

The Bulletin



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The Peterborough Motor Sports Club, Inc.

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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

February 2014



Well, the 2014 Ice Season is ending on the weekend of Feb 22-23. With a traditional Ontario winter returning, we have had a great season a racing. As of Event #5 (of 6), we have seen a slight increase (4%) in entries compared to 2013 which saw a big drop (nearly 9%).

Here's hoping that trend continues for 2015.

The Ice Race Awards Banquet will be held in Oshawa on April 26th.

Both Dan Demers and Tim Fleguel have been racing well this season but Dan will miss out on points for the final weekend. He just happens to be in Daytona Beach for some little race taking place there. (Wink)

As of this issue, plans are well under way for the **Shannonville Stages Rally**, an OPRC event that will be joined by a TSD event, the **Salmon River Rally**. The events are at Shannonville on April 12. We will be joined by the St. Lawrence Auto Club in hosting the events. Hot on the heels of that will be our only ORRC rally in 2014, the **Spring Run Off Rally** on April 26th.

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

Dan Demers 2013 club champion at Peterborough Motor Sports Club



By [Dale Clifford](#), Peterborough Examiner

Wednesday, January 22, 2014

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The Peterborough Motor Sports Club held its annual awards night at the Souvlaki Pit on Wednesday night and some of those taking home silverware included (front l-r) Phil Tighe, Len Arminio, Dan Demers, Doug Armstrong, (back l-r) Travis Grubb, Peter Gulliver and Glenn Austin. Dale Clifford/Peterborough Examiner/QMI Agency

A basic theme comes out of the annual Peterborough Motors Sports Club awards night.

The message is "It's not about winning, but rather taking part".

It seems it has been that way for years and has come from those who take much of the coveted silverware home.

Even Dan Demers, who captured his 11th Club Champion award and eighth in a row, as well as the Street Studs Champion title for ice racing, stressed that point. The awards were handed out at the Souvlaki Pit on Wednesday.

“You win the club championship for earning points all year,” Demers said. “It is really about participating. It has been my hobby and kept me interested. It keeps me motivated and I have been happy to be part of it.”

Demers also tied long-time club mate Peter Gulliver for first in two other awards, Rally Driver Champion and President’s Prize Driver, on a day when the club celebrated its 60th anniversary, and was the Ice Race runner-up.

Demers said modestly for the club award it simply came down the number of events you entered during the year and for him, it was between 10 and 12.

It is also a special time for Demers for another reason. The 60-year-old is retiring next week after 24 years as a science teacher, including 14 at Holy Cross.

That will allow him even more time to devote to his favourite hobby. He has been with the Peterborough club for two decades.

“Celebrating 60 years as a club shows it is in good shape,” he said. “It has been around for a long time and it has been good for us to see it carry on.”

The 72-year-old Gulliver, a club member of 30 years, said it was good to tie for first (he was also Organizer runner-up) but there was something else (even more) important.

“Friendship,” he said. “That is what it has been.”

Gulliver, retired from GE where he worked for 26 years, also spoke with pride about a certain consistency, not just among the club’s members.

“We have been at the Souvlaki Pit for 22 years,” he said. “It has always been good there.”

dale.clifford@sunmedia.ca

PMSC AWARD WINNERS FOR 2013

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 - Dickson

Rally Driver Champion - Pete Gulliver, Demers

Rally Navigator Champion - Doug Armstrong

Ice Race Champions - Tim Fleguel, Rebecca Fleguel

Ice Race Runner-up - Demers

Metal to Ice Champion - none

Street Studs Champion - Demers

Rubber to Ice Champion - Tim Fleguel, Rebecca Fleguel

Ice Race Rookie - Paul Walker

Organizer Award - Len Arminio

Organizer Runner- up - Gulliver

President’s Prize Driver – Gulliver, Demers

President’s Prize Navigator – Armstrong



2014 PMSC Ice Race Weekend, Jan 18-19

Thanks to everyone who came out to work our PMSC Ice Race . After a slow start on Saturday with about 40 cars to tech inspect and 16 rookie drivers to nursemaid, we got to racing around 9:30. We had to shorten the final round of races from 12 to 10 laps because darkness was approaching but we managed to finish around 5:10 pm.

Sunday saw a steady snowfall all day long which varied between light to heavy (which later turned to white out after racing was done). We had several discussions amongst the Clerk (me), Steward, Medical Officer and veteran drivers about visibility and the potential for serious consequences.

But after several races it appeared the snow and the ice dust chewed up by the street stud cars was not enough to seriously hamper visibility for drivers. We had an option

to call things off after the break but the Medical Officer and drivers said we should continue. We did see some fine racing on both days. I had to talk to a few drivers who had first day of racing "brain farts" and some rookies who "didn't know that!".

