

The Bulletin



September, 2015

Volume 61, Issue 8



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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

Also on Facebook and Twitter

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.)

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 <u>president@pmsc.on.ca</u>
Vice President	Peter Watt <u>vicepresident@pmsc.on.ca</u>
Secretary	Kevin DeVries <u>secretary@pmsc.on.ca</u>
Treasurer	Peter Gulliver <u>treasurer@pmsc.on.ca</u>
Competition Dir.	Dan Demers <u>competition@pmsc.on.ca</u>
Director at Large	Vacant
Communications	Len Arminio <u>bulletin@pmsc.on.ca</u>





From the Editor's Keyboard

September 2015

Len Arminio

All-righty then..... Hopefully you've gotten a slight hint about the availability of several positions on the PMSC Executive Committee for two-year terms starting in 2016.

Your **Vice President, Treasurer and Communications Director (Me)** have all indicated they would like to step aside in 2016 to let some new blood and younger brain power take the reins of these portfolios for the next two years.

In addition, the position of **Director at Large** has been vacant for the past two years and having that job filled would take some of the load off the rest of the Executive when it comes to planning social events at meetings and other such matters that don't come under the other job office descriptions.

And....You won't go into the jobs blind. The incumbents are more than willing to mentor and guide you through the job responsibilities.

As for Communications Director, I have electronic templates and files galore that can be easily transferred to the new office holder.

So consider this the first call for candidates for the above positions. Please let President Mike or Secretary Kevin know your intentions by the end of October.

*Your Humble Scribbler
Len*

The Fall Ball Solo



**CASC
Regional
Autoslalom -
Event 7 -**

PMSC

***Sunday, September 20, 2015
Picton Airport, Picton, ON***

Online registration ends on September 20, 2015
9:00 AM EDT (Or sign up at the track)

Entry fee \$40 (all participants)

Organizer Al Pawling

Area Hotels/Motels

[Fairfield Inn & Suites by Marriott Belleville](#)

★★★☆☆ Near Yardmen Arena (\$112)

[Hampton Inn By Hilton Napanee](#)

★★★☆☆ Near Napanee Mall (\$150)

[Comfort Inn Belleville](#)

★★★☆☆ Near Yardmen Arena (\$94)

[Ramada Trenton](#)

★★★★☆ Near National Air Force Museum of
Canada (\$90)

[Canadas Best Value Inn](#)

★★★☆☆ Near Yardmen Arena (\$59)

[Travelodge Trenton](#)

★★★☆☆ In the business district (\$67)

[Travelodge Hotel Belleville](#)

★★★★☆ Near Pinnacle Playhouse (\$71)

[Comfort Inn Trenton](#)

★★★☆☆ Near National Air Force Museum of
Canada (\$86)



Official Results of the GCFR Rally Sprints

**Courtesy of Rally Sport Ontario
Car Zero Report by Bruce Leonard**

GCFR didn't happen quite as planned this year. The collaboration between [PMSC](#) and KWRC had some challenges that could not be surmounted, and the rally did not happen. However, the rally sprint (that was to be held in conjunction with the rally) did proceed and turned out to be a pretty good event.

The four teams that had entered the sprint were joined by four teams from the rally. The atmosphere was quite relaxed, with teams just hanging out and helping each other. There were some experienced people giving advice to the newbies, and the whole day ran right on schedule, even with one mishap which looked worse than it was.

The event showed that rally sprint is a viable rally discipline that can fill a niche between rallycross and performance rally.

Already, two or three clubs are looking to hold more events in the new year (this fall is too busy to hold one).

Full results on the next page.



And...In the works....

Stay tuned for the official word on the first PMSC ...

Rally Cross event

Coming October 31st.



Which hopefully won't be this wet!

GCFR

Galway Cavendish Festival of Rallysport



August 8, 2015

Results Rally Sprint #1

Position	Car	Driver	Co-Driver	Class	A1	A2	A3	A4	A5	A6	A7	A8	Raw Total	Pen. Tot	Total
1	4	Sutherland	Davis	2wd	03:12	03:33	03:31	03:16	03:08	03:20	03:27	03:10	26:37	00:00	26:37
2	6	Kovacs	Leonard	2wd	03:06	03:16	03:21	03:09	03:00	03:17	03:24	03:11	25:44	01:00	26:44
3	8	Malone	Krepiski	2wd	03:25	03:39	03:43	03:28	03:15	03:26	03:35	03:25	27:56	00:15	28:11
4	5	Tremblay	Cotie	2wd	03:47	04:08	04:00	03:36	03:25	03:31	03:59	03:34	30:00	00:15	30:15
5	3	Waters	Bergeron	2wd	03:34	03:39	03:42	03:19	03:34	03:27	03:39	06:00	30:54	00:00	30:54
1	9	Baker	Vincent	4wd	03:04	03:19	03:27	03:14	03:03	03:17	03:25	03:10	25:59	00:00	25:59
2	1	Wit	Cox	4wd	03:24	03:37	03:49	03:38	03:27	03:34	03:50	03:28	28:47	00:00	28:47
3	7	Webster	Webster	4wd	03:12	03:24	03:26	03:05	02:57	03:12	06:00	06:00	31:16	00:15	31:31

