

Peterborough Motor Sports Club BULLETIN



SEPTEMBER, 2012



Toyota back in the Rally Game

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

| | | |
|-------------------------|------------------|---|
| 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 | vwds1trukman@hotmail.co |
| Communications Director | Len Arminio | bulletin@pmsc.on.ca or pmscclubinfo@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.



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From The Editor's Keyboard

September 2012

bulletin@pmsc.on.ca



The long, hot Summer has finally ended.... and PMSC heads towards the Fall and the end of the 2012 competition season.

Club Communications

We now have 94 Facebook Friends and 20 followers on Twitter. The club forums on the website remain fairly active.

Our news releases are frequently used by the *Peterborough Examiner*, the *Lakefield Herald* and the *Community Press*. Having trouble with the broadcast media, however. Most have been tied up with Peterborough Lakers and Peterborough Petes coverage... The radio stations have no real news staff to report on such things and the TV focuses on the above sports and not much else. So our modest events get shunted to the nether reaches of interest.

I apologize for not getting a media release out a media release in advance for the Fall Ball Solo, but by the solid turnout, it didn't seem to matter. I guess email, Facebook and Twitter worked just as well.

Thanks to Peter Watt, Mark Newell and Lesley Wimbush for their contributions this month as well as to Dan for the Solo results and points updates.

Presidents Prize Rally 2012

Your humble scribbler has taken on the chore of ...um... "Lead Organizer"... for the 2012 edition of the President's Prize Rally aka, "PPR12". It's been more than 20 years since I have organized in any way a TSD rally, so my skills set is rather feeble. But thanks to the lending of hands, cars, expertise and brains from Peter Watt, Pete Gulliver, Earle Henderson and Mark Newell... I think the event will be a good one. It is of course the second and last ORRC TSD event we organize and this year I decided to return to tradition and make it a night rally (well... it will start at 5:00pm on Nov. 17th... so it's really a "Twilight-Night" event of about 200 clicks with easier (sort of) instructions but totally legal, RSO rules-abiding speeds. (nudge-nudge-wink-wink)

I'll need something like six control teams to make it work. So, if you are available for about five or six hours on that evening, I'd love to hear from you.

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*

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 Cabarbos</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> |



PMSC Hosts Dog Days of Summer Regional Solo

August 19, 2012

Daniel Fryer of Toronto roared his 1994 BMW M3 around the pylon course at Kawartha Speedway August 19th, to take the fastest time of the day award in the Dog Days Of Summer Regional Autoslalom hosted by the Peterborough Motor Sports Club.(PMSC)

Fryer clocked a best time of 71.891 seconds. That was nearly a full second ahead of Mike Aversa in a Subaru Impreza.



The top PMSC finisher was Phil Tighe in his Mazda Miata who came in 7th in the Raw time and 12th in the Pax or handicapped time.

Glenn Austin of PMSC came in 10th in the Pax time in his Subaru Legacy.



Thirty one drivers challenged the twisting course including six members of PMSC who ran in Sunday's event. A number of would be club entries were conflicted with an afternoon race just up the road at Peterborough Speedway. Oh well.

Points Update – Solo Series Sept. 19, 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 | | |
| AUSTIN Glenn | 20 | 20 | 20 | | 20 | 20 | | 140 | 100 |
| BATEMAN Greg | 10 | | 10 | 11 | | 12 | | 43 | 43 |
| CABARDOS Alain | 10 | 11 | 10 | 10 | 13 | 10 | | 74 | 64 |
| CABARDOS Emile | | | | | | | | 10 | |
| CABARDOS Louis | | 12 | 15 | 12 | | | | 69 | 39 |
| CABARDOS Raphael | | | 10 | 10 | | | | 20 | 20 |
| CARAVAGGIO Fab | | | | | 12 | | | 12 | 12 |
| DAEMKE Evan | | | 10 | | | 14 | | 24 | 24 |
| DEMERS Daniel | 20 | 13 | 10 | 20 | | 11 | | 156 | 74 |
| GRAHAM Susan | 10 | 10 | | | | | | 20 | 20 |
| GREEN Nick | 10 | | | | | | | 10 | 10 |
| GRUBB Travis | 17 | | 17 | 20 | 20 | 13 | | 137 | 87 |
| JOHNSON Chris | 14 | 14 | | 13 | | | | 91 | 41 |
| JUNKIN Amber | | 10 | 10 | | | | | 20 | 20 |
| JUNKIN Marilyn | | | 10 | 10 | | 10 | | 30 | 30 |
| JUNKIN Tyler | 13 | 15 | 13 | 14 | | 15 | | 70 | 70 |
| LYNAS Brian | 11 | | 10 | 17 | 15 | 20 | | 113 | 73 |
| MACABE Andy | | | | | | 10 | | 10 | 10 |
| MACLEAN Drew | | | 10 | | | | | 10 | 10 |
| MCCANN Andy | 12 | 17 | 12 | | | 10 | | 51 | 51 |
| NEWELL Christine | | | | | | | | 70 | |
| NEWELL Mark | | | | | | 10 | | 30 | 10 |
| SLOT Steve | | | 14 | | | | | 14 | 14 |
| SMOLARZ Chris | | | | | | | | 20 | |
| TIGHE Phil | 15 | | 11 | 15 | 17 | | | 58 | 58 |

