

THE BULLETIN

60



1952/53-2013

MARCH 2013

*All Six Events held in 2013
Ice Race Season:
But Entries & Income Way
Down*

*The Peterborough Motor
Sports Club, Inc.*

*PO Box 131
Peterborough, ON K9J 6Y5*

www.pmsc.on.ca

Also on Facebook and Twitter



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

Also in this issue:

- *Updated Competition Calendar*
- *Solo School*
- *Shannonville//SROR Notices*
- *Ice Race Wrap and Rant*
- *...and more*



Volume 59, Issue 3

2013 Executive

President	Mike van Rees president@pmsc.on.ca
Vice President	Christine Newell vicepresident@pmsc.on.ca
Secretary	Doug Armstrong mailto:secretary@pmsc.on.ca
Treasurer	Earle Henderson treasurer@pmsc.on.ca
Competition Dir.	Dan Demers competition@pmsc.on.ca
Director at Large	Travis Grubb vwdsltrukman@hotmail.com
Communications	Len Arminio bulletin@pmsc.on.ca

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 4th Wednesday of each month at The Souvlaki Pit, 75 George St. North, Peterborough. (Meetings in June, July & August are often highlighted by fun events and venues.)

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.

Table of Contents

Executive Contacts	P 2
The Editor's Keyboard	P 3
Ice Race Wrap Up/Rant	P 3
2013 Schedule	P 5
Shannonville Stages Rally	P 6
Spring Run Off Rally	P 6
Slalom Calendar	P 7
PMSC Solo School	P 7
Meeting Minutes	P 8
AM/FM Car Radios;DOA?	P 9
"Gettting There is Half the Fun"	P 10



Crowded Corner 5 At Minden

From the Editor's Keyboard
March, 2013



Our new format has received no rave reviews...but no complaints either. So guess we'll stick with it!!

The *PMSC Bulletin's* new masthead, slightly smaller font and a newspaper-style two-column format are radical changes, but make

the edition a bit easier to read and also reduces the total number of pages. I now have to remember not to cram too much into each edition because it tends to create a larger overall file size. That makes for chancy delivery by email.

As always, this publication needs your input to remain an important information link with and amongst our members.

So if you have any motor sport related news; a new competition project, an interesting drive, a story about your latest rally cross, ice race, car show or driving experience, let us know about it.

Put some words down and snap a few pictures. We'll be sure to get in a future edition of the *PMSC Bulletin*.

In routine news; News releases went out about Ice Racing and the Maple Leaf Winter rally. We have hit the 100 mark in Facebook Friends. We have 23 Twitter followers. But the club forums have been fairly quiet lately.

Len Arminio
Your Humble Scribbler

PMSC ICE RACE
WEEKEND PUSHES THE
FINANCIAL LIMIT

By Len Arminio



Firstly, I want to thank all the PMSC members (and a non-member) who came to Minden on the weekend of February 23-24 for the club ice race event.

Without the efforts of the more than 20 different people who pitched in over the two days, the club could not have pulled off the weekend.

We ran efficiently... finishing well before darkness even hinted at falling on both days.

As an organizer, you guys made my job pretty simple.



My other hat of Clerk of the Course required a bit more effort. I had to talk to several drivers who had "*Some splainin' to do, Lucy*" about their behavior on the track.

We had one incident which was far from deliberate but could have resulted in a serious injury. It did result in major damage to one car. The Steward issued a penalty of exclusion from scores in the event. (No points).

The turnout was a bit disappointing with only 149 entries over the two days. That was considerably fewer than the 182 we had in 2012... **A drop of 18.1%**. And paled in comparison to the 225 we had in 2011. **A staggering 33.7% drop between 2011 and 2013.**

That meant a nearly **11% decrease** in revenue between 2012 and 2013.

This downward trend is troubling. Was it caused by the wonky weather? The economy? Or a drop in interest in the sport?...Or perhaps a combination? By not being able to run the Menard stud classes, we lost between 10-12 entries/day. But the drop in the other classes is a concern as well.

