

# Peterborough Motor Sports Club BULLETIN



**OCTOBER, 2012**



**Peterborough Motor Sports Club, Inc.**

Founded 1953/Incorporated 1959

[www.pmsc.on.ca](http://www.pmsc.on.ca)

Peterborough Motor Sports Club

P.O. Box 131

Peterborough, Ontario K9J 6Y5

Also on Facebook and Twitter

*2013 - PMSC 60<sup>th</sup> 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	vwdsltrukman@hotmail.co
Communications Director	Len Arminio	<a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a> or pmscclubinfo@gmail.com

## Meetings

Club Social meetings are held on the fourth Wednesday of each month unless otherwise noted.

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.



October 2012, Volume 57- Issue 9

2013 - PMSC 60<sup>th</sup> Anniversary

***From The Editor's  
Keyboard*** — *Len Arminio*  
***October 2012***  
[bulletin@pmsc.on.ca](mailto:bulletin@pmsc.on.ca)



**Club Communications**

We now have 95 Facebook Friends and 20 followers on Twitter. The club forums on the website remain fairly active.

Our advanced news release on the Last Chance Solo and the President's Prize Rally was used in the *Pterborough Examiner*. It also went to other media in town and the area and to Facebook, Twitter and forum. A poster/flyer for the President's Prize Rally went to RSO and SPDA where Stephen Deneka circulated it to other club forums. Hopefully it will result in a good turnout for the event...but hopefully not TOO good!!!

**Thanks to** Lesley Wimbush and Peter Watt for their submissions.

**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.

Your Humble Scribbler

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***Seeking Worker  
Confirmations for President's Prize Rally***

**I have confirmations, and/or expressions of interest to work as control marshals from the following folks:**

**Len Arminio (Route Master & Ham)**

**Peter Watt (Car "0") Ham**

**Pete Gulliver (Ham)**

**Mark Newell (Leg A MTC)**

**Peter Watson**

**Earle Henderson**

**Unconfirmed:**

**Kevin Devries (Ham)**

**Jamie Cashin (Ham)**

**Bruce Schultz (Ham)**

**Anyone interested in helping out please contact: Len Arminio [lenarminio@gmail.com](mailto:lenarminio@gmail.com)  
by November 9<sup>th</sup>.**

## *PMSC Competition Calendar- 2012*

<b>Event</b>	<b>Date</b>	<b>Location</b>	<b>Organizer</b>
√ 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)	<b><i>Organizer Needed!!</i></b>
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. &amp; Travis G.</i>
Fall Ball Solo	Sept. 16	Kawartha	<i>Brian Lynas</i>
Last Chance Solo	Oct. 14	Kawartha	<i>Dan Demers</i>
<b>President's Prize Rally (ORRC)</b>	<b>Nov. 17</b>	<b>TBA</b>	<b><i>Len Arminio, Peter Watt, Pete Gulliver &amp; Mark Newell.</i></b>

# The President's Prize Rally 2012

## An Ontario Road Rally Cup Event

Hosted by the Peterborough Motor Sports Club



### Saturday, November 17, 2012

A spirited 200km (4-5 hr) evening jaunt in the Kawartha Region

(30% paved surfaces)

(Includes a 25 min rest/fuel stop)

**Start: Coffee Time Restaurant**

1672 Hwy 7 @ Hwy 28- 7km East of Hwy 115 Junction

GPS 44.19.013/78.11.947 (+/-)

**End: Marty Moo's Restaurant**

2205 Keene Rd

Peterborough, ON

GPS 44.17.627/78.16.520 (+/-)

**Registration Opens: 15:00hrs**

**Competitors Meeting: 16:30hrs**

**Car "0": 17:00hrs**

ODO check available .

