

# THE BULLETIN

60



1952/53-2013

June, 2013

*In this issue.....*



*Brit Car  
Owners Have  
a Blast  
at Gymkhana*



*The Peterborough  
Motor  
Sports Club, Inc.*

*PO Box 131  
Peterborough, ON K9J 6Y5*

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



*Volume 59, Issue 6*

## 2013 Executive

President	Mike van Rees <a href="mailto:president@pmsc.on.ca">president@pmsc.on.ca</a>
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Secretary	Doug Armstrong <a href="mailto:secretary@pmsc.on.ca">mailto:secretary@pmsc.on.ca</a>
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Communications	Len Arminio <a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a>

## Meetings

Club Executive meetings are held on the 2<sup>nd</sup> Wednesday of each month at the call of the President. Social meetings are held on the 4<sup>th</sup> 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.

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***Lapping Day Reminder  
Saturday, Sept. 8, 2013  
See Entry Form  
on page 11***



## *From the Editor's Keyboard* *June, 2013*



Congrats to Mark, Dan, Travis and Carl for their work on the Brit Car Spring Fling "Gymkhana" on May 31<sup>st</sup>.

Being Friday, those PMSC –types not retired (as I am) had to burn a vacation day

to help set up and run the event for the Brits. Although Travis spent a bit of time on the phone helping somebody sort out issues with their milking machine, he did keep an eye on the four- way parking box in the course set up by Dan. Yours truly had to be quick on my feet to dodge Triumphs and MGs which missed the gate at the far end of the course and zeroed in on my ...um... "Safety" vest. Twenty drivers (of the more than 70 total participants in the weekend) came out to play to the cheers and sometimes jeers of an appreciative group of Brit car onlookers. But in short, the participants had a blast. See the comments later in this issue.

**Just a reminder to organizers and others..... Get me info on your events at least three weeks in advance so I can send it out to members and the media in a timely fashion. [bulletin@pmsc.on.ca](mailto:bulletin@pmsc.on.ca).**

**I strongly recommend that if you have something that needs posting to the club website, like results, you should contact our Webmaster, Evan directly: [evanholt@mac.com](mailto:evanholt@mac.com) as well as me:**

**NOTE: I will be on a camping trip the week of June 17-21 so the June Bulletin will be sent out on the 22<sup>nd</sup>. If you have anything for the June edition, get it to me by the 20<sup>th</sup>.**

**ALSO: There will be NO July Bulletin (as usual). Again I will be away most of the month.**

Your Humble Scribbler,

Len



## *Brit Blast at Trent!*

**The Gymkhana on Friday was a massive success!**

The folks who participated and those that watched had a great time. I haven't seen smiles that big on an adult in a long time.

Everything we did throughout the weekend went flawlessly and I've been receiving some very nice emails from registrants this morning.

I have a feeling that there are more than a few GTA residents that wished they lived up here, after experiencing a Peterborough weekend.

Thanks again for sharing your time, expertise and enthusiasm with our guests!

Regards,  
Alex

Alex McLeod  
Real Estate Manager  
City Hall  
500 George St.  
Peterborough, ON K9H 3R9

## *More photos on the next page....*







*The Umpteenth Annual*

*Speed*

*Weekend Solo*

*SUNDAY, JUNE 23, 2013*

*DOURO-DUMMER COMMUNITY  
CENTRE*

*Peterborough County Rd 8 (Just East of Hwy 28)*

*Douro-Dummer, ON*

*Registration opens: 8:30 am*

*First run: Appx. 10:00 am*

*Entry Fee: \$20 for PMSC Members  
\$30 non-members*

*Any road worthy car is eligible.*

*Contact: Glenn Austin: [rustysteel@sympatico.ca](mailto:rustysteel@sympatico.ca)*



*The First Ever  
Peterborough Motor  
Sports Club*



# RALLY

**Wednesday, June 26, 2013**

**Start/Finish @ Pinto's Market & Ultramar  
Lansdowne St. West @ Hwy 7  
Registration 6:30 pm/ Car #1 - 7:01pm.**

**Entry Fee \$0 (FREE)**

**An evening jaunt through the countryside in  
search of hidden Scrabble™ tiles.**



*Info: Dan Demers - [competition@pmsc.on.ca](mailto:competition@pmsc.on.ca)*

## Competition Calendar 2013

Event	Date	Location	Organizer(s)
Ice Race	Feb. 23 & 24	Minden	Len Arminio
Shannonville Stages	April 13	Shannonville	Peter Watt
Cobweb Solo	April 14	Kawartha	Dan Demers
Spring Runoff Rally (ORRC)	April 20	Newcastle	Louis Cabarbos
Solo School	April 21	Trent Univ.	Mark Newell, Glenn Austin
Watchwinder Solo (Regional)	May 12	Kawartha	Travis Grubb
<b>Speed Weekend Solo</b>	<b>June 23</b>	<b>Douro</b>	<b>Glenn Austin</b>
Mid Summer Solo	July 14	Kawartha	Kris Dickson
GCFR (OPRC)	Aug. 10	Catchecoma	Peter Gulliver
Dog Days Solo	Aug. 18	Kawartha	Travis Grubb
Lapping Day	Sept. 8	CTMP (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	June (Scrabble Rally)	June 26th	
2	July/Aug (Kart Night)		
3	Sept/Oct (Poker-Golf)		



# Ram Tough...But with some softer touches

Review and photos by Lesley Wimbush

This article first appeared in Autos.ca and is used with the permission of the author.



