

Peterborough Motor Sports Club BULLETIN



NOVEMBER, 2012



Santa Claus Parade.

Go back!!

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
From the Editor's Keyboard	4
Minutes of October 2012 Meeting	5
Notice of Annual General Meeting	6
AGM voting proxy	7
Santa Claus Conquers The ORRC by Len Arminio	8
Commentary regarding Navigational Rallies by Len Arminio	11
President's Prize Scoring	13
Call For Workers, Shannonville Stages Rally by Peter Watt	14
New Ice Race Tire Specs Bulletin	15
Call for Ice Race Workers	16
Review: 2013 Ram by Lesley Wimbush	17
CARS Bulletin	20
2013 Canadian Rally Championship Schedule	21
Susuki Declares Bankruptcy in the US	22
End of an Era at Canadian Tire Motor Sport Park (Mosport)	24
And finally.....	24

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 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.



November 2012, Volume 57- Issue 10

2013 - PMSC 60th Anniversary

|

From The Editor's Keyboard

Len Arminio

November 2012

bulletin@pmc.on.ca



Club Communications

We now have 96 Facebook Friends and 23 followers on Twitter.

Activity on the club forums is a bit slow.

Thanks to Lesley Wimbush for a submission in this month's edition.

We have been finally noticed by Peterborough This Week.

While nothing has been in print (yet), reporter Joel Wiebe, who is also the photog at Kawartha Speedway, now knows we exist after I wrote a comment on the article he did on "Crazy" Leo. I mentioned Leo was a PMSC member a few years ago. Joel said he didn't realize we even existed until he checked out the web site.

He follows us on Facebook and hopefully we can get him to cover more of our events and our members. He has even agreed to be a guest speaker at one of our meetings.

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, like Joel) would like to read about it.

Personal Note: I would like to continue as your club **Communications Director** for another year. It seems when we re-wrote the constitution, and with several resignations over the past two years, the sequence of officer elections got out of whack. So I am asking the membership to approve the continuation of my portfolio for 2013. At least we'll be back on the right rotation of officer elections. I think.

Your Humble Scribbler
Len Arminio

PMSC MEETING MINUTES

OCTOBER 24, 2012

Meeting held at the Carousel restaurant. 13 members present. President regrets.
Welcome by VP Christine.

PR: Len. Toronto MG/Triumph club has contacted us regarding putting on an event for them in Peterborough, similar to one done previously. Might be 50-60 cars. Last weekend in May. Len will contact them and pursue.

Competition: Dan.

Calendar so far.

Ice race, Shannonville rally, Spring Runoff rally, GCFR rally, Lapping day at Mosport, President's Prize is unknown until after this year. Decision to be made then. Solos will be dependant on Kawartha Downs.

Discussed other possible venues. Indian River Karting, Peterborough Speedway, Mosport Skid Pad, Mosport Paddock, Fleming, Memorial Centre.

Mark Newell, has asked Fleming for another reason. Classroom and parking, \$85/day. Will find out more.

Regional solo. Will talk about in Spring.

President's Prize: Len.

Rolling along. Posters to pass around, trophies, all done. No greencrew yet. Start at Coffee Time, finish at Marty Moos. They are being very accommodating, staying open later.

Need 2 more cp crews, and more radios would be helpful.

November AGM:

No nominating committee. We will just do it before the meeting. Positions up for election are President, Secretary, Treasurer.

New items:

Peter Watt gave a summary of the RSO conference meeting.

Treasurer's report, around \$4,000

Possible splitting of duties of CARS representative. Decision isn't necessarily bad, just how they came to it is troubling.

Shannonville Rally.

Peter Watt has a first draft of the job descriptions. Will get it out to the rally community and see who is interested.

Motion to adjourn Peter Watt, second Len, carried.



The Peterborough Motor Sports Club, Inc. 53rd Annual General Meeting

To be held on the Wednesday, the 28th Day
of November, 2012

**Location: Carousel Restaurant
116 Lansdowne Street East
Peterborough, Ontario**

Dinner at 6:30 (up stairs)
Meeting at 7:30 (down stairs)

Agenda

1. Annual Reports of the Executive
2. Elections

To be elected:

- President (2 yr)
- Secretary (2yr)
- Competition Director (2yr)

To be Elected:

- Treasurer (1yr)
- Communications Director (1yr)
- Director at Large (1yr)

3. Setting of 2013 membership fees
4. Old Business
5. New Business
6. Adjournment

If you are interested in running for any positions and can't make it that night, please contact the president at president@pmsc.on.ca or any other executive member or member in good standing for 2012 expressing your interest in being nominated.