We got cars off and on the track with great efficiency thanks to our mock grid and start staff, Paul, Jack and Rob, and the drivers, for getting us through Sunday with daylight to spare.

The toughest part of the day was the drive home though white out conditions.

We had a total of 159 entries, which by recent history for first weekends is pretty good. We had 149 entries for the next to last weekend in 2013.

Our Treasurer, Gully, says we made more money than last year.

Again, thanks to everyone for their great work in Registration, Scoring, Lapping, Start control, mock grid, marshal's tower, Scrutineering and tow truck. You made the weekend an easy one for the Organizer and Clerk.

Just a reminder.... I have organized our ice race weekend for the last three years and I'd like to hand over the reins to someone else for 2015.

Len



Former PMSC Member ("Crazy") Leo Urlichich Joins WRC series

Photo by Peter Macdonald



Most Canadian rally fans know Leo Urlichich as "Crazy Leo". But local fans know him as a past member of the Peterborough

Motor Sports Club who attended Trent University a decade ago.

Canadian rally fans can now refer to him as a competitor in the Drive DMACK Fiesta Trophy, a series that will play out over five WRC events this season, the first in Portugal on April 3rd.

Leo will be trading in his 2007 Subaru (aka "The Beast") for a front wheel drive Ford Fiesta R2 against other top young drivers from Europe and around the world.

Leo told **CDNRally.com**, "I'm feeling extremely happy, but also a little bit tired" he remarked, "We didn't have the funding lying around and it wasn't easy to make it happen."

He searched for sponsors willing to fund his transition to the World Rally Championship, and finally found a group of supporters who were able to provide the necessary financial backing. He will get the continued support of his North American team, [Can-Jam Motorsports](#), and will be collaborating with the New Hampshire-based Team O'Neil Rally School, as well as other sponsors that he promises to announce when everything is finalized.

Urlichich's most recent CRC event saw him win 11 out of 13 stages at the [Rally of the Tall Pines](#), before he blew his engine. Tall Pines was also the site of Crazy Leo's first-ever rally victory in 2011. The Russian-born Canadian hopes that his success at Tall Pines will translate into further success in his first WRC event.

After Portugal, the Drive DMACK Fiesta Trophy continues with four more European rounds (Poland, Finland, Germany and France) over the course of the WRC season. Participants drive identical Ford Fiesta R2 rally cars prepared by M-Sport. The championship winner will receive a seven round season in WRC2 driving a Ford Fiesta R5 in 2015.



Test Drive: 2014 Audi RS 5 Cabriolet

December 12, 2013

Review and photos by Lesley Wimbush

Used with the author's permission

Honestly, can you think of a better way to close out the season than an invigorating *al fresco* drive through the countryside?



Although fall is well on its way out and winter has begun to leave its first frosty warnings on my early morning windshield, we're occasionally blessed with a day such as this.

Gentle sun warms my shoulders but the cold wind whistles through my hair and leaves my cheeks pink and tingling.

It's well past convertible weather but I can't resist a final chance to drop the top on Audi's RS5 Cabriolet, and savour the fresh air and unfiltered sound of the exquisite exhaust note.



It's also a much prettier car with the lid tucked away. I've always maintained that most soft-top convertibles look rather like a black-tie ensemble finished off with a pair of sneakers. Aesthetically – a coupe or retractable hardtop manages to pull off a polished look better, without interrupting the line flowing up and over the top of the car.

And my time spent in Audi's RS5 and S5 also suggest that from a pure performance standpoint – the more rigid, and therefore better-handling coupe is the enthusiast's choice.



But a drop-top sports car appeals to a select demographic – one that values being noticed above all else.

And with bright, pearl red paint, and black honeycomb maw framed by gaping air inlets, silver-trimmed chin spoiler and rear diffuser – the RS5 cabriolet will definitely get you the attention you crave.

I've often said I'd know the interior of an Audi blindfolded, and the RS5 Cabriolet is no exception. Not as overtly luxurious as upmarket A8, the cabin of the RS5 Cab, while understated, still contains the level of craftsmanship that's made Audi the industry's benchmark.

The upholstery gives off the heady scent of premium leather, and what isn't hide-wrapped is finished in soft-touch material with precise panel gaps.



One thing that Audi gets just right, even in the simplistic cockpits of their sports cars, is switchgear. Even the humblest knob feels well-engineered, like fine cabinetry whose components glide soundlessly on well-oiled bearings.

The flat-bottomed steering wheel is fat and grippy and perfectly contoured to encourage correct hand position. Touches of aluminum on the pedals, outlining the gauges, vents and centre console brighten up what might

otherwise be a rather sombre design scheme. Carbon fibre dresses up the centre console, which also features more aluminum brightwork.

Particularly nice is the leather-wrapped shifter finished in machined aluminum – there’s no rule that says an automatic transmission deserves an ugly shift lever.

