

The Bulletin



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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.



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



2014 Executive

President	Mike van Rees president@pmsc.on.ca
Vice President	Peter Watt vicepresident@pmsc.on.ca
Secretary	Doug Armstrong secretary@pmsc.on.ca
Treasurer	Peter Gulliver treasurer@pmsc.on.ca
Competition Dir.	Dan Demers competition@pmsc.on.ca
Director at Large	Vacant
Communications	Len Arminio bulletin@pmsc.on.ca





From the Editor's Keyboard January 2014



Happy New Year!

Hello and welcome to 2014. Can you believe it? We are almost halfway through the second decade of the 21st Century.

Geez! I feel old!

A slightly new look for The Bulletin. The MG graphic was hard to deal with when I saved the file as a PDF for distribution...and it was really intended for use only during our 60th Anniversary year. So we returned to something less complicated...A bit of a throwback to the cover of several years ago created by then editor, Mark Newell.

Well our 60th year ended with a flourish with the annual President's Prize Rally. The free entry format and meal subsidies were a great way to celebrate the great history of our club and the people who have been part of it over these six decades.

Our 61st year, 2014, will start with the annual Magnum Fine Printing Ice Race Series in Minden. PMSC has the honour of hosting the first event of the six weekend series on the 18 and 19 of this month. I expect our club will once again pull off a terrific weekend and we hope the weather will cooperate.

Otherwise, the rain date will be March 1 & 2. Let us hope we won't need the later date.

After Ice Racing, we have another great year of competition and fun highlighted by at least three low impact road rallies, Poker, Scrabble and a new GPS rally for a fun afternoon/evening. We will also have two Ontario Performance Rallies, an ORRC event and a full slate of solo events. We hope for another great turnout for our lapping day at the Canadian Tire Motorsports Park and don't forget some fun at a local Kart track.

Our events are open to anyone, member or not.

Watch the local media, our website and our Facebook and Twitter pages for updates.

As always, articles and photos for this Bulletin are more than welcome.

Your Humble Scribbler

Len Arminio



***Join your
friends for a
celebration of
excellence at
the annual...***



***PMSC Awards Night
January 22nd, 2014, 7:30pm
The Souvlaki Pit
75 George Street N,
Peterborough
MEAL COUPON ON PAGE 13***

Your 2013 Award Winners:

Club Champion - Dan Demers

Club Runner-up - Travis Grubb

New Member Award - Kris Dickson

Solo Driver Champion - Phil Tighe

Solo Driver Runner-up - Glenn Austin

Solo Driver Rookie - Kris Dickson

.....more

Rally Driver Champion - Pete Gulliver & Dan Demers

Rally Navigator Champion - Doug Armstrong

Ice Race Champion - Tim Fleguel & Rebecca Fleguel

Ice Race Runner-up - Dan Demers

Metal to Ice Champion - none

Street Studs Champion - Dan Demers

Rubber to Ice Champion - Tim Fleguel & Rebecca Fleguel

Ice Race Rookie - Paul Walker

Organizer Award - Len Arminio

Organizer Runner-up - Pete Gulliver

President's Prize Driver - Pete Gulliver & Dan Demers

President's Prize Navigator - Doug Armstrong

consistency and extensive knowledge of the roads to his incredible victory.

For the majority of the event, it looked as though Crazy [Leo Urlichich](#) would claim his second victory at Tall Pines. The popular driver led right from the start, opening up a sizable gap to both Antoine L'Estage and [Pat Richard](#).

As Urlichich and new codriver [Patrick Walsh](#) maintained their lead, L'Estage was simply trying to stay in the top 6 in order to guarantee a championship victory. But the rally gods had other ideas.

During stage A3, L'Estage and navigator [Craig Parry](#) began suffering from electrical issues with the



car's throttle-by-wire system that dropped them well back into 18th place. This, coupled with oil pressure

problems led to a mad scramble to get the car fixed at the second service break; one which saw L'Estage taking on the role of mechanic as he helped the team get the car ready for the next leg of stages. A DNF at that point could have put the championship within reach of Richard, who had his sister and L'Estage's former codriver [Nathalie Richard](#) calling his pace notes.

As L'Estage used the subsequent stages to claw his way back up the standings, Urlichich continued to increase his lead over both Richard and Chris Martin, who had quietly moved into third place.

