

Peterborough Motor Sports Club **BULLETIN**



APRIL, 2012



2012 Warm Weather Competitions Begin

Peterborough Motor Sports Club, Inc.

Founded 1953/Incorporated 1959

www.pmsc.on.ca

Peterborough Motor Sports Club

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Also on Facebook and Twitter

2013 - PMSC 60th Anniversary

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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
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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 Rally Sport.



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



April 2012, Volume 57- Issue 4

2013 - PMSC 60th Anniversary



President's Preamble
April 2012
Mike vanRees

Spring is here bringing with it the first solo of the season, April 22nd at Kawartha Downs. For those who are interested, show up early and learn how to set-up and operate the timing system. The more people who are familiar with the system the better.

The next weekend we have the Spring Run-off on the 28th, starting and finishing at the captains table restaurant in Hastings. Come out and help or, even better, compete. Registration opens at 9am. Rally starts shortly after 11.

The first weekend of May, the MCO is running the Lanark Forest Highlands Forest rally out of Lanark. Come out and help or spectate at this excellent event. Don't forget to check the entry list to see who's competing.

And don't forget the monthly club meeting on Wednesday, April 25th.

Hope to see you out there
Mike

From The Editor's Keyboard

April 2012

bulletin@pmc.on.ca



Hello again!

Our “Warm Weather” Season is set to begin:

As President Mike mentioned, Sunday, April 22nd is the Cob Web Solo.

On Saturday, April 28th, Louis Cabardos, the club Secretary, has put together another spectacular jaunt through Northumberland County. The Spring Run Off Rally is the 4th event in the ORRC championship series.

This month's issue: We feature an article on the Bridgestone Racing School at the track formerly known as Mosport. It's the first of two parts by Lesley Wimbush.

Thanks also to Bob DeShane for his item on the VARAC big event in June and a little bit of history regarding PMSC and the track formerly known as Mosport.

By-the-way... Bob will be at the April 25th meeting to talk about the VARAC weekend in June and the PMSC's 60th anniversary in 2013.

Returning Feature: Check out this month's “**What the H*** IS this?**” This month it's a rare sports car. See Page 12.

Points Update: The latest points are listed on pages 9-11.

Thanks: The Examiner once again included a small piece on our April events in the April 10th edition of the newspaper. I haven't seen or heard it anywhere else...but that doesn't mean it didn't appear in other local media. Thanks to Mike Davies, Sport Director at the Examiner.

New CASC Website Design/eNewsletter: Congrats to CASC and Scott Ellsworth for the new CASC Website design and the new *eNewsletter*. All CASC license holders should have received a copy in your inbox.

If you have anything of interest, or if you are involved in a motor sport or car-related project or event, let us know about it. I'm sure club members (and others) would like to read about it.

Thanks.

*Your Humble Scribbler,
Len Arminio*

2013 - PMSC 60th Anniversary



*The monthly membership meeting of
the
Peterborough Motor Sports Club
Wednesday, April 25th*

**The Souvlaki Pit in downtown Peterborough
Dinner at 6:30 pm
Meeting begins at 7:30 pm**

Some agenda items:

Bob DeShane of the Vintage Auto Racing Association of Canada (VARAC) will speak to us on the Canadian Historic Grand Prix weekend at Mosport (now known as the Canadian Tire Motorsports Park) in mid June.

Bob is also a past president of PMSC and has some ideas about the club's 60th birthday party in 2013.



A New Modified Class Ice Racer??

Peterborough Motor Sports Club

MEETING MINUTES

Wednesday March 28th, 2012

Called to order at 7:38pm

14 members in attendance, 2 guests.

Welcome and statement from the President.

Welcome and introduction of some guests and new members: Guests Tony Lewis and his wife.

New member, Tom Kennedy.

Regional Solo update – Dan

SPDA will pay half of entry for series competitors. Fee was \$35 last year, make it \$40 this year to be easily divisible by 2. Motioned Louis C, seconded Len A, carried.

For our regular events we used to have a one day membership fee added. This year \$20 for CASC members, \$30 for others. Motioned Peter G, seconded Louis C, carried.