PROXY FORM ON THE NEXT PAGE

PROXY

I hereby name _____ to hold my Proxy at the 53rd

Annual General Meeting of The Peterborough Motor Sports Club, Inc.

November 28, 2012.

Signed _____ Date _____

The President's Prize Rally 2012 Or "Santa Claus Conquers The ORRC"



By Len Arminio



So...back in August, when I started laying out the route for the 2012 President's Prize Rally, the temperature that week hovered around 38C with a humidex of 44C. The LAST thing on my mind was a flipping Santa Claus parade in Havelock!

But more about that in a bit.

The 2012 edition of the PPR had a nice turnout of 15 cars...Four Experts, three Intermediates and eight Novice teams who trekked through some of the neatest back roads I could find between Peterborough and Havelock over a 4+ hour period. The evening was not without several surprises.....

Car 1, Edgars Starts and Robin Banerjee headed off at 5:01 in twilight and by the time Car 14 with Doug and Adam Harvey pulled out, darkness had settled in at the starting location of Coffee Time Donuts on Hwy 7.

But I had my **first surprise** of the night as I sat in my car munching on a sandwich and sipping a coffee getting ready to head off to observe and check on the rally's progress. Up pulled a VW Golf and out came Andy Schunk and Randy Samson of BEMC who came up from Brampton just a little late. (ahem!).

Rolling down my window I asked if they were looking for the rally. Seeing a clipboard in-hand I really already knew the answer. They asked if it was too late to enter. I was about to say "Yes"...but...seeing the clipboard containing a prefilled entry form, driver's license, ownership and insurance slip...along with \$45 cash, I said "Sure!" (I'm so easy).

Leaving about 15 minutes after car 14, Andy and Randy (sounds like a 1950's rock band), eventually made up some time and had a decent score after Leg A.

Meanwhile, Surprise #2...Car 0 was having issues getting clocks and watches synchronized at controls A-2/5 & A-4.

Surprise #3; Checkpoint A-3 forgot her checkpoint sign but managed to get all but two cars to stop for

her control. The humongous RAM diesel was hard to miss with all its running lights on. She did get the times of the two cars that drove past...So we scored them as time-in/time-out as if nothing had happened. (Nudge, Nudge, Wink, Wink!!)

Oops, **Surprise #3A**... Checkpoint A-6 forgot his checkpoint sign too. I caught up with Peter in Car 0 and gave him another sign which was delivered on time.

Meanwhile the line of rally cars was rapidly making its way toward Havelock and a supposed rendezvous with Peter who was to man control A-7 at Old Norwood Rd. But the watch and sign issues before that caused him to be late opening and he missed car #1 as it went by his location a few meters in front of him (those guys were running ahead of time for much of Leg A). So Peter checked his watch and figured they were just about on time. So they got a gift "0" but a 2 early at the MTC at the end of Leg A.

So ..let's see...Oh ,yes...I'm at **Surprise # 4**. Speaking of control A-7. A typo on my part in the Expert and Intermediate instructions caused nearly all of the cars in those classes to miss A-7. Stoopid me!! I have no idea how I missed that in the table top green run we made the week before. I blame "Old" and "Dumb". Both are me.

The Novices were OK with only one team legitimately missing it.

At the end of Leg A, Experts Jane and Bruce Leonard led the overall pack after A-7 was thrown out.

PMSC members Alain and Louis Cabardos were holding onto 3rd in Expert and 6th overall. Dan Demers and Jack Hannah were 4th in Novice and 8th overall.

Now, the reason for the subtitle of this article, and **Surprise#5**: I'm sitting on Church Road north of Havelock at control B-1, the first control after the rest stop in Havelock. My cell phone rings. It's Robin in Car#1. "We're stuck at the Santa Claus Parade in downtown Havelock! What do we do". After my initial "W-T-F" moment, I advised them to get down to HWY 7 and head East to CR 48 which would get them past the parade. I was hoping others would follow. Some did. Most didn't and wound up significantly late. I got about seven requests for the dreaded Time Allowances including one team, who will remain nameless, which asked for their entire 19.5 minute allotment! Actually, they missed the parade but got confused by the JOG. Huh?

