

# THE BULLETIN

60



1952/53-2013

September, 2013

*In this issue.....*

*Time Attack Shootout next weekend*

*Tall Pines Worker Call*

*And...24Hours of Le Mans*

*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



*Next Membership Social Event*

*Wednesday, September 25<sup>th</sup> -*

*Poker Rally!*



**Canadian Automobile Sport Clubs** Ontario Region

CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.



*Volume 59, Issue 8*



## 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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Director at Large	Travis Grubb <a href="mailto:vwdsltrukman@hotmail.com">vwdsltrukman@hotmail.com</a>
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.



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## 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.



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



Hello again!

Well our competition season is gradually winding down with several "wheels turning" events still left on the calendar.

The club membership meeting on the 25<sup>th</sup> will be a social event... Jack Hannah's annual Poker Rally. Look for further to your right....

A reminder that the Last Chance Solo has been moved ahead a week to October 6<sup>th</sup> at Kawartha. Dan forgot that the 13<sup>th</sup> was Thanksgiving Sunday. \;-)

The final club level TSD rally will be Saturday, November 9<sup>th</sup>. The 60<sup>th</sup> anniversary President's Prize Rally will be a strictly fun event with simple instructions. **The best part is all current and past PMSC members will have a free entry to the rally.** More details are coming.

Congrats to Fab and Travis for a very successful Lapping Day at Canadian Tire Motorsports Park DDT. Thirty one drivers took to the track. That's double the entry last year.

**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@pmc.on.ca](mailto:bulletin@pmc.on.ca).**

**And get me your results ASAP as well.**

**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



## *Jack Hannah's 5<sup>th</sup> Annual Poker Run, September 25<sup>th</sup>*



It isn't Texas Hold'em or Five Card Stud (although some self-styled "Studs" may be participating), but our "Dealer" Jack Hannah's annual Poker Run is next Wednesday, September 25<sup>th</sup>.



The event is a simple-instruction jaunt through the countryside where rally teams will find sealed envelopes, each containing a playing card.

### **Your Dealer, Jack**

Whoever has the best hand at the rally finish is the winner!

Here are the details:

**START & FINISH: Coffee Time at Fowlers Corners**

**REGISTRATION: 5:30 pm**

**CAR #1: 6:00 PM**

**ENTRY FEE \$0 !!**

**Prizes will be awarded.**

## 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
Dog Days Solo	Aug. 18	Kawartha	Glenn Austin
Lapping Day	Sept. 8	CTMP (Mosport)	Fab C. & Travis G.
Fall Ball Solo	Sept. 15	Kawartha	Brian Lynas
Fun Events 1	June (Scrabble Rally)	June 26th	Dan Demers
2	July (Kart Night)	July 24th	Doug Armstrong
<b>3 POKER RALLY</b>	<b>September 25th</b>	<b>Coffee Time Fowlers Corner</b>	<b>Jack Hannah</b>
<b>Last Chance Solo</b>	<b>Oct. 6</b>	<b>Kawartha</b>	<b>Glenn Austin</b>
<b>President's Prize</b>	<b>Nov. 9</b>	<b>TBA</b>	<b>Len Arminio</b>

**First Time Attack "Shootout"**  
**September 29<sup>th</sup>.**



Ontario Time Attack will hold its first ever **Championship Shootout** later this month.

This one day elimination round shootout for the Overall Championship will take place at the **DDT-Canadian Tire Motorsports Park on Sunday, September 29<sup>th</sup>** as part of the CASC-OR Celebration Weekend.

To take part in this exciting event, competitors must qualify by competing in at least 5 of the 7 series events. It doesn't matter how you finish just that you competed in the events.

In the morning, there will be the usual lapping sessions so that you can test and tweak your own event car. This will also allow you to re-familiarize yourself with the track.

Starting at 1 pm, we will start with the elimination rounds. In all the elimination rounds, competitors will get one warm up lap and one timed hot lap. If you go two wheels off or mechanically break down your quest for the Overall Championship is over. You must be ready to go on the grid when each round begins or you will be eliminated.

