

Peterborough Motor Sports Club **BULLETIN**



MAY, 2012



Digging up an "old"? car

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

2013 - PMSC 60th Anniversary

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2012 Executive

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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 5

2013 - PMSC 60th Anniversary



President's Preamble
May 2012
Mike vanRees

President Mike will have his comments at the monthly meeting on May 23rd.

From The Editor's
Keyboard

May 2012

bulletin@pmsc.on.ca



This month's issue: We feature Part 2 of an article on the Bridgestone Racing School at the track formerly known as Mosport by Lesley Wimbush.

Returning Feature: Check out this month's "**What the H*** IS this**"? This month it's another rare sports car. See Page

Thanks: The Examiner once again included a piece with pictures on our Cob Web Solo in their April 24th edition of the newspaper. They also used our news release on the Spring Run Off Rally on April 30th...but used a very misleading headline "*Offroaders take to Backroads*" and had Dan Demers from Georgetown. I wrote Mike Davies, Sport Director at the Examiner to correct the misconception the headline would imply...that we are a 4X4, ATV, "outlaw" club. Mike apologized for the headline saying it was done by an editor elsewhere who did not know sports. As for Dan...we all know where he's from. That "Good ole' boy" from the back woods of Cavan, eh?

Glenn Austin sends us a tale of the travails putting his solo ride, aka "Panda", back together.

Thanks to Earle for the cover picture of some “automotive archeologists” digging up an ..Er...old car. It looks a lot like the Delorean from the “Back to the Future” series. Hmmmm...

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.

Next Month’s Issue: Might either be a week early or a few days late. My wife and I will be camping at Bon Echo Provincial Park the week of June 18-22. That means I’ll get the Bulletin out to you either around the 16th/17th... OR... around June 23rd/24th.

Thanks.

*Your Humble Scribbler,
Len Arminio*



*The monthly membership meeting
of the
Peterborough Motor Sports Club
Wednesday, May 23rd*

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

Some possible agenda items:

- Discussion of possible alternate meeting location during the Little Lake Music Festival, (June-July-August) - Fab
- VARAC Grand Prix Reminder – Bob
- Watchwinder solo – Glenn/Dan
- GCFR Update
- And the “What the H*** IS This?” contest.



The Cob Web Solo Results

Sunday, April 22nd
Kawartha Downs Speedway

Pax Pos.	Pos.	Class #Driver	Car Model	Total	Factor	Pax Time	Diff. From 1st
1	1	ES 8Rechtov, Alex	90 mazda miata	69.121	*0.829	57.301	0.000 0.000
2	1	HS 27Austin, Glen	1993 honda civi	72.290	*0.803	58.048	0.747 0.747
3	2	ES 3Selyshchev, Auton	90 Mazda Miata	70.275	*0.829	58.258	0.210 0.957
4	1	FSP 28Grubb, Travis	2001 VW-Jetta	69.526	*0.844	58.679	0.421 1.378
5	1	ESP 23Tighe, Phil	1999 Mazda Miat	68.696	*0.855	58.735	0.056 1.434
6	1	GS 33Johnson, Chris	02 subaru impre	72.710	*0.812	59.040	0.305 1.739
7	2	HS 1James, Curtis	06 vw golf tdi	73.608	*0.803	59.107	0.067 1.806
8	3	HS 9Maclean, Drew	2000 vw golf	73.739	*0.803	59.212	0.105 1.911
9	4	HS 24Hunt, Bryan	96 pontiac sunf	75.089	*0.803	60.296	1.084 2.995
10	1	CM 25Junkin, Tyler	1997 Chevy Cava	68.075	*0.889	60.518	0.222 3.217
11	5	HS 12McCann, Andy	2001 Pontiac Su	75.777	*0.803	60.848	0.330 3.547
12	1	AS 4Mewet, James	10 bmw 135	71.355	*0.854	60.937	0.089 3.636
13	1	CSS 5Lynas, Brian	2000 Mazda Miat	72.556	*0.841	61.019	0.082 3.718
14	6	HS 29Demers, Dan	92 honda prelude	77.769	*0.803	62.448	1.429 5.147
15	2	FSP 11Diaz, Mateo	91 nissan silvi	74.969	*0.844	63.273	0.825 5.972
16	3	FSP 15Yegorov, Danil	89 nissan 240sx	75.056	*0.844	63.347	0.074 6.046
17	4	FSP 2Green, Nick	01 chevy cavali	75.325	*0.844	63.574	0.227 6.273
18	2	GS 13Daemke, Evan	07 vw gti	78.756	*0.812	63.949	0.375 6.648
19	1	SS 22Bateman, Greg	2007 Lotus Elis	74.592	*0.860	64.149	0.200 6.848
20	3	GS 26Gray, John	1968 Chevy Corv	79.136	*0.812	64.258	0.109 6.957
21	7	HS 16Bechholz, Jessie	03 chev cavali	81.012	*0.803	65.052	0.794 7.751
22	5	FSP 21Gray, Dan	03 vw jetta	77.089	*0.844	65.063	0.011 7.762
23	1	DM 75Dickson, Kris	Miata	73.141	*0.892	65.241	0.178 7.940
24	6	FSP 7Henry, mike	2001 chevy cava	78.522	*0.844	66.272	1.031 8.971
25	1	DSS 20samuel, kyle	12 nissan ser s	79.117	*0.838	66.300	0.028 8.999
26	4	GS 19Cabardos, Alain	98 subaru impre	82.332	*0.812	66.853	0.553 9.552
27	5	GS 30Graham, Susan	2012 hyundai ve	83.335	*0.812	67.668	0.815 10.367
28	2	DM 6Carlaw, Corey	Srt-4	76.375	*0.892	68.126	0.458 10.825
29	2	AS 31Wimbush, Lesley	0 bmw 135	82.280	*0.854	70.267	2.141 12.966
30	8	HS 18Pernokes, Kyl	67 chevy corvai	88.411	*0.803	70.994	0.727 13.693
31	7	FSP 14Green, Dillon	01 chevy cavali	86.356	*0.844	72.884	1.890 15.583
32	9	HS 17Bactlett, Ed	65 chevy corvai	93.136	*0.803	74.788	1.904 17.487
33	6	GS 10Augustine, Allan	69 chevy corvai	OC	*0.812	-	-
34	7	GS 32Augustine, Monika	69 chevy corvai	OC	*0.812	-	-

