

Peterborough Motor Sports Club **BULLETIN**



JANUARY, 2013

Our 60th Anniversary



Ice Races in Minden, 1995

Peterborough Motor Sports Club, Inc.

Founded 1952-53/Incorporated 1959

www.pmsc.on.ca

Peterborough Motor Sports Club

P.O. Box 131

Peterborough, Ontario K9J 6Y5

Also on Facebook and Twitter

Table of Contents

Executive Contacts	P 3
From the Editor's Keyboard	P 4
Awards Night Reminder	P 6
PMSC 2012 Award Winners	P 7
Awards Night Meal Voucher	P 8
2013 Schedule	P 9
Ice Race Weekend	P 10
PMSC First Known Event -1953	P 11
Car "000-B" at the Tall Pines Rally by Jeannie MacGillivray	P 12
Ham Radio and The Tall Pines	P 15
Hyundai Building WRC Car	P 19
1953 –Motor Sports Events	P 20

2012 Executive

President	Mike van Rees	president@pmsc.on.ca
Vice President	Christine Newell	vicepresident@pmsc.on.ca
Secretary	Doug Armstrong	secretary@pmsc.on.ca
Treasurer	Earle Henderson	treasurer@pmsc.on.ca
Competition Director	Dan Demers	competition@pmsc.on.ca
Public Relations	Travis Grubb	vwdsltrukman@hotmail.co
Communications Director	Len Arminio	bulletin@pmsc.on.ca
		or
		pmsclubinfo@gmail.com

Meetings

Club Executive meetings are held on the 2nd Wednesday of each month at the call of the President. Social meetings are held on the fourth Wednesday of each month at 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 Rallysport.



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



January 2013, Volume 58- Issue 1

From The Editor's Keyboard

January 2013

bulletin@pmsc.on.ca



It's the start of our 60th full year of continuous operation for us at the Peterborough Motor Sports Club. It's also the start of another great year of competition.... **I'm looking forward to letting our fellow club members know what's happening for another year.** I'm also still concentrating on letting the general public in on what a great organization we have and the fun events we organize and participate in

Organizers....

- Get me your event information well in advance so I can get the info to the local newspapers, TV, radio and online media.
- Get me your event results as soon after the event is over (like that evening) so I can send them off in a timely fashion.
- I can't be at every club event, so if you have pictures...send them to me as well.

Bulletin articles...

We average around 18-20 pages each month for the Bulletin . But it takes a lot of information to do that. So I need your help in filling those pages.

Let me know of anything you are doing motorsports wise, inside or outside the club, and don't be afraid to test out your journalistic skills by contributing an item for publication. I'll try to help out in the editing process.

Our 60th Anniversary...

1953: Louis St .Laurent was the Prime Minister. Dwight Eisenhower the US President and Winston Churchill the British PM. Elizabeth the Second would be crowned Queen later in the summer and future NHL Hall of Famer, Bob Gainey, was born in Peterborough. It was a very different time...but perhaps not so different as Canadian soldiers returned home from a war in Asia (Korea).

Canada had a population of around 15-million. Most of them lived in rural areas but cities and the newly created suburbs were causing a migration to urban areas.

Canada was considered one of the major economic and military powers in the world. The contract to design and build a new Canadian fighter plane was awarded to Avro.

And a bunch of fellows from Peterborough got together to organize the first event in PMSC history. Actually, Dennis Williamson, Arnold Kelbrick, Chris Kallay, Fred Jones, Bill McKinnon and Bill Wesley formed the club in November of 1952, but 1953 was its first full year of existence. See the article on page 11.

As part of our observance of the 60th anniversary of the club's very first competition year, I'd like to collect as many old photos or articles from years past. So if you have old scrapbooks, photos (prints or digital), get them to me for inclusion each month.

Member Profiles.....

Also as part of the 60th, I'd like to do very short profiles of our members. So if you have a photo of yourself, (I already have pics of quite a few of you) and a bit information about yourself as well... I'd like to put two or three in each Bulletin edition.

And finally.... Our own Dan Demers was featured in the automobile section of Peterborough This Week on December 24th. Lookin' good Dan!

Your Humble Scribbler,

Len Arminio





PMSC 2012 Awards Night

Wednesday, January 23rd, 2013

Join us in celebrating the achievements of our award winners in Solo,
Ice Racing, Rally, organizers and workers, top rookies ...and of
course...