At the end of elimination round 1, the 10 lowest ranking drivers will be eliminated. The survivors will proceed to the second elimination round.

At the end of the second elimination round, the 10 lowest ranking drivers will be eliminated.

We will continue in this fashion until we have approximately 10 drivers remaining in the quest for the Overall Championship.

These 10 or so remaining drivers will then tackle the DDT course in an anti-clockwise direction and

then a clockwise direction. Their two scores will be averaged and the Overall Champion will be declared.

There will be no charge for this event and all decisions by the Director are final.

(From CASC-OR)



***Last  
Chance  
Solo***

***(The final autoslalom event of 2013)***

***Sunday October 6<sup>th</sup>***

***Kawartha Speedway***

***Registration at 8:30 am  
Walkthrough at 10:00 am***

***(Note Date Change)***



## ***Tall Pines Worker Call #1***

It's that time again – the Rally of the Tall Pines committee has been hard at work and it's time to get the workers signed up.

Hope you have kept the November 29-30 weekend open on your calendar. Note – we are running a week later than usual this year! As the Pines keeps growing and adding exciting new features, our needs for volunteers are greater than ever. So please pass this message on to others.

Check out the Pines website at [www.tallpinesrally.com](http://www.tallpinesrally.com) for details.

While on the website, if you have not already registered for 2013, please go to the worker section and register. We have tried to keep the process very straightforward for you. So whether you registered as a worker previously or are a first-time registrant, go to the Worker tab on the website, then click on 'Register' and follow the cues from there to either update your profile or to create a new profile. Note – be sure to answer at the top 'Yes' to "I am registering as a worker for the Rally of the Tall Pines 2013" If you are stuck, email me at [ross@tallpinesrally.com](mailto:ross@tallpinesrally.com) for assistance. When you have completed your registration or update, click on 'Submit' at the bottom of the page. We need all of you, including committee, stewards etc. to register, as we work extensively with the database to make plans.

As in the past we are assisting workers with subsidized accommodations. See 'Accommodations' in the Worker section for full details and for online payment. Subsidized accommodations will be provided once again at Elmer's Hunt Camp, at Limerick Lake Lodge and at Cedar Ridge Camp. If you stay two nights, you pay for the first night and the rally pays for the second. Anyone staying three nights should first check with Ross re subsidy. To assist workers in the Registration process and in finding accommodations at the Pines we have Trish Groom waiting to assist you. You can contact Trish at [accommodations@tallpinesrally.com](mailto:accommodations@tallpinesrally.com). In addition there are many other worker perks including free Tall Pines merchandise, a free post-rally dinner and being entered in a draw for a kayak, courtesy of Clearwater Design.

With a super compact Route Plan and Schedule, we are able to squeeze two passes of recce for all stages into Friday, so we will need helpers to supervise that all day. Meanwhile we will be doing the usual final route preparation, so we will need just a few workers on Thursday and lots of helpers on Friday. In addition Shakedown is scheduled on Friday evening. The rally runs all day Saturday as usual, finishing with the Awards Banquet on Saturday evening, at the Bancroft Fish & Game Club.

Rally Headquarters will be at the Dungannon Rec Centre on Hwy. 62 south. Virtually all activities except the Banquet will take place there. The official WORKERS' MEETING will be held there at the 9 P.M. on Friday evening.

We also need lots of help on the WORK DAY on SATURDAY, OCTOBER 26. Please advise if you can attend then by e mailing Ross Wood directly at [ross@tallpinesrally.com](mailto:ross@tallpinesrally.com) Anyone who assists on the Work Day will receive a \$10 subsidy on the RallyCross on Sunday. Note – competitors are invited to assist on the Work Day. This not only offers them an opportunity to contribute to the event, but also affords a chance to preview the stages.