Solo timing equipment. Looking for someone to commit to looking after the timing at the events. Due to some issues with it, it is a little much for the organizers to look after too. Suggestion to include a student. Idea to give 15 organizer points rather than the regular 10 for anyone willing. We need to train some more people so we don't have to rely on the same ones. Christine agrees to train some.

CSC open house – Travis

April 1st, 1:00 till 4:00. Since Travis is going, he can bring some PMSC pamphlets.

GCFR update – Peter G

Five returning sponsors. Hot Bits is back after a year break. MNR is ignoring Peter's emails.

Motion to adjourn Peter W, seconded Peter G, carried.



The Cob Web

Solo

Sunday, April 22nd

Kawartha Downs Speedway

Registration @ 8:00 am

Contact: Dan Demers

competition@pmsc.on.ca

The 2011 Spring Run-Off Rally

Ontario Road Rally Cup Event (200 km navex)



Saturday, April 28th, 2012

Registration 9:00

Car "0" at 11:00.

Start is Captain's Table Restaurant, 8 Front St., Hastings.

Novice, Intermediate and Expert Instructions

Contact:

Louis Cabardos

l.cabardos@gmail.com

PMSC Competition Calendar- 2012

Event	Date	Location	Organizer
Ice Race (Regional) (completed)	Feb. 11&12	Minden	<i>Len Arminio</i>
Cobweb Solo	April 22	Kawartha Speedway	<i>Dan Demers</i>
Spring-Runoff Rally (ORRC)	April 28	Hastings	<i>Louis Cabarbos</i>
Watchwinder Solo	May 27	Douro	<i>Ian Dyck</i>
Speed Weekend Solo	June 24	Kawartha	<i>Brian Lynas</i>
Mid Summer Solo	July 15	Kawartha (Pit area only)	<i>Glenn Austin</i>
Galway-Cavendish Forest Rally (OPRC)	Aug. 11	Catchacoma	<i>Peter Gulliver</i>
Dog Days Solo (Regional)	Aug. 19	Kawartha	<i>Travis Grubb</i>
Lapping Day	Sept. 9	Mosport	<i>Fab C. & Travis G.</i>
Fall Ball Solo	Sept. 16	Kawartha	<i>Brian Lynas</i>
Last Chance Solo	Oct. 14	Kawartha	<i>Dan Demers</i>
President's Prize Rally (ORRC)	Nov. 17	TBA	<i>Len Arminio, Peter Watson, Peter Watt & Mark Newell.</i>

UPDATED POINTS (AS OF APRIL 9, 2012)

EVENT	ICE1	ICE1	ICE2	ICE2
EVENT TYPE	I	I	I	I
PARTICIPATION CLASS	C	W	C	W
NAMES				
ANDERSON Warner	20		20	
ARMINIO Len		30		30
AUSTIN Glenn		20		20
BALLINGER Matt				
BATEMAN Greg				
BRENTELL Ryan				
CABARDOS Alain				
CABARDOS Emile				
CABARDOS Louis				
CARAVAGGIO Fabrizio		20		20
CARLSON Al				
CHAMBERS Cameron				
CHAMBERS Dave				
DEMERS Daniel	27		30	
FLEGUEL Joanne	20		22	
FLEGUEL Rebecca	20		20	
FLEGUEL Tim	28		24	
FORD Jason				
FOWLER Cindy				
GRAHAM Susan				
GREEN Nick				
GRUBB Travis		20		20
GULLIVER Peter		20		20

HANNAH Neil				
HAYES Stephen				
HENDERSON Earle		20		20
HUNT BrYAN				
JOHNSON Chris		20		20
JUNKIN Amber				
JUNKIN Brian				
JUNKIN Marilyn				
JUNKIN Tyler				
KELLY Bryon				
KENNEDY Tom		20		20
LEES Alex				
LEES Nick				
LYNAS Brian		20		20
LYNAS Lise				
MACGILLIVRAY Jean				
MACKENZIE Rob		20		20
MADER Dylan				
MACABE Andy				
MORROW Jim				
NEWELL Christine		20		20
NEWELL Mark				
RICHARD, Sean				
SLOT Bart				
SMOLARZ Michelle				20
SMOLARZ Chris				20
TIGHE Phil				
VANLIESHOUT Anthony			20	