But Richard was the next casualty of a rally known as a car-breaker. On stage 9, he and Nathalie Richard suffered punctures that dropped them well down the standings. Unfortunately for the [Subaru](#) driver, this effectively ended his championship bid, as he was required to win or finish second to have any hope of claiming the drivers' title.



Chris Martin Snatches Incredible Tall Pines Win, L'Estage Claims Championship

This article and pictures first appeared in the CDNRally.com website and are reprinted here with their permission.

By Sean Hockey December 3, 2013

Photos by Peter MacDonald & Erik Ockwell



Longtime regional competitor [Chris Martin](#) won the season ending [Rally of the Tall Pines](#), riding

Richard did manage to finish stages 9 and 10, but retired before the start of A11 due to drivetrain issues.

Meanwhile, Crazy Leo was still pulling ahead at the top of the time sheet. The Russian-born Canadian showed some of his most



impressive form of the year on a rally he thoroughly enjoys, winning stages 1 through 11 handily. But he too, was not immune from a stroke of bad luck.

On stage 12, Urlichich and Walsh ran into some mechanical issues of their own, when a puncture forced them to come to a stop to change the tire. Coincidentally, L'Estage and Parry stopped right behind the Can-Jam crew on stage to change a puncture of their own. Urlichich got back up to speed for the following stage, but camshaft problems forced him to retire with just three stages left in the rally.

With Urlichich and Richard retiring, and L'Estage simply aiming to finish, Chris Martin and [Brian Johnson](#) inherited the rally lead. The pair went on to claim their first national win at an event they know very well, but surprisingly had never finished together.



"We just stayed clean, stayed out of trouble more or less and just went and kicked some butt." Said Martin, "I

knew that if we just drove and just finished, the result would come...we almost didn't make it, we overheated on the last couple. But you know what? We got here, and we won."

L'Estage and Craig Parry came home an impressive second place, despite all the troubles they ran into. L'Estage clinched his sixth [Canadian Rally Championship](#) title in the process, once again cementing his status as the man to beat in Canadian rallying. Furthermore, this ties him with [Frank Sprong](#) and Tom McGeer for the most championships in CRC history. L'Estage also cemented the Manufacturer's Championship for [Mitsubishi](#) - their third consecutive title.

Our goal when we came here was to win the championship so that's what we did, I'm really proud of that." L'Estage remarked, "During the next few days it will probably sink in a little more."

The final podium position went to the Quebec crew of [Maxime Rochefort-L](#)afraimboise and Jérôme Milette, an incredible result for a crew that had not competed in the Canadian Rally Championship for more than a year.

With Chris Martin also clinching first overall in the [Ontario Performance Rally Championship](#) category, second place went to Alexandre Ouellette and [David Lamarre](#) in their production class Subaru STI. Third went to [Martin Walter](#) and [Ferdinand Trauttmansdorff](#), who ran a great rally in their rear wheel drive Nissan 240SX.



2014 Canadian Rally Championship

Feb. 7-9	Rallye Perce-Neige Maniwaki	Maniwaki, QC
June 28-29	Rallye Baie Des Chaleurs	New Richmond, QC
Sept 5-6	Rallye Defi	Ste-Agathe, QC
Oct 3-4	Pacific Forest Rally	Merritt, BC
Oct 31 - Nov 1	Rocky Mountain Rally	Invermere, BC
Nov. 28-29	Rally Of The Tall Pines	Bancroft, ON



(From <http://www.canadianmotorsportsexpo.com>)

The 8th Annual Canadian Motorsports Expo takes place February 7, 8 & 9, 2014 at Toronto's International Centre.

With just a few weeks to go until show time, the 2014 CME is shaping up to be the best yet!

Some features of this year's show:

On Saturday, February 8, NASCAR star **Ryan Newman** will make his first ever appearance at the CME. The former Daytona 500 winner – who will drive for Richard Childress Racing next season – will take to the stage for a Q&A and autograph session with the fans.

Prior to that, Ryan will take part in a private, **VIP Meet & Greet**, hosting an intimate chat / autograph session with a limited number of lucky fans.