Points Update – Workers, Sept 19, 2012

| EVENT | ICE1 | ICE2 | SSR | SRO | CWS | WWS | WWR | SWS | SWR | MSS | DDS | GCFR | FBS | LCS | PPR | TOTAL | TOTAL W |
|---------------------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-------|---------|
| 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 | | |
| ANDERSON Warner | | | | | | | | | | | | | | | | 40 | |
| ARMINIO Len | 30 | 30 | | 10 | 10 | 10 | | 10 | | | 10 | 10 | | | | 120 | 120 |
| ARMSTRONG Doug | | | | | | | | | | | | 10 | | | | 10 | 10 |
| AUSTIN Glenn | 20 | 20 | | | | | | | | | | | | | | 140 | 40 |
| CABARDOS Alain | | | | 10 | | | | | | | | | | | | 74 | 10 |
| CABARDOS Emile | | | | 10 | | | | | | | | | | | | 10 | 10 |
| CABARDOS Louis | | | | 30 | | | | | | | | | | | | 69 | 30 |
| DEMERS Daniel | | | | | | | | | | | 10 | | | | | 156 | 10 |
| GRUBB Travis | 20 | 20 | | | | | | | | | | 10 | | | | 137 | 50 |
| GULLIVER Peter | 20 | 20 | | 10 | | | | | | | | 30 | | | | 80 | 80 |
| HENDERSON Earle | 20 | 20 | | | | | | | | | | 10 | | | | 50 | 50 |
| JOHNSON Chris | 20 | 20 | | | | | | | | | | 10 | | | | 91 | 50 |
| KENNEDY Tom | 20 | 20 | | 10 | | | | | | | | 10 | | | | 60 | 60 |
| LYNAS Brian | 20 | 20 | | | | | | | | | | | | | | 113 | 40 |
| MACKENZIE Rob | 20 | 20 | | | | | | | | | | 10 | | | | 50 | 50 |
| NEWELL Christine | 20 | 20 | | | 10 | 10 | | 10 | | | | | | | | 70 | 70 |
| NEWELL Mark | | | | | | | | 10 | | | | 10 | | | | 30 | 20 |
| SMOLARZ Chris | | 20 | | | | | | | | | | | | | | 20 | 20 |
| VANREES Mike | | 20 | | | | | | | | | | 10 | | | | 30 | 30 |
| WATSON Peter | | | | 10 | | | | | | | | 10 | | | | 20 | 20 |
| WATT Peter | 20 | 20 | | 10 | | | | | | | | 10 | | | | 60 | 60 |
| WILLIAMS Rick | | | | | | | | | | | | 10 | | | | 10 | 10 |

