

# The Bulletin



*August, 2015*

*Volume 61, Issue 7*



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



## *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*

## **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.)

## **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.

## **2015 Executive**

President	Mike van Rees <a href="mailto:president@pmsc.on.ca"><u>president@pmsc.on.ca</u></a>
Vice President	Peter Watt <a href="mailto:vicepresident@pmsc.on.ca"><u>vicepresident@pmsc.on.ca</u></a>
Secretary	Kevin DeVries <a href="mailto:secretary@pmsc.on.ca"><u>secretary@pmsc.on.ca</u></a>
Treasurer	Peter Gulliver <a href="mailto:treasurer@pmsc.on.ca"><u>treasurer@pmsc.on.ca</u></a>
Competition Dir.	Dan Demers <a href="mailto:competition@pmsc.on.ca"><u>competition@pmsc.on.ca</u></a>
Director at Large	Vacant
Communications	Len Arminio <a href="mailto:bulletin@pmsc.on.ca"><u>bulletin@pmsc.on.ca</u></a>





## *From the Editor's Keyboard August, 2015*

*The summer has seen our club experience some "Ups" and some "Downs".*

**UP** - The GPS Rally in June had a nice turnout with seven cars and 12 folks involved. We also tried out a new S/F venue, St.Louis Bar & Grill with general satisfaction. So much so the, first annual **auto-golf** rally this month will use the same venue. (*More in the pages that follow.*)

**DOWN** - But the annual Poker Rally wasn't as successful with only one entry, Phil and Laura Tighe. They won. Alain Cabardos put in a lot of effort on the event and it's a shame more folks didn't turn up.

**UP** - Our first ever solo at Picton Airport was a club only event but we had 18 participants who got no fewer than 10 runs each on the 2.5 km course held on the airport runways. We will hold a regional event in September. We could see 100 drivers show up for that.

**DOWN** – The Galway-Cavendish Festival of Rally Sport was cancelled at the last minute with only eight entries in the performance event.

**UP** - But the Rally Sprint took place, re-organized by Rally Sport Ontario with some fun and success for the participants. A good number of workers also turned out so the competitors got no fewer than 16 stages to run.

So here's hoping we have a few more "Ups" over the next three months of events.

**PLEASE NOTE: I will not, Repeat, NOT be putting my name forward for another term as your Communications Director at the AGM in November. I feel six years is long enough in the job and while I enjoy putting together this tome 10 times a year, and sending out word to the local media, I am rapidly hurtling towards the 70 mark. It's time to slow down just a little bit. I know there are folks out there ready and able to take on the title of "Humble Scribbler".**

## *Rally Sprint Rescued at Last Minute*



The explanations and reasons are many and complicated. But in short, the lack of entries and disagreements among the rally organizers at Kitchener-Waterloo Rally Club (KWRC) and PMSC resulted in the GCFR to be scrapped.

However, Rally Sport Ontario thought it best to provide at least the lower level Rally Sprint event in the place of a full performance rally AND the sprint.

Eight cars participated, four newbies who signed up for sprint and four of the performance teams who stuck around to run the sprint just for the fun of it.

The day was split into two different rally sprint events each with 8 stages each. Each stage could be no longer than 5km and the average speed had to be less than 80 km/h. Tricky chicanes were added to the stages to slow things down.

All in all, things worked and the first ever Rally Sprint came off with a modest level of success.

Here is a summary of comments from the RSO Facebook page:

To Workers at the GCFR RallySprint - Aug 8 2015

Thanks for helping make the first Ontario RallySprint under the new rules a smashing success.

It was a very hectic week putting it back together after it was declared cancelled, but it was worth it. Those of you who stood by it and persevered through a shortage of workers and last minute changes can take credit.

The competitors had a great time and have been expressing their gratitude in many different ways and places. They are hungry for more and we want to give them more.

RallySprint is a necessary mid-step between RallyCross, which is enjoying huge success lately, and Performance Rally, which has been struggling. It will take a little while for RallySprint to grow, but I am confident we are headed in the right direction. With the more relaxed requirements re expensive safety equipment, due to the lower speeds, it is much less expensive to prepare and run a RallySprint car than a Performance Rally car. Plus by the Organizers' using only closed roads, competing cars do not have to be licensed or insured. Furthermore by keeping everything really simple, we can keep the entry fees very low.