**Entry Fee: \$45/car - (PMSC member price: \$35)**



**\$5 Discount for Pre-registration**

Pre-Entries must be received by Wednesday, Nov. 14, 2012

Info: Len Arminio- 705-745-0685/ [lenarminio@gmail.com](mailto:lenarminio@gmail.com)

Pre-Entry forms available at: [www.pmsc.on.ca](http://www.pmsc.on.ca) Scan and send to:

Registrar: Pete Gulliver – [registrar@pmsc.on.ca](mailto:registrar@pmsc.on.ca)

or

Or Snail Mail:

President's Prize 2012

1026 Communication Rd

Peterborough, ON K9J 6X2

*PMSC 1953-2013 60 Years of Motorsport*

## Final Raw Time Results, #7 - Last Chance Solo - Sun 10-14-2012

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1m	1	CM	9	Junkin, Tyler	1997 Chevy Cavalier	63.102	0.000	0.000
2m	1	CSS	3	Greenway, Barry	'97 Mazda Miata	64.969	1.867	1.867
3m	2	CSS	10	Lynas, Brian	Miata	68.072	3.103	4.970
4m	1	FSP	11	Grubb, Travis	2001 VW-Jetta	70.034	1.962	6.932
5	1	HS	1	James, Curtis	'06 VW Golf TDI	70.359	0.325	7.257
6m	2	HS	5	Austin, Glen	'03 Subaru Legacy	70.871	0.512	7.769
7	1	DM	7	Dickson, Kris	Miata	71.123	0.252	8.021
8	2	CM	6	Bennett, Andre	'95 Nissan 200SX SE-R	71.467	0.344	8.365
9	3	HS	2	James, Chris	'03 Honda Civic	71.971	0.504	8.869
10m	1	ES	8	Christopher, Ron	'90 Porche 944S	74.512	2.541	11.410
11m	1	DS	12	Demers, Dan	1999 Honda Prelude	76.442	1.930	13.340
12m	1	GS	4	Daemke, Evan	07 vw gti	76.529	0.087	13.427
13m	4	HS	14	McCann, Andy	Chevy S-10	77.212	0.683	14.110
14	2	GS	15	Robis, Daniel	'95 Nissan 240SX	82.954	5.742	19.852
15m	5	HS	30	Junkin, Marilyn	2005 cobalt	88.316	5.362	25.214

*Tyler "Smokey" Junkin's Cavalier took FTD despite blowing oil on his first run.*



## Pax Time Results, #7 - Last Chance Solo - Sun 10-14-2012

Timed Entries: 15

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	CSS	3	Greenway, Barry	'97 Mazda Miata	64.969	*0.841	54.638	0.000	0.000
2	1	CM	9	Junkin, Tyler	1997 Chevy Cavalier	63.102	*0.889	56.097	1.459	1.459
3	1	HS	1	James, Curtis	'06 VW Golf TDI	70.359	*0.803	56.498	0.401	1.860
4	2	HS	5	Austin, Glen	'03 Subaru Legacy	70.871	*0.803	56.909	0.411	2.271
5	2	CSS	10	Lynas, Brian	miata	68.072	*0.841	57.248	0.339	2.610
6	3	HS	2	James, Chris	'03 Honda Civic	71.971	*0.803	57.792	0.544	3.154
7	1	FSP	11	Grubb, Travis	2001 VW-Jetta	70.034	*0.844	59.108	1.316	4.470
8	1	ES	8	Christopher, Ron	'90 Porche 944S	74.512	*0.829	61.770	2.662	7.132
9	4	HS	14	McCann, Andy	Chevy S-10	77.212	*0.803	62.001	0.231	7.363
10	1	GS	4	Daemke, Evan	07 vw gti	76.529	*0.812	62.141	0.140	7.503
11	1	DS	12	Demers, Dan	1999 Honda Prelude	76.442	*0.825	63.064	0.923	8.426
12	1	DM	7	Dickson, Kris	Miata	71.123	*0.892	63.441	0.377	8.803
13	2	CM	6	Bennett, Andre	'95 Nissan 200SX SE-R	71.467	*0.889	63.534	0.093	8.896
14	2	GS	15	Robis, Daniel	'95 Nissan 240SX	82.954	*0.812	67.358	3.824	12.720
15	5	HS	30	Junkin, Marilyn	2005 cobalt	88.316	*0.803	70.917	3.559	16.279

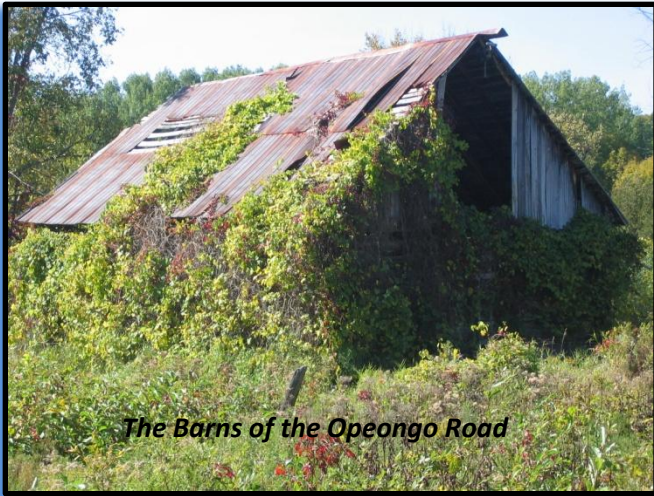
*Braving the elements at  
Last Chance solo.*