As for the financial end of things, the club did make around \$800, but the 2013 total profit was only about 1/2 the 2012 results and only a fraction of the 2011 total. (However no direct comparison can be made on profit because our per diem to workers was only \$20 in 2011, not \$50 as it was in 2012 and this year).

While the club is in a good financial position with a healthy surplus, we have depended on Ice Racing on a yearly basis to help fund the cost of other events, several of which lose money. That income has also meant we have not increased our membership fees for nearly 25 years.

Two other clubs, BARC and TLMC, also saw double digit drops in entry levels. -19.9% and -20.2% respectively. TAC dipped slightly, -0.6%. (1 entry, actually)

DAC and BEMC recorded single digit percentage increases in entries, 5.5% and 7.6%.

But despite the lower entries the last two winters, our track partners, the Minden Kinsmen have kept the same fee levels. I think they will have to rethink their imposition of a \$20/entry levy on top of which they deduct a further \$5 per driver for a maintenance fee. Add the track rental and then the 13% HST, and the Kinsmen take nearly 50% of the entry fee. And that's before the clubs' fixed expenses of ASN Insurance, CASC Permit, CASC Levy, Steward's and Medic's expenses....plus whatever each club provides for its workers... After that's gone, there's scant left for each club.

The Kinsmen have recommended we raise entry fees (again). But we could already be at or past the "tipping point" on that front.

Personally, I'd like to see the Kinsmen increase the daily track fee, and dramatically reduce or eliminate the per entry levy.

A meeting is slated for this spring amongst the club ice race organizers to discuss the future of the ice race series.

However the TAC organizer is also the CASC Ice Race Director...AND...is also a member of the Kinsmen.

Which presents the potential for a slight conflict of interest.

Anyway... See the following for a roundup up how PMSC members did in this year's Ice Race Series. (Hope I didn't forget anyone)...And some pictures..... By Hank Ruttan

Tim Fleguel, 2nd Class 4

Rebecca Fleguel, 3rd Class 14

Dave Chambers, 3rd Class SS13 (Welcome back, Dave!)

Michelle Smolarz, 3rd Class SS14

Hugh Leitch, 4th Class 1

Dan Demers, 6th Class SS4

Anthony Vanleishout, 7th Class SS11

Chris Smolarz, 10th Class SS4

Paul Walker, 21st, Class 3



Competition Calendar 2013

Event	Date	Location	Organizer
Ice Race	Feb. 23 & 24	Minden	Len Arminio
Shannonville Stages	April 13	Shannonville	Peter Watt
Cobweb Solo	April 28	Kawartha	Dan Demers
Spring-Runoff Rally	April 20	Newcastle	Louis Cabarbos
Solo School	April 21	Trent	Mark Newell, Glenn Austin
Watchwinder Solo (Regional)	May 12	Kawartha	Travis Grubb
Speed Weekend Solo	June 23	Douro	Glenn Austin
Mid Summer Solo	July 14	Kawartha	Kris Dickson
GCFR	Aug. 10	Catchacoma	Peter Gulliver
Dog Days Solo	Aug. 18	Kawartha	Travis Grubb
Lapping Day	Sept. 8	Mosport	Fab C. & Travis G.
Fall Ball Solo	Sept. 15	Kawartha	Brian Lynas
Last Chance Solo	Oct. 13	Kawartha	Glenn Austin
President's Prize	Nov. 9	TBA	Len Arminio
Fun Rallies: 1	May/June (Scrabble)		
2	July/Aug (Poker)		
3	Sept/Oct (Golf)		



***Shannonville Stages
Rally 2013
April 13, 2013
An Ontario Performance
Rally Championship
Event.***

*Shannonville MotorSport Park
7047 Old Highway 2 Shannonville, ON*

Contact Peter Watt for Info:

SSR@pmsc.on.ca

Or

705-749-0563



***The Peterborough Motor
Sports Club
Presents:
The 33rd Annual***

***Spring Run Off Rally
Saturday, April 20, 2013***

*The 3rd event in the 2013 Ontario Road Rally
Championship Series.*

*A navigational (TSD) road rally of 180 km.
Gravel and paved roads (No Trails).*

***Start/Finish: The Forum Restaurant, 3420
Hwy 35/115, (Southbound Lanes),
Near Newcastle, ON.***

Registration: 09:30 -10:30

Car "0": 11:00

Finish: Appx. 14:30-15:00

*Three levels of instructions:
Novice, Intermediate & Expert
Entry Fee \$45/car (PMSC
Discount)*

***Information: Louis Cabardos;
l.cabardos@gmail.com***



***ALSO: CHECKPOINT CREWS NEEDED.
CONTACT LOUIS!***



2013 Region Auto Slalom Schedule

Note more Double Header Weekends.