Our club champion will be recognized.

**The Souvlaki Pit
75 George Street N.
Peterborough**

Draw Prizes

Dinner 6:30pm – Awards 7:30pm

Everyone is welcome

Peterborough Motor Sports Club

2012 Annual Awards

Club Champion - Dan Demers

Club Runner-up - Travis Grubb

New Member Award - Tom Kennedy

Solo Driver Champion - Glenn Austin

Solo Driver Runner-up - Travis Grubb

Solo Driver Rookie - Evan Daemke

Rally Driver Champion - Alain Cabardos

Rally Navigator Champion - Louis Cabardos

Ice Race Champion - Dan Demers

Ice Race Runner-up - Tim Fleguel

Metal to Ice Champion - none

Street Studs Champion - Dan Demers

Rubber to Ice Champion - Tim Fleguel

Ice Race Rookie - Warner Anderson

Organizer Award - Len Arminio

Organizer Runner- up - Peter Gulliver

President's Prize Driver - Alain Cabardos

President's Prize Navigator - Louis Cabardos



PMSC Annual Awards Night

Wednesday January 23, 2013

Come early and join us for Dinner

**This voucher is worth \$5.00 off your meal at
The Souvlaki Pit 75 George St. Peterborough**

This coupon Valid only on January 23, 2013 only.

ONE COUPON PER MEAL

PMSC 2013 EVENT SCHEDULE

Championship Points Events (TENTATIVE)

EVENT	DATE	LOCATION	ORGANIZER
Ice Race	Feb. 23 & 24	Minden	Len Arminio
Shannonville Stages Rally (OPRC)	April 13	Shannonville	Peter Watt
Solo School	April 20	Trent University	Mark Newell
Spring-Runoff Rally (ORRC)	April 21	Hastings	Louis Cabardos
Cobweb Solo	April 28	Douro	
Watch Winder Solo	May	?	
Speed Weekend Solo	June	?	
Mid Summer Solo	July	?	
GCFR (OPRC)	Aug. 10	Catchacoma	Pete Gulliver
Dog Days Solo	Aug.	Douro	
Lapping Day	Sept	Mosport	Fab Caravaggio
Fall Ball Solo	Sept.	?	
Last Chance Solo	Oct.	?	
President's Prize Rally Club event only	Nov	TBA	Len Arminio

Several other club level "Fun" rallies are also proposed for the summer.



***PMSC ICE RACE WEEKEND
FEBRUARY 23 & 24, 2013
Minden Fairgrounds
The 6th weekend in the CASC-OR,
Magnum Ice Race Series.***

***Come to play, come to watch or come to
work.***

***We still need one or two people to work.
We pay \$50/day***

Our Club's Very First Event: 1953

PETERBORO EXAMINER APRIL 4 '53.

28 Cars Race Through Night In 350-Mile District Rally

By JOHN WYNNE-JONES

Twenty-eight cars, ranging from low slung convertible sports cars to more conventional type Canadian cars, speeded through the night on a 350-mile circuit north of Peterborough in the first sports car rally of

the Peterborough Motor Sports Club. The cars started off from the City Hall parking lot Friday night from 10 o'clock on, the last ones came in today at the Exhibition grounds at 2 p.m. The results of the rally will be announced Wednesday after a careful checking of the complex scoring system.

There were 14 entries from Toronto and the rest were comprised of Peterborough fans and club members.

The Peterborough Motor Sports Club was founded last November by Dennis Williamson, Arnold Kelbrick, Chris Kallay, Fred Jones, Bill McKinnon and Bill Wesley. The motives for forming the club was to promote a bigger interest in motors, airplanes and boats and to increase the driving ability and improve the habits of drivers.

The object of the 350-mile road test was to test the drivers' ability and the over-all efficiency of the cars.

TWO TYPES CARS

The cars were placed in two categories. Cars up to a motor displacement of 2000 cc started at two-minute intervals from 10 p.m. on. These cars consisted of MG Midgets, Morris Minors and various other smaller English sports cars.

Larger cars with a displacement over 2000 cc followed the smaller cars at two-minute intervals starting at 11 o'clock.

The rules of the contest were that there would be two drivers to a car. Drivers were given a limited time to reach each check point. If the driver failed to reach his check point on the time allotted him or he arrived three minutes early points were counted against him.