Fall Ball Solo Results

Pax times

PMSC

Pax Time Results, #6 – Fall Ball Solo - Sun 09-16-2012

Timed Entries: 24

| Pax Pos. | Pos. | Class | # | Driver | Car Model | Total | Factor | Pax Time | Diff. | From 1st |
|-----------------|-------------|--------------|----------|------------------|------------------------|--------------|---------------|-----------------|--------------|-----------------|
| 1 | 1 | HS | 6 | Austin, Glenn | 03 Subaru Legacy | 70.153 | *0.803 | 56.332 | 0.000 | 0.000 |
| 2 | 2 | HS | 1 | James, Curtis | 06 Golf TDI | 71.612 | *0.803 | 57.504 | 1.172 | 1.172 |
| 3 | 1 | CSS | 21 | Lynas, Brian | 2000 Mazda Miata | 68.456 | *0.841 | 57.571 | 0.067 | 1.239 |
| 4 | 1 | CM | 2 | Junkin, Tyler | 1997 Chevy Cavalier | 65.179 | *0.889 | 57.944 | 0.373 | 1.612 |
| 5 | 1 | DSP | 16 | Hensman, Adam | 2007 Mitsubihu Eclipse | 68.251 | *0.857 | 58.491 | 0.547 | 2.159 |
| 6 | 2 | DSP | 22 | Connaghan, Kyle | 2010 Cobalt | 68.672 | *0.857 | 58.851 | 0.360 | 2.519 |
| 7 | 3 | HS | 8 | James, Chris | 03 Civic | 73.315 | *0.803 | 58.871 | 0.020 | 2.539 |
| 8 | 1 | SS | 18 | Meddick, Brandon | 2012 Audi S4 | 68.898 | *0.860 | 59.252 | 0.381 | 2.920 |
| 9 | 1 | GS | 9 | Daenke, Evan | 07 Golf GTI | 74.070 | *0.812 | 60.144 | 0.892 | 3.812 |
| 10 | 1 | FSP | 5 | Grubb, Travis | 2001 VW-Jetta | 71.598 | *0.844 | 60.428 | 0.284 | 4.096 |
| 11 | 4 | HS | 10 | Lynch, Jon | 2001 Golf TDI | 75.514 | *0.803 | 60.637 | 0.209 | 4.305 |
| 12 | 2 | SS | 17 | Bateman, Greg | 2007 Lotus Elise | 70.890 | *0.860 | 60.965 | 0.328 | 4.633 |
| 13 | 1 | XP | 75 | Dickson, Kris | 92 Miata Beast | 68.666 | *0.890 | 61.112 | 0.147 | 4.780 |
| 14 | 5 | HS | 20 | Demers, Dan | 92 honda prelude | 76.277 | *0.803 | 61.250 | 0.138 | 4.918 |
| 15 | 6 | HS | 24 | McCann, ANdy | SUnfire | 76.334 | *0.803 | 61.296 | 0.046 | 4.964 |
| 16 | 3 | SS | 25 | Glover, Tim | 12TTRS | 71.304 | *0.860 | 61.321 | 0.025 | 4.989 |
| 17 | 2 | GS | 4 | Gray, John | 1968 Chevy Corvair | 76.934 | *0.812 | 62.470 | 1.149 | 6.138 |
| 18 | 4 | SS | 11 | Meddick, Al | 2001 Corvette | 72.837 | *0.860 | 62.639 | 0.169 | 6.307 |
| 19 | 1 | DS | 13 | Hendren, Karey | 92 Integra | 77.356 | *0.825 | 63.818 | 1.179 | 7.486 |
| 20 | 7 | HS | 19 | Cabardos, Alain | 98 subaru impreza | 80.744 | *0.803 | 64.837 | 1.019 | 8.505 |
| 21 | 8 | HS | 3 | Newell, Mark | 99 Accent | 80.872 | *0.803 | 64.940 | 0.103 | 8.608 |
| 22 | 2 | FSP | 12 | Kovalou, Tyler | 1990 Volvo | 78.507 | *0.844 | 66.259 | 1.319 | 9.927 |
| 23 | 9 | HS | 14 | junkin, marilyn | 2005 cobalt | 83.110 | *0.803 | 66.737 | 0.478 | 10.405 |
| 24 | 1 | ES | 7 | McCabe, Graham | 2003 SRT4 | 86.368 | *0.829 | 71.599 | 4.862 | 15.267 |
| 25 | 10 | HS | 15 | McCabe, Andrew | 1993 Swift | OC | *0.803 | - | | |