See the CME website on how you can be part of the [**VIP Meet & Greet with Ryan Newman**](#). Also available are a limited number of [**'Up Front Seating & First In Line'**](#) tickets for the Ryan Newman Q&A and autograph session, on the CME stage.

In addition to more than 80,000 square feet of exhibitors representing all parts of the motorsport industry – including manufacturers, tracks, series, part suppliers, racing memorabilia vendors and more - the CME will also feature many International and Canadian racing stars and a wide variety of incredible racing machines.

The ink has barely dried on this year's Targa Newfoundland scoring sheets but the planning process for the 2014 edition of the world renowned event is already well underway. Topping the list of priorities for Targa's organizers is a return appearance at the Canadian Motorsports Expo Powered by Inside Track Motorsport News.

Discussing the announcement, Targa President Robert Giannou said, "2014 will mark the fourth consecutive appearance of the Targa Newfoundland organization at the Canadian Motorsports Expo. It's become a cornerstone of our annual marketing program.

If you've been around the southern Ontario stock car scene the past few years, you know that Rick Sharples is passionate about celebrating and preserving the history of the sport. Through the creation of the *Yesterday's Speedways* website and his book *Remember When: The Early Years of Stock Car Racing in Southern Ontario*, Sharples – with the help of Ron Moulds – has created a loyal following of like-minded racing fans, all fascinated with the history of local short track racing.

On February 7, 8 & 9, 2014 at Toronto's International Centre, Sharples will host a large display of historic stock car machines, many of which will be very familiar to veteran racing fans.

"There is such a deep history of oval racing in southern Ontario," said Sharples. "I've tried to recapture as many stories and pictures as possible. Our primary goal with the various Yesterday's Speedways projects, is to build on what those early racers and tracks began, and to work on preserving the tracks we have left. I have records and reports from nearly 400, old Ontario short tracks. I don't know if there are any more than about 20 still running today."

Sharples is excited about bringing his memories and stories – plus a gallery of classic photographs – to the fans at the CME. In addition to hosting the car display, Sharples will be signing and selling copies of his book (*Remember When...*) and swapping stories with other stock car enthusiasts.



Sharples' efforts to preserve and celebrate the past are gaining momentum, as a wide range of vintage racing enthusiasts and car owners has offered up their restored racing machines for use in the display at the CME and other shows.



Test Drive: 2013 Mini Countryman JCW All4

This review first appeared on December 6, 2013 in the Auto123.com website. It is reprinted here with the author's permission.

*Review
and
photos by
Lesley
Wimbush*

When Sir
Alec

Issigonis stuffed the very first transverse engine under the tiny bonnet of the original Mini more than fifty years ago, he changed the destiny of small cars forever.

No longer bound by conventional dimensions requiring a lengthy hood and space-devouring transmission tunnel, the Mini's one-box configuration provided maximum cabin space on a tiny footprint.

Thus, the Mini rocketed to fame, becoming the bestselling car in British history and one of the most recognizable automotive icons of the 60s.



Though it seems counterproductive to offer a larger version of a car whose claim to fame is its diminutive size, Mini is tearing a page from other premium

automakers' playbooks by offering a little something for everyone, hopefully widening their customer base. Certainly, it has worked for Porsche, who faced plenty of irate backlash from its loyal followers for branching out into the utility vehicle segment with the Cayenne. But that car, sacrilegious though it may be to the Zuffenhausen faithful, helped pull Porsche through the economic meltdown of a few years ago.



And since BMW revived the Mini brand in 2001, sales have leapt 21 percent, to more than 285,000 cars sold in 2012.

So, who buys a bigger Mini in the first place – Isn't that just a contradiction in terms?

Not if you ask head of Mini Engineering, Dr. Oliver Friedman, who says that the "larger platform was created to reflect the changing needs of their customers – many of whom have a long relationship with Mini, but now require more room."

Clearly, it has worked for the Countryman, which is now the second-best selling Mini in Canada, right behind the Cooper hatchback. It's the utility vehicle for those who don't want to drive a lumbering SUV.



My tester sports the extra badging and outrageous add-ons of Mini's in-house JCW skunkworks division. The moniker refers

to John Cooper Works, paying tribute to the original Mini tuning master responsible for all those crazy world-beating rally cars of the '60s.

It retains all of Mini's prerequisite cuteness, with some testosterone-laden performance extras bordering on cartoonish.