Hope you will help the sport grow by helping at future RallySprints.

Thanks again.

Ross Wood, Clerk of the Course

[Matt Waters](#) Great job by the organizers getting it together, and thank you to the workers that came out! We had a blast in the car, and it felt really good to be on stage again.

THANK YOU WORKERS!!!

[David Cotie](#) Thanks to everyone who put this back together! It was truly a great day. Hopefully now we can see a bunch of the older cars AND some new builds come out for Rallysprint. There are a number of older cars that have to be sitting in garages and in the back 40 of some peoples property that can come out and play at a reasonable cost!

[Anthony Tremblay](#)

Thank-you to all those that helped bring back rally sprint and to those who organized and worked at Saturday's event. It was a perfect day, truly relaxed and fun. I really appreciated how helpful everyone was; from patient registrars to scutineers who came to us, timing marshals who helped us fill out time cards and to those who gave us a push start when the car's wiring hadn't yet returned from its lunch break. I wish events like this had been around when I jumped into the deep end of the pool from rallyx. If I was having doubts before as to whether

the fun was worth the work, this event has revived the bug. Drivers beware [wink emoticon](#).

- [Anthony Tremblay](#) I was happy to be able to support the event with an entry. Hopefully with a little time other cars can find their way back to the stages.
- [David Cotie](#) Yeah everything [Anthony Tremblay](#) said! What a fantastic event to start off in. Before it even started [Kelly Mathew](#) went around and asked all of the crews if they needed any help (nice when it is your first ever co-drive!) and all through the event people helped out and showed us how to figure things out. It was odd being in a car instead of being one of the volunteers. Now to save enough money to cage the WRX!!!  
[Chris Krepski](#) Agreed! This was a great intro to co-driving for me. Thanks to Darryl for the opportunity to try it, and to Kelly and the timing marshals for their help figuring out the timing calculations. Thanks also to Matt, Mel and James for the "hospitality suite".



## *A Day at the Ian Law Track School – CTMP*



### *August 8<sup>th</sup>, 2015*

*By Glenn Austin*

Well it's been awhile since I was at the Canadian Tire Motorsport Park – DDT, last time I was doing some lapping there and things went slightly askew – literally.



This time things went really well, probably because I wasn't driving the 'family' car and also because of the terrific instruction provided by the seasoned driving instructors. Thanks to PMSC, I won a chance to take the Ian Law driving school/track day and loved it. Here's how the day unfolded:



I arrived at 8:15am and pulled into the large lot, parked the Mustang and began unloading my gear and anything that might roll around in the car.

It really felt like I was going to another autocross except this time I could hear race engines going down the straights at the big track. I found my way into the new training centre and found a seat. Ironically, I sat across from another student who was driving a Mustang as well though his was a 2014 with the track pack option.

My '88 has none of this and still rides on it's 27 year old suspension and (unfortunately) ancient brakes. Ian looks a bit older than when I last saw him in the early 90's when I took the solo2 school at Durham College. But that's another story.

Ian introduced some of the instructors and stunts of the course and gave us a brief history of his race experience (30 year isn't brief) and got us right into the lesson. We learned about the track and it's many technical elements and then after an hour of 'learning' we headed out for the track. We would always have an instructor with us until the end of day and only if we seemed like we knew what we were doing.

The format would continue like that throughout the day one hour of classroom time and one hour on the track. Off to the track.

The new DDT is similar to the old one in its overall shape but is so much better in all respects. Smoother pavement, some new corners and much better pit area. I pulled up with the car and waited to join the track, my instructor jumped in. He chose my car as he only went in cars that he could afford, this made me laugh and we got on well.

Great instruction, looking ahead, hitting apex's and braking points were all covered. I realized that my heel-and-toe shifts need improvement as does my sight lines. My instructor, let's call him Gordon, was great in that he asked if he could 'hit' me every time I left my foot on the clutch. He did. He also helped look ahead by turning my head, literally, in the direction I should be looking. We had a good laugh and he said I was improving but still needed work, obviously.