Seating up front is comfortable, supportive and provides plenty of legroom. There was ample space for a friend and I to take her two strapping teenage boys out for dinner, top down, but they felt the squeeze in the back seats on the return trip when the evening’s chill necessitated putting the top back up. Which, by the way, takes about 15 seconds and the push of a button.

Although I’ve said that I find the smooth roofline of a coupe more appealing, the RS5 Cab’s cloth top is beautifully finished and well-insulated – the interior is as quiet as that of any hardtop.



Under the RS5 Cab’s curved hood is a naturally aspirated, 4.2L V8, which aside from the R8 supercar, makes it the last of

Audi’s naturally aspirated V8-powered sports cars.

It’s an absolutely beautiful power plant, that grunts and burbles softly in Comfort Mode like a well-bred luxury mill should. The RS5 Cab’s big V8 has 450 horsepower, but with a redline of 8,500 – it purrs like silk until you really get on the gas and push it.

Using the Audi Multi-Media Interface (MMI) system to switch over to “Dynamic Mode” firms up the steering, and notches the revs up, making the engine come alive. Adding to the thrill are husky barks and pops emanating from the tail pipes with every abrupt downshift.



Really, if you’re going to buy this car, might as well go whole hog and spring for the \$1,500 optional Sport Exhaust with oval tips tucked under the diffuser panel. The aural sensory overload is worth the extra outlay.

The S tronic dual-clutch gearbox responds with crisp shifts, although there are steering wheel located paddles for those who prefer to control the shifts themselves.

The RS5 Cab really excels at cruising smoothly – despite its lack of the adaptive suspension system available elsewhere in Audi’s lineup. The handling is firm, although not performance-car tight – and there’s a fair bit of flex in the convertible’s frame that I didn’t notice in either the RS5 or S5 coupes.

It doesn’t exactly inspire confidence while performing tight turns, or encountering imperfections in the road’s surface

My brilliant red tester came with optional carbon ceramic brakes that are hair-trigger responsive. The RS5 Cab wouldn’t be my first choice for a track car, so these excellent brakes are a bit of overkill – especially at \$6,000 extra.

When not enjoying the lusty burble of the RS5 cab’s engine song, there’s a sublime Bang & Olufsen sound system that puts out clean and clear sound even with the top down.

As with most convertibles, there’s some compromise when it comes to trunk space. Still the RS5 Cab still has 320 L with the top stowed – enough space during a quick trip for my carry on and laptop bag.



2014 Audi RS5 Cabriolet.

As glorious as that big V8’s rumble is – it comes with a price. During a week’s mixed driving I averaged about 11.4 L/100 km – but did see mid-10’s while on the highway.

The RS5 is a lovely car, but a rather puzzling one. I wasn’t compelled to fling it around the off-ramps, the

more surefooted coupe would be my choice for that. And unlike the TTRS, it lacks that intangible “something” that ignites the emotion.

The RS5 excels as a top-down cruiser, but who needs that much power in an *al fresco* tourer? The S5 Cabriolet fills that role just as well and at \$68,800 – it’s \$18,900 less than the base price of the RS5 Cab.

Test Drive: 2014 Audi RS5 Cabriolet

Base Price: \$87,700

Options: Misano Red Pearl paint (\$750), Sport Exhaust (\$1,500), Carbon Ceramic Front Brakes (\$6,000), Bang & Olufsen Sound Sytem (\$1,000) Navigation with Parking System (\$3,050) 20-inch Rotor Wheels (\$1,000), Carbon Sigma Design Engine Package (\$500)

Freight and PDI: \$1,995

Price as tested: \$103,495



Past PMSC Presidents, Bob DeShane & John Mitchell at the CME



IndyCar refugee Alex Tagliani returning to Canadian NASCAR series

***By Mark Glendenning,
Autosport.com***

Photo by Len Arminio

IndyCar refugee Alex Tagliani has formed his own team to return to the NASCAR Canadian Tire Series in 2014.



The 40-year-old has teamed up with Colin Livingston to form Tagliani Autosport, and will run the majority of the 11 races on the NCTS schedule while continuing to look for opportunities in other series.

Tagliani made the announcement at the Canadian Motorsport Expo on Feb. 7.

"Having a regular entry in the NASCAR Canadian Tire Series is an addition to my programme and gives our Canadian sponsors much more activation opportunity and visibility," he said.

"Plus, as a driver, I want to race as much as I can during my summer, so I will do as many of the NCTS races as I can. But when there is a conflict with other events, we plan to scout out a substitute driver from the vast crop of racing talent that's available from across Canada."

Tagliani spent a season in the NCTS in 2008 after the Rocketsports team for which he raced in Champ Car elected not to switch over to Indy Car following the merger.