VANREES Mike				20
WATSON Peter				
WATT Peter		20		20
WILLIAMS Rick				



APRIL 27 & 28

CASC Spring Fling

CASC is hosting its annual Spring Fling on our Fabi track. Cost: TBA

MAY 11

Shannonville Car Lapping Days

Cars are on the track by 9am, a drivers meeting will be held before this, and this event runs until 5pm. \$140 per track day, if booked one week before the event or \$160 after that time and the morning of. For more information please contact us info@shannonville.com 613 969-1906

MAY 19 & 20

Chump Car World Series Car Racing

For more information please go to their website www.chumpcar.com

MAY 21

Pay-per-lap

Pay-per-lap begins at 5:30pm and runs until dusk. This lapping event is run on our Long track. The cost is \$6 per lap or 5 laps for \$25. No pre-registration is required, just show up and that evening and enjoy.

What the H*** IS This??



If you can identify this vehicle and you are at this month's meeting (April 25th) you will win a \$25 dollar gift certificate.

But you have to be at the meeting to win.

If there are multiple correct answers, we will draw the winner's name out of a hat.

2013 - PMSC 60th Anniversary

Learn to Race from the Pros!

CASC-OR Racing School



If you've always wanted to compete in road racing but didn't know where to start...this is the place!
Learn the skills required to race and qualify to receive your regional road race license from the highest qualified instructors.

Full classroom and extensive track time in-car training.

April 28 & 29, 2012

Shannonville Motorsports Park

Cost: \$795 HST Included

Reserve your spot now – Spaces are limited

You will require a car with a standard transmission and a helmet.



Canadian Automobile Sport Clubs Ontario Region

CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

**Click Here to download
your Registration Form Today.**

Bridgestone Racing Academy- A priceless experience (Part 1)



Article and photos by Lesley Wimbush

*(This article was originally published in the Auto123.com website. July 20, 2011.
Used with permission of the author)*



BOWMANVILLE, Ontario – At a nod from the pit crew, I flick the fuel switch and press the start button. Directly behind my back, the 170-horsepower Mazda engine roars to life with a deafening "blatt-blatt-blatt" and the entire car starts to vibrate and quiver.

Until you're actually sitting in one, you have no idea just how confining the cockpit of a Formula car is. I'm only 5'5" and 125 lbs, yet my knees and elbows are up against the metal walls of the car's tub, and my backside is on the floor. I'm pinned to the seat by a six-point harness that includes thigh-encircling leg straps, and clad from head to toe in fireproof Nomex.

I'm already drenched in sweat and have yet to drive a single lap.

We're here for a two-day racing program at Bridgestone's Racing Academy, located at Mosport International Raceway. It's the first time that the school has invited media to participate for two full days, and our second day includes coaching by Indy racing's brightest young star, Canadian James Hinchcliffe.

Although I've taken many driving schools, none have been this intensely focused, nor have they been behind the wheel of a full-on Formula car.

Our first day begins in the classroom, where we're given a brief history of the school by owner Brett Goodman, who radiates the almost annoyingly positive energy of a motivational speaker. An accomplished former race driver, Goodman initially launched the Bridgestone Canada sponsored school at Shannonville Motorsports Park in 1991 with 10 Reynard F2000s purchased from Spenard-David Racing.

In 2000, Goodman, envisioning a highly technical environment with the steepest, yet safest learning curve possible, conceived of the purpose-built track at its current location. He describes designing the driver development track, or DDT as it's commonly known, on a placemat before approaching Mosport owner Don Panoz.

The Academy took off, earning its reputation as the only school of its kind to teach race starts and passing manoeuvres, and producing graduates who are 'ready to race'. Its alumni include such luminaries as Patrick Carpentier, Ron Fellows, Alex Tagliani, Danica Patrick, Jacques Villeneuve...and James Hinchcliffé.

By 2008, the Reynards had "pretty much had the crap beat out of them" said Goodman, with several years of school and the highly-competitive Bridgestone F2000 series taking their toll.

In a serendipitous turn of fate, the Formula Ford-based Van Diemen that Goodman chose to replace the Reynard with is produced by a British factory owned by Panoz, the academy's Mosport landlord. Goodman considers the \$72,000 Van Diemen to be the "top of the pile", surpassed only by the \$90,000 carbon-fiber Lolas used by the Jim Russell school.