Rally Sprint #2

	Car	Driver	Co-Driver	Class	B1	B2	B3	B4	B5	B6	B7	B8	Raw Total	Pen. Tot	Total
1	4	Sutherland	Davis	2wd	03:07	03:16	03:21	03:05	03:00	03:15	03:20	03:03	25:27	00:00	25:27
2	6	Kovacs	Leonard	2wd	03:09	03:26	03:24	03:14	03:02	03:15	03:23	03:08	26:01	00:00	26:01
3	5	Tremblay	Cotie	2wd	03:26	03:45	03:43	03:25	03:15	03:36	03:38	03:18	28:06	00:15	28:21
4	8	Malone	Krepiski	2wd	03:16	03:24	03:32	03:23	03:58	03:51	06:00	03:35	30:59	00:00	30:59
5	3	Waters	Bergeron	2wd	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	48:00	00:00	48:00
1	1	Wit	Cox	4wd	03:19	03:33	03:43	03:24	03:14	03:27	03:36	03:18	27:34	00:00	27:34
2	9	Baker	Vincent	4wd	02:58	03:13	03:21	03:07	02:55	06:00	06:00	03:20	30:54	00:00	30:54
3	7	Webster	Webster	4wd	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	48:00	00:00	48:00

First “Rally-Golf” Event Scores an “Ace”



Someone told Louis something about needing a “driver”...hmmm.

There was a Nice turnout for the Rally-Golf event Wednesday evening. Six cars, 11 individuals took part. Very nice route and scenery which passed three golf courses as it happens.

The winner, Len says he got lucky with a hole in one card and wound up three under par for the win!

Take that Rory, Phil, Tiger!!

Meer duffers!

The official results: 1st Place: Len with a par of 36 and a score of 33 for an overall score of -3.

2nd Place: Jackie and Stew Norval with a par of 38 and a score of 36 for an overall score of -2.

3rd Place: (by a tie breaker) Brian and Lise Lynas with a par of 34 and a score of 33 for an overall score of -1.

The organizer, Dan, thanks all those who came out to play and a particular note for the team of Louis and Alain Cabardos for being the "best equipped" team.

In fact, the only equipped team.



Chart-Topping Tune Selling Jeeps.

“Renegades” by the X Ambassadors

The trend of using catchy pop, folk or even classical tunes to sell cars on TV continues. The latest addition to the list that includes a punk Celtic song in the “Hockey Mom” ad for



Subaru and the operatic show tune in that weird Audi spot with a mechanical humming bird a couple years back, is “Renegades” by American alternative rock band



X Ambassadors. It was released as the second single from the band's debut studio album *VHS* on March 3, 2015 and topped the Alt-Rock charts for

much of the past summer.

The song was written as a commercial tie-in with the release of the Jeep Renegade after the request was sent in to Interscope Records. It has been the band's most successful song so far. X Ambassadors vocalist Sam Harris said. "We're just glad people like it".

The music video was released in June 2015 and was shot in the band's hometown of Ithaca, New York. It depicts several people with disabilities working to overcome their challenges. It had a personal aspect to it, since band member Casey Harris has been blind since childhood.

The X Ambassadors recently appeared on the NBC Today show and are currently on a North American Tour that includes London, ON, Toronto, and Montreal. Their Toronto show at The Opera House on November 28th is already sold out.

Here is a YouTube link to the official “Renegades” Video. You will see some shots included in the Jeep TV ad. <https://www.youtube.com/watch?v=1u-niluB8HI>

Sources: Wikipedia, Jeep and XAmbassadors.com



Peter goes to the F2000 Experience at Toronto Motorsport Park

By Peter Watt

With a quick bounce, the car nosed off the track. The front wing took a small divot and a clump of sod flew up, over my head. I quickly regained the track surface and motored slowly around to the pit to receive my “off track disciplinary warning.”

So, what precipitated all this frantic activity? My last year’s Christmas Gift from a very thoughtful wife was 65 laps in a Formula 2000 car at Toronto Motorsport Park with coaching by Brian Stewart.

Here’s a recap of my experiences that sunny August day. My scheduled time was to run from 12:00 noon to approximately 4:30 pm. There were 7 of us there sharing 3 F2000 cars. The facility provided suits and helmets, however, I was able to bring my own with the added benefit of my own racing shoes and gloves. I did bring my HANS device, but it proved unusable with the installed harness system. Only one of the other participants had a personal helmet. All the other’s used the school’s equipment.