**2013 Ram 1500.**

It's a long way down from an elephant's back. In order to make dismounting easier, the rider, known as a "mahout", prods the beast with a

giant hook known as an "ankus" until it consents to kneel.

Fortunately, my 2013 Ram 1500 tester this week accomplishes the same move with the touch of a button. Its slick new air suspension renders ingress and egress no more difficult than the average crossover vehicle. You may find such a feature laughable, but if you've ever looked with dismay at the drive-through ATM far below, you'll realize its value. And it sure makes it easier to get at that gigantic hood at the coin wash.

Like every other segment, the truck market 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 eight-speed equipped trucks (which heats fluids, reducing viscosity at start up), electric power steering that reduces parasitic loss and a "pulse-width modulated" fuel pump – which varies the amount of fuel delivery as needed.



Originally, the plans for the Ram called for

just a simple refresh – but Chrysler decided that a more significant update was in order. That huge blunt prow now tilts forward in a shark-nosed style – rather than a 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.

My tester's badge declares it to be an "Outdoorsman" and it lives up to the stereotype with tweedy cloth upholstery. Roomy and comfortable, the interior is rugged and features plenty of thoughtfully placed storage cubbies. The cloth seats are broad and accommodating – designed for backsides of a somewhat larger scale, they left me feeling somewhat perched. But they're heated, have power lumbar adjust and the 60/40 split rears fold up to reveal a rugged, vinyl mat clad floor.



For those desiring a higher level of pampering, there's the kind of material choice once reserved for luxury sedans. Top 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.

The multi-media UConnect interface features a huge 8.4-inch touchscreen, voice recognition, real-time fuel price display, wifi hot-spot recognition, satellite and navigation, iPod and other media compatibility. There's a slick new seven-inch 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 storage compartments on either side of the truck's bed would make a rum-runner envious. Roomy enough to accommodate the tools of your trade (laptop bags, jackets and camera paraphernalia in my case), they lock and unlock with the key fob.



The technology and creature comfort list is impressive, but of course, the big news is the new Pentastar V6 and eight-speed transmission drivetrain 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. Rarely would serious truck owners consider buying a V6 in a Crew Cab and 4x4 configuration, such as my tester. But it moves forward smartly without any sluggishness. It claims best in class (presumably this is the V6 class) towing with a max capacity of 2,554 kg and a payload of up to 884 kg. The Pentastar's 305 hp/269 lb-ft of torque output isn't overwhelming – but the eight-speed transmission makes the most efficient use of its power delivery. Smooth and seamless, it always seems to be in the right gear. Initially, the transmissions will be supplied by ZF (or ZF Friedrichshafen AG engineering in Germany – the same company that produces gearboxes for Audi and BMW), but Chrysler has obtained rights and licensing to eventually produce them in-house.

As a horse owner, I've often been at the mercy of the towing prowess of these thirsty yet invaluable behemoths. And the cost per km to move a 1,200 lb animal adds up when fuel prices fluctuate.

There's been a lot of talk around our stable recently about the new Ford F-150's boast of 12.9 L/100 km city, 9.0 L/100 km highway fuel consumption.

The Ram 1500 is aiming at trumping those numbers, claiming a 20 percent reduction over the previous model's with a class-leading 12.0 city / 8.0 highway in its regular cab, 2WD configuration.

My tester, a crew cab 4x4, is rated at 13.0 city / 8.5 highway, but I achieved an average of 13.0 L/100 km overall, with a low of 12.0 on the highway at 110 km/h. That's without cargo – if you discount my 125 lb load.

Chrysler bucked tradition a few years ago when they released the Ram with a five-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. Opt for the \$1,500 air suspension, and not only do you have a truck that morphs from low-rider to high-clearance off-roader, but one that also rides like a well-built sedan. The suspension boasts four inches of travel, with four driver-selectable heights from Exit/Entry, Normal, Off Road 1 and Off Road 2, and also lowers the truck 0.6



inches at highway speed (Aero setting) for fuel efficiency. As a result, the Ram rides like no pickup should have a right to. There's no crashing over rough pavement, while bumps and potholes are well absorbed.

Even unladen, the Ram shows little of the skittish rear-end unbalance typical of front-heavy pickup trucks. Inside the cab there's very little road or wind noise – it's about as quiet as a blue-rinse set cruiser.

Although some of my die-hard truck friends made fun of



the new “girly knob” gear selector, I found it intuitive, easy to use, and its centre stack location frees up extra space on the console. As a result, the console is a giant, rectangular suitcase affair voluminous enough to accommodate just about anything you'd want to throw into it.

