

# THE BULLETIN

60



1952/53-2013

August, 2013



*In this issue.....*

*Galway-Cavendish Forest  
Rally Results*

*Lapping Day Entry Form*

*The Susquehannock Trail  
Pro Rally*

*Next Membership Meeting  
Wednesday, August 28<sup>th</sup> at The Pit*

*The Peterborough  
Motor  
Sports Club, Inc.  
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Also on Facebook and Twitter



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



*Volume 59, Issue 7*

## 2013 Executive

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## 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 5***



## *From the Editor's Keyboard*

### *August, 2013*



Hello again! Hope your summer has been a pleasant one. The August Bulletin is sort of a “catch up” issue because we don’t publish in July (or December) and folks are usually off on

holidays... That includes your editor who spent three-plus weeks on the East coast. The picture above is a shot of a bulk carrier tied up at a gravel operation in the Canso Strait. It is just off the causeway that leads to Cape Breton Island, Nova Scotia.

It’s very interesting driving in New Brunswick, Nova Scotia and PEI. All three provinces have adopted “Roundabouts” in lieu of traffic signals. Even at the busiest of intersections, traffic flows quite freely (once you get used to how to enter and exit them).

And speed limits in NB and NS, especially, are 10kmh higher than Ontario. Most divided highways, like the TCH #2 in NB and the 104 in NS, have speed limits of 110 outside of urban areas. Even two-lane secondary roads are usually 90 and even 100kmh.

Now mind you, we were pulling a trailer about ¾ of the 5900km trip so we rarely got above 90-95.

Thanks to Peter Watt for contributing to this month’s 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:**

Your Humble Scribbler,

Len



## *From*

### *RSO*

## *President*

### *Bruce*

## *Leonard*



It was described by one person as looking like a [moonscape](#). And from Ferd's [copter cam](#), one can see the similarity. The quarry loop at the [Galway Cavendish Forest Rally](#) is unique, I'm sure, in rallying. Laid out by Route Master Doug Armstrong with Parnell Quarry Manager Wayne Wilson providing suggestions and equipment, it was a combination autocross/rally stage with slippery bedrock, large puddles, a very off-camber (10 degrees?) corner, and [unforgiving boulders](#) beside the course. The loop challenged even the best teams. While no one kissed any boulders, there was visible evidence of teams going off course, either losing their way or over-shooting one of the tight corners. The fire road was in great shape, as usual. The Right 4 at the spectator spot near the end off the eastbound stage caught one team, but fortunately they were able to be pulled out and they finished the rally.

The [PMSC](#) event ran very well, with perhaps some of the shortest transits in the [OPRC](#) series between stages (200-300 metres?). There was little lost time between stages, not even time to undo helmets or belts. After the end of the 12 stages ([results](#)), the team of Huber and Vanos came out on top, just 10 seconds ahead of Martin and Ockwell, with some one-shot wannabe in third. Thanks to series sponsors [Clearwater Design](#), who also contributed the [unique awards](#), and [Rally/Race Developments](#) for their support.

(That's two quite different rallies that Peterborough Motor Sports Club has put on - Shannonville Stages Rally and GCFR. They sure do think different over there.)

On a more subdued note, [PMSC](#) held a club rally in June. Just a simple 50 km route on the west side of Peterborough.

No timing, no puzzles - just follow the route and pick up an envelope with 3 [Scrabble](#) letters at each of the 5 marked checkpoints. Then make the best single word from the 15 letters.

The winner? "[exigency](#)" 21 points, with "[azygos](#)" 19, and "[piques](#)" 17, close behind.



Thanks to Dan Demers for the enjoyable, relaxed rally.

A Scrabble rally is a great idea for other social groups, too - service clubs, church groups, book clubs, family get-togethers; an easy way to introduce others to rally.