This went on throughout the day and I had 3 or 4 different instructors. All added great input and helped me get a better understanding of car control and the track itself.

The day did not go exactly as planned as I ran out of brakes after a couple of sessions around the track.

Luckily, the first time I had no brakes was in the pit lane as I was following a Porsche 911 and pushed the pedal and it went to the floor. I let the track instructor know I was done until the fluid cooled off and watched the others drive around the track.

I saw some 'interesting' lines around some of the corners and once the 'Stang had

cooled off I went out again. The brakes were working but I believe I now had a couple of warped rotors as



I felt like I had ABS but this is not an option on my car.

Overall, it was a great day and by the end of it I was feeling much more confident. In fact, I am now thinking that the Mustang will become my track car and the MINI will be strictly for autocross.

Brian Lynas has already said he will help me get the brakes fixed. I know he is a seasoned veteran when it comes to track days. Not to mention he is my neighbour.

As for the day, a great bunch of people and great instruction.

I would recommend this course to anyone who is thinking of doing some lapping/track days. Ian Law is great as are all his instructors, many of which I know from autocross.

Now how do I convince PMSC that I need to do the advanced course, perhaps so I can provide another article in the bulletin.

Glenn Austin



## ***Prepare for Changes to Ontario's Road Rules***

Over the past year we've shared a number of updates regarding upcoming changes to Ontario's *Highway Traffic Act*, namely around expanded penalties for distracted driving, adding tow trucks to the existing Slow Down Move Over legislation, and new safety measures for cycling.

All three of these issues were key subjects in Bill 31, also known as the *Making Ontario's Roads Safer Act* which passed in June 2015. CAA has long advocated for many items within the bill, namely stronger penalties for distracted driving and for the added protection of tow trucks drivers while working on Ontario's roads. We are pleased that these changes are slated to come into effect on Tuesday, September 1, 2015.

Below is a brief overview of what Ontarians can expect on September 1, 2015.

For further information about the CAA Heads Up! campaign, visit [headsuptario.ca](http://headsuptario.ca).

**Distracted Driving:** Distracted driving fines will increase to \$490, along with three demerit points if convicted. Novice drivers under the province's graduated licensing system will also face an immediate 30-day suspension on their first offense.

**Slow Down, Move Over:** Ontario joins five other Canadian provinces and nearly every American state that requires motorists to slow down, move over upon approaching tow trucks assisting other vehicles on the side of the road with their amber lights flashing. The fine per infraction has been set at \$490.

**Cycling:** Changes to cycling legislation will see the fine for a "dooring" conviction increase to \$300, along with three demerit points. A new requirement for drivers is to keep a distance of one metre when passing cyclists, where practicable. Also, cyclists without a bike light or reflective material will now face an \$85 fine under the new regulations.

***From CAA E-newsletter August 17, 2015***



***PMSC  
Presents...***

## ***"Rally-Golf"***

***Join "Tiger" Demers in a rally golf game where teams will follow a 90- minute route and "play" nine holes collecting sealed envelopes listing par and their score. (par, birdie, bogie, etc.)***

***Wednesday, August 26<sup>th</sup>***

***Tee off at :***

***St. Louis Bar and Grill,  
Lansdowne St. West***

***Registration at 5:30 pm.***

***1st Car Tee Time at 6:00pm***

***NO Green Fee (free)***

***Prizes***



***(Never!)***

Peterborough Motorsports Club
Pax Time Results
#4 - MidSummer Solo - Sun 07-26-2015
Timed Entries: 18