# *The Madawaska Valley: A spectacular autumn day trip*

*by Len Arminio*



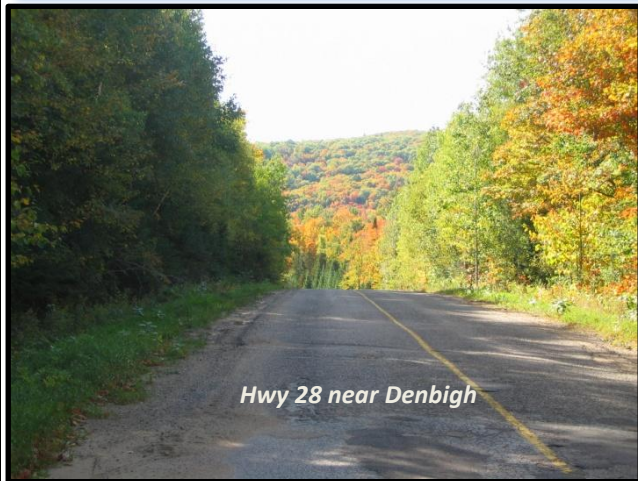
*The Barns of the Opeongo Road*

Sometimes the urge is just too much to resist...  
It's a beautiful autumn day. In fact, it was a weekend in September, 2007 (according to the date stamps on my digital photos)

My wife Jeanette and I decided to hop in the Jeep Liberty (our 4x4, trailer-towing vehicle of the time), put the poodles, Abby, Sterling and now the dearly departed Zoe, into the back seat and headed north for a day trip to..."Someplace north of Bancroft".

It was all sparked by the CAA magazine which included the historic Opeongo Colonization Road in an article about the country's best drives. So I decided..."why not"?

And off we went to tour the spectacular scenery and neat little villages of the Madawaska River Valley. Our route took us up Hwy 28 to Bancroft for a quick stop to let the dogs out for a "download".



*Hwy 28 near Denbigh*

We kept heading northeast along Hwy 28 past McArthur Mills and a winding, hilly stretch of road all the way to Hwy 41 in Denbigh (about a ½ hour drive north of Bon Echo Provincial Park).

The area along Hwy 28 in that area looks very much like New England. Rolling hills speckled with maples bedecked in their fall colours...lakes and streams sparkling in the autumn sunshine. Lots of windshield gawking as demonstrated by the photo above taken from the WRONG side of the highway!!

Hwy 41 took us to a spot in the road called Griffith and a public picnic area along the banks of the Madawaska River for the lunch we packed. The dogs got a chance to run free for few minutes as well.



*Along the Opeongo Road*

Then it was back onto Hwy 41 through Khartum, to the junction of Hwy 132 just west of Dacre (pronounced (DAY-ker) and then to county Road 64...The Opeongo Colonization Road. Or at least part of it.



Better known as the Opeongo Line, it follows westward from Renfrew and the Ottawa River to the Madawaska Highlands and eventually to the East Gate of Algonquin Park.

It was one of several roads built by the Canadian government in the 1850s (the Hastings Road and Addington Road among them) linking several wilderness routes. Early settlers, lured by land grants, came to the area but the heavy pine forests and the less than adequate farm land forced them to move on.

The lumber industry took over but after the pine stands were harvested, nature reclaimed many of the primitive homesteads.

Today, some of the original log barns are still filled each summer with hay and grain harvested from small fields. In

fact, I almost called this article “*The Barns of the Opeongo*”.

Our trip this day took us from Dacre to Combermere.