He has continued to make occasional appearances in the series since, most recently at Trois-Rivieres last year.

The Canadian subbed for the injured Dario Franchitti for last year's IndyCar finale at Fontana but did not receive an invitation for a full-time seat in favour of Ryan Briscoe.

her a "marketing machine" and "not a race car driver" as recently as this past June.

Tony Stewart, Patrick's boss and teammate, was quick to race to her defense after those comments.

"When Kyle Petty said the stuff he did, it was way out of line and very inappropriate." Patrick, however, just laughed it off.

"I really don't care," Patrick said at Kentucky Speedway last year. "Plenty of people say bad things about me. I see it on Twitter. Some people want me to die. But at the end of the day, you get over that stuff and trust you're doing a good job for the people who believe in you."

From Wheels.ca/espn/Toronto Star/CBS Sports

Some more pictures from the Canadian Motorsport Expo.



Richard Petty trash talks Danica.

"The King" -- NASCAR Hall of Famer Richard Petty, took some swipes at Danica Patrick on Sunday, Feb. 9 when a reporter asked whether she would ever win in the Sprint Cup Series.



John Harrelson/Getty Images

"If everybody else stayed home," Petty told reporters at the Canadian Motorsports Expo. "If she'd have been a

male, nobody would ever know if she'd showed up at a racetrack.

"This is a female deal that's driving her. There's nothing wrong with that, because that's good PR for me. More fans come out, people are more interested in it. She has helped to draw attention to the sport, which helps everybody in the sport."

However, Patrick is one of the most successful female auto racers in history. She is the only woman to win a major open-wheel race, finishing first in a 2008 IndyCar Series race in Japan. She has six top-10s in the Indy 500 and was third in 2009, the best finish ever for a woman in that historic event.



Kevin Liles/USA TODAY Sports

Petty's son Kyle Petty, has been more outspoken through the years about Patrick's involvement, calling

These are the only cars there your editor could afford!



February 12, 2014 PMSC Business Meeting

Meeting called to order at 7:40, 11 members present

Peter Gulliver, Treasurer:

A year to date balance sheet was presented to members present.

www.MotorsportReg.com an online event registration website for motorsport clubs, racetracks and sanctioning bodies is being evaluated to see if will work well for PMSC events. The website allows competitors to preregister for events for free and pay entries for a nominal fee.

Dan Demers, Competition Director:

The 2014 competition calendar has been revised. The August solo date at Kawartha Speedway has been rescheduled. One event has been scheduled for the Douro arena on June 29th.

The lapping day at the newly expanded Driver Development Track at the Canadian Tire Motorsport Park (Mosport) may not proceed this year, due to the anticipated large increase in track rental cost. This will need to be investigated further.



Peter Watt, Vice President:
Currently have 40 members.

Shannonville Stages Rally, April 12th
Would like to get commitment for workers as soon as possible. The current priority is to get a website online. The St. Lawrence Automobile Club has responded favourably to assisting with the rally, it has yet to be determined what they will be willing to do. The event will include a TSD event, the Salmon River Rally. Peterborough Mitsubishi has agreed to be the presenting sponsor for both the Shannonville Stages Rally and the Galway-Cavendish Forest Rally.

The Canadian Rally YouTube Channel is planning to do 10 – 15 minute review shows of the upcoming OPRC series events. There is an opportunity for exposure of event sponsors for a nominal charge. PMSC will pay for this exposure for our sponsors this year as part of the sponsorship package.

The RSO AGM will be held in Peterborough on March 22nd. There are three positions open. Peter Watt is currently the interim Region Rally Director and plans to run for the position. The other open positions are the Vice President, Navigational Rally and Secretary.

A motion was made for the PMSC to pay for the dinner of any members that wish to attend the AGM. Motion passed.

Len Arminio, Communications Director:
The 1 hour BBC documentary “Racing Legends - Stirling Moss” with Patrick Stewart, will be shown at the February social meeting. From the internet - “Racing Legends: Stirling Moss” is a 1 hour documentary presented by Sir Patrick Stewart, about the life and times of legendary racing driver Sir Stirling Moss. Stewart earned his official racing license at the age of 72 and is now an enthusiastic Morgan racer in the United Kingdom, he’s been a fan of Moss since his early childhood and his joy and enthusiasm at the fact that he’s with Moss in a Mercedes 300SL on a road trip to the Mille Miglia is palpable. As it would be for any of us.

The Director At Large position is still open. 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.

Meeting adjourned at 8:55.

Doug Armstrong



Next Membership Meeting

***Wednesday, February 26th,
2014***

***Souvlaki Pit
Dinner @ 6:30pm
Meeting @ 7:30pm
Movie @ 8:15pm (58:00)***



***“Racing Legends:
Sir Stirling Moss”***

Hosted by Sir Patrick Stewart