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	GS	3	Johnson, Chris	2005 Subaru Impreza	93.806	*0.816	76.545	0.000	0.000
2	1	STX	17	Reid, Don	2014 Scion FRS	93.010	*0.827	76.919	0.374	0.374
3	1	STR	4	Tighe, Phil	1999 Mazda Miata	92.188	*0.839	77.345	0.426	0.800
4	2	STR	18	Estes, Jim	2002 Honda S2000	92.606	*0.839	77.696	0.351	1.151
5	1	STU	10	Danby, Martyn	2004 BMW M3	92.139	*0.846	77.949	0.253	1.404
6	2	STX	13	Cluett, David	2008 Audi A4	95.417	*0.827	78.909	0.960	2.364
7	2	STU	14	Grubb, Travis	1986 Mustang	93.974	*0.846	79.502	0.593	2.957
8	3	STU	6	Austin, Glenn	1988 Ford Mustang	94.351	*0.846	79.820	0.318	3.275
9	3	STR	8	Lynas, Bryan	2009 Mazda Miata	95.325	*0.839	79.977	0.157	3.432
10	1	CSP	2	Pawling, Alan	1989 Honda CRX	95.287	*0.861	82.042	2.065	5.497
11	4	STR	16	Demers, Dan	2009 Mazda MX-5	98.945	*0.839	83.014	0.972	6.469
12	1	SSM	5	Bateman, Greg	2007 Lotus Elise	94.665	*0.881	83.399	0.385	6.854
13	5	STR	9	Major, Paul	2007 Mazda MX-5	100.233	*0.839	84.095	0.696	7.550
14	4	STU	7	Cluett, Gabriel	1986 Porsche 944	99.691	*0.846	84.338	0.243	7.793
15	1	SSP	11	Meddick, Alan	2001 Corvette	97.086	*0.871	84.561	0.223	8.016
16	6	STR	12	Norval, Rob	1987 RX7	101.149	*0.839	84.864	0.303	8.319
17	1	AM	1	Bidinost, Sergio	WSR	85.633	*1.000	85.633	0.769	9.088
18	1	STF	15	Cabardos, Alain	1986 Toyota Tercel	110.997	*0.795	88.242	2.609	11.697

Peterborough Motorsports Club
Final Results
#4 - MidSummer Solo - Sun 07-26-2015
Total Registered: 18, with Times: 18

GS - 'G Stock' - Total Entries: 1 Trophies: 1				Car Color	Times										Tot al	Diff .	
1T	G	3	Johnson, Chris	2005 Subaru Impreza	Silve r	102.13 6	98.261	96.397	95.6 11	95.73 0	95.368	94.629	95.23 0	94.7 07+1	93.80 6	93.8 06	-
SSP - 'S Street Prepared' - Total Entries: 1 Trophies: 1				Car Color	Times										Tot al	Diff .	
1T	SS	1	Meddick, Alan	2001 Corvette	Black	99.224	99.371	97.162	97.9 55	97.08 6	98.988 +OC	97.805	99.19 3	97.2 87		97.0 86	-
CSP - 'C Street Prepared' - Total Entries: 1 Trophies: 1				Car Color	Times										Tot al	Diff .	
1T	CS	2	Pawling, Alan	1989 Honda CRX	Whit e/Red	96.463	95.193 +5	96.459	95.2 87	96.04 6	96.512	96.377	96.10 9	96.0 65	95.71 9	95.2 87	-