At each check point there was a 20-minute interval to give the drivers a chance to refuel and have something to eat. At the third check point at Bancroft they were given an hour for breakfast and a chance to make any major repairs to their cars.

The first scheduled stop was at Kaladar and the car that I was travelling in with Dennis Williamson and his co-driver Jack Warnel was a 1952 Monarch sedan. We arrived at Kaladar at 12:38 and checked out for Golden Lake, the second check point on the trip, at 12:58.

The talk at these various check point stations which were run by garagemen—who had kept their places open for the rally—was the jargon the sport car fans used. How many RPM's their motors were giving them. The trouble in making the hills and the sharp curves and the acceleration their engines were giving them on the straightaways and their different accounts of the trip so far. It was Greek to a layman's ear.

There were about eight or nine Morris Minors entered in the rally and all of them completed the course.

My drivers were kept busy studying the road map and giving me a thorough outline of the club's history and their future hopes for a bigger and better sports rally to be held next Easter.

Dr. R. W. Ford and Dr. Yule of Peterborough both entered the rally and made the trip in a Morris Minor.

TROUBLE EARLY

The first person to run into difficulty was the club president Arnold Kelbrick who had to replace his volt regulator at Kaladar the first check point.

The second car to have trouble was driven by Ron McGee and his co-driver Chris Kallay. Their MG midget was the first car to leave the city hall. They blew a tire just this side of Kaladar, but were able to replace it in time to keep up with their schedule. Five miles after they had checked out of Kaladar their spare tire went on them and they were stranded. Another similar touring MG sports car came along and lent them their spare tire.

This time they thought their luck would hold out, they were able to reach Golden Lake without breaking their schedule. But they blew their third tire 15 miles from Killaloe and were forced to throw in the sponge. The car I was driving in gave Chris Kallay a ride on into Bancroft the third check point to see if he could have the tire repaired and left Ron McGee to mind the car.

The route to the second check point took them over highway 41 to Eganville, then to Golden Lake and our car checked in there at 3:24 and were on our way after refueling and waiting our 20 minutes at 3:44.

BREAKFAST

The trip to the third check point at Bancroft took less than two hours to reach. We travelled through Barry's Bay then west to Combermere and then swung south to Maynooth and reached Bancroft at our allotted time at 5:40. Most of the drivers in the smaller cars had reached the breakfast point and there were many great sighs of relief to know that they could settle down to a good feed.

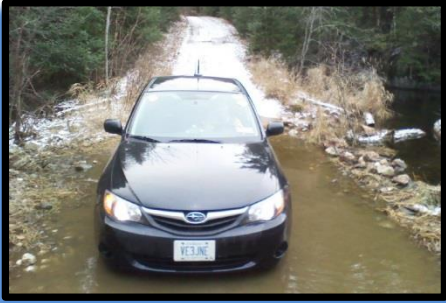
I asked my driver Dennis Williamson and his co-driver if he felt tired. And his reply like everyone's, was that they would like to do it over again.

The cars started to pull out of Bancroft about 6:30 for their final check point. This was just a sign-in station at Bobcaygeon. The exhibition grounds in Peterborough was the finish point, where they had to try tests of accelerating and stopping, backing up and parking to help determine the winner.

Wally Mason who competed in the 1952 Sports Car Rallies in Europe was in charge of the checking-out station and was on hand to check the cars as they started to come in this morning at 9:27.

The course was gone over six weeks ago and last Sunday and the road were in much better condition Friday night than when the averages were set.

The only difficult part of the course was the 40 miles of unpaved road coming out of Bancroft and it rained for about an hour around six o'clock.



CAR 000-B AT TALL PINES 2012

Story by Jean MacGillivray. Photo by Dave Shindle.

Again this year, Dave Shindle and I got a fun assignment: To drive Car 000-B. We shared the opening course-car duties with Car 000-A team of Jane Leonard and Rick Kellett. Jane and I have our Ham radio licences, and we had the privilege of having experienced U.S. co-drivers Rick and Dave in the right seat of our cars. One person per course car must have an Amateur Radio licence so the organizers can reach us at any time.

Car 000 is scheduled to enter the stage 90 minutes before its official start. Our job includes identifying and helping to resolve any problems that crop up. This leaves Cars 00 and 0 free to clear the stage quickly, confident that all safety and security matters have been seen to.

