

The Bulletin



MARCH, 2014

Volume 60, Issue 3



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The Peterborough Motor Sports Club, Inc.

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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

March, 2014



Well, the 2014 Ice Season ended on March 2nd. It was delayed one week due to that two day rain storm the week before.

Luckily, the rescheduled races allowed several PMSC members to rack up some points for high finishes. They'll receive their trophies at the Ice Race Awards Banquet in Oshawa on the evening of April 26th.

See more on this in the next column.

I was happy to serve as Clerk of the Course for the Toronto Autosport Club (TAC) weekend. In fact, it was the third event I clerked this winter. That's about two more than I should have done because the Ice Race clubs have been slack in training our own clerks and especially stewards.

I hope a meeting in April of Ice Race organizing clubs will create a way to create a pool of clerks and stewards and eliminate the need to borrow stewards, especially, from Road Racing. That pool of stewards is drying up.

I also hope the April meeting will come up with a new funding/rental agreement with the Minden Kin Club. They are the good folks who create our track at the Minden Fairgrounds each winter and costs for them are going up. In addition to fuel prices and HST, they have been told the Township of Minden Hills wants to charge the Kinsmen more than \$1200 to rent the fairgrounds.

It seems the \$600,000 (plus) ice racers leave in Minden each season at motels, restaurants, service stations and other businesses has gone un-noticed by the municipal leadership.

In other matters....Plans are rolling along 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 were supposed to be joined by the St. Lawrence Auto Club in

hosting the events, but no one from that club has come forward as of this writing.

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.

One more thing. An apology for not including an item on the new NASCAR qualifying system last month. It just got lost. Sorry. But an update is on page 8 in this edition.

Your Humble Scribbler

Len Arminio



Tim Fleguel Double Winner in Ice Race Series

A tip of the helmet to our own Tim Fleguel who came from behind in the AWD Rubber to Ice class points race, to take top spot. But he needed to win the last race of the season to do it.

Well, that's exactly what he did on March 2nd.



After chasing Oshawa Motor Sports Club member Doug Forbes all season long, Tim piloted his 1991 Toyota AWD to wins in the last eight class races of the season.

Tim's win also let him leap frog over Eric Chapman of the Twin Lakes Motorsport Club for the Overall Rubber to Ice Championship. He topped Eric by only .60 of a point in the percentage formula used by CASC.



Congrats also to Dan Demers who hung onto second place in the AWD Street Stud class. Dan was scheduled to miss the weekend of February 22-23. He was in Daytona for the

500 race. But the rainout caused the TAC race to be rescheduled to March 1 & 2 and Dan responded with some well driven races. Let's also hear it for PMSC member Dave Chambers who finished a solid second in the AWD Street Stud Second Driver class.

The Ice Race Awards Banquet is April 26th at the Oshawa and District Shrine Club, 1626 Simcoe Street North, Oshawa.
Sociables at 6:00pm
Banquet at 7:00 pm
\$45 per person.



April will be "busy, busy, busy"

Hang on to your hats...or helmets.... April 2014 will kick off the warm(er) weather PMSC competition season with no fewer than four events.

Well...five if you count the CASC-OR Ice Race Awards.

Lets start with April 12th and the **Shannonville Stages Rally**. This event is the second round in the Ontario Performance Rally Championship series.

Photo Courtesy CDNrally.com



It will see competitors travel 115 km of stage roads that will use six configurations of the Nelson and Fabi tracks at **Shannonville Motor Sports Park**.

As a bonus, the first ever **Salmon River Rally**, a TSD event, will run concurrently with the Stages Rally. The "Salmon" will be a 125km average speed and ET event

using the same configurations as the stage event. Organizers Peter Watt and Pete Gulliver are hoping to make the TSD rally a low impact, low cost introduction to the performance rally experience. Average speeds will be slower and ETs will be longer than the stage event.

Cars do not have to be prepped to the level of the performance rides and the only additional safety component is an approved helmet.

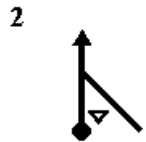
For more information on both the Shannonville Stages Rally and the Salmon River Rally, head to these website links:

<http://shannonville.pmsc.on.ca/index.html>

<http://shannonville.pmsc.on.ca/indexsrr14.html>

Next Up... On Saturday, April 26th,
The 34th Annual **Spring Runoff Rally**.

Organized once again by "Team Cabardos", this 190 km road rally will be the third event in the Ontario Road Rally Championship (ORRC). It will start and finish at the **Forum Restaurant on Hwy 115/35** Southbound near Newcastle. Registration is at 9:30 am. First car is away at 11:01 am. Cost will be \$45 for non-members and \$35 for PMSC teams.



The club's first autoslalom event of the year will be the Cobweb Solo on the following day, April 27th. Organizer Glenn Austin will use Kawartha Speedway in Fraserville as the venue.

