

Peterborough Motor Sports Club **BULLETIN**



JUNE, 2012



Solo Tailgate Party

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

Table of Contents

2012 Executive Contacts.....3

President’s Preamble4

From the Editor’s Keyboard.....4

June Meeting Reminder.....5

PMSC Calendar.....6

Watchwinder Solo Results.....7 & 8

Watchwinder Solo Pictures.....9

Speed Weekend Poster.....10

Points Updates.....11&12

Lapping Day Entry Form.....13

Minutes – May Membership Meeting.....14&15

What The H*IS This contest.....16**

“The Big Easy” by Lesley Wimbush.....17-19

‘Nuff Said20

And Finally.....21

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
Director at Large	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 Rally Sport.



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



April 2012, Volume 57- Issue 6

2013 - PMSC 60th Anniversary



President's Preamble
May 2012
Mike vanRees

President Mike will have his comments at the monthly meeting on June 27th

From The Editor's
Keyboard
June 2012
bulletin@pmsc.on.ca



This month's issue: ... Is a few day early. That's because we are away on a trip this coming week.

Lesley Wimbush has a review of the Porsche 2012 Panamera Turbo S.

Watchwinder Solo Results: It took about four days of sweat and tears, mind-numbing number crunching, expert computer manipulation by Christine...and one false start on a news release...But the final numbers are posted from the Watchwinder Solo of May 27th as are pictures of the participating cars (and truck).

The updated points are also posted.

Returning Feature: Check out this month's "**What the H*** IS this?**" It's another rare car. See Page 17.

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.

No July Issue: Unless there are exceptional events and news, there will be no Bulletin in July. We will update you on the events taking place via email and posts on the club website, Facebook and Twitter.

Thanks.

*Your Humble Scribbler,
Len Arminio*



*The monthly membership meeting
of the
Peterborough Motor Sports Club
Wednesday, June 27th*

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

Some possible agenda items:

- GCFR Update
- Solo Updates
- The “What the H*** IS This?” contest.
- Charity partner for the club’s 60th anniversary.
- Lord knows what else.

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>Organizer Needed!!</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>

The Watch Winder Solo Results

Sunday, May 27

Final Raw Time Results, #2 - 2012 Watch Winder Solo - Sun 05-27-2012

Timed Entries: 17

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1m	1	CM	8	Junkin, Tyler	96 Chev Cavalier	57.499	0.000	0.000
2	1	DM	2	Nishitoba, Ken	93 Honda Civic si	59.494	1.995	1.995
3m	1	HS	6	Austin, Glenn	1993 Honda Civic	60.691	1.197	3.192
4m	2	CM	15	Junkin, Ember	96 Chev Cavalier	60.990	0.299	3.491
5m	2	HS	4	McCann, Andy	Pontiac Sunfire	61.622	0.632	4.123
6m	1	GS	9	Johnson, Chris	02 Subaru Impreza	63.361	1.739	5.862
7	1	DS	14	Dasilva, Brad	02 Subaru Impreza WRX	63.596	0.235	6.097
8	1	FS	11	Gourel, Tim	03 Ford Mustang	64.370	0.774	6.871
9m	3	HS	5	Demers, Dan	92 honda prelude	64.920	0.550	7.421
10m	4	HS	3	Cabardos, Louis	98 Subaru Impreza	65.286	0.366	7.787
11	1	BS	13	Tennant, Paul	87 Mazda RX-7	65.725	0.439	8.226
12	5	HS	12	Cabardos, Alain	98 subaru impreza	67.062	1.337	9.563
13	6	HS	1	Hannah, Jack	Geo Metro	69.386	2.324	11.887
14m	2	GS	16	Graham, Susan	2012 Hyundai Veloster	69.840	0.454	12.341
15m	7	HS	10	Hunt, Bryan	73 Pymouth Valiant	71.631	1.791	14.132
16	3	GS	17	Manning, Phil	99 Ford Ranger	73.571	1.940	16.072
17m	8	HS	7	Wilkinson, Ed	93 Geo Metro	78.620	5.049	21.