Friday morning Recce on The Peanut (7 – 11 a.m.)

I had started my Tall Pines volunteering early Friday morning by doing Recce at “A2 – the Peanut” with a VIP from the West named Nicki. Everyone was eager to get started on their notes, and we had a long line well before our opening time of 7 a.m. This kept us too busy to notice that it was pretty chilly standing in one spot, noting the car numbers and in-times. That said, the day was warm for November, so we didn’t need the huge boots and heavy mitts I can remember wearing in years past.

Recce was a busy time. There was two-way traffic on an open road that was being used by massive logging trucks. The teams didn’t need for an extra shot of Timmies to be fully awake with all this traffic!

The teams tended to come through in bunches, but in the quiet times Nicki and shared information about each other’s organizations and ways of doing things.

Saturday morning and Tall Pines begins!

Dave and I met up early Saturday and reviewed our movement plan for the day. Jane had suggested switching stages this year so Dave and I got some new longer, rougher stages, compared to the smooth Hastings stages.

One of our stages had been cancelled (A6) and the Clerk of the Course asked us to add a Hastings stage (A10). We had a gap in the middle of our schedule, during which we had time for a meal break, and were busy from then on.

A2 – The Peanut 101 Reverse

We headed out to our first stage, where Nicki and I had been for Recce the day before. We were probably far too early for the teams who were still setting up. (People always look startled when you're early!) We went through our checklist and had time to chat with everyone for a while. I met and congratulated Muffy on her kayak win, and asked everyone if they were warm enough. They said they were all good.

The Quebec teams know how to do this: A2 workers brought a propane stove so they could stay warm with hot food and drinks. They were organized with all they needed before we even started through the stage. Good planning!

The stage was in good shape and all was well by the time we got through. No time to rest, though – it's on to Old Detlor.

A4 – Old Detlor Spectator Stage (Northbound)

Everything was in order here: taping, marshals, etc. The spectators were gathering well ahead of the stage opening, and there were lots of people enjoying the warm weather and waiting for the action to start. The marshals were monitoring the crowds carefully. The excitement was building, and I thought how great it must be to spectator a stage on a beautiful mild November day! Two OPP officers were on hand to make sure everything went as planned.

A6 – Mayo Lake 101 – CANCELLED

On Friday, a propane delivery truck had rolled over on the access road to the Mayo Lake stage, leaving the organizers with a blocked and hazardous stage. It was therefore cancelled. This left the competitors with extra time to kill, but it meant that Dave and I could go and eat. I called this meal “lupper” – lunch and supper. It would be our last meal until we got back for the banquet, many hours later.

Stage A8 – Egan Creek

Egan Creek was in good shape, with the only unexpected element being the Perce Neige canteen vehicle that we caught up with. We called it in to the stage captain. The mobile canteen was a great idea, and I'll bet they were a welcome sight to the workers. Unfortunately, they got caught in a time crunch, and were asked to take a detour to get to the end of the stage to feed some workers in particular need of food.

We then hurried over to our next stage, via the most direct route we could find. The Clerk had added Stage A10 to our list the night before, to ease the load on Car 000-A, who were already

doing Stages A9 and A11. As you might have guessed, even though the triple-zeros allow a lot of time to clear a stage, we are also kept busy!

Stage A10 – Middle Old Hastings 1 (Northbound)

Dave and I were wondering how the legendary “Tower” on Middle Old Hastings would look this year — much to our surprise, we found it dismantled. We stopped to chat with the guys at its former hilltop location, and were told they had taken it down because they thought we didn’t like it. We had been concerned about their safety last year because the structure was fairly close to the road, and we weren’t sure how much drinking had been going on or how safe they would be. (We had ended up stationing a marshal nearby.) This year, all seemed to be well; they didn’t seem to be drinking and even offered us hot dogs. The nearby marshal said everything was fine, and they had included him in the hot-dog offer. It’s always nice to see good relations with the spectators. This stage, too, was well in hand with the marshals all set and the stage captain well organized.

Next stop was Rally HQ and then over to Golton. Car 000-A called as we were leaving HQ to make sure we had time to get there. We reassured them that we were on schedule.