The familiar perky face is topped with a steroidal, bulging hood, and there are great, gaping air intakes at the



jawline. The blunt little rump is finished off with diffuser sporting twin exhaust pipes. Side skirts feature cool but non-functional brake cooling inlets. The effect is rather like one of those cute little lap dogs that suddenly turns on you, baring sharp fangs, hair standing on end. Although it comes standard with 18-inch rims, my tester rides on 19-inch "Cross Spoke Crusher" wheels that are honestly one of the slickest set of rims out there. It's all wrapped up in a Chili Red package featuring black rally racing stripes with contrasting black mirror caps and roof.

Because it retains so many design characteristics of the regular Mini Cooper, the Countryman's size is deceiving – it looks compact until parked alongside the average hatch. Only then does it become apparent that the Mini Countryman's 4,133-mm length places it squarely in utility country.

TARDIS-like in cargo capacity, the Countryman has a 350 L trunk capacity, which expands to 1,170 L with the seats folded flat.



Inside, my tester features plenty of telltale design cues that it's not just a run-of-the-mill Countryman. Sporty front seats are upholstered in black

leather trimmed with bright red piping. The contrasting red trim is repeated throughout the cabin, on swooping enamel trim strips and red stitching on steering wheel and shift boot.

There are JCW logos machined into the metal door sills, and while front seat passengers get the extra bolstering necessary for "spirited" driving on the twisties, those in the rear may experience a little sliding around in models featuring the three-seat bench, while the optional two-seater does offer a bit more support.



The red trim and stitched leather add a premium feel to the cabin, but this is offset by the presence of some hard plastics – and manually adjusted

seats are surprising at this price point. In fact, it led one of my passengers to quip "this isn't bad for a \$30,000 car." Unfortunately, this Mini retails for more than \$50,000, all-in.

Most of the switchgear is located in the centre stack, including the characteristic over-the-top gigantic round speedometer – resembling an art deco grain scale. The circular screen also houses the optional navigation system. Rounding off the interior goodies list is a 10-speaker Harman/Kardon audio system and Bluetooth connectivity.

Underneath that bulging bonnet is the same 1.6L turbocharged engine found in the rest of the JCW lineup

– but it's been tuned to produce an extra 10 hp and 14 lb-ft of torque, for a total of 218 hp and 207 lb-ft (221 with overboost). While this is a feisty little mill, a lot of its character is lost in translation through the six-speed automatic transmission. Pushing the Sport button does a lot to improve the gearbox's soggy character by quickening up the shift points as well as altering throttle response and increasing steering weight. Even better – the exhaust erupts with staccato barking and pops with every rev-matching downshift. Still – Mini makes some of the finest manual gearboxes on the planet, it's a shame to see a performance-badged model kitted out with a slushbox, even if it will probably prove to be the volume seller.

Steering is precise and sharp as befitting any of Mini's sporting lineup, and the brakes bite hard.

The JCW Mini lineup's reputation was founded on its "go-kart" handling, but the Countryman's extra bulk is evident while cornering. At 1,480 kg, my tester is tuned more for comfort than hard performance, and it tends to wallow somewhat when pushed hard.

Still, its 10-mm lower sports suspension and firmer springs and dampers impart a much more composed feeling than the regular Countryman I tested last year, and the added ALL4 all-wheel-drive system should make it mighty attractive to Canadian buyers. It's a front-biased setup with a centre differential that can send



power up to the rear when traction is needed – whether on gravel or in snowy or rainy conditions.

Official Energuide ratings are 8.7 L/100 km city and 6.5 highway – I averaged roughly 10 L/100 km over a week of

mixed driving.

The odd little car attracted a lot of attention during my week spent with it. Most of its admirers were shocked at its price, however. Tack on any extras and the Mini

Countryman JCW All4's price can skyrocket to well over \$50,000.

While it's an enjoyable car, and brings a modicum of practicality to the Mini faithful, only an intense loyalist would shell out fifty large ones for the as-tested model.

True Mini performance enthusiasts would be better off ditching the \$1,300 automatic transmission option in favour of the stick – or even better yet, opting for one of the smaller JCW variants.

Still, judging by the reaction every time I parked it, the maximum-sized Mini will no doubt have its share of fans. But many of those will probably opt for the regular Countryman ALL4 and forgo all the JCW-spec fun bits.