Spring Run-Off Rally Results

April 28, 2012

Car	Driver	Navigator	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	TA Pen.	Total
7	Deneka	Gamble	E	0.0	0.0	0.0	0.0	0.0	1.0	0.5	-0.5	0.1	0.0	0.0	1.0	3.1
9	Hancher	Doig	E	-0.2	0.6	0.1	0.0	2.8	-1.0	-0.8	-0.6	0.5	0.5	0.0	1.0	8.1
3	Leonard	Leonard	E	-0.2	1.6	0.1	-0.1	-0.1	-5.0	0.8	-0.7	0.0	-0.1	0.0	0.5	9.2
6	Sanderson	Connolly	I	0.6	0.3	-0.2	-0.4	0.7	0.0	0.0	-0.2	0.2	1.2	0.0	0.0	3.8
4	Demers	Gospodinov	I	0.2	1.2	0.4	-0.1	-0.3	1.0	20.0	1.6	1.4	-0.1	0.0	1.0	27.3
1	Maynard	Maynard	N	-0.3	0.4	-0.4	-0.6	1.1	-1.0	1.3	-0.7	0.8	-0.7	0.0	0.0	7.3
5	Nadeu	Sani	N	0.9	0.9	1.0	0.8	-0.8	-1.0	4.9	0.3	1.6	0.3	0.0	0.0	12.5
8	Semenov	Scott	N	-1.4	1.3	2.6	-0.6	0.0	-1.0	1.7	-0.2	1.5	-2.7	0.0	0.0	13.0
10	Dekker	Danuk	N	-2.9	0.3	0.9	-1.5	-0.2	-3.0	-0.4	-0.5	2.4	-2.0	-2.0	0.0	16.1
2	Starts	Banerjee	N	0.0	0.1	0.3	0.3	20.0	2.7	1.4	0.2	0.4	0.7	0.0	0.0	26.1



Are you old enough to remember these?

PMSC Competition Calendar- 2012

Event	Date	Location	Organizer
Ice Race (Regional)	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 Cabarbo</i>
Watchwinder Solo	May 27	Douro	<i>Glenn Austin</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>

Fixing Panda

By Glenn Austin

Just an update on the progress of one 1993 Honda Civic, aka "Panda".

As you know the head gasket went on the Civic just before Christmas. In a panic of course I was thinking of just selling the car and looking for another POS. After talking to Chris and taking flak from Earle I decided it was worth the effort and began fixing it.



Now taking apart a car, something I've done many times, is the easy part.

Unfortunately the cars I've taken apart in the past all ended up being towed to the junk yard after I was done. Thankfully Chris Johnson, the master of all that is Honda, graciously assisted in this endeavour. So began the long cold winter nights, it was really only about 2 days and about 2 hours each time and the head was off and ready to be sent to the machine shop. I learned that holding a light and passing tools to someone is a very important job.