As it turned out we converted the B-1 to a Route Control so everyone scored a "0". Only one car (An Expert) missed B-1 and did not qualify for the bonus. Ouch!

The teams headed back to Peterborough over mainly paved roads but had to manage some nasty gravel with 90 degree turns over crests at ...Er..."Spirited" speeds. I note quite a number of teams were fooled by the second control in Leg B/ Section 1. Nine of the cars arrived early not expecting B-2 to be so close to B-1. Heh Heh! It also looks like some folks were caught by the run-on distances in Section B-2 and some of the other tricks in Leg B judging by the scores in that leg.

The final section had run-on sentences for the Novice and Intermediates. The Experts got the run-on sentences but "mirrored" (backwards).

Stephen Denaka has a picture of co-driver Opal Gamble reading the instructions in the vanity mirror. Clever woman!

Everyone made it to the finish at Marty Moo's. But car 15, Andy and Randy, retired after control B-4 and were "bird dogged" home by Travis at CP B-5. I convinced them to get their route card in and we would score them as a "finisher" rather than a DNF.

The second revision of the results was declared final at around 11:15pm and they saw our own Alain and Louis Cabardos land in top spot in the Expert class. Here's a big shout out for Team Cabardos!

Dan Demers and Jack Hannah were awarded 2nd place in Novice class according to the "final" posting.

Because no one made an inquiry, the scores stood as posted.

But "Upon Further Review", as the say in the NFL, the next day, I discovered some data entry errors on their route card and on the route card of Edgars and Robin in Car#1.

BUT... on Monday night, RSO VP Bruce sent me an email asking about the timing on the End of Rally ET because there were a whole lot of 3 earlies. Well here was **Surprise # ...um...6!** Dumb **** me managed to screw up a formula in my spreadsheet program which added three minutes to the finish ET. So, after correcting that further goof up... It turns out Dan and Jack actually still finished 2nd Novice class but newbie team Sasse and Halle come up with the best score in Novice. Alain and Louis still are Expert champs and also came up with the best O/A. That's the good news. The bad news is it comes too late for the RSO scoring.

As Organizer, I take the blame for the scoring screw ups. Mark and Peter Watt battled fatigue, hunger and a computer program with which they weren't totally familiar. Putting them in a "live fire" situation with the program put far too much pressure on them. I should have done some better planning and preparation on that front. If there is a next time, I will do better. Unfortunately, ., PMSC doesn't get a lot of practice organizing navigational rallies and we honestly don't know if there will be a "next time".

Fortunately, none of the competitors was overly upset at the outcome. Or at least they were holding their tongues. Most actually said they had a blast on the roads and were self-deprecating about getting tricked by the instructions.

Huge thanks go out to Peter Watt and Mark Newell for their help over the past two months. Also big thanks go to Peter Watson, Christine Newell, Rick Williams, Travis Grubb and Earle Henderson. And also to Pete Gulliver who did pre- registration but missed rally night due to an ankle injury. Thanks too to Stephen Deneka, Roger Sanderson, Bruce Leonard and Martin Loveridge for their assistance before and after the event.

Big thanks as well to Ella and Keith who run/own Coffee Time and especially to Joy, the owner of Marty Moo's and her staff for making the end of the rally a pleasant (and delicious) experience.

Len Arminio

PS The meds are starting to wear off.



Mirror Instructions Technique
Photo by Stephen Deneka

Some further Editorial comments re: PMSC Navigational Rallies

I will be blunt here....PMSC, founded in 1953 will be 60 years old next year. Some in our club are seriously thinking of dropping our two ORRC rallies, **the only competitive navigational rallies we organize**. We have no such other rallies any longer on the club level and only a handful of PMSC members participate in ORRC events organized elsewhere.

A decade or so ago, we organized six or seven club events which included the ORRC events; Spring Run Off and President's Prize. But gone are the Snowy Safari, Speed Weekend, Fall Ball and several other events I can't even remember the names of.

There seems to be little or no interest amongst our mainly younger club members to either organize or participate in navigational rallies. However, a bright note, Jack Hannah has organized an annual Poker Run over the past four-or-so summers. We had 14 entries for that club only "fun" event this past July. We also note his great performance at the PPR12 last weekend.