The other participants varied in age from about mid 60’s to mid 20’s. I was clearly the oldest so I thoroughly expected to be utterly trounced by some of the younger hot-shoes.

The classroom session was led by a young employee who, I suspect, was doing this very early in his career.

We were shown a diagram of the racing line around a corner, told what the flags meant, were instructed where passing could take place, and a very little bit about the cars and the shifting. After the obligatory picture, we were sent out to the far reaches of the road course to the section we would be using for our lapping. I was given the task of driving one of the cars there – likely because of my snazzy blue suede boots more than anything.

Brian took us 3 at a time for a couple of spirited laps in an older BMW to show the apexes and recommended line and our instruction time was complete. All learning from this point on was experiential. I was selected to go out in the first group and I suppose because of my familiarity with suiting up, I was ready to go and started before the other two. I had a couple of laps on an empty track before the other two cars got going.

From the “pit area”, really a widened portion of the straight, the track ran a couple of hundred meters before a double apex 180 degree right turn that tightened. A 100 meter straight to a 90 degree left into an immediate flat right left combination and the 200 meters to a 180 degree corner and back onto the main straight. A pretty quick lap on dry pavement.



So, what was it like? The cars themselves were real race cars. At least they were a few years ago. My opinion was that they were getting rather tired. That said, they went pretty well. I had no tach in the car I drove but I was able to pretty much stay in second gear the whole time. I only got to the rev limiter a couple of times. I did try shifting but found it rather challenging. Using the clutch was totally frustrating. Since the gears were straight cut, ie a dog box, shifting without the clutch provided the only success I had but there seemed to be no advantage to leaving second gear other than the challenge of trying.

The steering was quite precise, as one might expect, although the effort required was rather high. I sure the set-up was programmed to provide very predictable understeer as a safety measure, but I was able to provoke

some oversteer by using some trail braking into the corners. I was also experimenting with some left foot braking that worked quite well for me.



The apexes were marked with cones, but I found they were essentially at the mid

point of the corners. That may have been the quickest way around, but I felt a lot more comfortable using trail braking off the straight into an early apex when there were corners following and then using a later apex when they exited onto the straight. Something must have been working as I was only passed when I ran out of gas but was able to pass most of the other cars once or twice in each of my three 20 lap sessions.

Midway through my second session, a few drops of rain spotted my visor, but it never developed enough to dampen the track. With time, I found that by carrying more speed into the corners, I was able to provoke some oversteer. While it felt comfortable, it didn't really translate into quicker times. My off track experience mentioned in the opening paragraph was the result of having to correct too much oversteer as I explored the envelope of adhesion.



The owners didn't witness my misstep so when I called at the pits, they were unaware of the reason.

All too soon the day ended. I must admit it was both physically and mentally tiring, but certainly a very valuable and enjoyable experience.

Another thing off the bucket list.

Thanks Kim. A great gift and most appreciated!



WANTED: You



Candidates for Executive Committee 2016-17

- *Vice-President*
- *Treasurer*
- *Communications*
- *Dir. At Large*

Elections for these positions will be held at the November 25th Annual General Meeting.

You can find job descriptions on the PMSC website. Click on "Constitution".

Please consider putting your name forward.

Note: The current incumbents for VP, Treas. and Comm. Dir. have reached a combined age of more than 200 years!

Time is running out! (In more ways than one!) Get your name to President Mike by Nov 1st.