## Dog Days of Summer Solo August 18, 2013

	CAR	CLASS	RAW FASTEST	PAX FACTOR	PAX TIME	
1	bryan eng	Acura Type R	SMF	<b>60.033</b>	0.852	<b>51.148</b>
2	phil tigue	Miata	CS	<b>61.379</b>	0.834	<b>51.190</b>
3	ken nishitoba	Honday Civic	SMF	<b>61.045</b>	0.852	<b>52.010</b>
4	chris johnson	Honda Civic	HS	<b>64.778</b>	0.804	<b>52.082</b>
5	keith gallagher	Honda Civic	HS	<b>65.276</b>	0.804	<b>52.482</b>
6	glenn austin	Mustang 5.0	FS	<b>64.776</b>	0.830	<b>53.764</b>
7	darrel souch	Honda Civic	HS	<b>67.072</b>	0.804	<b>53.926</b>
8	alan meddick	Corvette	SS	<b>63.872</b>	0.859	<b>54.866</b>
9	mike hill	Mazda 3	HS	<b>68.841</b>	0.804	<b>55.348</b>
10	evan daemke	VW GTI	GS	<b>67.843</b>	0.816	<b>55.360</b>
11	greg bateman	Lotus	SS	<b>64.868</b>	0.859	<b>55.722</b>
12	josh awan	Honda Civic	HS	<b>69.414</b>	0.804	<b>55.809</b>
13	brandan meddick	Corvette	SS	<b>65.041</b>	0.859	<b>55.870</b>
14	jorge pasareu	Honda Civic	SMF	<b>65.955</b>	0.852	<b>56.194</b>
15	drew McLean	Mazda RX7	XP	<b>64.538</b>	0.901	<b>58.149</b>
16	steve davey	Acura EL	SMF	<b>68.268</b>	0.852	<b>58.164</b>
17	james moore	Dodge SRT4	CSP	<b>68.464</b>	0.861	<b>58.948</b>
18	Joel Kiff	Olds Alero	GS	<b>72.658</b>	0.816	<b>59.289</b>
19	justin serksnes	Hyunda Genesis	FS	<b>71.754</b>	0.830	<b>59.556</b>
20	matt page	Honda Accord	GS	<b>73.282</b>	0.816	<b>59.798</b>
21	mike carnegie	Civic DX	SMF	<b>70.651</b>	0.852	<b>60.195</b>
22	kyle parnokes	Chev. Corvair	GS	<b>74.748</b>	0.816	<b>60.994</b>
23	jacob black	Mazda 2	CM	<b>67.865</b>	0.910	<b>61.757</b>
24	bret carlson	Nissan 240sx	XP	<b>71.367</b>	0.901	<b>64.302</b>
25	rob norval	Mazda RX-7	BSP	<b>75.470</b>	0.858	<b>64.753</b>
26	ed bartlett	Chev. Corvair	GS	<b>80.840</b>	0.816	<b>65.965</b>
27	paul major	Miata	XP	<b>74.616</b>	0.901	<b>67.229</b>
28	debbie norval	Mazda RX-7	BSP	<b>86.768</b>	0.858	<b>74.447</b>

## 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
Speed Weekend Solo	June 23	Douro	Glenn Austin
Mid Summer Solo	July 14	Kawartha	Kris Dickson
GCFR (OPRC)	Aug. 10	Catchecoma	Peter Gulliver
<b>Dog Days Solo</b>	<b>Aug. 18</b>	<b>Kawartha</b>	<b>Glenn Austin</b>
<b>Lapping Day</b>	<b>Sept. 8</b>	<b>CTMP (Mosport)</b>	<b>Fab C. &amp; Travis G.</b>
<b>Fall Ball Solo</b>	<b>Sept. 15</b>	<b>Kawartha</b>	<b>Brian Lynas</b>
Last Chance Solo	Oct. 13	Kawartha	Glenn Austin
President's Prize	Nov. 9	TBA	Len Arminio
Fun Events 1	June (Scrabble Rally)	June 26th	Dan Demers
2	July (Kart Night)	July 24th	Doug Armstrong
3	August	TBA	
4	Sept/Oct (Poker-Golf)		



**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)**





## ***Huber, Vanos, Repeat Winners at***

# ***Galway-Cavendish Forest Rally***

**Catchacoma, ON – August 10<sup>th</sup>, 2013** - The performance rally team of driver Ryan Huber of Mississauga and co-driver John Vanos of Markham took top honours Saturday at the 12<sup>th</sup> Galway-Cavendish Forest Rally organized by the Peterborough Motor Sports Club (PMSC). It's their second consecutive GCFR win.

But the victory was a narrow one.

Huber and Vanos, in a 2000 Subaru Impreza STI, edged the team of Chris Martin and Alan Ockwell in another Subaru Impreza by only 10.3 seconds over the 12 high speed stages.

Third place was taken by Bruce Leonard and Dan Breznicar in another Subaru Impreza, more than four minutes behind the leader.