Our first stop on the Opeongo Road took us to Foymount and the site of the abandoned, Cold War-era radar station built to detect Russian bombers in 1950. Part of the so-called “Pinetree Line” at the top of the mountain some 502 metres (1647 feet) above sea level, it is the highest *settlement* in Southern Ontario. There is a substantial housing sub-division near the bottom of the mountain. Foymount is often mistakenly called the highest point in Southern Ontario...but that honour belongs to an un-named peak in Algonquin Park 10km east of Opeongo Lake which is listed at 586 metres (1923 feet).

While the radar domes are gone, there are still buildings left from the military base. Some are occupied by businesses. We saw an outlet centre and a restaurant jammed with veteran and antique cars out on a tour.

The view from Foymount was impressive on this clear day. You could see the Bonnechere Valley and beyond.

Back down the winding road from Foymount to CR 64 once again and West to Brudenell.

Because of the time of day, we decided to cut route and skip the rest of the Opeongo Road which technically ends on Hwy 60 just east of Barry’s Bay.

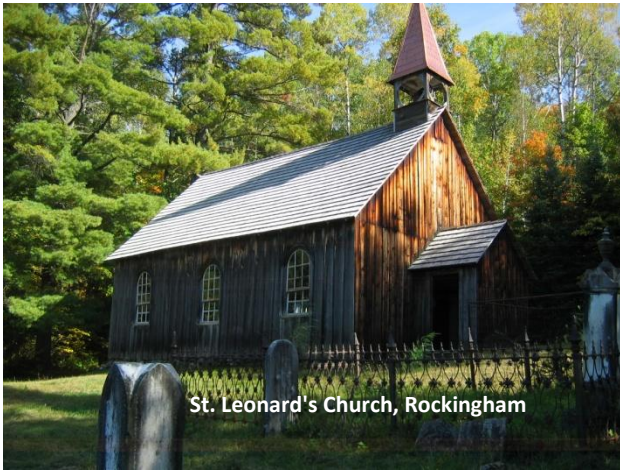
We slipped down County Road 68 to Rockingham, site of one of the first churches in the district. St. Leonard’s church, founded in 1864, held services regularly until 1941.



*Part of the Former Radar Station, Foymount*



*The View from Foymount*



St. Leonard's Church, Rockingham

Then on to Combermere and County Road 62, also known as the Peterson Colonization Road. Past the majestic Kamanisseg Lake, Purdy Lake and Papineau Lake, eventually winding up in Maynooth and then back south to Bancroft and home to Peterborough.

Our round trip was about 400 kilometres and 7 hours.

Just last summer (2011) we revisited the area but this time taking Hwy/CR 62 up to Barry's Bay and Hwy 60 on our way to Bonnechere Provincial Park on Round Lake north of Wilno and Killaloe.

The area is known for its rich Polish background. The Polish Heritage Museum is located in Wilno while Barry's Bay is home to a park dedicated in 2003 to Jan Zurkowski (1914-2004), the test pilot who flew the Avro Arrow before the program was suddenly cancelled by the Diefenbaker government.

After his flying days ended, he opened Kartuzy Lodge with his wife Anna near Barrys Bay. During this period he designed and experimented with canoes, kayaks, powerboats and sailboats. (sources: Ottawa Valley Tourism, Madawaska Valley Tourism, Zurkowski Park)



**More Barns of the Opeongo**



# *Grand Classic Marmon Sixteen at a local cruise night*



**Restored Marmon Sixteen coupe is a  
'rolling-art tribute' to a bygone era**

by [Lesley Wimbush](#)

*This article first appeared in Autoweek.ca on September 4, 2012 and is used with permission of the author.*

Imagine going to the local theatre guild and having Anthony Hopkins show up unexpectedly in a cameo role.

That's the closest analogy I can make to the surprise of encountering a real Grand Classic car at a small-town cruise night a few years ago.

The car was a 1931 Marmon Sixteen, the work of Harry Sherry, a world renowned car restorer whose shop just happens to be in Warsaw, not far from where I live.



It's the kind of car that we just don't see any more, a grand touring coach that would look at home gliding through the ivy-covered gates of a tree-lined drive, ferrying ladies with broad brimmed hats for an afternoon of divot-stomping, accompanied by gentlemen heirs of old-monied families.

Although his shop in this small peaceful town is as quiet and unassuming as the man himself, Harry Sherry's 'Sherry Classic Cars' has produced some of the world's finest restorations.

A virtuoso craftsman, his work is known all over the world for its exceptional quality. Indeed, it includes several Grand Classics and multiple award-winners at the Pebble Beach Concours d'Elegance, the pinnacle show venue of classic cars in North America.