Fall Ball Solo – Raw/Class Results

PMSC

Final Results, #6 – Fall Ball Solo - Sun 09-16-2012

Total Registered: 25, with Times: 24

[SS](#) [DS](#) [ES](#) [GS](#) [HS](#) [DSP](#)
[FSP](#) [XP](#) [CM](#) [CSS](#)

| 'Super Stock' - Total Entries: 4 Trophies: 2 | | | | | Car Color | Times | | | | | Total |
|--|----|--------|------------------|---------------------|---------------|-----------|--------|---------------|--------|----------|---------------|
| 1T | SS | 1 8 | Meddick, Brandon | 2012 Audi S4 | Grey | 71.733 | 71.704 | 71.343 | 69.997 | 68.898 | 68.898 |
| | | | | | | | | | | | [-] 11.992 |
| 2T m | SS | 1 7 | Bateman, Greg | 2007 Lotus Elise | Krypton Green | 75.200 | 72.825 | 71.682 | 70.890 | 71.412+1 | 70.890 |
| | | | | | | | | | | | +1.992 |
| 3 | SS | 2 5 | Glover, Tim | 12TTRS | | 72.086 | 71.401 | 78.266+1 | 71.304 | 69.708+1 | 71.304 |
| | | | | | | | | | | | +0.414 |
| 4 | SS | 1 1 | Meddick, Al | 2001 Corvette | Black | 76.785+OC | 75.464 | 75.989+O C | 74.937 | 72.837 | 72.837 |
| | | | | | | | | | | | +1.533 |
| 'D Stock' - Total Entries: 1 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T | DS | 1 3 | Hendren, Karey | 92 Integra | Green | 85.321 | 82.140 | 79.160 | 77.356 | | 77.356 |
| | | | | | | | | | | | - |
| 'E Stock' - Total Entries: 1 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T | ES | 7 | McCabe, Graham | 2003 SRT4 | Silver | 87.188+OC | 86.368 | | | | 86.368 |
| | | | | | | | | | | | - |
| 'G Stock' - Total Entries: 2 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T | GS | 9 | Daenke, Evan | 07 Golf GTI | Silver | 76.364 | 76.544 | 75.916 | 75.561 | 74.070 | 74.070 |
| | | | | | | | | | | | [-] 12.864 |
| 2 m | GS | 4 | Gray, John | 1968 Chevy Corvaire | green | 78.862 | 78.672 | 78.530+1 | 76.934 | | 76.934 |
| | | | | | | | | | | | +2.864 |
| 'H Stock' - Total Entries: 10 Trophies: 4 | | | | | Car Color | Times | | | | | Total |
| 1T | HS | 6 | Austin, Glenn | 03 Subaru Legacy | Silver | 72.304 | 71.734 | 70.455 | 70.153 | 72.468 | 70.153 |
| | | | | | | | | | | | [-] 11.459 |
| 2T | HS | 1 | James, Curtis | 06 Golf TDI | Grey | 72.979 | 72.666 | 72.299 | 71.612 | 71.958+1 | 71.612 |

| | | | | | | | | | | | |
|---|---------|--------|--------------------|---------------------------|----------------------|----------------|---------------|---------------|--------------|---------------|--------------|
| | | | | | | | | | | | +1.459 |
| 3T m | HS | 8 | James, Chris | 03 Civic | Blsck | 76.332 | 79.200 | 73.315 | 74.498 | 75.027 | 73.315 |
| | | | | | | | | | | | +1.703 |
| 4T | HS | 1 0 | Lynch, Jon | 2001 Golf TDI | Blue | 79.936 | 77.264 | 75.721 | 75.944+ 2 | 75.514 | 75.514 |
| | | | | | | | | | | | +2.199 |
| 5 m | HS | 2 0 | Demers, Dan | 92 honda prelude | black | 84.539 | 78.672 | 76.975 | 76.702 | 76.277 | 76.277 |
| | | | | | | | | | | | +0.763 |
| 6 | HS | 2 4 | McCann, ANdy | SUnfire | | 81.331 | 76.334 | 76.420+1 | 77.066 | 78.328+ OC | 76.334 |
| | | | | | | | | | | | +0.057 |
| 7 | HS | 1 9 | Cabardos, Alain | 98 subaru impreza | green | 84.521 | 84.517 | 80.892 | 80.744 | 83.042+1 | 80.744 |
| | | | | | | | | | | | +4.410 |
| 8 | HS | 3 | Newell, Mark | 99 Accent | Blue | 82.656 | 86.797 | 80.872 | 81.032 | 81.122 | 80.872 |
| | | | | | | | | | | | +0.128 |
| 9 | HS | 1 4 | junkin, marilyn | 2005 cobalt | black | 95.342 | 97.764 | 88.732 | 83.472 | 83.110 | 83.110 |
| | | | | | | | | | | | +2.238 |
| 10 | HS | 1 5 | McCabe, Andrew | 1993 Swift | White | 133.245+O C | 92.652+ OC | 84.794+O C | | | OC |
| | | | | | | | | | | | +83.11 0 |
| 'D Street Prepared' - Total Entries: 2 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T | DS P | 1 6 | Hensman, Adam | 2007 Mitsubihu Eclipse | | 83.247+1 | 68.598+1 | 67.412+1 | 71.209 | 68.251 | 68.251 |
| | | | | | | | | | | | [-]0.421 |
| 2 | DS P | 2 2 | Connaghan, Kyle | 2010 Cobalt | Black | 91.149 | 76.172 | 73.853 | 71.150 | 68.672 | 68.672 |
| | | | | | | | | | | | +0.421 |
| 'F Street Prepared' - Total Entries: 2 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T m | FSP | 5 | Grubb, Travis | 2001 VW-Jetta | | 72.370 | 76.157 | 71.598 | 73.621 | 76.566+ OC | 71.598 |
| | | | | | | | | | | | [-]6.909 |
| 2 | FSP | 1 2 | Kovalou, Tyler | 1990 Volvo | Black | 78.507 | 76.871+1 | | | | 78.507 |
| | | | | | | | | | | | +6.909 |
| 'X Prepared' - Total Entries: 1 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T | XP | 7 | Dickson, Kris | 92 Miata Beast | Yellow | 72.086 | 79.602+ | 68.666 | 69.148 | 68.390+ | 68.666 |