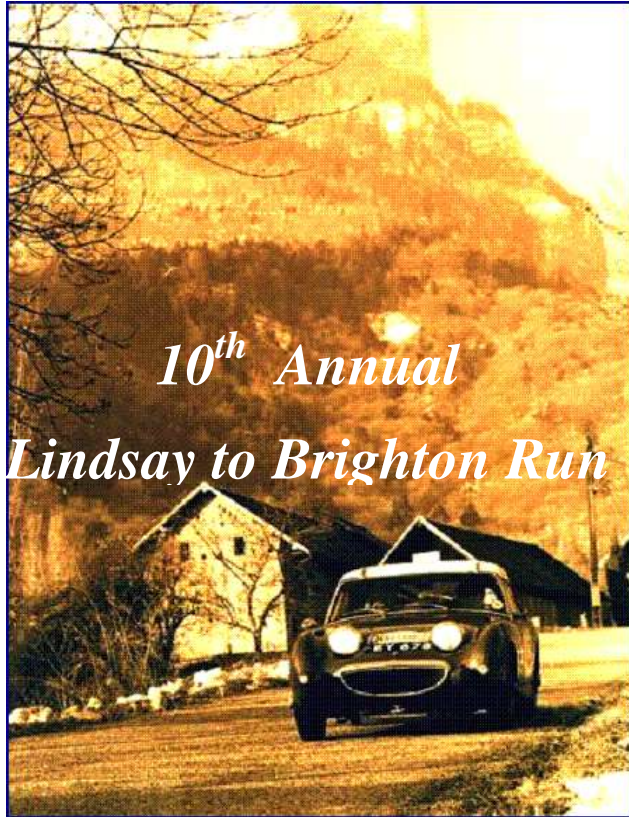
Note – we will again be using the RallySport Ontario electronic timing equipment. If you already have experience with the equipment and would like to work with it at the Pines, please indicate that in the 'Request for a Special Job' section of your registration. Note also – we are planning to hold a training session on Friday, November 29th at 4:00 PM at Rally HQ. This session is intended for everyone interested in working with it at the Pines, whether you have previous experience or not.

If you have any further questions or concerns, please feel free to contact me or Trish.

Note – As Trish is my Worker Registration assistant this year, don't be surprised if you receive a response from her.

***Ross Wood, Clerk of the Course***

***Trish Groom, Assistant for Worker Registration & Recruitment***



Little Britain Motor Company will conduct its annual Classic Autumn Rally/Tour on **Saturday, October 12th 2013.**

This is an all-tarmac event. Starting from our new location, the Little Britain Motor Company Works at Frog Lane Farm, 11 Cross Creek Road, Little Britain. The route will traverse the scenic country roads, towns and villages of Victoria, Peterborough and Northumberland Counties resplendent in autumn colours, finishing at a favourite restaurant/pub in Brighton on Lake Ontario.

**The event is open to all classic vehicles. There is no charge to enter.**

**Arrive to sign in by 10:30 am. Coffee & Donuts will be provided. First Car Out at 11:00 am.**

Approximately 3 hour duration. Lunch is at your own expense. Awards will be made during lunch. Register early as enrollment is limited to 50 cars/motorcycles.

Contact Bob at 705-878-5422 or email: [events@littlebritainmotorcompany.info](mailto:events@littlebritainmotorcompany.info)

## 24 Hours of Le Mans

Review and photos by Lesley Wimbush

July 3, 2013

**Le Mans, France –** Deep in the heart of Sarthe county, Le Mans is a charming city filled with cobbled streets,



medieval churches and crumbling chateaux.

Established more than 4,000 years ago, the heart of the town was a medieval settlement around which a wall (most of which still stands today) was erected in 270 AD to protect it from invading Romans. In

1068, Le Mans was seized by William the Conqueror and later became home to the



Plantagenet dynasty that ruled France and England throughout the High Middle Ages.



