominent in Mini Stocks at Kawartha last year.

Tyler Junkin, Neil Hannah, Jack Hannah and Dan Demers all scored points in that class.

The same names show up in the Mini-Stock class, up the road at **Peterborough Speedway** with Alex Lees taking the Sportsmen of the Year Award and Tyler Junkin winning the Enduro.

In addition, Nick Lees (Alex's Twin), Ember Junkin and Jack Hannah competed in the Four-Fun class while Andy McCann, a frequent competitor at our Solos, was top of the class in Renegade Truck Class, according to the Peterborough Speedway website.

Great work and congratulations to you all.



Photo by Joel Weibel/Adrian Media Services



***PMSC ICE RACE WEEKEND
FEBRUARY 11 & 12, 2012
Minden Fairgrounds
The 4th Race Weekend in the CASC,
Magnum Ice Race Series.***

***Come to play, come to watch or come to work.
(We still need one or two people for Saturday)***





Kin Canada

Kinsmen • Kinettes • Kin

Minden Kin Club

The First Annual Paul Sheppard Memorial Races

Organized by



The Toronto Autosport Club

Affiliated with



CASC-Ontario Region

In conjunction with Minden Hills Winterfest 2012.

**Family Day Monday February 20th 2012
at the Minden Fairgrounds.
Racing Starts at 10:00am Admission is free.**



Don't just stand on the banks and cheer the guys and girls on, you can be a part of the racing action! You can bid on a seat in one of your favourite cars in a real race as a passenger.

Bids will start at just \$10.00!

All proceeds will be forwarded to the Minden Food Bank.
All regular ASN waivers must be signed before participation.





Galway-Cavendish Forest Rally 2012

First Call for Workers

The GCFR is Saturday August 11th this year. Same location, etc. as previous years.

I have agreed to be Co-ordinator this year for the 11th running of GCFR.

I do need a lot of help to get this great event organized.

Matt Ballinger has agreed to take care of Web site again this year.

Doug Armstrong will take care of Route Book.

I really need someone to take care of :

(I have included some but perhaps not all duties for various tasks)

Worker recruitment.

- Responsible for posting worker callouts
- Maintaining worker list
- Working with co-ordinator on worker placement.

Registration.

- Receiving all entries.
- Dealing with all enquiries from Competitors
- Maintaining entry list
- Receiving entry fees

Trophies and Worker swag etc.

- Working on Trophy design
- Arrange ordering of all trophies
- Arrange tee shirt purchase for workers.

Sponsorship.

- Work with our existing sponsors.
- Attempt to add additional sponsors.

Publicity.

- Promote the event using Forums and other social media.

Currently I have an application into MNR to use additional portions of Fire Access Road. Should we be lucky enough to get this permission it will put additional pressure on us to get GCFR organized.

I would like to get a working team for GCFR created ASAP if you are able to help in any of the above roles or in any other way please let me know gcf@pmsc.on.ca

Pete Gulliver

Co-ordinator GCFR 2012

TEAM “000-B”(MAC & SHINDLE) CLEARS THE STAGES AT TALL PINES 2011

By Jean MacGillivray Photos by Dave Shindle



I got a great assignment at the Rally of the Tall Pines in November, and that was to drive one of the “Triple Zero” course cars. The 000 course-opening cars are the details guys, checking out everything to do with safety and stage operations, from stage Start to stage Finish and every bit in between. It’s a great opportunity to talk with lots of workers and spectators, and to confirm that everything is organized and safe for the competitors.

It’s a job I really enjoy doing.

Team 000 “A” consisted of Jane Leonard and Rick Kellett. I’ve known Jane for years; she’s one of the few women to have driven Targa Newfoundland (Targa Touring, with husband Bruce). Jane shines in the competitive world of road rallies.

I had asked Ross Wood to find a right-seat person for me and I was fortunate in his choice of Dave Shindle, a well-known co-driver from the U.S. Dave made the long drive up with fellow course-car co-drivers Rick Kellett and Mark Williams, as the trio were also involved in setting up and testing the electronic timing equipment.

Anyone watching the course cars come through a stage was in for a real treat. Car 0 was driven by CARS President Tom McGeer, with Mark Williams as HAM/co-driver, while Car 00 was driven by Sylvain Erickson with Peter Watt (VE3WRX) as HAM/co-driver. All these names will be familiar to Rally aficionados. Tom and Mark are multiple North American Rally Cup and Canadian Rally Championship (CRC) winners. Sylvain and Peter have both made their mark in the CRC, as has the Car 99 driver, Bo Skowronnek. Adrian Wintle was Bo’s HAM/co-driver.