| | | | | | | | | | | | |
|---|---------|--------|---------------|---------------------|------------------|--------------|--------|--------|---------------|--------|--------------|
| | | 5 | | | | | OC | | | OC | |
| | | | | | | | | | | | - |
| 'C Modified' - Total Entries: 1 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T m | CM | 2 | Junkin, Tyler | 1997 Chevy Cavalier | | 70.290 | 66.446 | 65.594 | 65.415+ 1 | 65.179 | 65.179 |
| | | | | | | | | | | | - |
| 'Super Stock' - Total Entries: 1 Trophies: 1 | | | | | Car Color | Times | | | | | Total |
| 1T m | CS S | 2 1 | Lynas, Brian | 2000 Mazda Miata | Navy | 69.584+1 | 69.166 | 69.702 | 89.062+ OC | 68.456 | 68.456 |
| | | | | | | | | | | | - |

| Top Times Of Day | Time | Class | # | Driver |
|-------------------------|-------------|--------------|----------|------------------|
| Raw time | 65.179 | CM | 2 | Junkin, Tyler |
| Pax | 56.332 | HS | 6 | Austin, Glenn |
| Stock | 68.898 | SS | 18 | Meddick, Brandon |
| Street Prepared | 68.251 | DSP | 16 | Hensman, Adam |
| Prepared | 68.456 | CSS | 21 | Lynas, Brian |
| Modified | 65.179 | CM | 2 | Junkin, Tyler |



2012 Ford Focus Electric First Impressions

by Lesley Wimbush

Lesley is a freelance automotive journalist and past PMSC member. This article is used with her permission.

Summary Rating:

Styling (75%)

Accessories (80%)

Space and Access (68%)

Comfort (80%)



Performance (77%)



Driving Dynamics (77%)



Safety (80%)



General Appreciation (90%)



DEARBORN, Michigan - When Ford launched its "Power of Choice" tour, its onslaught of products was rounded off with the inclusion of their first, all-electric vehicle. The tour, which proved that there was no single solution to our ongoing quest to reduce fuel consumption and toxic emissions, offered a variety of choices to suit the various needs of consumers.

The Focus EV is a jaunty little hatchback with a face that eerily resembles something from the Aston Martin design studio.