***The Confederation Bridge approaching PEI***



Twelve cars started the Galway-Cavendish Forest Rally which ran on a closed forest access road and a road to the Parnell Quarry just off County Road 507 near Catchacoma. This year another four kilometer stage was added inside the quarry.

Three cars retired due to mechanical breakdown or off-road excursions.

More than 50 volunteers from the local club and volunteers from other parts of Ontario and Quebec, including nearly 30 Amateur Radio Operators, helped run Saturday's event.

The Galway-Cavendish Forest Rally is part of the Ontario Performance Rally Championship series. The next OPRC event is September 6-7 and runs as part of the Rallye Defi in Ste-Agathe, Quebec, part of the Canadian Rally Championship series.



***The complete overall results are on  
the next page.***



***Near Seaview, PEI***

## 2013 Galway-Cavendish Forest Rally Results

### Rally Scoring by G.Marcotte

POS	CAR	DRIVER / CO-DRIVER	CL	CAR	Stage Comp	TOTAL	Diff to 1st comp	DIFF to prev comp
1	1	Ryan Huber / John Vanos	4wO	Subaru Impreza STI	12	50:25.0	.	.
2	2	Chris Martin / Alan Ockwell	4wO	Subaru Impreza	12	50:35.3	00:10.3	00:10.3
3	11	Bruce Leonard / Dan Breznicar	4wO	Subaru Impreza	12	54:35.3	04:10.3	04:00.0
4	5	Michelle Laframboise / Elise Racette	4wO	Mitsubishi Evo IX	12	56:06.0	05:41.0	01:30.7
5	6	Paul Cullen / Jeff Hagan	4wO	Subaru Impreza	12	56:44.6	06:19.6	00:38.6
6	7	Zoltan Kovaks / Brian Sexsmith	4wO	Subaru Impreza STI	12	56:55.5	06:30.5	00:10.9
7	9	Robert McNeil / Patrick Weiler	2wO	Mitsubishi Lancer Evo IX	12	57:23.1	06:58.1	00:27.6
8	10	Donal Crooke / Jeff Lehmann	2wO	Honda Civic	12	59:43.5	09:18.5	02:20.4
DNF	8	Karoly Toth / Eva Toth	4wO	Peugeot 205 Turbo	8		DNF	DNF
DNF	4	Peter Thomson / Frank Sprongl	4wO	Mitsubishi Evo	8		DNF	DNF
DNF	3	Martin Donnelly / Angela Cosner	4wO	Subaru WRX	6		DNF	DNF





# 2013 Susquehannock Trail Pro Rally

(by Peter Watt)

My first event in 2013 was to be one of my favourites. The Susquehannock Trail Pro Rally, STPR in most people's lexicon, was held, as always, in Wellsboro, Pennsylvania (sort of) on the weekend of the first Saturday in June. This year, registration was actually on Wednesday May 29, the note familiarization pass on the 30th with the first five stages on Friday, May 31 and the bulk of the rally on Saturday June 1. First, a bit of background about the event. This is one of the oldest running events in the U.S. Traditionally, it was a one-day event, starting mid morning on the Saturday and running through 'till well past midnight. I can remember a few times finishing up after 3:00 am on Sunday. Due to a State Forestry restriction, it now is, with the exception of the "Super Specials", entirely run during daylight hours hence the moved to a two day format.

Another change, albeit necessary but not popular, is the designation of an "alcohol free event."

Admittedly, alcohol is not allowed in the State Forests where most of the stages are run but when an overly intoxicated worker, upset at being asked to vacate the banquet hall, trashed a washroom to the tune of many thousands of dollars, the event found itself no longer welcome in the town. Most activities have been moved to the county fairgrounds located several miles east of Wellsboro. The start for both days is still held in town around the green, a scenic square on the main street.



I was to be co-driving for Brent Herculinsky, a young man out of San Diego. His regular co-driver was unavailable so I was drafted for this event. Brent has been competing in the California area for a few years, but this year he, along with his



uncle/manager, decided to make the leap into the National Series in a new Ford Fiesta R2.

About the car: The Ford Fiesta R 2 is a package developed by M-Sport - Ford GB's official Rally Program Division managed by Malcolm Wilson. It differs from a production Ford Fiesta by the usual stripping of interior panels and equipment and the addition of specially developed engine components boosting HP to 163 @ 7500 rpm. A 5 speed sequential dog box is part of the package as well as a Reiger adjustable suspension and electric power steering. This sure helps the car "go" and the "whoa" is provided by disc brakes all round - 4 pot calipers on the front, single in rear with adjustable bias. The usual hydraulic handbrake is controlled by the large central lever.