Stage A11 – Golton Spectator Stage 1

Everything was good on this stage. The Start and Finish controls were set up and ready to go when we arrived. I particularly liked the bit of humour with the “Bravo 000” after the jump. The stage surface was ideal, slightly grippy and not muddy. This was in contrast to the previous day, when I stopped by to have a look. It was pretty mucky at that time.

The only complaint I have is that the big lights were not on for Car 000, so I had to pick my way through the rallycross course in the near-dark. Thank goodness Dave is such a great co-driver!

All was well with Golton, and then we were immediately on our way back to Egan.

Stage B2 – Egan 101

The Egan stage was rough. Very rough. It wasn’t so bad during the day, but I don’t have big lights on my car, it was a long, dark stage, and we needed to get the stage cleared. I shouldn’t have been surprised when rocks punched holes in my bumper and the fender came loose. We stopped part-way along the route in front of a radio car so we could have a better look. There was nothing to worry about aside from loose bits, which was a relief. (When we got home, we stuck black masking tape on the bumper and used zip ties on the fender. By the time you read this, a new bumper will be on the car.)

Again, any issues were solved capably and efficiently before 000 even got through to the end.

When we cleared the stage, the workers told us there was no one to block the road, so Dave and I decided to block the road with my car. As a result, we (well, mostly Dave and his muscle) were

able to help Michelle and Dean change their tire. I call it a “tire” but it was actually just a rim with no tire left on it. My job was to shine a flashlight while the guys wrenched on the tire. The team stopped on the transit after finishing B2, using our headlights to help them see. I was amazed at the camaraderie, as the two teams following them immediately stopped to offer their help to Michelle and Dean.

If you’re still reading by now, you’ll have realized that we didn’t know what was going on during the event. We were so far ahead of the active stages that we could only find out the latest news when we were back at Rally HQ.

So, what was our overall impression? Truthfully, you couldn’t pay for the level of commitment and dedication to the job that these scores of workers demonstrated. And it was great fun to be part of the 2012 Rally of the Tall Pines!

Jeannie (VE3JNE) is a valued member of both PMSC and MCO and has a blast at driving course cars, organizing, marshaling and even once competing as a driver in a performance rally (GCFR).



Photo by Mike Proulx

Amateur Radio Proves Invaluable at the Rally of the Tall Pines

By Len Arminio

Bancroft, ON, November 24, 2012 – “Sweep, Sweep, VE3SWP, this is Hastings Supervisor, VE3LRM. What is the status of car 36?” “This is Sweep. Car 36 is hooked up and we are pulling it to the end of stage”. “Roger!”

That’s a typical exchange over one of the three repeaters (VA3FOY, VE3BNI, and VA3PLA) and several simplex channels passing almost non-stop traffic at the 42nd annual Rally of The Tall Pines held in Bancroft, Ontario.

The conversation is between one of the three area commanders of the rally and one of the five 4x4 vehicles retrieving a damaged performance rally car and its crew.

This year's edition of "The Pines", one of six closed stage rallies on the Canadian Rally Championship circuit, attracted nearly 60 competitors from all across North America. But the back story is the number of volunteer workers, some 200 in all, who helped make the event a success.



Amongst those volunteers were no fewer than 78 certified amateur radio operators who provided critical communications links among rally officials.

The Hams helped link Rally Headquarters, start and finish crews of the 15 special high speed "stages" and the many traffic controls, safety marshals and first responder medical teams out on the remote roads.

One of the area amateur radio clubs sending volunteers to Bancroft for the rally was the Peterborough Amateur Radio Club (PARC). Seven members of PARC contributed to the event.

There are four "Course Cars" in the rally. "Car 000", Car 00, Car 0 and Car 99". All occupied by certified Hams along with the five "Sweep Teams".

Veteran ralliest, Peter Watt, VE3WRX, a member of PARC, was assigned to the important position of "Car 00". His job was to insure all the marshaling crews, traffic controls, and safety measures were in place on each stage, which included the safety of the hundreds of spectators and media who lined the routes. Not to mention checking that clocks were accurate and the sophisticated electronic timing equipment was operational.

PARC member VE3WWI, Bob Hlywka and his XYL, Jan, a Registered Nurse, formed one of the four "Medic" teams. In the event of an incident which involved injuries, their duty was to act as "first responders" and determine if any further medical intervention was needed. While they were called out several times for nasty rollovers and incidents of "automotive forestry", injuries were minimal. The rally cars are tough machines equipped with full roll cages, while the drivers and co-drivers are strapped into special seats with five point harnesses and the "Hans" head and neck support devices; the same type worn by F1 and NASCAR drivers to prevent spinal injuries and concussions.