Pax Time Results, #2 - 2012 Watch Winder Solo - Sun 05-27-2012

Timed Entries: 17

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	HS	6	Austin, Glenn	1993 Honda Civic	60.691	*0.803	48.734	0.000	0.000
2	2	HS	4	McCann, Andy	Pontiac Sunfire	61.622	*0.803	49.482	0.748	0.748
3	1	CM	8	Junkin, Tyler	96 Chev Cavalier	57.499	*0.889	51.116	1.634	2.382
4	1	GS	9	Johnson, Chris	02 Subaru Impreza	63.361	*0.812	51.449	0.333	2.715
5	3	HS	5	Demers, Dan	92 honda prelude	64.920	*0.803	52.130	0.681	3.396
6	4	HS	3	Cabardos, Louis	98 Subaru Impreza	65.286	*0.803	52.424	0.294	3.690
7	1	DS	14	Dasilva, Brad	02 Subaru Impreza WRX	63.596	*0.825	52.466	0.042	3.732
8	1	DM	2	Nishitoba, Ken	93 Honda Civic si	59.494	*0.892	53.068	0.602	4.334
9	5	HS	12	Cabardos, Alain	98 subaru impreza	67.062	*0.803	53.850	0.782	5.116
10	1	FS	11	Gourel, Tim	03 Ford Mustang	64.370	*0.837	53.877	0.027	5.143
11	2	CM	15	Junkin, Ember	96 Chev Cavalier	60.990	*0.889	54.220	0.343	5.486
12	1	BS	13	Tennant, Paul	87 Mazda RX-7	65.725	*0.847	55.669	1.449	6.935
13	6	HS	1	Hannah, Jack	Geo Metro	69.386	*0.803	55.717	0.048	6.983
14	2	GS	16	Graham, Susan	2012 Hyundai Veloster	69.840	*0.812	56.710	0.993	7.976
15	7	HS	10	Hunt, Bryan	73 Pymouth Valiant	71.631	*0.803	57.519	0.809	8.785
16	3	GS	17	Manning, Phil	99 Ford Ranger	73.571	*0.812	59.739	2.220	11.005
17	8	HS	7	Wilkinson, Ed	93 Geo Metro	78.620	*0.803	63.131	3.392	14.397

2013 - PMSC 60th Anniversary

Watch Winder Solo Pictures





Speed Weekend Solo



Sunday, June 24

Kawartha Speedway

Registration: 9:00am

First Run: 10:00am

We will use both the infield and oval!

Contact: Brian Lynas

labrise@cogeco.ca

Updated Solo Points 2012

EVENT	CWS	WWS	SWS	MSS	DDS	FBS	LCS	TOTAL	TOTAL S
EVENT TYPE	S	S	S	S	S	S	S		
PARTICIPATION CLASS	C	C	C	C	C	C	C		
NAMES									
AUSTIN Glenn	20	20						80	40
BATEMAN Greg	10							10	10
CABARDOS Alain	10	11						31	21
CABARDOS Louis		12						42	12
DEMERS Daniel	20	13						105	33
GRAHAM Susan	10	10						20	20
GREEN Nick	10							10	10
GRUBB Travis	17							57	17
JOHNSON Chris	14	14						68	28
JUNKIN Amber		10						10	10
JUNKIN Tyler	13	15						28	28
LYNAS Brian	11							51	11
MCCANN Andy	12	17						29	29
TIGHE Phil	15							15	15

Updated Worker/Organizer Points 2012

EVENT	IC E1	IC E2	SS R	SR O	C W S	W WS	W WR	S W S	S W R	M SS	D DS	GC FR	FB S	LC S	PP R	TTL	TTL
EVENT TYPE	I	I	R	R	S	S	R	S	R	S	S	R	S	S	R		
PARTICIPATION CLASS	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W		
NAMES																	
ARMINIO Len	30	30		10	10											80	80
AUSTIN Glenn	20	20														60	40
CABARDOS Alain				10												20	10
CABARDOS Emile				10												10	10
CABARDOS Louis				30												30	30
CARAVAGGIO Fabrizio	20	20			10											50	50
GRUBB Travis	20	20														57	40
GULLIVER Peter	20	20		10												50	50
HENDERSON Earle	20	20														40	40
JOHNSON Chris	20	20														54	40
KENNEDY Tom	20	20		10												50	50
LYNAS Brian	20	20														51	40
MACKENZIE Rob	20	20														40	40
NEWELL Christine	20	20			10											50	50
SM OLARZA Michelle		20														20	20
SMOLARZ Chris		20														20	20
VANREES Mike		20														20	20
WATSON Peter				10												10	10
WATT Peter	20	20		10												50	50



**Peterborough Motor Sports Club
Mosport Lapping Day
September 9, 2012**

(Please Print)

NAME: _____

ADDRESS: _____

CITY: _____ **PROVINCE:** _____

POSTAL CODE: _____ **PHONE #:** _____

CAR MAKE: _____ **MODEL:** _____ **YEAR:** _____

PMSC MEMBERSHIP #: _____ **NON-MEMBER: (check here)**

Have you ever lapped at the Canadian Tire Motorsport Park (Mosport)? Y__ N__

Racing Experience:

COST: If you pre-register: \$140.00 At the track: \$150.00
Please make your cheques payable to the Peterborough Motor Sports Club

LIMIT OF 30 ENTRIES

NOTE: All cars must be checked for safety and road worthiness. PMSC reserves the right to prohibit entry or remove cars from the track at any time if it is deemed to be unsafe.