The interior typically includes Sparco seats and Peltor intercom, but Brent has arranged Schroth and Stilo sponsorship so our seatbelts and intercom were of those varieties. All in all, a nice tidy package. Team O'Neil is the official M-Sport retailer for North America and, since they were providing service and logistical support we were in good hands.

Mention of Team O'Neil will evoke the memories many long time rally fans will have as they recognize the name Tim O'Neil, multiple champion from as far back as the 1980s. Tim has a thriving business in northern New Hampshire instructing all manner of folks in driving instruction. This isn't your three point turn, parallel park driving, watch it gramma. Tim specializes in rally instruction, security driving for government "wheel men", corporate chauffeurs, and police forces. They also have build programs for rally cars and "stunt" vehicles.

So, on with the event. We arrived at registration Wednesday evening. Rally America, the sanctioning body for this event has recently undergone an ownership change and has aligned itself with USAC. This has made for some puzzling procedural changes. Try this one: there are seven events in the series. All crew members may register for these seven events for a fee of \$150. If they don't wish to do that, they may register for each one for \$5 per event. When you work out the economics of this let me know.

I have a RA licence. I signed the waiver when I received it. I don't have to sign a waiver again for any of the championship events. It seemed odd to be without a wristband (or any formal id for that matter) when I climbed into the car.

Note familiarization, often mistakenly referred to as "recce," started Thursday morning at 7:00 am. After being divided into two groups, we set out to drive each of the stages once, making any changes to the provided computer generated notes which we wished to make. There weren't many changes beyond where we could go really fast and where we had to take some extra care. This being about the 12th time I'd done this event, I was able to accurately predict where the organizers were checking for speeders. Not everyone was so lucky. This was an advantage during the event as well as some competitors received as much as 11 minutes for speeding infractions.

There was a "practice" or "shake down" stage on the Thursday evening. That gave us an opportunity to actually try the rally car at speed and check that all systems were functioning as they should. I used it to try a new Stilo helmet, but decided to revert to my Peltor for the rally. Once again, the expected radar control was negotiated successfully.

Friday dawned clear and bright. With a very civilized entry time at parc exposé of 12:30, a leisurely breakfast and morning was enjoyed. We were starting 38<sup>th</sup> of 52 so we had considerable time to schmooze. Even to the point where we could attend the driver's meeting in the centre of the green and still have time to walk back to the hotel to change into our suits.

The first stage was on the private property of the Waste Management company. They had crafted an 8.8 mile stage consisting of hundreds of tight muddy corners winding through the forested areas interspersed with faster gravel tracks used by their trucks. With 18 pages of notes to read it was a very busy time but we finished in good order with the exception that we caught the competitor in front of us about half way through. (First time entrants in a Subaru.) Brent was getting frustrated as we lost considerable time on the gravel sections. We actually had to come to a stop twice because of the dust. We'd be able to close up on the tighter sections - within a corner or two but then loose time again when we broke into the open dusty sections.

Stage 2 was the reverse running of the practice stage. At 3.3 miles, mostly downhill, it was a very quick run. We moved ahead of the car that held us up the previous stage, doing the switch in the control zone and were looking forward to some better results for Stage 3 which was the reverse running of Stage 1. Unimpeded by dust, we motored through with no problem until about a mile before the finish we encountered a triangle. We slowed for the next three or four corners until we realized that it must have been left by someone. At the entrance to service, all cars had to show their triangles. Final consensus was that it had been left by a competitor after being

extracted on the first stage. Strange that none of the course cars had seen it. This whole incident provided over 15 pages of discussion on the Special Stage Forum after the event. Some armchair rallyists thought competitors should have stopped and walked back looking for a car. The finish crew didn't seem overly concerned as there was no break in the sequence numbers.

Friday finished with two passes of the "Super Special." Done largely for the spectators, this consisted of a half mile track where two competitors went head to head. The crowd seemed to enjoy it immensely. Even the competitors got into the spirit, trying to "win" the race against the opponent, forgetting for a moment that the race was for quickest time in your class. We finished the day in 15<sup>th</sup> place overall, 6<sup>th</sup> in 2 wheel drive, 3<sup>rd</sup> in group 2.