One reason for our discussion on dropping road rallies is the time involved and the level of detail needed to pull off a "perfect" event and the financial sustainability of such events. We had revenue of \$605 in entry fees. If I collect the organizers mileage fee, (which I plan to split up with Mark and Peter Watt), and after the stipends to checkpoint crews, RSO listing fee, entry levies, printing and awards, we might clear around \$10. No kidding.

That for about three months worth of work and probably 1500km of travel on the route by numerous individuals.

One person can organize our Ice Race weekend with about 2-3 hours of paperwork and a bit of "worker wrangling". Our club can clear \$2,000-\$3,000 if the weather cooperates and the entry exceeds 200, which it frequently does.

As for me....the PPR12 was the first rally I have organized since the early 1990s. I learned ...or re-learned... a lot over the past four months of putting this thing together. While we worked to get all things right, it's inevitable that everything **won't** be right. And as you saw from the article above, I made a bunch of errors. Thankfully, the current crop of ORRC ralliests is understanding....and good people to work with and to entertain.

I think one reason things don't go entirely right is **we don't get enough practice**. Two rallies a year over the past decade or so doesn't create a pool of organizers necessary to maintain a viable rally program. Only Louis seems to be a consistent organizer and his Spring Run Off events have been nearly flawless as a result.

So we have a couple choices: Create some additional, simple and modest club-level rallies of about 75-100km. (2 hours) with simple navigation and interesting speeds, which might end at somebody's backyard with a pot of chili or a BBQ and a case of beer. Sort of "Training Rallies". That could help rebuild the base of club rallyists who might carry on the 60-year tradition of road rallies in PMSC.

I'd think this might take 2-3 years to do.

The other option is: Forget about navigational rallies altogether. Scrap them all. Give up!

Perhaps we can concentrate on performance rallies.

We will likely do two in 2013. But talk about preparation work! It takes many months, even a year of planning to put together the Galway-Cavendish event. Work has already started on the Shannonville Stages Rally in April.

Oh...I was checking out the spectacular website of our “sister” club in Britain. The Peterborough Motor Club in Cambridgeshire. <http://www.peterboroughmotorclub.co.uk/index.php>

They organize quite a number of events each year including:

12 -Car Rallies. A 12-car rally is a motorsport competition run on the public road. They are a simple and strictly amateur form of the sport. Events are based on navigational skills rather than speed, and with usually a notable social element too. The event has a maximum of 12 competing vehicles, only standard road cars are permitted. A maximum average speed of 30 mph applies to all road events. Navigation is what is known as ‘plot ‘n bash’ where route information is given out as you cross the start line. No timing to the second is permitted, only to the previous minute. Public relations work is carried out as necessary if the route affects any residential areas. Finally the police need to be informed of the event, and route authorisation must be granted from the MSA’s local representative. Channel 5 (Fifth Gear) did a feature on this type of event recently which can be viewed [via this link](#).

Road Rallies. A road rally takes place on the public roads but these are not closed to the public. It is part of the core of the “grass roots” club-based amateur motorsport. The attraction of the sport is that it is cheap to compete, requiring minimal preparation, and is open to a wide degree of abilities. The events are legal and regulated by the sport’s governing body. Competitors take part over a predetermined course against the clock. Cars start at one-minute intervals. There is no direct head-to-head racing, and the emphasis is very much on navigation and teamwork rather than out-and-out speed. Sponsorship is not permitted. Insurance for competing crews is cheap and easy to obtain, reflecting the good safety record of the sport. With their emphasis on map reading and navigational skills, they remain a very competitive, fun and worthwhile pursuit for many.

(From the Peterborough Motor Club (UK) Website)

Maybe they know things we don’t. I think we should make contact with them to find out.

Len

Presidents Prize Rally 2012

Revised (corrected) Scores For PMSC Point Purposes (Not the “Official” Results)

Car	Driver	Navigator	Class	TA Pen	B Total	A Total	A+B Tot
3	Cabardos	Cabardos	E	0	2	5.4	7.4
10	Leonard	Leonard	E	0	14.5	2.2	16.7
11	Hancher	Doig	E	0	12.6	4.5	17.1
8	Denaka	Gamble	E	0	44.4	12.1	56.5
5	Sanderson	Connolly	I	0	3	6.6	9.6
7	Maynard	Maynard	I	0.5	4.4	8.1	12.5
4	Kotliar	Gospodinov	I	1	27.9	12	39.9
13	Sasse	Halle	N	0	3.1	5.1	8.2
9	Demers	Hannah	N	0	4.1	5.6	9.7
6	Nadeau	Sani	N	0	8.4	3	11.4
1	Starts	Banerjee	N	0	7.9	4.3	12.2
14	Harvey	Harvey	N	0.5	7	11.9	18.9
12	Cabardos	Chomitz	N	0	5.7	37.2	42.9
15	Schunk	Samson	N	0	65.6	10.2	75.8
2	Dickson	Lynch	N	0	76.2	10.1	86.3