The author, VE3LRM, was appointed supervisor of the six stages along the Old Hastings Road south of Bancroft, a job which began at 7:00 am and did not wrap up until the last stage was completed around 10:15 pm. His duties included making sure all volunteers were in place and

the stages were ready to operate. He also insured all communications were working. "Tactical" call signs were assigned but we used our amateur radio call signs regularly in order to comply with Industry Canada regulations.

Generally, our job was to make sure the special stages in our area ran smoothly and on time.

On the stages which ran on simplex, we used an aluminum J-pole dual band antenna near the top of a 25 foot mast in the back of our Ram.

The stage was 7.3km long but only about 5 km as the RF flies. Contact with all stations on the stage was S-4 all the way to S-9+.



The author's station on the GCFR

We were also the liaison with HQ ably manned by Mike Kelly, VE3FFK, of Ottawa who kept an ear on all the radio traffic on all channels all day and night to pass traffic and keep track of events on the roads. A job akin to herding cats in a rain storm while simultaneously juggling flaming chainsaws!

However, he was too far away for simplex so our dual band Yaesu FT-8800R enabled us to monitor activity on two stages while also listening to HQ or other officials.

Other PARC members running traffic controls and tracking rally cars on route were: Greg James-VE3GVJ, John Sanders-VA3NW, Serge Krisman-VE3PXS and Terry Mackey-VA3MTT.

In addition to those folks, several members of the Peterborough Motor Sports Club (PMSC), who are also Hams took part as well: Pete Gulliver-VA3PTG, Kevin Devries-VA3KDV, Jean MacGillivray-VE3JNE (who occupied Car 000), Jim Morrow-VA3JUS and Mike VanRees-VA3VRM, who is also President of PMSC).

B-T-W, the author and Peter Watt, VE3WRX are members of both the radio club and the motor sports club.

Oh...As for those long hours...volunteers, Hams or not, can pick and choose their hours. If a volunteer is only available from 10-3... the organizers will find a spot for them during those hours.

The man who headed up the running of The Rally of The Tall Pines was Ross Wood, VE3WOD. Ross has been Clerk of the Course for years and has been involved in rallying and this event for more than three decades.

Ross says Ham radio in rallies was used starting in the 1970s in a small way for more challenging tasks, such as contact between a stage or areas in the field, back to Rally Headquarters.

“In the early 90s we began a serious recruitment drive for Ham operators”, adds Ross, “We gradually increased the Ham communication in our events to the point where we had a Ham operator at the start & finish of every stage”. But he says the big changeover year was around 1996, when Ham became the primary mode of communication.

“Within a year or two all stage operations were run by amateurs. The number of operators has steadily increased since that time” he adds.

According to Ross, all the Rally Sport Ontario performance rally events are now run using Ham radio. The Rallies out West and most recently in Quebec are using Hams as well. Even sedate Sunday drive navigational rallies have Hams working to keep track of competitors and track teams who get off course.

“I cannot imagine trying to run an RSO performance rally without Ham radio”, Ross emphasizes. And while the 78 amateurs who helped out were an outstanding number, Ross says he could use 20 more!

Rally Sport Ontario runs a school each year in March to develop new Hams. They average 10-12 graduates per year.

Now to be honest, many of the Amateurs taking part in these events are what you might call “Weekend” or “Rally Hams”. They pull out their rig and mag mounts from a closet or shelf on Friday, plop them on the car seat and roof for the weekend, and stuff them back into the closet on Sunday night.

Sure, we do hear the odd “10-4”, especially from those Hams who may have been CBers or are currently police officers, paramedics or firefighters.

Despite those things which might not sit well with the traditional “by-the-book” Hams, the sport of rallying is introducing a dozen newcomers to amateur radio each year.

Several catch, not just the “rally bug”, but the “radio bug” as well and go on to get advanced tickets and are regularly heard on the air.

And after all, adding new blood to our hobby, in the long run, is not a bad thing.

This article is scheduled to appear in an upcoming issue of The Canadian Amateur (TCA) magazine published by the Radio Amateurs of Canada

Hyundai WRC Return Gets Closer



Hyundai's return to the FIA World Rally Championship will take another step forward when the firm's motorsport division opens a new base in Germany this year.