Saturday was another beautiful day. There is something about STPR that makes is special. Seeing thousands of fans wandering through the Parc Exposé of 50 plus cars arranged around the green is quite a sight. I've been there when there were 120 starting with a reserve group of five waiting to see if someone couldn't start. Like I said - special.

Most of the stages on the Saturday are more conventional. Almost all run through well maintained narrow and crowned roads in the State Forests. STPR is famous for the trees



*Photo by Kim Healy*

stumps and rocks that hide in the ditches and the ferns that line the roads. Couple this with huge elevation changes, switchbacks as one climbs and descends in and

out of the "Grand Canyon of the East", long sweeping corners and precipitous exposures, it is an event that rewards the skilled.



*Photo by Phil Barnes*

***Hercelinsky/Watt enter the spectator area on Phasa Stage 7***

This is getting rather drawn out, so

I'll cut to the chase. Saturday went well. We only had two or three issues of note. The first happened in a fairly quick right turn that we had determined as a grade four. We slipped over the crown of the road and in an instant we sliding sideways with the back hanging down in the ditch. I knew there could only be two outcomes - both unpleasant. The first was that we'd hit a tree stump or rock in the ditch and The other was that Brent would lift off the power and we'd snap over into a roll.

I was quite relieved when neither happened. Brent stayed on the power and there were none of the expected traps in the ditch. The second occurred on the third last of the forest stages. We'd been battling with another Team O'Neil entry for most of the day. We'd moved up in the order enough that we were starting behind them. Less than a mile into Stage 12, we rounded a corner and spotted them down and off the road surrounded by bushes and small saplings. As we flashed by, the discussion started. "Did you see a triangle? No. Neither did I. Was there a Red Cross or OK sign? Didn't see one! Should we stop? Yes we have to." By this time we were at least 200 - 300 meters past the car. I unbuckled, grabbed the route book for the red cross sign and started running - as much as an old fart can - back. As I approached the car, the co-driver was struggling out having had to force open the door. He assured me they were OK so I ran back to the car and hopped in. We'd been passed by two cars by this time so Brent moved slowly on while I struggled with the belts trying to get buckled in. We were passed by a third car while this was going on. Finally, the belts clicked in, intercom connected and I gave the OK, only to realize I was holding the route book but the stage notes were tantalizingly close, but out of reach, on the dash. As I debated unbuckling again to reach them, we came upon two more triangles and some frantic waving to reduce our speed. We rounded a corner to find the road all but blocked with a Subaru facing the wrong way and another car off about 50 feet past it. One competitor was waving us through but we stopped beside him - we were at a walking pace anyway. I opened the door and shouted to him to pass me the book. He understood so we were able to resume a more speedy pace - for another two corners whereQ

IX we came across another car off the road. I wonder if there was a full moon or if this stage were the "Bermuda Triangle of Rally." In all, we didn't suffer too much since the organizers made a correction to our time to accommodate our stopping to check on the competitor.

As we waited to start the final forest stage, Brent discovered that the cable that allows the car to select reverse had sheered at the top of the shift lever. There was enough cable showing to grab with pliers, but we had none. Hopefully we wouldn't need reverse, but . . . I started polling the control workers and just before we were due to start, a pair of small vice grips were passed through the window. "Give them to sweep" was the shouted instruction and off we went.

The rest of the event went with no further drama for us. We did our two runs of the Super Special and congratulated ourselves on a job well done. In the final tally, we were 12<sup>th</sup> overall, 4<sup>th</sup> 2 wheel drive and 2<sup>nd</sup> Group 2 car to finish.

Rally America has a "Super Special Rule" which allows competitors who don't finish one portion of the event to rejoin with time penalties. That allowed the Subaru Team of David Higgins/Craig Drew and the Malaysian Champion Rifat



Sungkar/Marshall Clark to finish ahead of us which wouldn't have been the case in previous years. The event was won by Ken Block/Alex Gelsomino, a deserved result as they were quickest for most of the two days.



*The Cabot Trail north of Cheticamp*





***NEXT CLUB  
MEMBERSHIP MEETING***

***WEDNESDAY, AUGUST 28<sup>TH</sup>***

***6:30 pm Dinner  
7:30 pm Business Meeting  
8:00 pm Videos: Spectacular aerial  
footage of the Galway-Cavendish  
quarry stage. And...the Brit Car  
Spring Fling Gymkana.***

***DEADLINE FOR THE  
SEPTEMBER BULLETIN IS  
SEPTEMBER 18TH***

**Engineering Flowchart**