*** Open house/Registration Sun Apr 7 Hosted by SPDA**

JRP, 2344 South Sheridan Way, Mississauga, ON

* School Day 1 Sat Apr 27 hosted by SPDA
Brampton, ON (Powerade Centre)

* School Day 2 Sun Apr 28 hosted by SPDA
Brampton, ON (Powerade Centre)

*** Event#1 Sun May 12 hosted by PMSC
Peterborough, ON (Kawartha Downs
Speedway Oval)**

* Event#2 Sat June 1 hosted by St.Lac - Picton, ON
(Airport)

* Event#3 Sun June 2 hosted by St.Lac - Picton, ON
(Airport)

* Event#4 Sun July 21 hosted by WOSCA -
Centralia, ON (Centralia Airport)

* Event#5 Sat August 10 hosted by TLMC - Barrie,
ON (Molson Centre)

* Event#6 Sun August 11 hosted by TLMC - Barrie,
ON (Molson Centre)

* Event#7 Sat August 24 hosted by SPDA -
Huntsville, ON (Deerhurst Lodge)

* Event#8 Sun August 25 hosted by SPDA -
Huntsville, ON (Deerhurst Lodge)

Events 7 and 8 will be free for all provincially
registered competitors who have completed 4 or
more series events in 2013.



Solo Open House

The annual **AutoSlalom/Time Attack Open House** will be held on **Sunday, April 7th at JRP**, 2344 S Sheridan Way, Mississauga. The event will run from 12 noon to 4 PM.

Be sure to visit our website at: www.casc.on.ca/, choose your division, download the registration forms (most are now fillable on the screen) and bring them to the Open House. To take advantage of the JRP specials you will have to present a current club membership card or a current class "C" or class "D" licence.

From CASC Newsletter



PMSC SOLO SCHOOL Sunday, April 21, 2013 Trent University

***Want to try your hand at parking lot
auto slaloms? It's the legal and safest
way to experience motorsport
competition while learning valuable
driving skills.***

***The day long school (9:00 am-
3:00pm) starts with:***

***Classroom Session-Lady Eaton
College, Room 201
Then a tire-squealing "lab session"
on the North Parking lot.***

Price is \$15/driver - Includes lunch.

***Contact: Mark Newell -
mnewell@trentu.ca***



Club Business Items

Discussion Held at PMSC Social Meeting – February 27, 2013-03-11

There were not enough members in attendance for quorum.

Doug A.: 2013 ASN Canada FIA Master Insurance Program documents have arrived.

Len A.: A summary of Ice Race Weekend entry fees & expenses was presented based on the number of races held on Saturday (3 races) and Sunday (2 races).

Len A.: A discussion was held on collecting a \$ 5.00 maintenance fee for the Minden Kinsmen, but being charged HST on the fee by the Kinsmen.

Competition Director - Dan Demers: Draft copy of 2013 Competition Calendar was presented. The schedule is similar to 2012 with locations and organizers to be confirmed.

Dan D.: Dan has been in contact with Bob DeShane about the 2013 Road Odyssey, an event he is organizing. The 2013 Road Odyssey will be a week long competitive event similar to the One Lap of America, starting the first weekend of September. An afternoon solo / timed lapping might be incorporated in the Mosport DDT lapping day.

Minutes of PMSC Business Meeting – March 13, 2013

Competition Director - Dan Demers: The 2013 Competition Calendar is almost complete. Communication with CASC Solo Director suggested we change the date of The Watchwinder Solo (Regional Solo) from its proposed May 26 date. This would conflict with the Victoria Day Weekend or result in 4 club events in 4 weekends, which isn't practical. Christine N.: An AXWare software update has been received Christine will require the timing system computer to update it.