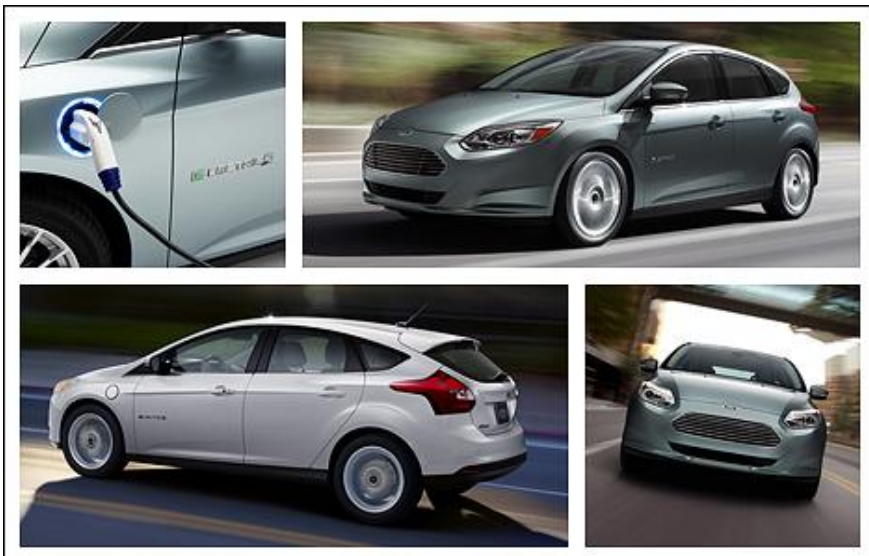
Ford's first all-electric vehicle, the Focus EV, boasts a new 240-volt home charging system that will recharge the battery in three hours -- half the time of competitor, [Nissan LEAF](#). Using 120 volts, however, it takes about 20 hours to fully charge the 23 kW lithium ion battery pack.

The electric Focus has no tailpipe and no exhaust, therefore, no emissions whatsoever.

Over at Ford's small Dearborn proving grounds test track, we had a chance to experience the all-electric Focus at a little faster pace than we would on city streets.

Unlike some of the purpose-built EVs that start with a clean slate, the electric Focus evolved from a car that was already pretty fun to drive. Although the LEAF's design makes better use of space -- hiding the battery pack beneath the floor not only frees up room, it also provides an excellent centre of gravity -- it's rather devoid of character when compared to the frisky Focus EV.

(continued next page...)





Other than a trunk that's been compromised by the intrusion of the large battery pack, and of course that distinctive new face, the electric Focus differs little from its conventional gasoline counterpart. There's none of the unsettling weirdness that we've come to associate with electric vehicles, in fact it's a good looking little hatch.

As for the driving experience, it's completely conventional, other than the eerie silence and myriad displays.

The conscientious, energy-conserving driver is rewarded with an info screen full of butterflies -- inspired by the "butterfly effect" wherein small things (such as the old adage of a butterfly's flapping wings disrupting the weather) can cause big change in an eventual outcome.

Watching the energy flow back to the battery on the brake regeneration display seems to impart a strangely compelling need to drive conservatively and coast whenever possible.



The conscientious, energy-conserving driver is rewarded with an info screen full of butterflies. (Photo: Ford)

Initially, there's a somewhat odd feeling of waiting for the single-speed transmission to swap ratios as it just continues to accelerate in a smooth progression.

The electric Focus is powered by a 141 hp AC motor mounted between the front wheels. Torque output is 188 lb-ft, and acceleration is somewhat leisurely. However, the steering is sharp and the Focus feels solid and refined with enough stiffness that there's no discernible body roll in fast corners.

With a range of up to 160 km, the \$41,199 Focus EV is well-suited to the urban dweller, folks with a longer commute would probably be better served by a plug-in hybrid or one of the [EcoBoost](#) powered vehicles.

Key Competitors

Chevrolet
Volt

Nissan
LEAF SL

Mitsubishi
i-MiEV

2013 - PMSC 60th Anniversary

Kart Night 2012

August 22nd

Photos by Peter Watt



*Great turnout and great fun for all!
Thanks to Wild Water and Wheels!*

Toyota Re-Enters the Rally Scene With Yaris R1A

by Mark Newell



2012 seems to be a turning point for Toyota. The launch of what is quickly becoming the sales winning sports car of 2012, seems to indicate their desire to scrape off their "slow and dull" reputation and perhaps capture some of the magic of yesteryear.

While you could easily attribute the hype over the FR-S/BRZ to being part of the media tidal wave, there may be some truth to the seeming desire to rekindle some of that motorsport edge.

In August this year Toyota Motorsports Germany (TMG) announced the return of Toyota to performance rally in the form of Yaris. Not just any Yaris mind you. This one is designated the "Yaris R1A", a

designation that directly indicates it's compliance with FIA R1A regulations.