General Motors of Canada's impeccably restored 1908 McLaughlin-Buick – the first of the model-line produced in Canada – is also Sherry's handiwork.

Within the shop, Sherry can recreate almost every piece of the vehicle, from voluptuous steel fenders using old English-wheel technology, handcrafted wood pieces such as burlled instrument-panel and door inlays and fine custom leather seats. He even retools moulds to fabricate engine parts, nuts and bolts exactly to original specs.



The attention to detail is staggering – this Marmon Sixteen took over two years to build and is a breathtakingly beautiful piece of rolling art.

## Almost priceless

Sherry doesn't like to reveal the cost of these incredible restorations – and has been known to refer to them in terms of numbers of houses (comparing the value of one piece to a chunk of new subdivision).



Indeed, it would seem almost gauche to ask for a dollar value on something like this. A bit of research and digging on the Internet produced only a few recent sales of convertible models – all for well over \$500,000 US! The hardtop coupe model such as this one is even more scarce.

### Marmon history

The Marmon name came to be synonymous with fine automobiles but it first gained prominence as a manufacturer of flour-milling machinery. Howard Marmon, the company's chief engineer, was passionate about the newly-emerging automobile and built his first car in 1902.

By 1911, the Marmon name was established in racing circles when the Marmon Wasp won the first Indianapolis 500. In 1926, the flour milling division of the business was sold to the Allis-Chalmers farm equipment company and Marmon reorganized, becoming the Marmon Motor Car Co.

Lower priced cars were introduced in order to stay in line with the flagging economy. More models were developed and sales started to climb. The economy cars were a financial boost for the company, but Howard Marmon had a vision; to produce a car of his own design – a glorious V-16 luxury coach.

Although this wasn't the first available V-16 (it had been preceded by the Cadillac engine in 1930) it was the largest and most powerful, and with its extensive use of aluminum, also the lightest with the best power-to-weight ratio. It was a beautiful engineering feat, winning the Society of Automotive Engineer's annual design award ('the most notable engineering achievement of 1930').



Alas, the magnificence of the Marmon Sixteen wasn't enough to save the company from the devastating effects that the Depression had on the economy. Fewer than 400 Sixteens were built and the Marmon Motor Car company went into receivership in 1933.

Today, the Marmon Sixteen is an almost priceless collectible and it was a privilege to have seen one up close.

*Lesley Wimbush*

# Shannonville Stages Rally 2013

## Key Committee Job Descriptions

As I am sure you all know that it takes a large group of volunteers to conduct a performance rally. While much of the work occurs on the day of the event, in this case April 13, 2013, the background and organization requires a dedicated team working well in advance of the actual event.

In order for the Shannonville Stages to be successful, a number of important positions need to be filled by competent people willing to join the organizing team.

With that in mind, as organizer, I am soliciting the rally community for people willing to join that team.

I have listed some important positions I'd like to have filled by December 15, 2012. Why so early? I'd like to establish the leadership teams so meetings can begin early in 2013. Experience, while desirable, is not mandatory if you are willing to devote time and effort to climb the learning curve. Meetings will typically be by telephone so extensive travel should not be necessary.

I will continue posting more details to the web page as I develop them, but I wanted provide prospective volunteers an idea of the expectations.

For further information or to volunteer, please contact me, Peter Watt, via e-mail.

Thanks for considering your participation in the rally.

Web Page: <http://home.cogeco.ca/~peter.watt/Shannonville/Index.htm>

*e-mail: peter.watt@cogeco.ca*

Organizer	The Boss
Clerk of the Course	Prior to the event, will work with the Organizer to ensure all aspects necessary for a successful event are in place. On the day of the event, working with the Safety Officer, Chief of Controls, and Chief of Scoring, will assume responsibility for the safe and efficient conduct of the event.
Safety Officer	Working with the Organizer and Route Master, develop a safety plan which conforms to CARS requirements. On the day of the event, monitor the activities and liaise with the Clerk of the Course to ensure they are conducted in an appropriate manner consistent with the approved plan.