Len A.: Presented a summary of entries to the 2012 Ice Race Season vs. 2013 Ice Race Season. Entries at the PMSC weekend dropped from 182 in 2012 to 149 in 2013, an 18.1% drop. As a consequence, the club made a

minimal profit this year. Some clubs had a small increase in entries this year, because their entries last year were low. Overall the entries this year were down 8.7%.

An ice race organizers meeting has been scheduled for April to discuss ice race issues; including the drop in entries, entry fees, Kinsman Club accepting income based on entry levels vs. fixed costs, so as to accept part of the financial risk.

Peter W.: Shannonville Stages Rally: A financial summary was presented, based on the number of cars entered. It was decided to proceed with the rally only if 12 or more teams enter. Peter currently has 9 entries.

Peter G.: Direct Energy & Peterborough Mitsubishi have agreed to support the Galway-Cavedish rally as title sponsors for 2013.

March 27th Social Meeting – History of Rallying video

Meeting adjourned at 8:35; Motion by Mike vR., Seconded by Doug A.



**Canadian Winter Rally
Near Kinmount. (1975?)**



YOUR CAR RADIO: AN ENDANGERED SPECIES?



It's interesting that two sources this past week have alluded to in-car listening; one is a study showing 41% of traditional radio execs believe that the Internet is "a big threat" to in-car

AM/FM listening while the other claims that the installation of AM/FM radios in new cars will soon be a thing of the past.

Eric Rhodes, writing about the Radio Ink Convergence Conference, reported that one session saw panelists agree that the direction of in-car experiences included dashboard apps, Internet radio and audio but not radio as we know it.

AM and FM, the audience was told, are being eliminated from the dash of two car companies within two years, and from the rest within five years.



The car makers see no need to continue putting radios in cars because the younger demos want Pandora, Spotify and other audio services. Traditional radio, said a panelist, can be accessed through TuneIn or iHeartor similar services.

But wait. A check with 'The Big Three' automakers say "hogwash", that they're committed to terrestrial broadcasting. While the manufacturers have spent hundreds of millions in development and roll-out of digital dashboard systems, they say research shows drivers still expect AM/FM radios. And why not? Drivers like the free content and the automakers say radio's hardware costs them no more than \$10 per car. If anything's on its way out, look to CD players to be a thing of the past...



Coincidental to the previous story came another study from Mark Kassof & Co. revealing that radio GMs, group execs and owners consider Internet access in cars to be the biggest competitive threat to traditional radio.

While 41% believe that, an additional 42% consider in-car Internet to be "a small threat." Big or small, 83% of radio execs consider the Internet's dashboard challenge as a threat to traditional radio.


From Broadcast Dialogue Magazine, Online .

More Canadian Winter Rally- c. 1975



This car was completely buried in a snow bank when Sweep arrived.





The Maple Leaf Winter Rally, Or... “Getting there is half the fun.”

By Kevin DeVries

For this year’s edition of the Maple Leaf Winter Rally, that certainly seemed appropriate.

Back in January the emails slowly started making the rounds and things started to come together, my Sentra was due for some TLC to the front suspension so I was penciled in to navigate while Mark would get to drive his recently acquired Impreza.

But then, as usual, the government ruined our fun with its new OBD 2 based emission tests and the Subaru looked like it too would be sidelined. Luckily a phone call to a friend got the



Nissan into the shop and the struts and upper mounts replaced. Apparently just in time too...

Time ticked away and it was the morning of the rally. I had a course in Kingston that day that I thought ended at 4:30. ...nope 5:30 and to top it off I , drove my truck not my car (which is a whole different story).

So, course completed, I hastily headed back down the 401 to Trenton then onward to collect Mark who had been abandoned at the Madoc Tim Horton’s. At this point, I figured he may or may not have been

hopped up on Graval.