Jim Morrow, my husband and the Safety Steward, and I arrived at the Bancroft HQ on Thursday afternoon. I was out on the stages Friday morning by 7 a.m. and worked Recce until my stage closed at about 1 p.m. Most teams chose to do Recce, so I got to say “Hi” to many familiar faces and wish them luck, including Wyatt Knox, who had instructed me at the Team O’Neil Rally School in September.

Jeff Secor, a well-known American co-driver, was quite interested in my car so we chatted a while as his driver waited patiently.

Mark Williams KB3NUK got in touch after Recce and invited me to lunch, where I met Rick and Dave for the first time. They were good company, and Dave seemed to be very organized. I gave him the

material he would need and we discussed where we wanted to concentrate our efforts the next day. We all had to attend meetings starting late in the afternoon, after which fellow HAM Dave Cotie VA3COT programmed my HAM radio with all the frequencies I'd need for the next day. Jane got the roof-mounted light bar and I took a small in-car strobe light, so both Team 000's were ready to go.



Dave Shindle familiarized himself with the in-car setup and added his own creative touch, by writing our names on the windows in funky pink lettering.

The Team 000 cars have to leapfrog stages because each run-through is time-consuming, so Jane and I had agreed on a schedule beforehand. Dave and I were to clear Upper Old Hastings (A2, A3), The Peanut (A5), Middle Old Hastings (A9) and Lower Old Hastings (A10). The night stages were the Golton Spectator Stage (A12), Middle Old Hastings (B2) and Lower Old Hastings (B3).

The first time through the stages was very slow, and we entered the stage about 90 minutes ahead of Car 0. This allowed us to check times, the electronic timing equipment, chat with stage captains and marshals, put up any Caution tape that we felt was needed (the Spanish Caution tape was courtesy of Dave), talk to the spectators who were already gathering, and any other details related to safety. Dave did the honours with the checklist. Every course car has its own list of things to check, and this list is handed in for review at the end of the rally, after which it goes to the Safety Steward.

The Peanut was achingly slow. The relatively warm conditions meant that instead of having a thick blanket of snow to smooth the road, there were deep ruts everywhere. We absolutely crawled around The Peanut; never was I more grateful for my skid plate and Hot Bits Rally suspension. I still can't imagine how the rally cars coped with The Peanut at speed. It must have been bone-jarringly rough.

The Old Hastings stages were good fun. As a former Pines competitor, Dave recognized a lot of features even though the stages were being run southbound this year instead of the usual northbound. The first time through the Hastings stages, we were caught out by the sheer number of spectators and got slowed down as we had stopped to talk to every group. Part-way through, Car 00 caught up with us and said they'd take over, and that we should keep going.

At last I could let my Impreza off its leash (Dave's instructions!), driving it with enthusiasm for the first time since my Team O'Neil instruction and since Warren Haywood (TONIK) upgraded its suspension. Its handling was a joy, and Dave made my day when he said I was a good driver!

We arrived at the Finish and both jumped out. I had been left-foot braking and there was smoke billowing around the wheels, which Dave carefully noted in his log. The first marshal I saw was Christine, with a look of horror on her face. She thought there was something serious going on.

(Update: as I write this, new, tougher brakes have been installed).

It was fun to see familiar faces amongst the workers. They seemed quite happy and comfortable, as the weather was pleasant and no one had to stand around freezing. Some years, working the Pines is a frigid affair.

Dave and I were able to take a few minutes for a late lunch, which was much appreciated. Then it was on to the Golton Spectator Stage, followed by the Middle- and Lower Old Hastings night stages (B2 and B3).

As the day wore on, we needed to check for cars that were off and make sure they were safely out of the way and properly taped. We also verified that any teams still out there were okay until their crews could meet them.

Earlier in the day, we had stopped and talked to various groups of spectators on Old Hastings. One crest boasts “The Tower”, a legend in the Rally of the Tall Pines that gets larger and higher every year. It has been cobbled together of tree branches and logs to create a high scaffolding structure for some dedicated spectators. It’s very close to the road, and the guys had already started drinking on our afternoon run. Safety alert!! Dave and I had some concerns about this group and wanted to check out some other spectator groups that we had seen. For this reason, we considered it imperative to get down the stages again so we could advise the officials if there were any problems.