Once the cylinder head was back and all was good with it we began the fun job of putting it all back together. Previously this was always my downfall but with the teachings of Chris we were on the right track.

Timing is not a fun thing to set up on a Honda and can be difficult but with a number of attempts we got it set up. Chris was able to get the car to the point where I could put the rest of it back together. Luckily I was on reading week so I jumped in and had the whole thing ready to go in about 3 hours. Chris then came back and we were ready to try to start the beast. After carefully removing the old oil and then adding new I started topping up the coolant.

Unfortunately, I had forgotten to hook up a few hoses and coolant began to leak everywhere. A quick fix and we were ready. I sat behind the wheel and with a twist of the key.....she stared right up. We checked to see if there were any leaks and everything looked good. We did notice that the thermostat seemed to be stuck as the lower rad hose wasn't getting warm. I changed the thermostat out for a new one and took the car for a spin, just down the driveway.

The next phase of repair focused on the cv/axle that had been knocking before I had trouble with the head gasket. I ordered one from Napa (who now knew me on a first name basis) and borrowed a 32mm socket from Chris and tried to remove the axle nut. I don't know about you but trying to remove a nut from a car that's been on for more than 18 years is guaranteed to give you sleepless nights. I broke my breaker bar, a Christmas gift that still had the bow on it. I got a new one from Canadian Tire and tried again but couldn't get the nut to turn. I then asked a friend at work if we could use his father-in-law's shop. He agreed and off we went.

This was now early April and I was getting anxious as I wanted the car ready for the first solo. I pulled the car into the shop and we started, at first with another breaker bar. We then proceeded to break 2 of them and decided enough was enough and got out the torch. After heating up the nut we eventually were able to remove the uncooperative thing. We then loosened the lower ball joint and suspension forks so I could take everything apart when I got home.

That week I was off, as school was over and I was waiting to start my next placement. I took that time to put in the new axle and found it to be a pretty easy job. Too easy in fact because after I got home after the solo (2nd



overall, thank you pax) there was transmission oil all over the firewall. I quickly realized that I should have changed the transmission seal so everything came apart again and all has been fixed. No leaks so far, except for the radiator, but that's another story.

I am now trying to sell the Civic as we recently purchased a used Subaru Forester XT and I have the Subaru bug. I've decided that I want my own Subaru, obviously not using the family car, as we know this never works out.

I want to get out to do some rally cross this year and of course I want to continue doing solo.

If you want a quick little solo car, let me know, I'm sure we can work out a PMSC discount.

Glenn, I hope you did something with the suspension to correct that body roll!! The Editor

See "Panda" In Action!

The Watch Winder Solo Sunday, May 27



***Douro-Dummer
Community Centre
Parking Lot
Registration opens at 9:00 am***



Contact Glenn Austin: rustysteel@sympatico.ca



What the H* IS This??**

If you can identify this vehicle and you are at this month's meeting (May 23rd) 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

Bridgestone Racing Academy- A priceless experience (Part 2)



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, ON - Sitting on the grid, I'm vibrating with the car—adrenaline coursing through my veins while the

pit crew does a last-minute check. Finally, with a wave from the marshal, I head out to the track, exhaling in relief that I managed not to stall. The tiny wheel is thick, grippy and solid; at its centre is a digital tachometer and oil pressure display. With no power steering, the wheel is heavy, yet feedback is excellent, and the car's reaction is laser-sharp.

I cautiously test the throttle, and am surprised by a monstrous surge of power. With such a light, rear-biased car, smooth inputs are crucial. After a couple of laps, I relax, ease up my grip on the wheel and let the car unwind. I'm starting to get the hang of the 5-speed sequential gearbox, pushing the lever forward to downshift and back to up-shift.

Since the body and legs are tightly secured by the harness, there's no bracing in the tight turns, and the hands and feet are free for tricky heel n' toe choreography.

This is performance driving at its purest—there's no windshield, no deadening insulation, no cushioning suspension—just driver and car, together (hopefully) in harmony.

Gaining confidence, I mash the throttle in the long straight. The sound is deafening, the pavement rattles beneath my backside and the rushing air pulls at my helmet. The corner comes up fast as I downshift, remembering to blip the throttle by rolling the side of my braking foot over the gas pedal, raising the rpms so that the brakes are slowing the car down instead of the engine.

My head is thrown forward by the force of the powerful AP racing brakes and I hold my breath, praying that the RE11s hold in the tight turn. They do; the amount of grip is admirable, and I grow braver, tearing through turns two and three while the car unwinds in a beautiful sweep.