AM - 'A Modified' - Total Entries: 1 Trophies: 1				Car Color	Times											Total	Diff
1T	A	1	Bidinost, Sergio	WSR	Red	88.724	86.834	94.165	86.979	85.633	87.785	87.726	95.571+1	86.895	87.514	85.633	-
STF - 'Street Touring FWD' - Total Entries: 1 Trophies: 1				Car Color	Times											Total	Diff
1T	ST	1	Cabardos, Alain	1986 Toyota Tercel	Blue	124.051+OC	117.530	110.997	115.880	114.693	114.556	114.472+OC	113.318	113.962	113.557	110.997	-
STR - 'Street Touring R' - Total Entries: 6 Trophies: 2				Car Color	Times											Total	Diff
1T	ST	4	Tighe, Phil	1999 Mazda Miata	Black	95.024	93.635+1	93.350	92.687	92.247	98.225+OC	92.217	92.188	92.754	92.553	92.188	[-0.418]
2T	ST	1	Estes, Jim	2002 Honda S2000	Silver	98.130	95.271	93.688	93.872	94.752	92.606	93.206	92.785+1	93.055	93.392+1	92.606	+0.418
3	ST	8	Lynas, Bryan	2009 Mazda Miata	Black	95.795	105.920+1	95.412+1	95.325	97.040+1	97.752	96.811+1	97.856	98.894	97.228	95.325	+2.719
4	ST	1	Demers, Dan	2009 Mazda MX-5	Black	111.487	107.357	104.576	104.676	111.247	100.729+1	101.733	101.352	100.442	98.945	98.945	+3.620
5	ST	9	Major, Paul	2007 Mazda MX-5	Red	111.372+OC	106.530+OC	104.536+OC	103.676	102.645	104.756	102.545	100.233	102.895	101.403	100.233	+1.288
6	ST	1	Norval, Rob	1987 RX7	White	110.291	107.515+1	103.989	102.721	106.685	102.009	106.767+1	101.650	101.149	102.226	101.149	+0.916
STX - 'Street Touring X' - Total Entries: 2 Trophies: 1				Car Color	Times											Total	Diff
1T	ST	1	Reid, Don	2014 Scion FRS	Black	126.543+1	96.298	94.669	93.121	94.976+OC	93.010	108.300+OC	96.052			93.010	[-2.407]
2	ST	1	Cluett, David	2008 Audi A4	Red	104.723+OC	97.989	98.829+OC	95.417	150.328	100.073	96.880	95.678			95.417	+2.407
STU - 'Street Touring U' - Total Entries: 4 Trophies: 2				Car Color	Times											Total	Diff
1T	ST	1	Danby, Martyn	2004 BMW M3	Blue	99.131+OC	95.375	96.059	93.081	92.845	95.295	92.139	92.576	96.182	95.020	92.139	[-1.835]
2T	ST	1	Grubb, Travis	1986 Mustang	Blue	97.788	95.836	97.230	95.585	93.974	103.674+OC	99.232+1	94.955	94.351	94.175+OC	93.974	+1.835
3	ST	6	Austin, Glenn	1988 Ford Mustang	Blue	101.075	99.417	99.109+OC	96.537	97.355	97.194	95.761	96.259	96.021	94.351	94.351	+0.377
4	ST	7	Cluett, Gabriel	1986 Porsche 944	Black	105.222	106.627+1	102.693	103.069	101.077	103.145	100.476	101.846+1	99.691	101.385+1	99.691	+5.340
SSM - 'Super Street Modified' - Total Entries: 1 Trophies: 1				Car Color	Times											Total	Diff
1T	SS	5	Bateman, Greg	2007 Lotus Elise	Krypton Green	101.164	97.895	95.586	97.359	94.665	96.883	96.047	97.350	96.346	95.705	94.665	-



Top Times Of Day	Time	Class	#	Driver
Raw time	85.633	AM	1	Bidinost, Sergio
Pax	76.545	GS	3	Johnson, Chris
Stock	93.806	GS	3	Johnson, Chris
Street Prepared	95.287	CSP	2	Pawling, Alan
Modified	85.633	AM	1	Bidinost, Sergio
Touring	92.139	STU	10	Danby, Martyn
Street Modified	94.665	SSM	5	Bateman, Greg

Peterborough Motorsports Club										
Pax Time Results										
#5 - Dog Days Solo										
Timed Entries: 27										
Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
2	1	STF	1	Grubb, Travis	2008 Mini Cooper	57.12 6	*0.795	45.415	45.41 5	45.415
3	2	STF	1 0	Austin, Glenn	2008 Min Cooper	57.94 3	*0.795	46.064	0.649	46.064
4	1	STR	4	Tighe, Phil	1999 Mazda Miata	55.65 8	*0.839	46.697	0.633	46.697
5	1	STU	2 5	Exton, Jake	2004 Subaru STI	55.25 4	*0.846	46.744	0.047	46.744
6	1	STX	2 4	Reid, Don	2013 Scion FRS	56.56 8	*0.827	46.781	0.037	46.781
7	2	STR	2	Lynas, Bryan	2009 Mazda Miata	56.66 8	*0.839	47.544	0.763	47.544
8	2	STU	1 3	Danby, Martyn	2004 BMW M3	56.66 7	*0.846	47.940	0.396	47.940
9	3	STF	1 4	Courneya, Anthony	2003 Acura RSX	61.19 0	*0.795	48.646	0.706	48.646
10	3	STR	7	Courneya, Rich	1999 Mazda Miata	58.13 9	*0.839	48.778	0.132	48.778
11	1	SMF	3	Nishitoba, Ken	1993 Honda Civic	57.65 8	*0.852	49.124	0.346	49.124
12	4	STR	2 6	Johnson, Chris	1999 Mazda Miata	58.72 3	*0.839	49.268	0.144	49.268