2013 Mini Countryman JCW All4

Base Price: \$38,500

Options: Exterior Mirror Package: \$500, Sound Package: \$990, Wired Package: \$1850, Premium Package: \$1990, 6-speed automatic transmission \$1300, Black Sport Stripes \$500, 19" Cross spoke Crusher alloy wheels \$750, Park Distance Control \$450

Freight: \$1,595

A/C Tax: \$100

Price as tested: \$46,735

Comfort



3/5

Performance



3/5

Fuel Economy



3/5

Interior



3/5

Exterior Styling



4/5

Overall

3.5/5



Minutes of 2013 Annual General Meeting of PMSC

November 27, 2013

Meeting called to order at 7:35

8 members present and 3 proxies. Meeting had quorum. Directors' reports were distributed and read to the members.

Motion to accept reports as provided: moved: P. Gulliver, seconded: D. Demers, passed

Motion 1: PMSC membership fees for 2014 will remain the same as 2013; \$ 40.00 for a single member / \$ 65.00 for a family membership. Motion by: Mike van Rees, seconded by: Dan Demers – **Accepted, unanimous**

Motion 2: PMSC will organize the 2014 Shannonville Stages Rally and is willing to accept the associated financial risk. Motion by: Mike van Rees, seconded by: Earle Henderson

Discussion

Financial – potential for a larger loss than last year
One 2013 sponsor may not be available for 2014
The St. Lawrence Automobile Club may be willing to co-organize the Rally. They may have a better opportunity to find sponsorship due to their closer proximity to Shannonville
CARS has given permission to include a TSD rally as part of the event
– **Accepted, one abstention**

Elections for officers opened.

Vice-president: 2 years

nom: Peter Watt
nom: Christine Newell - declined
nom: Chris Johnson - declined
nom: Evan Holt - declined
Nominations closed: L. Arminio, Seconded: P. Gulliver
Peter Watt acclaimed

Treasurer: 2 years

nom: Earle Henderson – declined
nom: Evan Holt - declined
nom: Peter Gulliver
Nominations closed: D. Demers, Seconded: L. Arminio
Peter Gulliver acclaimed

Communications Director: 2 years

nom: Evan Holt - declined
nom: Len Arminio
Nominations closed: P. Gulliver, Seconded: M. van Rees
Len Arminio acclaimed

Director At Large: 2 years

nom: Evan Holt – declined
nom: Earle Henderson – declined
nom: Chris Johnson - declined
2nd round of nominations
nom: Chris Johnson – declined
nom: Christine Newell - declined

Nominations closed without filling the position. To all members: Please contact Mike van Rees at president@pmsc.on.ca if you are willing to accept this position.

Duties of the Director at Large

Coordinate social meetings.
Coordinate special events.
Carry out special assignments as requested by the Board.

Motion to adjourn meeting: L. Arminio, seconded: D. Demers at 8:38

Doug Armstrong, Secretary

Minutes of December 11, 2013 Business Meeting

Meeting called to order at 7:35
8 members present

Mike van Rees, President:

An overcharge by RSO for the GCFR has been credited
The bank account will be set up for Automated Banking
Machine deposits, but will still require 2 signatures for
withdrawals or cheques

Len Arminio, Communications Director:
Ice racing insurance has been submitted
We need 3 more workers for our ice race weekend of
Saturday, January 18 & Sunday, January 19, 2014.
Please contact Len at bulletin@pmsc.on.ca if you wish
to help out
Servicing of the fire extinguishers has been arranged
CASC has changed the fee structure for ice racing, going
to fixed fee. This may reduce the club's cost slightly

Dan Demers, Competition Director:

The 2014 competition calendar is beginning to take
shape. Kawartha Speedway has been contacted. The
plan is to have one event at the Douro arena
Several fun events are anticipated for 2014 – scrabble
rally and poker rally, to be organized by Dan. GPS rally
organized by Len, using latitude & longitude for
directions. Possibility of 2 karting nights organized by
Doug. These may need to be on another night of the
week, because Peterborough Kartway plans to hold their
Arrive & Drive program on Wednesday nights
We are looking for an organizer for the November
President's Prize Rally. Please contact Dan at
competition@pmsc.on.ca if you wish to volunteer