Visually, they're impressive, with down force wings fore and aft, and delicate, spidery suspension. Instead of wide slicks, they're shod with Bridgestone RE-11 performance tires, which Goodman claims are more predictable, and have "seen millions of corners with no failures". It's reassuring to learn that there have been no injuries in the school's 26-year history.



Head Instructor Jamie Fitzmaurice leads us on a course walk, following the correct "race line" and dissecting the track turn by turn. He points out which turns can be deceptively treacherous—blind, off-camber, downhill sections that require "undivided attention" and others where if you "lift, you will almost certainly spin". We're repeatedly reminded to brake early, then make up the time by improving our acceleration out of the turns. On foot, it looks easy.

If you think that 170 horsepower doesn't sound like much, Fitzmaurice puts it into perspective; at only 1,000 lbs, the Van Diemen's output is comparable to an 800-hp street car. The engine has a 4,500 to 6,500-rpm powerband, and Fitzmaurice cautions that in first gear, the car can get "squirrely". He advises us to stick to the more stable 2nd gear in the turns, up-shifting to third for the long straight-aways.

See the May Bulletin for Part 2 of Lesley's on-track experiences at the Bridgestone school.



2012 CANADIAN HISTORIC GRAND PRIX

Students of Canadian Motorsport history will know that the 2012 CHGP at Mosport – Canadian Tire Motorsport Park might not be taking place at all if it were not PMSC. In fact, that great racing circuit may not have even been constructed if not for the club. That’s the plain truth. They will know that during the formative years of motor racing in this part of the land, PMSC was one of the key influences in making the construction of the new Mosport racing facility a reality.

Further, the success of the facility as the premier road racing course in the nation has been at least in part because of the dedication and efforts of many PMSC volunteers who have filled the shoes and worn the armbands of Corner Marshals, Scrutineers, Stewards and other Officials, Timers, Drivers and Crew.

Mosport has hosted world champions and major championships. It has been the incubator of some of the world’s greatest talents and it has earned the respect of everyone who has plunged over the crest of Corner Two.

Now, what I have said in the preceding paragraphs is what the VARAC – 2012 Canadian Historic Grand Prix celebrates. It is about living out our motor racing heritage. It’s about recreating a special era of racing competition. It’s a love affair with beautiful machinery. For the drivers it is about real door-to-door racing, as sporting men and women. For the fans, it is time travel filled with the nostalgic sights, sounds, smells and the aura of everything that makes cars exciting.

But, there’s more.

VARAC is just a club, like PMSC. It is not some big corporation or a professional motor racing series with huge sponsorship and incredible media reach. Yet, the annual VARAC event maintains a place in the exclusive company of the big-money organizations. The CHGP is one of just six “Major Spectator Events” on Mosport’s roster and the only one to be offered up by a club – just a bunch of volunteers.

It is no secret that the new owners are pursuing more high-profile series. In that light, the challenge for VARAC is to preserve its place on the roster going forward – a formidable one indeed. We in VARAC know that we can meet the challenge because we have a winning product – an experience that brings both racers and fans back year after year in growing numbers, but it is hard going.

We work diligently to improve the experience every year, but the challenge that we face is manpower. A very high percentage of VARAC members are racing drivers and when you are racing, there is no time to volunteer for organizational jobs. Therefore, as the Organizer, I am looking elsewhere for help and inviting your participation. It doesn't have to require a full weekend of time, or full days. Just a handful of people offering few hours of their time will make a huge contribution. Credentials and a big "thank you" will be gratefully provided to those who lend a hand and who carry on that fine PMSC volunteer tradition.