In the late 1870s, an enterprising bell maker named Bolleé financed what was considered the first production vehicle – a steam car that

trundled the roads from Sarthe to Paris at the glorious speed of 22 miles per hour. It was within Bolleé's factory that the beleaguered Wright brothers, unsupported in North America, were able to rebuild both their airplane and their reputations by thrilling the French public with a 1908 aeronautical exhibition of great daring and skill.

And yet, despite such a rich and storied legacy, Le Mans has only achieved worldwide fame in the last 90 years, becoming synonymous with the annual event bearing its name.

The 24 Hours of Le Mans is the most celebrated motorsports race in history, the battles fought over the 13.629 km Circuit de la Sarthe course have become legend.

This is where upstart American manufacturer Henry Ford defeated the reigning Enzo Ferrari in 1966, his victorious trio of Ford GT40s crossing the finish line in a 1-2-3 sweep. It's also the site of racing's most horrific tragedy; the 1955 Mercedes crash that ended with 82 people dead and 76 seriously injured.



The world's most grueling endurance test of man and machine, Le Mans is the race that most drivers aspire to reach – and which fans

place at the top of their bucket lists to watch.

And this year – I was able to scratch this monumental experience off my own personal list.



After an eight-hour plane ride, two-hour train ride and a twenty-minute shuttle, we arrived at the "Audi Hotel", a trackside bunker featuring tiny, spartan rooms and

communal showers. Flimsy walls afford little

privacy, but no matter, we won't be doing much sleeping.

As media guests of Audi, we've got access to Audi's hospitality suites – of which there are several along the pit and paddock areas of the track. With 11 Le Mans victories so far, the German automaker is a huge presence here. The "Audi Arena", a multi-level, ultra-modern structure of shimmering glass, is a sybaritic overload of white leather, multiple food stations serving sushi to charcuterie and even a Jumbotron with staggered tiers of oversized beanbags for those intending to spend the duration of the race in pampered comfort.

Not me.



I'm here on a mission. For me, the 24 Hours of Le Mans represents the ultimate

pageant of motorsports as art; and there are several iconic scenes I'm determined to capture with my lens. First of course, is the Rolex clock, its hands at 3:00 to signify the start of the 24 hour race.



It's only when leaving the VIP restricted areas to venture out onto the course

that the true scope of the 800 hectare site becomes apparent. There's such a massive crush of humanity that it's overwhelming – an estimated 500,000 people turn out to watch the annual race.

They come waving flags and wearing jackets, hats and t-shirts declaring their love for Ferrari, the Gulf colours or Martini racing. Several are inexplicably



dressed as giant plush animals, or even the Mario Brothers.

The energy level is high; the decibels are off the charts.



Unlike the American Le Mans series at CTMP (Mosport), there's no

public access to the pits or paddock and the track itself is bordered by high walls, or chain link fence topped with razor wire.



I cross the track via the iconic Dunlop Bridge, which I'm hoping to photograph later. This entails hiking for an hour through a bustling midway fragrant with cotton candy and fried foods, the jolly sounds of the calliope interspersed with the scream of passing racecars. The hillsides are dotted with tents and campers, and

several intrepid fans perch in the treetops above the milling crowds. Many appear a little worse for wear from the previous night's revelry, and the red earth is littered with Gauloise butts and empty bottles.

Finally I'm able to worm my way up to the fence, and manage to capture several hundred images of the Landmark Bridge and chicane.

My hike, I later learn, has caused me to miss the tragic accident that claimed the life of Aston Martin driver Allan Simonsen. A sobering realization made more poignant when later realizing I've captured the team, smiling in anticipation, clustered around the #95 car at the opening ceremonies.

Three hours into the race, and Audi has already established a lead, although the No. 8 Toyota had put up a fierce battle.

Battling crowds, climbing spiral staircases and working my way up to the top of the towering grandstands, I'm rewarded with the penultimate views of Le Mans: the final turn framed by the iconic ferris wheel and Rolex starter clock, backstretch Le Mans logo clearly legible.