Registrar	Oversee the pre-registration of competitors Keep daily updated information on appropriate web page or provided to web master. Recruit and train one or two assistants for help during Friday and Saturday registration periods, Organize and collate all entry information as per CARS requirements.
Treasurer	Keeps accounts of income and expenditures.
Route Master	Working with the organizer, develop and prepare a route and route book. Finalize placement of control locations, preparation of time cards if necessary Respond to changes which may require posting on notice board.
Chief of Controls	Recruit and oversee training of control captains, ensuring they are familiar with CARS regulations surrounding controls. You and the control captains will liaise with the Timing teams to ensure accurate starting and finishing time are recorded for every competitor. This may involve starting competitors on as little as 10-second intervals and converting to a finish control immediately upon starting the final competitor.
Control Captains	Recruit and train your control team, ensuring they are competent to conduct accurate controls both starting and finishing.
Chief Radio Control	Oversee the effective radio net, either formal or informal which can handle both regular radio traffic and scoring information.
Chief Scorer	Recruit and train a team which will accurately gather the competitors' times, prepare and communicate interim results to the event officials, prepare final results for posting by the Stewards and for distribution to the web master
Chief of Spectator Marshals	Recruit and train a team to ensure that all persons entering Shannonville property have signed the Shannonville waiver. Ensure that no one other than control marshals enter the pit lane at any time during the competition. Restrict spectator ingress to appropriate areas which may develop such as refueling areas or stages off the paved track portion.
Chief Scrutineer	Liaise with the RSO Scrutineer to ensure all competitive vehicles comply with CARS safety requirements.
Marketing Manager	(Sponsor search)
Web Master:	Design, construct, and maintain an event web page, including appropriate links. Post updates to the web page in a timely fashion, (min. 48 hours up to two weeks before the event and 24 hours within two weeks of the event ).

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## *Princess Auto Looking for Peterborough Site*



Peterborough This Week/ MyKawartha.com, reported Friday, Oct. 12, that Manitoba-based Princess Auto is looking to open a store in Peterborough next year. The hardware/auto parts store at this point does not have a location or opening date.

Princess Auto has 34 stores with more than 1,800 employees.

The store began as Princess Auto Wrecking in 1933 and started selling auto parts at an outlet on Princess Street in Winnipeg in the 1940's. Princess Auto became a retailer in 1977 and more stores started opening.

Princess Auto has become a popular spot for mechanics, tradesmen, the DIY'er and even Amateur Radio operators for antenna parts, electronics, tools and other "hardware" items.

According to the company's website: *They... "aim to provide you with quality products, solutions and outstanding service, plus our Princess Auto Guarantee. It states 'No sale is final until you're satisfied'.*

From: Peterborough This Week & [www.princessauto.com](http://www.princessauto.com)



## Amateur Radio Operators....

The Ontario government has decided to extend the exemption for “Hams” in the distracted driving law.

RAC Bulletin 2012-057E - Distracted Driving Bulletin: Ontario Extends Exemption 2012-09-25



The Radio Amateurs of Canada are today announcing written confirmation from Minister Bob Chiarelli of the Ontario Provincial Government regarding a five year extension of exemption to the Ontario distracted driving law. In his letter, Minister Chiarelli explains that the current exemptions for both Amateur Radio and Two Way Commercial Radios will be extended until **January 1st, 2018**.

Minister Chiarelli expresses his hope that *in that time commercial hands free alternatives will be found for two way radios*. While RAC finds victory in the five year extension, a permanent solution is desired and required.

The Radio Amateurs of Canada will continue to pursue a permanent exemption for Amateur Radio operators in Ontario. Similar exemptions already exist in many other provincial jurisdictions in Canada - thanks in part to the efforts of local amateurs and RAC's national strategy to address distracted driving legislation.

The Radio Amateurs of Canada is Canada's national voice for Amateur Radio. Our efforts not only promote the Amateur Radio Service but protect it from regulatory interference that may lead to less capability to provide emergency communications.

Bill Gade, VE4WO  
Regulatory Affairs

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***Note: there will be a change in meeting venue for the  
October 24<sup>th</sup> Meeting:  
The Carousel Restaurant  
116 Lansdowne Street East  
6:30pm Dinner (buffet or menu)  
7:30pm meeting***

*And finally.....*

*The city of Peterborough wants to replace the awkward and busy intersection of Parkhill Road, Brealey Drive and Akinson Road with a British style “Roundabout”. (Also called a “Rotary “in some places).*

*Let’s hope it doesn’t wind up looking like this roundabout in England.*



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*Bumper Sticker for Seniors*