The attached spec sheet tells the tale, but perhaps not the story. If they DO make this car available in North America, it would be a more exciting proposition than if they had elected to bring back the GT4.

Why? Because of what it offers. A perfectly sorted package, in a durable car, at a price that puts it on par with many "sports" cars. It's a cheap but capable entry level car that would allow an enthusiast buyer to jump in and go racing.

Over the past few years I've watched performance rally in this province, I've seen the top cars come and go. But the starter cars, the Lada's, Suzuki's, and other FWD offerings keep being recycled. They have launched the driving careers of many generations of drivers. Thus Toyota's decision to make this platform available I believe will serve it well. Not only to introduce new racers to the sport, but an introduction and encouragement of many generations of racers.

I can't think of a better gift to the sport.

Mark Newell (who is already saving).

The Toyota Press Release issued on August 16, 2012

COLOGNE, Germany — Toyota Motorsport GmbH on Monday said it will return to rallying with the Yaris R1A, an entry-level vehicle for competition in the World Rally Championship's junior division.

The car will debut in the ADAC Rallye Deutschland in Trier August 24-26. The entry will be as an exhibition, with homologation by the Fédération Internationale de l'Automobile expected before the end of the season.

The Yaris R1A "is a completely different project compared to our WRCD past," Toyota Motorsport President Yoshiaki Kinoshita told *Rally Sport Magazine*. "It is an affordable but exciting car which makes rallying's major events accessible to a whole range of participants."

Pricing for the car is set at the U.S. equivalent of \$27,725.

Isolde Holderied, a two-time Ladies World Championship winner, will drive the car at Trier. Holderied has a long history with Toyota and, more importantly, will help market the car to young women.

The vehicle's name draws from FIA regulations for Group R, Rally 1, for touring cars or large-scale production cars with normally aspirated gasoline engine and two-wheel drive, front or rear.

Unlike the radically modified top-tier WRC vehicles, which feature turbocharged engines, all-wheel drive, sequential-shift transmissions and other modifications, R1A cars are strictly limited in performance enhancements.

Engine components, electronics, transmission and other drive train components are mandated to be original production items.

The Yaris R1A upgrade includes a bolt-in roll cage, rally seats and harnesses and other safety equipment. The three-door hatch will use the 1.33-liter gasoline engine, which fits into R1A's maximum engine size rule of 1.4 liters.



Transport Associated Experiences Summer 2012

Or “How I Spent My Summer Vacation”

By Peter Watt



As summer draws to a close, and fall rapidly spreads its cooler fingers around us, it is time to reflect on some transport related items that were of interest to me over the past four months or so.

Yours truly had a wonderful opportunity to sit beside Chris Martin in the Old School Motorsports Subaru STI for the Lanark Highlands Rally. That would be my first competitive rally in over a year, so I was worried about being a bit rusty. For those who haven't been in a fast car at the pointy end of the field, I can only say things happen at a very quick pace. Chris provided me with a copy of notes he and Brian Johnson made the previous year, so all I did was some minor formatting changes before the event.

The first pass of recce was done Friday evening with Sean Kent driving my Outback since Chris wasn't arriving 'till Saturday morning. Saturday, we did a pass in Chris's road car and prepared to start the event first on the road. Stage one went well, we were quickest by 7.4 seconds over Nick and Kelly Mathews. Things were looking good. Stage two, and I flubbed a couple of instructions and took some time getting back on the notes.

We were 1.8 seconds behind Nick and Kelly, but still in the lead. We returned to form on stage three, moving back into first place by a couple of tenths over 30 seconds and prepared to do much better on Stage 4, the repeat of 2. When it came our time to move to the start line the Subaru refused to start. For close to 30 minutes we tried, but the engine would just fire a few times and then quit. Reluctantly, we handed in our route card and that was it. The autopsy disclosed an ECU fault that had the engine trying to run full rich. It was little comfort to realize that we were solidly in first when the mechanical (electrical?) gremlins appeared.



The day after Lanark, I was on my way to the airport for a flight to Barcelona. Purpose was to catch a cruise, but we had a very pleasant three and a half days in the capital of Cataluña. Ironically, we were leaving the Friday before the local Grand Prix- a similar situation to a year previous when we left Nice the Friday before the Monaco Grand Prix.