It was an “other-worldly” feeling to be driving down a night stage, listening to Dave and the HAM radio traffic, and seeing groups of spectators sitting around their bonfires. We stopped at the Middle Old Hastings “Tower” to chat with people again and arranged to leave a worker whom we had escorted in at the request of the stage captain. We were very happy to find that everyone had settled in nicely, and there were no issues with any spectators throughout the stage.



In fact, the only minor incident took place just past The Tower when that same worker got his truck stuck and blocked the road. I had asked him to go out and find a spot to turn around, but he tried to turn around on the narrow road and found himself stuck sideways across it. The Sweep trucks were some distance away, so Dave Cotie made his way down the stage in his even bigger truck, grabbed my tow strap and had him free in seconds, with only the frayed remnants of the strap as evidence that anything had happened. We then stationed the worker on the crest right beside The Tower to keep an eye on things. The poor guy felt so bad that he literally hung his head, but I reassured him that no harm was done. This was all taken care of so quickly that the stage was still cleared in time.

After clearing B3, the final stage, we headed back to Stage Start to see if we were needed for anything else. We were not, so made our way back to Rally HQ to hand in our checklists and then went for dinner.

I had a great time working the Pines this year, and really enjoyed Dave's company. He was so calm and competent, and taught me a lot about what a good co-driver should be.

I'm always telling people what a great thing it is to get their HAM radio licence, and this experience was proof positive. Dave is not a licensed HAM, so I would not have had the benefit of his experience had I not been one myself. I can only hope that I am able to team up with him again!

Jeannie MacGillivray is a member of both PMSC and MCO.

Her HAM call sign is VE3JNE.

The Automotive World and Me

by Lesley Wimbush



Just as the automotive world is vast and varied, so are those of us whose lives are entwined within it.

I can't say for sure whether it was nature, or nurture, that sparked the car-nut flame within me; certainly I grew up with an infusion of both.

My father, a Cambridge-educated, war-decorated fighter pilot, once raced MGs in his native Britain, while my brother, a muscle-car aficionado, often dragged home much battered specimens which he lovingly returned to their former glory.

As most kids do, I idolized my older brother, and I associated those cars with all that was cool.

But the car that won my heart was a bad-ass, black streak of big-block attitude – a 1972 Pontiac GTO with 455 HO motor, Muncie gearbox and Hurst shifter. I can't imagine my brother without that car – in my mind, they're inextricably linked and I'm happy to say that it's still safely stored in his garage after all these years.

Under his tutelage I learned very basic maintenance, but more importantly, I acquired patience – sorting sockets and torque bits and cleaning gummed up carburetors.

The ability to draw cars on torn-out notebook paper and desktops earned me a certain measure of popularity, not to mention candy, with the boys in my public school.

Later, as a bohemian art student, I seldom gave thought to my adolescent car crush. Embracing life in the big city, I travelled by foot, street car or bus.

Newly single at 35, having spent most of my youth – and finances – pursuing a passion for horses, I cast about for something to fill the void. Recalling the hours spent in contentment and accomplishment at my brother's workbench, I grabbed my camera and started heading to the local cruise nights. As most women do under the circumstances, I also indulged in a little retail therapy – and purchased a gleaming, black Dodge truck.

I was appalled by the treatment I received the first time I took my baby to be serviced. Gritting my teeth, I decided to arm myself with knowledge. It was rewarding to see shock, then respect on the faces of service techs when I could not only pinpoint the problem, but offer up solutions complete with part numbers.

After taking over most of the basic maintenance – tune-ups, tire rotations, shocks and wheel bearings – I decided to tackle something a little more formidable, building most of a hot-rod V8 in the mud room off my kitchen.

The next few years were a whirlwind of activity: attending truck meets, cruise nights, rallies, lapping

days and spending hours in the garage with members of the local Motor Sports Club. Eventually, the newspaper I'd worked at since the mid-eighties grew weary of my continuing suggestions on improving the auto section, and put me in charge. What fun it was to watch master car customizers at work, talk to champion rally drivers and try my hand behind the wheel of a 1-million-dollar fire truck.

From local events I branched out to cover a bit of racing, karting events, national cruises and regular test drives. Eventually, I was invited to apply for membership to the Automobile Journalists Association of Canada. Since then, I've been fortunate to travel the world – literally – covering new car launches and international auto shows. I'm very grateful that my work has been recognized with several AJAC awards.

I'm a fierce advocate of formal driver training. Although I've attended countless driving and racing schools with some of the most iconic names in the industry, I never turn down a chance to benefit from more instruction. I hope to share some of those experiences with readers, in the hopes that you too discover a passion for safer driving.