Entry fee is \$20 for PMSC members and \$30 for non-members. It will include five or six runs of the course.

Oh.... As we mentioned in the previous column, The CASC-OR Ice Race Awards Banquet is Saturday evening, April 26th. It will be held at the Oshawa and District Shrine Club, 1626 Simcoe Street North, Oshawa.

Say...Why not make a motor sports day on April 26th? Run the Spring Run Off Rally in the afternoon in Newcastle. After, head 20 minutes down the 401 to Oshawa for the Ice Race Awards.

You can contact Ice Race Director Heather Hughes for ticket information at: andhughes@sympatico.ca.

Competition Calendar 2014

Event	Date	Location	Organizer
Ice Race	Jan. 18 &19	Minden	Len Arminio
Shannonville Stages	April 12	Shannonville	Peter Watt
Salmon River Rally	April 12	Shannonville	Peter Watt
Cobweb Solo	April 27	Kawartha	Glenn Austin
Spring-Runoff Rally	April 26	Newcastle	Louis Cabarbos
Watchwinder Solo	May 11	Kawartha	Phil Tighe
Speed Weekend Solo	June 29	Douro	Dan Demers
Mid Summer Solo	July 20	Kawartha	Travis Grubb
GCFR	Aug. 9	Catchacoma	Peter Gulliver
Dog Days Solo	Aug. 24	Kawartha	Brian Lynas
Lapping Day	TBA	Mosport	TBA
Fall Ball Solo	Sept. 14	Kawartha	Glenn Austin
Last Chance Solo	Oct. 19	Kawartha	Travis Grubb
President's Prize	Nov. 8	TBA	Mike van Rees
Fun Rallies:1	May 28 (Poker)		
2	June 25 (Scrabble)		
3	July 23 (GPS)		Len Arminio



Test Drive: 2014 Nissan Pathfinder Hybrid

February 5, 2014

Review and photos by Lesley Wimbush

The mid-sized crossover segment is a mighty crowded one indeed, and deciding between them can be slightly overwhelming.



But opt for a hybrid and the odds drop considerably, making your decision much easier.

There just aren't that many mainstream three-row crossovers available – the Nissan Pathfinder Hybrid we tested really has only one competitor, and that's the Toyota Highlander Hybrid. General Motor's Yukon and Tahoe Hybrids are truck-based, not crossovers, and the Cadillac Escalade and Infiniti QX60 Hybrids fall into the luxury category.



Maybe it's time I took a refresher course in large, people-moving vehicle nomenclature since the Nissan

Pathfinder has once more become a unibody (like the 1996–2004 model) instead of the previous model's body-on-frame construction. I'm confused because the spec sheets still refer to it as an "SUV" instead of a "CUV."

Apparently, the fourth-generation Nissan Pathfinder's revised structure reflects "the shifting needs" of

consumers, with better handling and fuel economy that such a car-based layout provides. In other words, it has followed the demographic out of the hills and away from the truck-based off-roader and into the suburbs with a more refined pavement pounder like their own Murano. However, with a 1,587-kg tow rating (the conventional, gas-powered model is rated at 2,268 kg), and locking centre differential in AWD-equipped vehicles, the Pathfinder Hybrid is still capable of recreational fun on the weekends.

My tester's no head-turner, but it's fairly refined if unremarkable in charcoal grey. Other than the addition of hybrid badging and LED taillights, the Hybrid is virtually identical to the regular Pathfinder.

Along with its change in character comes a more stylish, urban exterior instead of the rugged, squared-off masculinity of the last model. Its new aerodynamic shape features soft curves and sharp character lines, a sculpted rear end and a lower ride height (favouring convenience over obstacle clearance). Although it's two inches longer than the outgoing model, with much more interior space, the new Pathfinder is 227 kg lighter than the model it replaces. And it now boasts third-row seating.

Instead of that extra row representing a cramped penalty box for the kids, it's easily accessible. The "Easy-Flex seating system" features a second-row seat that glides forward with one quick motion – even when there is a child seat installed *[though only a slim profile child seat or booster, not a reverse-facing or large bulky full seat – Ed.]*.



It's not as voluminous as the family minivan, but the Pathfinder does boast best-in-class leg- and headroom and 2,245 L of total cargo volume.

Seating is plump and comfortable.

Further proof of the Pathfinder's newfound urban civility lies in the list of standard technology that it houses.

Although we've come to expect heated seats as a matter of course, the Pathfinder comes with two rows of them and – hallelujah! – a heated steering wheel to boot.

Nissan's "Around View Monitor" should be required equipment on all big-bottomed utility vehicles for rendering complicated back-up maneuvers a piece of cake. There's also an available "tri-zone" entertainment system (providing blissful silence for long-suffering parents), the aforementioned heated steering wheel, first- and second-row seat warmers and front seat cooling.