13	2	STX	1 6	Barnard, Michael	1998 BMW 328	59.79 6	*0.827	49.451	0.183	49.451
14	3	STX	1 5	Dover, Jay	1997 Pontiac Firebird	61.00 8	*0.827	50.453	1.002	50.453
15	3	STU	2 8	Gray, John	1966 Chev Corvair	59.74 1	*0.846	50.540	0.087	50.540
16	4	STX	9	Soucy, Darrell	1999 Honda Civic	61.56 6	*0.827	50.915	0.375	50.915
17	5	STR	1 1	Demers, Dan	2009 Mazda Miata	60.72 1	*0.839	50.944	0.029	50.944
18	4	STU	2 2	Graham, Tanner	2010 Mazda Speed 3	60.47 2	*0.846	51.159	0.215	51.159
19	6	STR	6	Angevaare, Brad	2001 Mazda Miata	61.13 0	*0.839	51.288	0.129	51.288
20	5	STX	2 0	Trevor, Tony	2000 Ford Mustang GT	62.57 7	*0.827	51.751	0.463	51.751
21	5	STU	2 3	Day, Jonathan	2010 VW Jetta	63.01 3	*0.846	53.309	1.558	53.309
22	1	DSP	5	Norval, Rob	1987 RX7	63.13 3	*0.855	53.978	0.669	53.978
25	4	STF	8	Karwacki, Victor	2013 Mitsubishi Lancer GT	68.79 2	*0.795	54.689	0.711	54.689
26	6	STX	1 7	Williams, Rick	1968 Lotus Cortina	66.42 5	*0.827	54.933	0.244	54.933
27	7	STX	2 1	Joy, Wayne	1991 BMW 325i	67.06 5	*0.827	55.462	0.529	55.462
28	6	STU	1 2	Robert	2000 Caddy	70.98 4	*0.846	60.052	4.590	60.052
29	1	AM	1 8	Kidd, Al	Lotus 7	60.28 7	*1.000	60.287	0.235	60.287
30	2	AM	1 9	Dover, Tyler	1961 Chevy Lakewood	60.87 8	*1.000	60.878	0.591	60.878