With the team assembled, we continued northbound to Bancroft. We hit the Highway 62/620 intersection and it was odo check time This being the third time having done the event in my car I was fairly certain of the odometer factor, but after 20 kilometers, things were looking much further awry than I would have expected. We then started hoping this would not be indicative of things to come.

We arrived at Rally HQ and Mark was looking worried that he was going to be doing some serious math in addition to whatever tricks the rallymaster had in store for us.

With registration, and all the fun paper work which it entails completed, we checked the board for any changes.

An amendment to the odo check distances put us almost bang on, otherwise known as good enough for us. With the threat of math at 70 kilometers per hour, bouncing over frost heaves averted, Mark relaxed.

The competitors meeting soon followed and Bruce confirmed we’d be departing from some of the traditional roads and instead would be heading towards Minden.

Being the last team to sign up we were last on the road, which isn’t always a bad thing. Heading north-west out of Bancroft a quick brake check confirmed that indeed the roads are snow covered ice.

Into the frigid unknown.

It was very nice of Bruce to start us on some relatively easy instructions and roads. Snow covered, slick and twisty, any delusions that the mild weather that had struck Ontario in the weeks prior would leave the roads with exposed gravel dissipated quickly. This was punctuated by a few of our fellow competitors stuck on snowbanks.

That is until the mostly asphalt transit stage. Yes, this TSD rally had a transit stage. Alas it wasn’t as straight forward as it seemed, an elapsed time was given but with a few tricks. Such as having to find a mural in one of the towns and calculate additional time based on how many people met the criteria in the instructions.

Soon we found ourselves on highway 35 entering Minden. The temporary HQ was at the Tim Horton’s but neither of us partook in a coffee as a full bladder can be uncomfortable bouncing and sliding along back roads. We later found out we had completed Leg A with 6.1 minutes in penalties, not too shabby.

New time card and instructions in tow, we headed back out into the frosty darkness. Which in retrospect may have been slightly premature judging by an 8 minute penalty at the first checkpoint. Some more interesting instructions ensued, keeping Mark on his toes. Having snippets of road features in the instructions, the end of section map was his friend in guiding us through the wilds of the Haliburton Highlands. Then on the second section we torpedoed our chances of finishing on the podium. Chalk it up to a lack of caffeine or just a brain fart but stumbling over an instruction (stupid clock faces) saddled us with 14 minutes of penalties. So after three checkpoints we had 25.7 minutes in penalties. Being mildly competitive, I hunkered down in the driving and speed department and Mark got to work in the right seat. By the end of the leg we had returned to Bancroft and only accrued an additional .7 minutes in penalties.

The final leg.

We figured we hadn't seen them yet, so some of the Tall Pines roads must be on their way.

This pleased both of us greatly and ensured we didn't dose off on some fun roads. Sure enough our first instruction upon starting the leg was a turn on to Quarry road, which pointed us towards Landon and the southern part of the infamous Iron Bridge stage. Lots of fun roads ensued but a fairly high CAS (average speed) on roads such as Lower Turriff, and Old Hastings kept both of us on our toes. A form of do it yourself instruction had Mark guiding me towards Coe Hill and up Faraday road.

Eventually we found our way out to highway 28 and made our way back to the Fish and Game Club.

The rally portion of driving done, we could get out of the car and stretch our legs. After all the competitors and workers arrived back at HQ we were treated to a meal of bacon, eggs, pancakes and lots of coffee. Some quick naps between breakfast and the awards and we were feeling slightly more human. Feeling refreshed we made our way back towards Peterborough.

Enroute Mark showed me a few good driving roads, many of which were just as good as those that Bruce chose for the rally. However these roads managed to better me where the rally roads did not.

Fortunately for me there were still good snowbanks closer to Peterborough.

The famous science fiction writer, Ray Bradbury once said, "Half the fun of the travel, is the esthetic of lostness".

I don't think Mr. Bradbury ever competed in a TSD rally.

Editors Note: Kevin and Mark actually did pretty well...finishing 5th Novice and 12th overall. Not bad, Guys!

***The March club meeting is
Wednesday the 27th.***

Deadline for the April Bulletin is April 16th.