Doug Armstrong, Secretary:

Information for the CARS AGM has arrived and will be
forwarded to M. van Rees, P. Gulliver & P. Watt. The
AGM will be held in Quebec City on January 11, 2014

New Business

P. Gulliver suggested that the PMSC make a \$ 1,000
donation to the 'Team 55' Tackle Suicide Initiative. This
will be for future discussion

Motion to adjourn meeting: E. Henderson at 8:08

Doug Armstrong, Secretary

Minutes of January 8, 2014 Business Meeting

Meeting called to order at 7:32, 8 members present

Len Armino - Ice Race Weekend, Jan. 18 & 19

Most positions have been filed, but may require some
juggling

Event insurance has arrived, but still waiting on the
Permit

We need to prepare to flag at the corners in case the light
system fails

PMSC weekend is the first of the season and will require scrutineering of all cars

Extinguishers have been sent in for service

Photo ID Licences will be brought to Minden, if they don't get mailed out in time

The online registration is available on the CASC site

It has been proposed that the credit card fee be split between CASC & the organizing club

An annual (one time) insurance waiver will be used this season

Peter Watt – Shannonville Stages Ontario Performance Rally / Salmon River TSD Rally

The rallies are a go

P. Watt & P. Gulliver will attend the January 16th meeting of the St. Lawrence Auto Club to gauge what their commitment might be in co-organizing the rallies. A discussion was held on how to incorporate the Salmon River TSD Rally into the Shannonville Stages Rally.

CARS AGM

Peter Watt will take the PMSC Proxy / vote in the best interest of PMSC at the CARS AGM. Motion by P. Gulliver. Seconded by L. Arminio. Vote was unanimous.

Dan Demers, Competition Director

A draft of the 2014 competition calendar was presented. Kawartha Speedway has been contacted. The plan is to have one event at the Douro arena

Several fun events are anticipated for 2014 – scrabble rally and poker rally, to be organized by Dan. GPS rally organized by Len, using latitude & longitude for directions.

The first events of the season are the PMSC Ice Race weekend on Jan. 18 & 19. The first TSD rally will be the Salmon River TSD Rally at the Shannonville racetrack on April 12th. The first solo will be the Cobweb Solo at Kawartha Downs on April 27th.

Annual Awards Night Social Meeting

The Annual Awards night will be the next meeting on Jan. 22nd. A \$ 5.00 meal voucher will be given to club members who have dinner before the meeting. Please plan to attend, especially if you are an award winner.

A discussion was held about whether the PMSC should make a \$ 1,000 donation to the 'Team 55' Tackle Suicide Initiative. This charity has significantly exceeded its fund raising goal. It was decided to not proceed with this donation.

Doug Armstrong, Secretary



The Bobby Darin “Dream Car”



In the 1950s and 60s, pop singer and teen idol Bobby Darin was best known for songs like “Mack the Knife”, “Beyond the Sea”, and “If I were a Carpenter”. However, he was also a bit of a car freak.

He had this exotic luxury car built by his friend, Andrew Di Dia, a Detroit clothing designer.

It took seven years to build (1953-1960) at a cost of \$93,647 in 1957. Darin told Di Dia he would buy the car if he ever “hit it big.”



He did and bought the car for \$150,000 (1.5 million today) in 1961 when fins were in. Notice there is definitely no blind spot with

the rear roof all glass.

The car is powered by a 427 high-performance Ford engine with a 125-inch wheelbase. Its metallic red paint was made with 30 coats of ground diamonds for sparkle.



Darin donated the car to the St. Louis Museum of Transportation in 1970 where it remains.

Bobby Darin died in 1973 at the age of 37 from complications following heart surgery.



***Ice Races this weekend,
January 18 & 19.***

(WEATHER PERMITTING)

***Awards Night,
Wednesday, January 22nd,
2014.***

***\$5 Meal coupons on next
page.***





MEAL COUPON

\$5

2013 AWARDS NIGHT

Good only on January 22, 2014

One per person



MEAL COUPON

\$5

2013 AWARDS NIGHT

Good only on January 22, 2014

One per person



MEAL COUPON

\$5

2013 AWARDS NIGHT

Good only on January 22, 2014

One per person