Properly inflated tires help save fuel, and the "Easy-fill tire inflation system" will honk the horn to let you know when the Pathfinder's are filled to their required psi. An

available eight-inch touchscreen monitor and nav system features 3D-effect graphics, while a premium 13-speaker Bose audio system provides decent background music.

Best of all, the technology is accessible, easy to operate and not annoyingly convoluted. There's no learning curve to becoming comfortable in the Pathfinder Hybrid.

Over a week, with routes consisting of winding country roads, highway and a bit of light off-roading, the Pathfinder proved well-sorted and comfortable, if not exactly exciting. The handling is predictable, there's little road noise and (once I dropped the rear seats with their intruding headrests) visibility is quite good. Overhead is a huge panoramic sunroof that adds to the openness of the cabin.

Rather than the V6 found in the conventional model, the Hybrid is powered by a supercharged four-cylinder and 15-kW electric motor that put out a total of 250 hp and 243 lb-ft of torque. It's important to note that this is only about 10 hp less than its gasoline counterpart – and since there's no reduction in cargo space, the hybrid buyer isn't forced to make a sacrifice to conserve fuel. Whether that's enough to justify the \$4,000 premium over the regular variant depends on how important fuel and environmental conservation is to the buyer.

The only transmission choice is Nissan's Xtronic CVT – and as far as continuously variable transmissions go – it's one of the best. Smooth and without much of the

telltale moaning and groaning, it's as easy to live with as any conventional automatic.

There is no obvious sign that you are driving a hybrid – no shuddering as the gas engine kicks in at a certain speed, no eerie silence. Other than a display screen describing the energy flow direction from gas to wheels, from brakes to battery, etc. – it's quite easy to forget that it's not just a regular Pathfinder.

Since the Pathfinder is now classified as a car-based



crossover, instead of a truck-based SUV, it's a front-wheel-biased configuration instead of rear-biased setup. Available as

either 2WD or 4×4 (it hangs on to the rugged nomenclature of its truck heritage), the Pathfinder is capable of light off-roading and clambering through snowdrifts without drama. During my week, I managed to flog it through deep snow on several occasions – not always by choice. The Pathfinder Hybrid handled the below –30 cold snap we experienced with no trouble whatsoever – although my recorded mileage was less than stellar.

Despite my best efforts, I just couldn't get my overall average below 11.6 L/100 km – compared to the 8.8 L/100 km average I experienced in the Hyundai Santa Fe Sport 2.0T. However, against the Santa Fe XL on the same day and the same route in our [Mid-size SUV Comparison Test](#), the Pathfinder managed an 11 flat while the larger Santa Fe XL was in the 12s.

But overall, I'd have to say that the Pathfinder Hybrid is a pleasant and comfortable, if unremarkable, way of getting around.

Pricing: 2014 Nissan Pathfinder Platinum Premium Hybrid

Base price (S): \$29,998

Base price (SV Hybrid): \$39,248

Base price (Platinum Premium Hybrid): \$49,198

Optional equipment: Metallic Pearl Paint \$135;
Carpeted Floor Mats \$160

A/C tax: \$100

Destination charge: \$1,560

Price as tested: \$51,153



NASCAR Tweaks Qualifying and Allows Cool Down Units

Daytona Beach, Fla. (Mar. 11, 2014) — NASCAR notified its teams that effective immediately the following modifications apply to all elements of its national series qualifying including the breaks:



- **One cool down unit connected through either the left side or right side hood flap/cowl flap**

is allowed to cool the engine

- **The hood must continue to remain closed**
- **Plugging in the generator will not be allowed**
- **Two crew members will be allowed over the wall to support the car and driver**
- **No cool down laps will be permitted**

NASCAR instituted a new group qualifying format for its three national series in January and has continued to evaluate the process through the first three races of the season. The new format has been well-received by fans, competitors, race tracks and other key stakeholders. NASCAR believes that the modifications announced today should help make the qualifying even better and more compelling.

"The qualifying is new to all of us and as we have said over the past several weeks, we are looking at it from all aspects," said Robin Pemberton, vice president of competition and racing development. "Following discussions, both internally and with others in the garage area, we moved quickly to make a few revisions that will be effective starting with our two national series events at Bristol Motor Speedway. We believe this will only enhance and improve what has demonstrated to be an exciting form of qualifying for our fans, competitors and others involved with the sport. Moving forward we will continue to look at it and address anything else that we may need to as the season unfolds."



The Drive-in Theatre-Still Alive and Changing

It will be a few weeks before many of these open...but the drive-in theatre season is almost upon us.

Reports of their death are premature. But, only about a fraction of the 4,000 drive-in theatres in Canada and the US in

existence in the 1950s are still around today.