## Peterborough Motorsports Club

## Final Raw Time Results

## #5 - Dog Days Solo

## Timed Entries: 27

Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
2	1	STU	25	Exton, Jake	2004 Subaru STI	55.254	55.254	55.254
3m	1	STR	4	Tighe, Phil	1999 Mazda Miata	55.658	0.404	55.658
4	1	STX	24	Reid, Don	2013 Scion FRS	56.568	0.910	56.568
5	2	STU	13	Danby, Martyn	2004 BMW M3	56.667	0.099	56.667
6m	2	STR	2	Lynas, Bryan	2009 Mazda Miata	56.668	0.001	56.668
7m	1	STF	1	Grubb, Travis	2008 Mini Cooper	57.126	0.458	57.126
8	1	SMF	3	Nishitoba, Ken	1993 Honda Civic	57.658	0.532	57.658
9m	2	STF	10	Austin, Glenn	2008 Min Cooper	57.943	0.285	57.943
10	3	STR	7	Courneya, Rich	1999 Mazda Miata	58.139	0.196	58.139
11	4	STR	26	Johnson, Chris	1999 Mazda Miata	58.723	0.584	58.723
12	3	STU	28	Gray, John	1966 Chev Corvair	59.741	1.018	59.741
13	2	STX	16	Barnard, Michael	1998 BMW 328	59.796	0.055	59.796
14	1	AM	18	Kidd, Al	Lotus 7	60.287	0.491	60.287
15	4	STU	22	Graham, Tanner	2010 Mazda Speed 3	60.472	0.185	60.472
16m	5	STR	11	Demers, Dan	2009 Mazda Miata	60.721	0.249	60.721
17	2	AM	19	Dover, Tyler	1961 Chevy Lakewood	60.878	0.157	60.878
18m	3	STX	15	Dover, Jay	1997 Pontiac Firebird	61.008	0.130	61.008
19	6	STR	6	Angevaare, Brad	2001 Mazda Miata	61.130	0.122	61.130
20	3	STF	14	Courneya, Anthony	2003 Acura RSX	61.190	0.060	61.190
21	4	STX	9	Soucy, Darrell	1999 Honda Civic	61.566	0.376	61.566
22	5	STX	20	Trevor, Tony	2000 Ford Mustang GT	62.577	1.011	62.577
23	5	STU	23	Day, Jonathan	2010 VW Jetta	63.013	0.436	63.013
24m	1	DSP	5	Norval, Rob	1987 RX7	63.133	0.120	63.133
27	6	STX	17	Williams, Rick	1968 Lotus Cortina	66.425	3.292	66.425
28	7	STX	21	Joy, Wayne	1991 BMW 325i	67.065	0.640	67.065
29	4	STF	8	Karwacki, Victor	2013 Mitsubishi Lancer GT	68.792	1.727	68.792
31	6	STU	12	Robert	2000 Caddy	70.984	2.192	70.984



## ***NASCAR Great, Buddy Baker, Dead***



Buddy Baker was 74 years old.

Photo from Buddy Baker website

DAYTONA BEACH, Fla. — Buddy Baker Jr., the 1980 Daytona 500 champion and

famed NASCAR commentator, has died after a battle with cancer. He was 74.

At 6 feet 6 inches tall, Baker was often called the “Gentle Giant” of racing.

A race commentator and radio host during a lengthy and prolific post-racing career, the Charlotte native’s biggest win came in the 1980 Daytona 500. He finished with an average race speed of 177.602 mph – a track record that still stands.

“Many of today’s fans may know Buddy Baker as one of the greatest storytellers in the sport’s history, a unique skill that endeared him to millions,” said NASCAR Chairman and CEO Brian France. “But those who witnessed his racing talent recognized Buddy as a fast and fierce competitor, setting speed records and winning on NASCAR’s biggest stages. It is that dual role that made Buddy an absolute treasure who will be missed dearly.”

Elzie Wylie “Buddy” Baker Jr. was named one of NASCAR’s 50 Greatest Drivers in 1998, and in 2014 was first nominated for inclusion into the NASCAR Hall of Fame.

*From WXII-TV, Winston-Salem, NC*



## ***Racer's family files wrongful death lawsuit against Tony Stewart***



Photo by CNN

ALBANY, N.Y. —The family of a young driver struck and killed by Tony Stewart's car on an upstate New York sprint racing track has filed a wrongful death lawsuit.

The lawsuit filed Friday, August 7, in Lewis County, NY accuses the NASCAR driver of gross negligence, saying he gunned his engine and put his car into a skid as Kevin Ward Jr. walked onto the track after a crash at Canandaigua Motorsports Park on Aug. 9, 2014. The car struck and killed Ward.

The lawsuit seeks unspecified monetary damages.

A grand jury declined to indict Stewart, who called it "100 percent an accident."

Stewart was scheduled to make his first appearance at Watkins Glen on Sunday, August 9th, the anniversary of Ward's death.

*From WXII-TV, Winston-Salem, NC*



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ON SUNDAY SEPTEMBER 13<sup>TH</sup>, OVER 100 ELEGANT AND RARELY SEEN AUTOMOBILES WILL BE SHOWCASED ON THE SHORES OF GEORGIAN BAY AT COBBLE BEACH GOLF RESORT COMMUNITY. SET AGAINST VIEWS OF THE STUNNING 18<sup>TH</sup> FAIRWAY, PARTICIPANTS WILL COMPETE NOT FOR SPEED, BUT ON EXPERIENCE, HISTORICAL ACCURACY, TECHNICAL MERIT AND ELEGANCE.



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