Shannonville Stages Rally 2013 Call for Volunteer Workers

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 to 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

Positions:

Organizer (Peter Watt)
Clerk of the Course
Safety Officer
Registrar
Treasurer
Route Master
Chief of Controls
Control Captains
Chief Radio Control (Len Arminio)
Chief Scorer
Chief of Spectators
Chief Scrutineer
Marketing Manager
Web Master:



Andy Hughes
CASC-OR Ice Race Director
andhughes@sympatico.ca

Press Release

For immediate publication

October 24th 2012.

Fellow Racers,

Please redistribute this bulletin where possible ...

Due to the lack of support from the past or present tire distributor for CASC ... The new tire and studding locations will read as posted in the new rulebook for the 2013 season...

2.5.3 Street Studs

- a) All tires shall be purchased from *any Canadian Tire store in Ontario*.
- b) Tires shall not to be modified in any way. Only tire pressures can be adjusted.
- c) Only *Hankook RC01/ W411 tires shall be used. Available exclusively at Canadian Tire and must be branded with the Canadian Tire skew number on the sidewall.*
- d) *The studs shall be of steel in construction and of number TSMI 13 in size from Bruno Wessel. The body of the stud shall not protrude more than 1 millimeter from the tread block. Studs shall be inserted by either the Canadian tire store in Minden or the third party, Rodney Schmelter, the Series scrutineer, located at:*

*74 Third St
Etobicoke, ON
(416) 259-7874, but have to call after 5:45pm during the week.
No time limits on weekends.*

- e) Studs shall not be modified in any way.

Yours on the ice ...
Andy

Note: First Call for Ice Race Workers

The PMSC Ice Race is February 23 & 24, 2013



We will need about 15-17 individuals to man (or woman) Registration , Lapping, Scoring, Scrutineering, Mock Grid, Starter, Asst. Starter, Safety Vehicle & Corner Light Marshals.

Check your calendars. If you can do both or only one of the days, we can use you. \$50 gas/meal per day.

***Contact: Len Arminio, Organizer & Clerk of the Course
lenarminio@gmail.com***

More Than a Beast of Burden

The 2013 Ram



By Lesley Wimbush

This article originally appeared on the Auto123.com website on August 24, 2012 and is used with the permission of the author

NASHVILLE, TN - "If you want to make a small fortune in horses, start with a large one," the saying goes. There's nothing cheap about horse ownership, and a lot of us become deft hands at bartering to support our habits.



Transporting such large, heavy beasts requires a serious truck, which are also large heavy beasts known to consume a lot of fuel.

There's been a lot of talk around our own stable recently about the new [Ford F-150's](#) boast of 12.9L/100KM city, 9.0L/100KM highway fuel consumption.

However, the latest Ram 1500 aims to trump those numbers. Its new 3.6L Pentastar and 8-speed transmission power train promises a 20% reduction

over the previous model's for a class-leading 11.4L/7.8L/100km.

The truck segment has become very competitive; not only do buyers expect durability and reliability as a matter of course, but manufacturers are vying for those hard-won dollars with increasingly diminishing fuel consumption.

The new Ram 1500 introduces several fuel-saving technologies, including start/stop on select vehicles, thermal management on all 8-speed equipped trucks (which heats fluids, reducing viscosity at start-up), electrical power steering that reduces parasitic loss and a "pulse-width modulated" fuel pump, which varies the amount of fuel delivery as needed.

When it came time to update the venerable Ram for 2013, the original goal was a simple refresh, but it was decided that a more significant update was in order.

According to designer Jeff Aneiros, the Ram was already the "best-looking truck in the segment" and while they didn't want to mess with that, the front end was updated while still maintaining its signature character. That huge blunt prow now tilts forward in a shark-nosed style -- rather than the dumb beast of burden, it now appears more alert and aggressive.

Vertical fog lamps cast a wider swath of light, and premium trims receive projector beam head and tail lamps with 18 LEDs.