I invite you to consider offering some of your time to help carry out what is truly one of North America's premier Vintage and Historic Racing events. These are the features where help is needed:

- **Thursday, June 14 – Test Day** (Includes Race Testing, Club Lapping, Corvette High Performance Driving Experience, Touring) from 8am to 5pm
- **Friday, June 15 – Coordination of HPDX & Touring** from 8am to 4pm
- **Friday Evening** (starting at 5 pm) – Coordination of "Checkered Flag Cruise" on the Start/Finish Straight - Classic Cars, Hot Rods & Race Cars
- **Saturday, June 16 – Coordination of Podium & Awards Presentations, Coordination of HPDX & Touring, Coordination of Wilson Niblett Performance Hillfest – All-Corvette Meet, parking, speakers, panel, special guests, etc. from**
- **Sunday, June 17 – Coordination of "Great Canadian Racers Reunion" guests, special guests, speakers, panelists, Coordination of "PartSource Field of Dreams Car Show" including Parade Laps from 8am to 1pm, Coordination of Podium & Awards Presentations, Coordination of HPDX & Touring**

Please, note that registration for the Test Day "Lapping" sessions is open to PMSC members. This will sell out soon, so if you're interested, I'll be happy to provide the entry forms or you can access them from the CHGP tab on the website at www.varac.ca.

Bob DeShane, Organizer

VARAC – 2012 CHGP

bob.deshane@varac.ca

705-878-5422



CASC-OR is delighted to announce that Braidan Tire of Markham, ON recently signed an agreement to become its Official Wheel and Tire Service Provider for 2012 thru 2014. The agreement provides CASC-OR competitors' track-side valet wheel and tire service at all Regional Race weekends as well as some Ontario Time Attack events during the season.

Braidan Tire will also provide prizeing across all Divisions throughout the racing seasons.

In addition to its new state of the art facility in Markham, Braidan Tire has permanent service facilities at Canadian Tire Motorsports Park as well as mobile facilities, which will support the Region at Shannonville and Calabogie.

Braidan Tire, which has relationships with many enthusiast Clubs as well as supports a number of series and events is a top Michelin and BFGoodrich tire dealer, specializing in the high performance and race tire categories.

Government Boosts License Fees to Help Eliminate the Deficit

From a Government of Ontario News Release

For the first time in 15 years, Ontario is increasing driver and vehicle license fees to ensure provincial roads and bridges remain safe and in good repair for future generations. While costs of maintaining roads, bridges and highways have risen over time, fees have not, so in keeping with the recommendations of the [Drummond Commission](#), the government is moving forward with modest and gradual increases to:

- permit fees for truck and bus operators
- permits for trailers and vehicles
- new driver's licenses and renewals
- farm and off-road/snow vehicles.

Ontario Transportation Fee Changes

	Current Fee	New Fee 2012	New Fee 2013	New Fee 2014	New Fee 2015	Last Increased
Vehicle License Validation						
<ul style="list-style-type: none"> • Northern Ontario • Southern Ontario 	\$37 \$74	\$41 \$82	\$45 \$90	\$49 \$98	\$49 \$98	1997
New Driver's License and Renewals	\$75	\$75	\$80	\$80	\$80	2004
Driver's License Replacement	\$10	\$15	\$20	\$25	\$25	1989
Driver Examination Fees						
<ul style="list-style-type: none"> • G Knowledge Test • G1 Practical Test • G2 Practical Test • M Knowledge Test • M1 Practical Test • M2 Practical Test • Classified Knowledge Test • Classified Practical Test 	\$10 \$40 \$75 \$10 \$40 \$75 \$10	\$10 \$40 \$75 \$10 \$40 \$75 \$10	\$15 \$50 \$85 \$15 \$50 \$85 \$15	\$15 \$50 \$85 \$15 \$50 \$85 \$15	\$15 \$50 \$85 \$15 \$50 \$85 \$15	1994
	\$75	\$75	\$85	\$85	\$85	
Registrant Identification Number (RIN)	\$0	\$10	\$10	\$10	\$10	New
Heavy Commercial Vehicle Validation						
<ul style="list-style-type: none"> • Minimum - 3001 to 3500 kg • Maximum - 63001 to 63500 kg 	\$109 \$2,722	\$142 \$3,539	\$185 \$4,601	\$185 \$4,601	\$185 \$4,601	1988
Commercial Vehicle Validation						
<ul style="list-style-type: none"> • Northern Ontario • Southern Ontario 	\$37 \$74	\$41 \$82	\$45 \$90	\$49 \$98	\$49 \$98	1997
Permit Issue - Motor Vehicle and Trailer	\$10	\$10	\$10	\$10	\$14	1993

Final Thoughts



*Don't forget the monthly membership meeting
Wednesday, April 25th.*

2013 - PMSC 60th Anniversary