I liked the feel of the electric steering, but the placement of redundant function buttons on the back of the wheel was confusing: I kept mistaking them for paddle-shift gear selection, and periodically changed the radio station and odometer readout when I wanted to grab another gear – no doubt ownership would breed familiarity.

Initially, the eight-speed transmission was only available on the V6. Later on it was paired with the Hemi V8 (which has a max tow rating of 4,740 kg (10,450 lb) for those who require serious hauling power.

For most folks, the energy efficient and smooth driving Pentastar V6 and eight-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.

Either way, short folks like me should opt for the air suspension. You'll be glad you did.

**Pricing: 2013 Ram 1500 Outdoorsman Crew Cab 4x4**

**Base price :** \$41,295

**Options:** Deep Cherry Red Crystal Pearl Coat paint (\$195) Premium Cloth Bucket seats (\$1,000) Customer Preferred Package 22T (\$1,000), Luxury Group (\$395), Comfort Group (\$500), Remote Start and Security Group (\$520), 3:55 rear axle ratio (\$95), Rear window defroster, heated tow mirrors with puddle/signal lamps (\$225) Wheel-to-wheel side steps (\$850), U-Connect (\$1,200), Air Suspension (\$1500), 20 x 8 Aluminum Wheels (\$500), Park Sense Rear Park Assist (\$375), ParkView Rear Back Up Camera (\$325), RamBox Cargo Management \$1,195

**Freight:** \$1,595

**Price as tested:** \$52,765

*Lesley is a former PMSC member and Executive. She is a longtime member of AJAC (Automotive Journalists Association of Canada).*



## ***Rally Sport Events in Late June, Early July***

***By Bruce Leonard  
President, Rally Sport Ontario***

[Toronto Autosport Club](#) hosts the fifth in the 2013 [Ontario Road Rally Championship](#), the [Discover Ontario Car Rally](#), on June 22. It's just a little jaunt down to St. Catharines on June 22 for a drive around the Niagara area. Brooke Jacobs is known for coming up with some unique instructions; Experts and Intermediates - be prepared! Novices will be challenged, but should have no problem with the instructions. Brooke is also the guy behind [RallyCalc](#) for Palm, and Rally Rule, a paper slide TSD calculator.

The next day, June 23, sees [Maple Leaf Rally Club](#) running the third in the 2013 [RallyCross](#) series in Bancroft. Almost any car or van or pickup ([there are some restrictions](#)) can take on the approximately 1 km course - all you need is a helmet. Full [details and rules](#), and class descriptions are available on the MLRC [RX](#) website.

[MLRC](#) carries on into July with [Black Bear Rally](#) on the 12th & 13th. This is the fourth in the 2013 [Ontario Performance Rally Championship](#), and will see the caged cars let loose on the roads in the Egan Creek complex of MNR and logging roads south-east of Bancroft (these are roads that are also used for Tall Pines). Organizer Derek Vincent and the Bear committee are continuing with the same format as last year, with the same compact layout of stages. Perennial rally go-to guy, Ross Wood, has done [some work](#) on the roads recently. [Volunteers are still needed](#) (ham operators are always welcome).

***Left: The Editor's 1975 Toyota SR5... One of the first 5-speeds in the club.***



**Peterborough Motor Sports Club  
CTMP (Mosport) Lapping Day  
September 8, 2013**

(Please Print)

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ PROVINCE: \_\_\_\_\_

POSTAL CODE: \_\_\_\_\_ PHONE #: \_\_\_\_\_

CAR MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

PMSC MEMBERSHIP #: \_\_\_\_\_ NON-MEMBER: (check here) \_\_\_\_\_

EMAIL: \_\_\_\_\_

Have you ever lapped at the Canadian Tire Motorsport Park (Mosport)? Y\_\_ N\_\_

Racing Experience:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**COST: If you pre-register: \$145.00 At the track: \$155.00**

**Please make your cheques payable to the Peterborough Motor Sports Club. Pre entries must be received by Wednesday, September 4<sup>th</sup>.**

**LIMIT OF 30 ENTRIES**

**NOTE: All cars must be checked for safety and road worthiness. PMSC reserves the right to prohibit entry or remove a car from the track at any time if it is deemed to be unsafe.**

**Drivers Meeting: 9:00am  
Start Time: 9:30 am  
Lapping ends: 4:00 pm**

**Mailing Address:  
PMSC  
PO Box 131,  
Peterborough, ON K9J 6Y5  
More Info:  
Fab Caravaggio: [info@rockyscleaners.ca](mailto:info@rockyscleaners.ca)**

***NEXT CLUB  
MEMBERSHIP MEETING  
IS STRICTLY A FUN  
EVENT...***

***Deceptive Dan's First Annual  
"SCRABBLE RALLY"  
WEDNESDAY,  
JUNE 26TH.  
6:30pm at Pinto's Market/  
Ultramar Station.  
Lansdowne Street West @  
Hwy 7.***

***There will be NO July Bulletin  
(as usual).  
Deadline for the August issue will  
be the 15<sup>th</sup>.***