I'm in the zone now. The car and I have become one. I'm blasting down the Mulsanne Straight at 250 km/h, I'm Gilles Villeneuve battling René Arnoux in the 1979 French Grand Prix...

I'm...backwards!

Crimson with embarrassment, I restart the car and continue to the pits, where the crew descend en masse, tighten

the lug nuts and then quickly wave me on my way. I had forgotten the cardinal rule: stay focused.

We're joined on the second day by James Hinchcliffe, rising Indy Car driver with Newman/Hass Racing. Humble, energetic, Hinchcliffe has a genuine enthusiasm that's apparent in the attention he gives each of the students. Sitting down with us, one-on-one after each session, he evaluates our laps turn by turn.

I find myself warming to his easy, approachable manner and stop worrying that my questions sound stupid. He praises my inputs "you're smooth, your lines and steering are good, but your footwork is lagging behind. Your blip is really good, but I want you to slow down in the braking zone this next session—don't worry about lap times, you'll make it up later—and get your footwork perfect. Get off the clutch faster; on, off".

I do as I'm told, and although initially slower, my improved footwork soon enabled me to accelerate faster after the turns. Although far off the track record, I'm happy with my lap time of 1:07.



I can't emphasize how much work this is. Not only does it demand all of your attention, the physical effort is exhausting. We finish our laps drenched in sweat, legs shaking like jelly.

Hinchcliffe works out five times a week, cardio for stamina, and weights for strength, but there's no exercise other than seat time that can duplicate the sheer force of cornering and braking at racer's neck experiences.

I'm pounding back bottle after bottle of water in an effort to stay hydrated, and wonder how they cope during an endurance race lasting hours. "I can drink through a tube, but it's a pain" says Hinchcliffe. He lost five pounds by the end of the Toronto Honda Indy race. I ask if electrolyte levels and cramping are ever an issue. "Oh yeah" he says "I had a huge cramp in my right leg last week, it was killing me; I just had to work through it and keep braking".

I can't help but think that all the armchair critics of the Honda Indy should be required to spend a day doing this before ever uttering another word. Those critics wanting to put their money where their mouths are may do so by contacting <http://www.race2000.com/courses/tlf>.

Courses aren't cheap; a full day rings in at \$1695. (2011 price)

The experience? Priceless.

Lesley Wimbush is an automotive journalist and member of the Board of directors of AJAC (Automotive Journalists Association of Canada). Lesley lives in Peterborough and has been a member and has held an executive committee position with the Peterborough Motor Sports Club.



CELEBRATING AMERICA'S SPORTSCAR
VARAC'S 33RD ANNUAL FESTIVAL FEATURING CORVETTE, AMERICA'S ONE AND ONLY SPORTSCAR

2012
CANADIAN HISTORIC GRAND PRIX
AT MOSPORT

- ★ Three days of Vintage & Historic Racing at Mosport, Canada's most famous racing circuit
- ★ Mini Meet North. Canada's largest Classic Mini gathering
- ★ The only 2012 Canadian round of the Grassroots Motorsport Small Bore Endurance Series
- ★ "Checked Flag Friday Night Cruise"
- ★ "Great Canadian Racers Reunion" - A gathering of Canada's greatest racers, crews & volunteers
- ★ Wilson Niblett Hillfest Corvette Gathering
- ★ PartSource "Field of Dreams Car Show" An all-makes car show
- ★ Charitable donation to Wounded Warriors of Canada

JUNE 15-17, 2012
CANADIAN TIRE MOTORSPORT PARK (MOSPORT)

Lapping and Touring opportunities at Mosport during the VARAC - Test Day for the Canadian Historic Grand Prix on June 14th and over the Race Weekend June 15-17. Lapping is open to experienced drivers with road cars or solo/time attack folks. The price is pretty reasonable. There is a cap of 30 cars per session. Contact bob.deshane@varac.ca. [705-878-5422](tel:705-878-5422)

Also – Bob DeShane is still looking for help with organizational tasks over the VARAC – CHGP weekend, passes supplied. Be part of the biggest Vintage & Historic Race Event in the nation! Contact bob.deshane@varac.ca [705-878-5422](tel:705-878-5422)

Car Design Legend Carroll Shelby Dead at 89



Carroll Shelby, a failed chicken farmer who roared out of the hills of East Texas to become the father of the muscle car, died May 10 at age 89.

His company, Carroll Shelby International, said he died at a Dallas hospital but did not disclose a cause of death. A Facebook entry under Shelby's name in late April said he had been hospitalized with pneumonia.