Drivers Meeting: 9:00am
Start Time: 9:30 am
Lapping ends: 4:00 pm

Mailing Address:

PMSC

PO Box 131,

Peterborough, ON K9J 6Y5

More Info:

Fab Caravaggio: *info@rockyscleaners.ca*

Peterborough Motor Sports Club

MEETING MINUTES

Wednesday May 23rd, 2012

10 members in attendance.

Welcome and statement from the President.

Re karting nights with BARC and Oshawa, 12 people interested so they'll do it differently.

Secretary report, Louis.

Received CARS rulebook. Sec will hold on to, available to anyone who needs it.

Received advert/invitation to Odessa flea market and old car show.

Sec receives TAC's Fifth Gear newsletter electronically, anyone who wants it forwarded, let sec know.

Rallier from Bulgaria wants to join PMSC and compete in half of this years CARS and all of next years. Blurb forwarded to Christine to continue communication.

Competition report, Dan.

Distributes points update.

Remember solo on Sunday, Duoro, 9:00 registration.

Public Relations report, Len.

Suggestion to use Pappa's for July or August meeting. Maybe executive could have a meeting there to check it out. June 13.

Reporter from Elmira contacted Len to get Lynda Connolly's contact info to do an article on her. He passed reporter's message on to Lynda.

GCFR update, Peter G.

Moving along. 18 – 20 workers so far. If you are planning on working, PLEASE sign up on website. Peterborough Mitsubishi will be the presenting sponsor. Website is active. Supp regs are ready. Safety plan and insurance applications done. Tom has a 30' antenna he could put up. He might go up soon and test it out.

SRO update, Louis.

Good feedback but disappointing turnout, only 10 cars. Dan was the only PMSC competitor. Without including levies and insurance, we lost about \$35. That included a \$30 tip to the restaurant waitresses and \$20 to each cp crew to cover some gas money.

Peter G. discussion on ORRC series in general, very low turnouts.

President's Prize update, Len.

Will be an evening rally. Fairly simple.

60th anniversary, Len.

Will try to hype up in the media this year for next.

Thinking of a picnic on a Sunday afternoon at Nichol's Oval. Could be instead of the banquet. Bring out some old cars. Might be more socializing. Discussion of various 50's or 60's bands for entertainment.

Motion to adjourn Dan, seconded Travis, carried.

Played "What the H___ is that?" Louis came closest with Talbot Lagonda. Was actually a 1937 Talbot Lago. Many others chose a Delahaye of some sort.

Watched an in-car video of Ryan Huber/John Vanos doing final stage of GCFR last year.

Then one about yumping!

*Last Month's "WTHIT" was a 1938
Talbot Lago worth over \$3M*



June's What the H* IS This??**



*If you can identify this vehicle and you are at this month's
meeting (June 27th) 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.*

The Big Easy



By Lesley Wimbush

It was hard not to feel conspicuous, gliding down the main street of this working-class Ontario town in a \$209,000 luxury sedan worth more than the cost of an entry-level home. The 2012 Porsche Panamera Turbo S doesn't exactly scream "ostentatious luxury" - it's more of a golf-whisper - but it attracted plenty of attention and comments during my week-long test drive.

And yet, not once did I encounter any resentment, nor derision towards a car that's provoked its share of both from media and German sports-car fans alike. For some reason it's in vogue among the more cynical of the automotive press to slam the Panamera, while the un-jaded see only a beautifully crafted luxury sedan with plenty of presence.



The 4-door Porsche

When first introduced in 2010, the Porsche Panamera drew clamorous objections from devoted Porschephiles the world over. The very anathema of what established Porsche as one of history's finest builders of pure sports cars, the Panamera was not only a four-door, it was large, heavy and - gasp - replete with cossetting, weight-adding luxury. Pundits dismissed its unusual styling as awkward and ugly.

But, such an impassioned response proves the strength of devotion among the disciples of Zuffenhausen. Expanding the lineup to attract deep-pocketed buyers of luxury sedans perhaps can only help offset the costs of producing limited production, extreme sports cars. The consolation is that there's a now a choice for the brand-conscious status seeker, leaving the raw driver's machines to the enthusiasts.