Of course, with fuel consumption being paramount, most of the changes reflect better aerodynamics -- including the wheel-to-wheel running boards, and "active grille shutters" that close to improve air flow when not needed to cool the engine bay.

When it came time to update the venerable Ram for 2013, the original goal was a simple refresh, but it was decided that a more significant update was in order.

Overhauled interiors feature premium materials and technology

Interiors too, have been redesigned, with a new multimedia Uconnect system, premium materials and a dash-mounted rotary shift knob with all 8-speed transmission equipped vehicles.

(Photo: Lesley Wimbush)



Top level trims boast premium leather, and the Laramie Longhorn features wood sourced from French cattle ranch fencing. Apparently, the wood's distinctive burling is a result of barbed-wire having rusted away, leaving behind an intricate pattern. It's pretty plush, the broad seats accommodate the largest of manly backsides, with deep cushioning and soft-touch armrests.

The multimedia Uconnect interface features a huge 8.4" touch screen, voice recognition, real-time fuel price display, Wi-Fi hot-spot recognition, satellite and navigation, as well as iPod and other media compatibility. There's a slick new 7" integrated gauge cluster with a different start-up theme for each trim level. Steering-wheel controls allow the driver to display information in a variety of configurations, including: fuel economy, speed, trailer tow information, compass direction, and vehicle info.



The multimedia Uconnect interface features a huge 8.4" touchscreen, voice recognition, real-time fuel price display, Wi-Fi hot-spot recognition, satellite and navigation, as well as iPod and other media compatibility.

(Photo: Lesley Wimbush)

Pentastar V6 with 8-speed transmission a smooth operator

The creature comforts are impressive, but the big stories are the new Pentastar V6/8-speed transmission drive train and the available air suspension system.

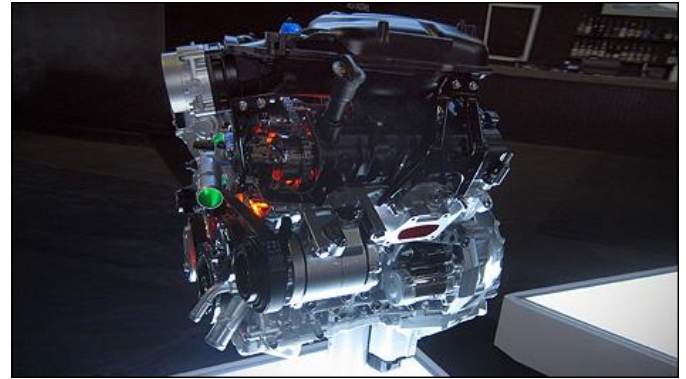
Generally, V6 trucks are at the bottom of the hauler food chain, considered useful as 2WD lightweight runabouts only.

Chrysler feels confident enough in this combination to offer it in Crew Cab and 4x4 configurations.

It claims best-in-class towing with a max capacity of 2,554 kg and a payload of up to 884 kg.

We drove a regular cab 4x4 in SLT trim -- a fairly straightforward, workmanlike truck. Without the extra space provided by rear seats, we were duly impressed by the lockable storage compartments on either side of the truck's bed. They were roomy enough to accommodate both of our laptop bags, jackets and camera paraphernalia. Chrysler bucked tradition a few years ago when they released the Ram with a 5-link coil suspension instead of the usual leaf spring setup -- and garnered a fair bit of criticism. I own a Dodge truck, and its traditional leaf-spring suspension doesn't come close to providing the same sense of composure as the current setup.

The Pentastar's output of 305 hp and 269 lb-ft of torque isn't overwhelming, but the 8-speed transmission makes the most efficient use of its power delivery. Smooth and seamless, it always seems to be in the right gear.



Although the die-hard truck guys initially made fun of the new "girly knob" gear selector, we found it intuitive, easy to use, and its centre stack location frees up extra space on the console. We liked the feel of the electric steering, but the placement of redundant function buttons on the back of the wheel was confusing: we kept mistaking them for paddle-shift like gear selection, and periodically changed the radio station and odometer readout.

The Pentastar's output of 305 hp and 269 lb-ft of torque isn't overwhelming, but the 8-speed transmission makes the most efficient use of its power delivery.

Air suspension impresses

Trading in our SLT Regular Cab for a loaded 5.7L Hemi-powered Crew Cab 4x4, we headed into the field to tackle some ditches, logs and embankments. As though placing its stamp of approval for the horsey-set, a paint pony wandered over and commenced gnawing on the hood of our truck. It's a good thing we had photographic evidence, the lingering gouges on the Ram might have proved hard to explain.