Among many achievements, Shelby was one of world's longest-surviving recipients of a heart transplant, having received a new heart in 1990. He was also a principal

founder of the International Chili Society, which sanctions thousands of chili cooking contests each year and has raised more than \$1 billion for charity.

Fresh off his chicken farm, Shelby won the first race he entered in 1952 and, in short order, became the country's leading sports-car driver. Once, hurrying to get to a race from his farm, Shelby didn't have enough time to change out of his bib overalls. He got more attention for his outfit than for winning the race and, from then on, always wore overalls in the driver's seat.

He was on the [cover of Sports Illustrated](#) in 1957, when he won 19 consecutive races, and twice was named the magazine's driver of the year. In 1959, he became the second American-born driver to win the 24 Hours of Le Mans endurance race in France (along with his British teammate, Roy Salvadori).

When a heart condition forced him to retire from racing in 1960, Shelby turned to automotive design. Determined to make the fastest, sexiest sports car on the road, he put a Ford V-8 engine in the chassis of a little-known British roadster, dubbed his new car the Shelby Cobra and created a legend.

The Cobra was the fastest street-legal car in the land. It could go from zero to 60 mph in four seconds. The speedometer went up to 180.

In 1964, Iacocca, then an executive at [Ford](#), hired Shelby to design a sleek, high-performance version of the new Ford Mustang. He came up with the fastback Mustang GT350, which began to steal some of the glamour from the Chevrolet Corvette.

In 1982, Iacocca, then at Chrysler, lured Shelby back into the car business with the mission of designing a new line of Dodge sports cars, including the Viper.

Shelby later put updated models of his classic Cobra back in production and, five years ago, returned to Ford to design a new high-performance Ford Mustang GT500.

During much of the 1970s, he lived in Botswana, Angola and the Central African Republic, running a safari business and dealing in diamonds. His other business interests included radio stations, motels and cattle ranches. In 1975, he provided the seed money for the Chili's restaurant chain, which began in Dallas.

Shelby was, by all accounts, a man of immense charm. He dated a former Miss Universe and said he had been married six times — or maybe seven.

“I don't count the second one,” he told Vanity Fair in 2006, “cause it happened in Mexico.”



Carroll Shelby is survived by three children from his first marriage, Jeanne Fields; his current wife, Cleo Shelby; a sister; four grandchildren; and six great-grandchildren.

Even though he had a heart transplant in 1990 and a kidney transplant in 1996, Mr. Shelby never lost his love for speed. At 84, he took the new Mustang out for a test drive, easing the throttle open until he topped out at 150 mph.

From: The Washington Post, New York Times, TMZ.com



OPP Launches One-of-a-Kind Video About Distracted Driving

OPP Uses Innovative Marketing Research to Reach Young Drivers

ORILLIA, ON, May 15, 2012 /CNW/ - The Ontario Provincial Police (OPP) has launched a unique and important new video about distracted driving in an effort to influence current attitudes and perceptions among motorists, especially young drivers, about this dangerous but common practice.

In this one-of-a-kind video, the OPP applied values-based research that was recently carried out in the United States. The objective of the research was to help develop an understanding of drivers, their motivations and emotions relating to distracted driving. One of the key findings of the research revealed that drivers are more receptive to information on distracted driving from those who have been directly impacted by distracted driving in some way.



In support of the research, and for the very first time, the OPP has produced a traffic safety video that includes victim testimonials from a family who lost a son in a 2011 fatal motor vehicle collision in which texting and driving was a causal factor. The OPP as well as the family hope that the interview sends a strong message to drivers, especially young drivers, about how dangerous distracted driving is and the real risks and tragedies that occur from texting while driving as well as other forms of distraction behind the wheel.

To view the video, go to the OPP's [Facebook](#) page.

The video is part of the OPP's efforts to support [Canada Road Safety Week](#).

The vast majority of drivers know that using a cell phone or texting while driving is illegal. They also know that it, along with other forms of distracted driving, are dangerous. In many cases they are the same drivers that continue to do it. Could you live with yourself knowing you took a life?

The "ripple effect" that results from a collision-related death is immeasurable.

A family who loses a parent, child or other close family member will have their hearts broken and their lives changed forever and for what? That text message? That chance to check your email? These tragic collisions are completely preventable. Don't tempt fate... That text can wait !

From: OPP Media Relations/Highway Safety Division

*Earle's New Ride for the
Galway-Cavendish Forest Rally*



*Don't forget the monthly membership meeting
Wednesday, May 23rd.*

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