Highway 407 East

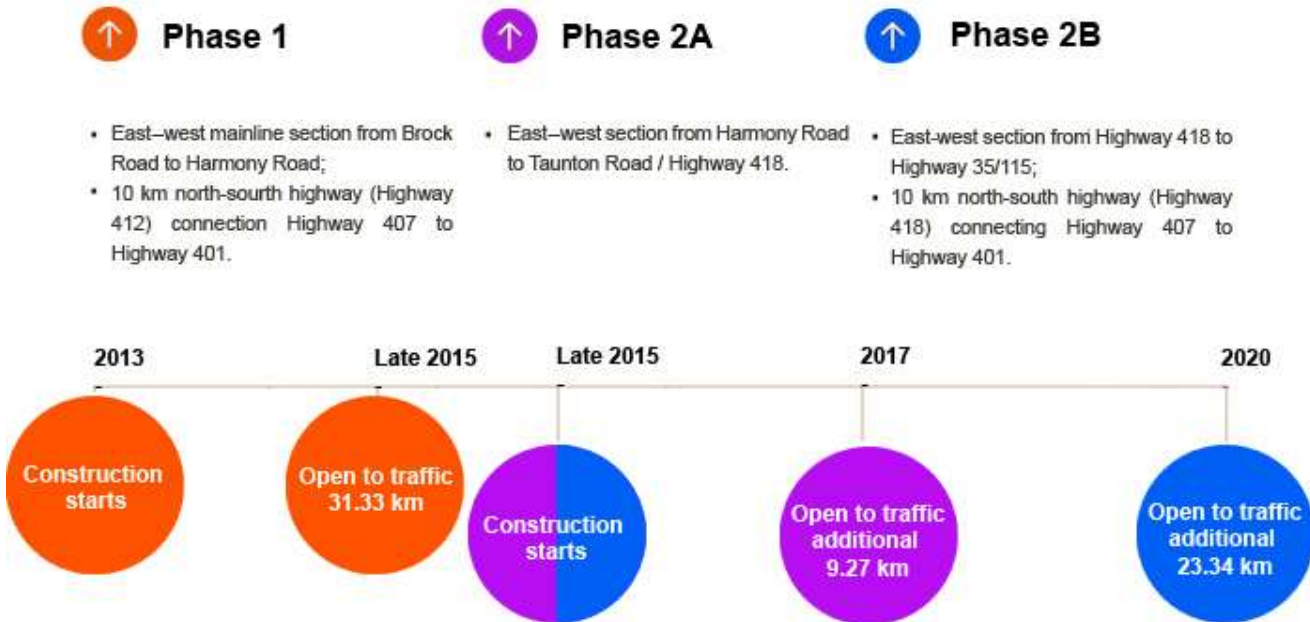
Update

The Highway 407 East project is being built in two sections, as two separate projects. The first section includes the mainline from Brock Road to Harmony Road and Highway 412 connecting it to Highway 401.

The second section includes the mainline from Harmony Road to Highway 35/115 and Highway 418 connecting it to Highway 401.

The first section will be constructed by late 2015. The second section will be constructed by late 2020, with an interim opening from Harmony Road to Taunton Road at Highway 418 by late 2017.

CONSTRUCTION AND OPENING DAY TIMELINES



Phase 1

Highway 407 mainline (21.19 kilometres):

- Six-lane east-west highway from Brock Road to Highway 412
- Four-lane east-west highway from Highway 412 to Harmony Road

- Interchanges at Brock Road, Lake Ridge Road, Baldwin Street (Hwy 7/12), Thickson Road, Simcoe Street and Harmony Road

Highway 412 (10.14 kilometres):

- Four-lane north-south highway connecting Highway 407 and Highway 401
- Interchanges at Highway 407, Taunton Road and Highway 401; and partial interchanges at Highway 7 and, Dundas Street
- A 2.5 kilometre realignment of Highway 401 and a new partial Highway 401 partial interchange at Lakeridge Road

Owner: Province of Ontario

Design Construction and Maintenance: [407 East Development Group](#)

Construction Timing: 2012 to 2015

Construction Value: \$1 billion in 2012 dollars

Road Maintenance Contract: 30 years after completion

For more information on Phase 1, visit [407EDG](#).

Phase 2

Highway 407 mainline (22.19 kilometres):

- Four-lane east-west highway from Harmony Road in Oshawa to Highway 35/115 in Clarington
- Interchanges at Enfield Road, Regional Road 57, Darlington-Clarke Townline and Highway 35/115

Highway 418 (10.42 kilometres):

- Four-lane north-south highway connecting Highway 407 and Highway 401
- Interchanges at Highway 407, Highway 2 and Highway 401; and a partial interchange at Taunton Road

Improvements at the Courtice Road/Highway 401 interchange

Owner: Province of Ontario

Design, Construction and Maintenance:

- Blackbird Infrastructure Group has been selected as the preferred proponent. This means Blackbird Infrastructure Group is the highest ranked bidder and will proceed to negotiate a final contract.

Construction Timing:

- The initial portion, from Harmony Road in Oshawa to the Taunton Road / Highway 418 interchange in Clarington is scheduled to open to traffic in late 2017
- The remainder of the mainline (from Taunton Road / Highway 418 to Highway 35/115 in Clarington); and Highway 418 are scheduled to open to traffic by late 2020
- Construction through the limits of the corridor may not occur sequentially from east to west, or north to south

Construction Value: TBD

Road Maintenance Contract: TBD

Current Work:

MTO is currently preparing for Phase 2 by:

- Acquiring the necessary property along the corridor
- Carrying out field work such as archaeological investigations
- Obtaining species-at-risk permits
- Relocating utility infrastructure such as hydro towers
- Continuing discussions with the Region of Durham and local municipalities





Next Social Meeting

Wednesday,

September 23rd

The Souvlaki Pit

75 George St. North

7:30pm

Join us for dinner at

6:30pm

Everyone is welcome!



First Call for checkpoint

crews.

President's Prize

Rally 2015

Saturday, November 14th.

*While we would like PMSC
members to compete, if you can
spare 4 hours to run a control
or two (or three)...*

Contact Len

lenarminio@gmail.com