The paddocks are a hive of bustling activity. Race crews dart by on bikes, scooters and customized 3-wheelers. A cluster of hopeful women hover outside the Porsche paddock, hoping for a glimpse of actor and Porsche driver Patrick Dempsey.

A couple of us visit the Michelin archway, through which a constant stream of tiny trucks laden with tires pass, waved on by the ever-cheerful Bibendum. Silvia Mammone, Michelin's



motorsports manager explains that the company has a symbiotic partnership with many

of the manufacturers, supplying them with both tires and an engineer in return for data.

It's a hive of activity, with old tires being exchanged for new.

From there, we stop by the Corvette paddock, where we're invited in by Jim Campbell, U.S. V.P. of Chevrolet Performance Vehicles and



Motorsports. Good timing – we're there just in time for a scheduled pit stop. As the car screeches to a stop, there's a flurry of tightly choreographed activity and it's sent quickly on its way. Eight hours into the race, the team has been running seventh and eighth and dusk is beginning to fall. Up close, the excitement is palpable. In the corner driver Richard Westbrook studies a couple of monitors with an engineer, fatigue and tension clearly visible on his face.

We stick our heads into the SRT Viper paddock, where we're enthusiastically greeted by CEO Ralph Gilles, former Chrysler designer, current SRT brand president and all-round car guy. After a ten-year absence (after winning their class three times between 1998-2000), the Viper returns to Le Mans with two cars, and a Canadian driver, Kuno Wittmer.

At nightfall, the vista is hauntingly beautiful. Headlights appear in the darkness, and disappear in a streak of red taillights. The Audi R18 E-tron Quattros pass by with a distinctive, hair-raising "whoosh" like guided missiles. Overhead the ferris wheel circles lazily,



supported by giant candy-cane legs.

By this time I'm punch-drunk with exhaustion

and make my way to the Audi bunker. Sleep proves elusive, however, with constant roar of the race cars, drunken revelers and fireworks marking the halfway point of the race in the corridor outside my door.

Bright and early Sunday morning, we embark on a scheduled tour of the Audi pit, which is conducted with typical Germanic order. We're instructed to remain within taped-off areas and are strictly forbidden to shoot pictures. We are allowed, however, to hold one of the E-tron's carbon fibre side mirrors – which seems no heavier than my cell phone.

As the day progressed, the tension increased. Overall there were several serious accidents resulting in a record of 12 caution periods. The threat of rain became reality, forcing a rush to the pits for tire changes as the clock ticked down to the final hours.

At the 24th hour, victory belonged to the hybrids as the #2 Audi R18 E-tron took first place in LMP1, followed by the #8 Toyota TS030 Hybrid in 2nd.

Third and fourth place belonged to Audi and Toyota respectively.



Celebrating his bittersweet ninth Le Mans

victory, Audi driver Tom Kristensen dedicated his win to fellow Dane Allan Simonsen, who'd lost his life the previous day. A poignant moment, a reminder of the reality of racing, that triumph is inextricably linked with tragedy. The 24 Hours of Le Mans is the ultimate celebration of motorsport's bravest.

As an onlooker, it's a sensory overload. The overwhelming immensity, the emotional highs and lows, and the feeling of being present while motorsport history is being written make Le Mans an experience like no other.

*Lesley is an automotive writer and artist who lives in Peterborough but travels the world as part of her job. She is a former member of PMSC and we use her stories with her gracious permission.*





**Q:** Do you know how the iconic Olds 4-4-2 “muscle car” got its name?

**A:** *It had a four barrel carburetor, four speed transmission, and dual exhausts.*

***NEXT CLUB  
MEMBERSHIP SOCIAL  
EVENT***

***WEDNESDAY, SEPTEMBER  
25<sup>TH</sup>***

***POKER RALLY!***

***S/F @ Coffee Time,  
Fowlers Corners***

***Regis: 5:30 pm***

***Car #1 6:00 pm***

***DEADLINE FOR THE  
OCTOBER BULLETIN IS  
OCTOBER 16TH***