Certainly, the Panamera has proved huge successes with the well-heeled demographic, who've snapped up enough of them to make the plush four-door the top-selling Porsche in several markets - and No. 3 here in Canada. And this one, the top-spec Panamera Turbo S, has proclaimed itself the world's best-performing four-door.

Moving off, the Panamera feels extremely large, and it takes a few minutes to get accustomed to its width and length.



Polarizing powerful Porsche

At first glance, the Panamera Turbo S appears a lot like an oversized and stretched 911 coupe. The front three-quarter view presents a beautifully proportioned sedan, particularly lush in my tester's rich chocolate brown. It's only when viewed from the side that any claims of ungainliness are justified: the roofline does not flow smoothly through the bulbous arc of the rear hatch. Pushing the button that deploys the jaunty rear spoiler (in itself a fascinating exercise of technical origami) offsets the large rear end rather

nicely.

Speaking of which, the "S" badge fixed to that rump defines this Panamera as one of Porsche's specially tweaked turbo models. Underhood (yes, another buck against its usually rear or mid-engined tradition) is the same 4.8L V8 found in the regular Turbo model - but the turbos and engine controller have been modified to squeeze out an extra 50 hp and 37 lb-ft of torque (which rises to 74 with "over boost" engaged). The final specs are 550 hp/553 lb-ft, with a rather stupefying 590 lb- ft. of twist during over boost.

If those numbers leave you feeling giddy, the \$41,800 premium above the regular Panamera Turbo will have a cold sobering effect. But for that price, Porsche throws in as standard a host of features only available as options on the rest of the lineup. The Turbo S boasts the Sports Chrono package with launch control, a torque vectoring rear differential, Dynamic Chassis Control anti-sway system, and of course the Porsche Active Suspension Management System, or PASM, with settings that firm up the air suspension and lower the car by 25 mm.



The final specs are 550 hp/553 lb-ft, with a rather stupefying 590 lb- ft. of twist during over boost.

Regal interior, rapid performer

The interior of the Panamera S is a very fine place to be. My tester's cockpit is a study in fragrant butterscotch hides culled from plump Austrian cows. The headliner is soft, creamy suede; the dash, console and steering wheel are wrapped with hand-stitched leather. The console itself is festooned with

buttons, at first confusing but quickly becoming intuitive. My personal favourite is the one for exhaust enhancement, transforming the mellow burble into a surprisingly raunchy bark.

Moving off, the Panamera feels extremely large, and it takes a few minutes to get accustomed to its width and length.

Does it feel like a 911? Of course not. But the AWD Panamera is surprisingly balanced for such a big car. The ride is creamier, yet without wallow. Switch on sports mode and the hardened-up suspension combined with the tympanic thrumming of the low profile tires remove all illusions of soft civility. The throttle mapping adjusts the marvellous 7-speed PDK transmission shifts to machine-gun rapidity.



The speed-sensitive steering is lighter than that of its sports-oriented brethren and while it might not be as talkative as that of the Cayman R or Boxter, still provides plenty of feedback. Despite the stupefying amount of power on tap, it's doled out in such a beautifully civilized, linear progression that it's startling to find the speedometer has crept into the big ticket zone.

The 1,995 kg sedan effortlessly sprints from zero to 100 km/h in 3.8 seconds, which makes the optional \$10,100 Ceramic Composite brake package seem like good insurance.

The console itself is festooned with buttons, at first confusing but quickly becoming intuitive.

The posh Porsche

Although its prodigious display of power is certainly spine-tingling and thrilling, the Panamera Turbo S is equally satisfying when driven slowly. Effortless and easy come to mind. As a cruiser, it's majestic.

More expensive than competitors Mercedes-Benz S63 AMG, or Audi S8 and more polarizing than either, the Panamera Turbo S is also faster and more agile.



As for its looks - beauty is entirely in the eye of the beholder.

Certainly, the Panamera has proved huge successes with the well-heeled demographic, who've snapped up enough of them to make the plush four-door the top-selling Porsche in several markets - and No. 3 here in Canada.

Lesley Wimbush

This article first appeared in Auto123.com and is used with the permission of the author.

‘Nuff Said....



Hmmm... A ticket...or snacks for the detachment?

*Don't forget the monthly membership meeting
Wednesday, June 27th.*

And Finally.....

**Heaven is Where:
The Police are British,
The Chefs are Italian,
The Mechanics are German,
The Lovers are French-and-
It's all organized by the Swiss.**

**Hell is Where:
The Police are German,
The Chefs are British,
The Mechanics are French,
The Lovers are Swiss-and-
It's all organized by the Italians.**

2013 - PMSC 60th Anniversary