The South Korean manufacturer announced in September that it would be embarking on a WRC comeback with a World Rally Car based on its i20 model in 2014.

Hyundai has announced experienced motorsport engineer Michael Nandan as team principle of its new WRC team.

Nandan will oversee development of the Hyundai i20 WRC car, which is being readied to take on the VW Polo R WRC and Citroen DS3 WRC in 2014.

Nandan, 54, started at Peugeot in the late 80s, and has worked for Opel, Toyota, Suzuki and, most recently, at the French motor sport federation. However, the Hyundai WRC appointment is his first team principle role.

An interim version of the Hyundai WRC car has already been built and tested in South Korea. But, with the appointment of Nandan, Hyundai Motorsport will now embark on an intensive test and development program for its new i20 WRC car. The team plans to compete on one event this year, ahead of a full campaign in 2014.

Drivers will be announced at a later date, with the experienced Petter Solberg, currently out of a drive, believed to be a front-runner.

The Hyundai WRC program is likely to spawn higher performance road-going models.

The i20 WRC ran in Europe for the first time at a test track in the German city in December (pictured), when it was shown to a selected group of journalists. The car - similar to the one being readied for Hyundai's arrival in the WRC in just 12 months - was given a warm reception.

Speaking to reporters onsite, company spokesman Stefan Henrich admitted the timescale was short for the new car, but he said it fell entirely within a workable timeframe for a company of Hyundai's ability.

Source: <http://www.autoexpress.co.uk>, www.wrc.com

Looking Back -Daytona 500, 1953

This is the first of what we hope will be a monthly feature on the year 1953, the first full year of existence for PMSC.

Track layout



basic course was setup.

The course started on the pavement of highway A1A (at 4511 South Atlantic Avenue, Ponce Inlet). A restaurant named "Racing's North Turn" now stands at that location. It went south two miles (3 km) parallel to the ocean on A1A (S. Atlantic Ave) to the end of the road, where the drivers accessed the beach at the south turn at the Beach Street approach, returned two miles (3 km) north on the sandy beach surface, and returned to A1A at the north turn.^[1] The lap length in early events was 3.2 miles (5.1 km), and it was lengthened to 4.2 miles (6.8 km) in the late 1940s. In the video game NASCAR Thunder 2004 by EA Sports, the course is shortened to about half its distance, but still shows how the

1953 - Polesitter Bob Pronger and second place starter Fonty Flock had a bet as to who would lead the first lap. They both raced wildly into the north corner. Pronger went too fast into corner, and wrecked his car. Flock had over a one minute lead in the race, but ran out of gas taking the white flag at the start of the final lap. Flock's teammate pushed his car into the pits. Bill Blair passed to win the race in a 1953 Oldsmobile. Flock finished second by 26 seconds.

136 cars started the 100-mile (160 km) Modified/Sportsman race that year, making it the largest field ever in any NASCAR sanctioned event. Cotton Owens is the victor.

Seven years after being diagnosed with lung cancer, Owens died on June 7, 2012 at the age of 88, just a few weeks after it was announced he would be inducted into the NASCAR Hall of Fame's 2013 class



Sources: *Wikipedia, NASCAR, Cotton Owens Garage*

ALSO.....

- *NASCAR Championship – Herb Thomas, driving his own #92 Hudson Hornet.*
- *AAA Racing – 30 May – Bill Vukovich wins the 37th running of the Indianapolis 500 in the Fuel Injection Special Kurtis Kraft-Offenhauser*
- *Sam Hanks wins the season driving championship*
- *Formula One – Alberto Ascari (Italy) is two-time World Drivers' Champion, driving for Ferrari. He is the first driver to win the championship twice since its inception in 1947.*
- *24 hours of Le Mans – Tony Rolt / Duncan Hamilton share a Jaguar C-Type*
- *Rally racing – Maurice Gatsonides / Peter Worledge win the Monte Carlo Rally, sharing a Ford Zephyr .*
- *Drag racing – The NHRA holds its first official race in April on a section of the Los Angeles County Fairgrounds parking lot in Pomona, California.*
- *World Sportscar Championship –Inaugural season*
- *Ferrari wins constructor's championship after 3 victories in the season.*

Source: Wikipedia