This article originally appeared on the auto123.com website, January 9, 2012

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Lesley Wimbush is a Peterborough resident and former member and officer of the Peterborough Motor Sports Club.

A member of the AJAC (Automotive Journalists Association of Canada), Lesley was a 20-year employee of The Peterborough Examiner, where she put together the automotive section, worked in the art department and frequently contributed editorial cartoons.

For several years, Lesley was a regular reviewer for the Toronto Sun chain, where she also wrote and illustrated the feature AutoBiography. Her work has appeared in many outlets, both print and online, including Auto123.com, The Truth About Cars, Canadian Driver, Inside Track, Driver Magazine and Auto Trader.

In addition to car reviews and feature writing for Auto123.com, Lesley is a well-known motorsports illustrator whose work regularly appears in Norris McDonald's column in the Toronto Star, and distributes racing prints through Michael Keyser of Speed Merchants fame.

She attends lapping days whenever possible, and is well experienced in the art of hurling a ratchet at the wall.

Thanks, Lesley!

Did You Know....



Most call it the clever. Others call it annoying. Either way, the Audi A6 Avant Ad is one of the more attention-getting commercials on TV.

Directed by Oscar nominated British film maker Daniel Barber, the animated ad, features a computer generated mechanical hummingbird bird flitting through a surreal countryside until it meets up with the Audi. Barber was nominated for an Academy Award for his short feature, “*The Tonto Woman*” in 2009 but has also done TV commercials for Adidas, The BBC, Estee Lauder, Sony, BMW, Orange, O2, Hewlett Packard, SAP, DHL and the Royal Air Force .

The Audi 6 commercial features one of those “ear worm” songs, *Open Road, Open Sky*. But it wasn’t written for the ad.

It’s actually from the operetta “*The Gypsy Baron*” by Johann Strauss II and was written back in 1885.

It is performed by the American baritone John Charles Thomas (1891–1960) who recorded it around 60 years ago. Thomas had a successful career in musical comedy but made the move to opera in the 1930s.

Thomas also appeared in concert and was a popular performer in movies, on radio and the early days of TV.

You can still find his recordings online and on CD.



Huh...How about that?

(Sources: Wikipedia, tvcblog, Internet Movie Database & YouTube)

Susan Elizabeth Western (1943-2011)

You will be sorry to hear (if you haven't heard already) of the death of Susan Western, a life member of PMSC, on December 13, 2011.

Susan Elizabeth Western (nee Mollison), age 68, wife of Donald Frederic Western, died Tuesday, December 13th, 2011.

Born in Toronto, Ontario, Canada, the daughter of the late William and Alice Elizabeth Mollison, life took her to different locations in Ontario and Nova Scotia, and she finally made South Carolina her home. Susan was a homemaker, not only that, she was a loving wife and mother, an artist who expressed herself in many different disciplines, an active member of any community she belonged to, and a friend to everyone she met. If a person's life can be measured by the other lives that she touched, however briefly, then Susan had a life that most people aspire to, but rarely achieve.

In addition to her husband of 47+ years, Susan is survived by a son Derek E. Western and wife Stephanie, a daughter Tamara L. Western and her husband Vincenzo Chiarelli, two grandchildren: Christi and Rosa, and her sister Patricia Harding.

In lieu of flowers, memorials may be made to the Arthritis Foundation of the Carolinas, 4530 Park Road, Suite 230, Charlotte, NC 28209-3790.

Older PMSC members will recall Sue and Don as an impossible-to-beat rally team -- Sue drove, Don cranked the Halda -- and the hosts of many Club rallies finishing at Point Nine, their lakefront home on Birchview Road. Some of us also cherish the memory of Sue as a spinner, weaver and dyer through her work at Lang Century Village. We'll miss her.

(Peter Watson)

I will remember Susan and Don winning the 1976 President's Prize Rally. My partner Doug Ward and I finished third but it was close. With the point scoring system we used at the time, Don and Sue took the Club Rally Championship by three tenths of a point over the Arminio/Ward team. 499.6 to 499.3. Peter is right. They were unbeatable. Sue was a very good driver with a steady right foot and deft handling. Don had a computer-like mind in the days before computers became household appliances. They also organized events, ice raced, slalomed and worked in the pits at Mosport during their time as PMSC members. Our condolences go out to Don, Tamara and Derek (and their families).

(Len Arminio)

Anyone who would like to send a sympathy card to Don, here is his postal address:

**Don Western
301 Hillpine Drive
Simpsonville, SC 29681-3450
USA**