This vehicle was equipped with the new air suspension system, and I can honestly say I've never been more impressed with the ride of a pickup truck. Not only did it provide four inches of ride settings (1.5"-2" clearance for off-roading), the 2013 Ram also featured automatic load leveling thanks to sensors at all four corners, and a lowering function that dropped it like a slammed hot rod for easy entry.

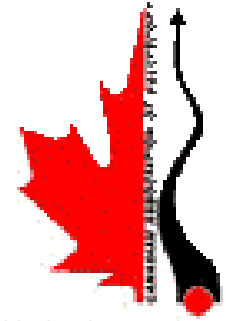
This truck glided over the roughest parts of the off-road course like a \$100,000+ Range Rover, absorbing any roughness with supple and compliant ease. On the road, it was like driving a well-balanced sedan. Although our tester was equipped with the 6-speed transmission, the Hemi V8 with the new Torqueflite 8-speed has a max tow rating of 4,740 kg (10,450 lbs).

Conclusion

I'd heartily love to recommend the air-suspension equipped Ram, depending on how much of a premium it demands. For most folks, the energy efficient and smooth driving Pentastar/8-speed transmission will fulfill most of their hauling needs. And its fuel-stingy nature will appeal to my horse-loving friends -- although those with big rigs will probably want to opt for the larger Hemi.

Before you decide to hitch the trailer to a new EcoBoost Ford, you may want to give the Ram 1500 a try.

C.A.R.S BULLETIN
BULLETIN No.: 2012 - 09
Subject: FINAL UPDATE TO BULLETIN 5



Issue Date: November 1, 2012

The CARS Board of Directors has recently approved two further updates to the recent class changes announced in September. These changes address both concerns from competitors currently in Group 5, as well as refine the requirements for restrictors on small displacement, forced induction engines. The revised wording of these changes, as well as those announced in Bulletin 2012-08 are attached to this bulletin. A summary of the latest changes are as follows;

Production 2WD

- Forced induction engines will require a maximum air inlet diameter of 32mm or less. As previously announced, the maximum displacement for forced induction motors in this class is 1600cc.

Group 5

Section 12.7 - Group 5 regulations, will remain in force until December 31, 2014. This will allow competitors currently in Group 5 a period of time to make changes to their vehicles in order to comply with Open 2WD limits.

Class prizes for Group 5 vehicles will continue to be awarded, however these vehicles will not be eligible for overall 2WD awards.

Subsequent to January 1, 2015, vehicles with engine displacements and/or forced induction restrictors greater than permitted in Open 2WD will still be allowed to compete at national rallies, however will be scored as Open 4WD class vehicles. These vehicles will need to comply with all other aspects of the Open 2WD regulations (ie NRR 12.6.4 to 12.6.6.1).

The Board of Directors of CARS has endorsed the four class system as the way forward for the growth of rallysport in Canada. The Canadian Rally Championship has enjoyed a high degree of success over the last two decades. The Board feels the new class regulations will address the changing nature of competitor, spectator and manufacturer demographics and help the sport continue to grow.

The Board also hopes that the recent updates to the rules, announced here and in bulletin 2012-08, highlight the open nature of the Association. Constructive and informed feedback from competitors is always welcome, and while CARS is committed to implementing the class changes, the Board is also willing to make modifications when sensible.

From a personal perspective, I would like to thank all the competitors and other interested parties who sent suggestions and comments to the Board. The result is undoubtedly a stronger and better rule set for Canadian rallysport.

As always, please feel free to contact either myself, your Regional Rally Director, the Technical Director, or your appropriate Board Representative if you have any further questions or comments.

Tom McGeer
President, Canadian Association of Rallysport.