The only transport items of note included a drive along the Amalfi Coast in Italy that is used as a rally stage, avoiding the plight of the Costa Concordia by going around the other side of the island, and then hiring a car in France and taking a road that would make an absolutely fantastic hill climb or rally stage. This requires more column inches so here goes:

(continued next page...)

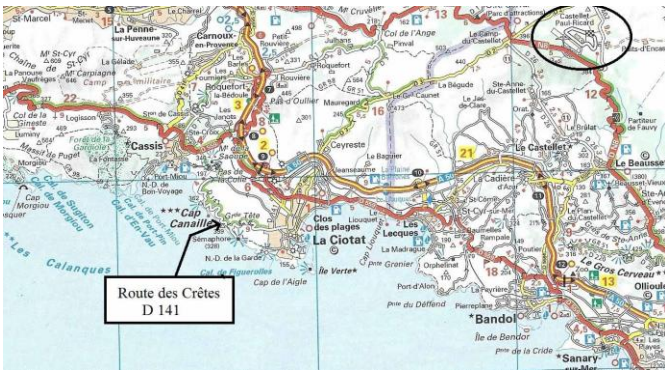


We docked in La Seyne-sur-Mer just west of Toulon. This area features a natural attraction called "The Calanques". Essentially they are fjords that are best seen by boat or kayak.

Since it was pouring rain, we decided to exercise the option of the car hire reservation and just tour the area.

Kim does considerable research for these trips so there were several options available. Into the trusty (I hoped) VW Golf

Diesel and off we went, windscreen wipers "slappin time". First stop was a market in Bandol. The rain had abated some, but still the stroll through was protected by an umbrella.



Now, Kim isn't the only one that does research. She looks at cultural things; I look for green roads on a Michelin Map. I found one! Called the "Route des Crêtes" or D141, it winds its way from La Ciotat to Cassis, passing Cap Canaille, featuring the highest cliffs in France. I would say it almost rivals the Col de Turini for driving challenge, but far surpasses in scenic beauty. By the time we'd finished lunch in Cassis, the sun had emerged and the drive back over the route was most enjoyable. Pictures are included. For circuit racing types, we were within 20 km of Circuit Paul-Ricard.

Upon return to North America, it was only a few days before we set out for Pennsylvania for the Susquehannock Trails Pro Rally. I had been asked to co-drive for Tim O'Neil in a Ford Fiesta R2, which I willingly accepted, but then circumstances conspired to make that car - at least the motor, unavailable. Not much to say about that - I worked the Friday - got some decent pictures - and spectated Saturday. The Friday SuperSpecial had to be cancelled after about half the competitors had run because of a severe storm - lightning, thunder, torrential rain.

(continued next page...)

Fast forward to July, and it was off to The New England Forest Rally. Friday I worked radio at a stage start/finish and was slated to do the same Saturday but at the last minute was drafted into hosting one of the VIP busses. That was both an interesting and rewarding experience.

So - anything else - yep - due to a South West Airlines price reduction last year, we held a credit, so, for the princely sum of \$4.50 each, we flew to Washington DC for a few days. While there, we visited the Udvar Hazy Centre of the Smithsonian at Dulles Airport.



This museum houses a wonderful collection of aircraft from the turn of the previous century, right up to the Space Shuttle "Discovery."



Equally famous - or infamous depending on your viewpoint is The Enola Gay.



We took the MARC train from Washington to Baltimore for a day. Our hotel window overlooked the harbour and (drum roll) the first corner and harbour straight for the following week's Baltimore Grand Prix. Does

anyone see a pattern here?



After all that - I got nuthin'. Hope some have found it interesting. My wish for the November Bulletin is to have a report of my participation in another rally, but that remains to be seen.

Safe Roads,

Peter

September meeting is on Wednesday, the 26th.
Location: The Souvlaki Pit, 75 George Street N.
Dinner: 6:30 pm
Meeting: 7:30 pm

***Several items for sale including:
A full face helmet (Non-Spec), FRS radios and “Atomic Clocks”
(Lead-clad aprons not included)***

***Note: there will be a change in meeting venue for the October 24th Meeting:
The Carousel Restaurant
116 Lansdowne Street East
Details at the September meeting.***

Hmmm...Don't let Mike Holmes see this!!