According to John

Cosway, who writes in *waybacktimes.com*, a Hastings based website devoted to antiques, collectables and history, "Some of the 51 drive-ins in Canada and the 368 in the United States have, or will, go dark, unable to finance the \$30,000 to \$100,000 cost per screen to covert to digital".

Never the less, Cosway believes, "When the new season begins in May, (or in some cases mid-April) there will be drive-in theatres and Ontario will still be the drive-in capitol of Canada".

A Wayback Times survey shows 11 of Ontario's 21 drive-ins have already converted to digital; six more vow to return in 2014 and the intentions of four others were not known at printing time.

The Mustang Drive-in on Preston Road in Cavan-Monaghan, did not open last year and its website now lists Cineplex as its owner. Its future is still blurred.

The Peterborough Drive-In on the Lakefield Road just north of the city limits shut down decades ago and later demolished. It will be the new site of the Giant Tiger store in May.

The oldest American drive-in still in business is Shankweiler's Drive-In in Orefield, Pennsylvania, which opened as Shankweiler's Auto Park on April 15, 1934 but the very first drive-in anywhere opened in Camden,



World's First Drive-in, Camden NJ, 1933

New Jersey in June of 1933 but only operated for three years before shutting down.

In their heyday, some drive-ins could accommodate more than a thousand cars. There was even a theatre in the New Jersey that could land and park small aircraft.

Ontario's first drive-in theatre was the Skyway Drive-In in Stoney Creek. It opened in 1946 but closed in 1970.



Skyway Drive-in, Stoney Creek, 1946-1970

The Starlite Drive-in in Stoney Creek opened in 1955 and is still in business.



The Port Hope Drive-In, built in 1952, is among the oldest Canadian drive-ins still operational.

Other area drive-ins listed as still operating are: Havelock Family Drive-in, Lindsay Twin Drive-in and the Mustang Drive-in in Picton.

(Sources: waybacktimes.com, cinematreasures.org)



Minutes: PMSC Business Meeting March 13, 2014

Meeting held on Thursday, March 13; postponed from Wednesday the 12th due to the weather.

Meeting called to order at 7:35; 8 members present

Dan Demers, Competition Director:

The updated 2014 competition calendar was presented to members present.

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 - Shannonville Stages Rally, April 12th

We have 9 OPRC & 2 TSD confirmed entries. We need to get 14 OPRC & 6 TSD confirmed entries. No St. Lawrence Automobile Club members have signed up as workers as of yet.

CARS is proposing an rule change for e-starts in performance rallies after a DNF.

Len Arminio, Communications Director:

PMSC has 140 Facebook members & 33 Twitter followers

A news release about the Shannonville Stages Rally / Salmon River Rally will be issued the week of March 17th. Spring Runoff Rally (April 26th) poster has been completed. Media releases / Facebook / Twitter / Forum information will be issued the week of April 7th.

The 1962 Players 200 at Mosport film (28 minutes) will be shown at the March 26th social meeting. Details have been posted on Facebook and Twitter.

Ice Race Summary

Ice Race drivers wrap up meeting was held on March 2. The TAC event ran on March 1st / 2nd rain dates with 149 entries. Len filled in as Clerk. The season average was about 160, a moderate increase from 156 last year.

The Kinsmen Club's costs are increasing; fuel HST, the Township wants to charge the Kinsmen Club for use of the fairgrounds (around \$1,200). Ice Racing deposits roughly \$600,000 into the Minden economy each winter.

Tom says Menards are costly to run / damage to track. He suggested increasing entry fees to \$156 plus HST if they continue to run. There was a motion to study eliminating the Menard class or have Menard drivers pay the additional cost of maintaining track. This could be as much as \$700 per weekend for each driver depending on entry.

The Director will meet with the ice race committee (about six drivers) re rule changes. The organizing Clubs to meet with the Director and the Kinsmen in April (TBA) to discuss fees and raising entry fees. Both

PMSC and TLMC have already proposed alternate funding formulas for Kinsmen track fees and levies. Both plans are revenue neutral and would provide Kinsmen with same weekly revenue.

There will also be discussion about providing Stewards and Clerks training and looking for participation from each club.

Peter Gulliver, Treasurer:

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

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. The PMSC has agreed to pay for the banquet meal of any members that wish to attend the AGM. Contact Peter at treasurer@pmsc.on.ca to inform him that you wish to attend.

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.

Doug Armstrong

Next Membership Meeting

Wednesday, MARCH 26th, 2014

Souvlaki Pit

Dinner @ 6:30pm

Meeting @ 7:30pm

Movie @ 8:15pm (28:00)

***Movie: "The Imperial Tobacco
1962 Players 200"
@ Mosport.***

***You will get a kick out of this bit of area
history featuring several familiar names in
racing.***



In Memoriam

Eric Curtis

1943 - 2014