2013 CANADIAN RALLY CHAMPIONSHIP (CRC)

Feb. 2-3 RALLYE PERCE-NEIGE MANIWAKI Club - CRPN
www.rallyperceneige.com OR www.rallyperceneige.com Maniwaki, Québec

June 29-30 RALLYE BAIE DES CHALEURS Club - CRAB
www.rallyebdc.com New Richmond, Québec

Sept. 6-7 RALLYE DEFI Club - CASDI
www.rallyedefi.com Ste-Agathe, Québec

Oct. 11-12 PACIFIC FOREST RALLY Club – WCRA
www.pacificforestrally.com Merritt, British Columbia

Nov. 1-2 ROCKY MOUNTAIN RALLY Club – CSCC
www.rockymountainrally.com Invermere, BC

Nov. 29-30 RALLY OF THE TALL PINES Club - MLRC
www.tallpinesrally.com Bancroft, Ontario
Ian Wright 416-606-5141
ian@tallpinesrally.com

This schedule is subject to change – November 16, 2012

American Suzuki Filing Chapter 11, Leaving U.S. Car Market but Staying in Canada



Getty Images

American Suzuki Motor Corp., the U.S. distributor for Japanese vehicle maker Suzuki Motor Corp., said it is filing for Chapter 11 bankruptcy-law protection and will stop selling new cars in the U.S.

In documents filed with the U.S. Bankruptcy Court in the Central District of California, the company estimated that its debts and liabilities range from at least \$100 million to as much as \$500 million.

It also said it has between 1,000 and 5,000 creditors.

American Suzuki Motor said it has enough cash to operate during the restructuring and intends to honor all car warranties and buyback agreements. It will work with its car dealerships to help them transition into parts-and-service operations. In some cases, the dealerships will be shuttered, it said.

Once it exits bankruptcy protection, American Suzuki Motor said it will focus on selling Suzuki motorcycles, all-terrain vehicles and marine outboard engines.

Under the reorganization company said it will continue to honor its warranties and maintain a network of authorized parts and service outlets for its cars and light trucks.

It said that it is exiting the car business because of slow sales, unfavorable foreign exchange rates and high costs due to U.S. regulatory requirements.

It sold 2,023 vehicles in October, which was up 5 percent from the same month last year. Its Grand Vitara sport utility vehicle posted a 64 percent jump in sales last month, although American Suzuki did not say how many of them were sold. In May, the last month it provided a breakdown of its sales, it moved 474 Grand Vitaras, while its biggest seller was its SX4 small crossover, of which 1,101 were sold.

The bankruptcy and reorganization are unrelated to its parent Japan-based Suzuki Motor Corp., which intends to buy the American subsidiary's remaining businesses and automotive service operation.

In documents filed with the U.S. Bankruptcy Court in the Central District of California, the company estimated that its debts and liabilities range from at least \$100 million to as much as \$500 million.

It also said it has between 1,000 and 5,000 creditors.

American Suzuki Motor said it has enough cash to operate during the restructuring and intends to honor all car warranties and buyback agreements. It will work with its car dealerships to help them transition into parts-and-service operations. In some cases, the dealerships will be shuttered, it said.

Suzuki Canada Inc. will continue to sell vehicles in Canada despite the chapter 11 bankruptcy filing of its sister company American Suzuki Motor Corp. and the U.S. unit's decision to stop selling cars in the United States.

"Suzuki Canada, including its automotive division, remains fully open for business in Canada and will be honouring all customer commitments," according to Bill Porter, Suzuki Canada's senior vice-president of sales and marketing.

Once it exits bankruptcy protection, American Suzuki Motor said it will focus on selling Suzuki motorcycles, all-terrain vehicles and marine outboard engines.

It said that it is exiting the car business because of slow sales, unfavorable foreign exchange rates and high costs due to U.S. regulatory requirements.

It sold 2,023 vehicles in October, which was up 5 percent from the same month last year. Its Grand Vitara sport utility vehicle posted a 64 percent jump in sales last month, although American Suzuki did not say how many of them were sold. In May, the last month it provided a breakdown of its sales, it moved 474 Grand Vitaras, while its biggest seller was its SX4 small crossover, of which 1,101 were sold.

The bankruptcy and reorganization are unrelated to its parent Japan-based Suzuki Motor Corp., which intends to buy the American subsidiary's remaining businesses and automotive service operation.

The reorganized company will retain the American Suzuki Motor name, the company said.

The company made its name in the U.S. market through its fast and reliable motorcycles which have been popular since the 1970s. But its cars have never caught on here.

The reorganized company will retain the American Suzuki Motor name, the company said.

Sources: Driver's Seat Blog/ Canadian Business Magazine (online), Suzuki Canada

The End of an Era

The Castrol Tower comes down at Mosport (Canadian Tire Motor Sport Park) to make way for a longer pit area. It served long and well for administration, media and scoring. (sniff-sniff)

Photo by Lesley Wimbush



And finally.....

