

The Bulletin



JUNE, 2014

Volume 60, Issue 6



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Really Big...Really Heavy***



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 June, 2014

Well, we have reached a bit of a slowdown in events after a very busy month of April. But with solos each month this Summer, including the Regional event, Summer Solo on July 20th, there's still lots to keep us busy. Especially on Social Meeting nights.

Because of the Little Lake Music Festival, we do not have formal meetings at the Souvlaki Pit because of the crowds across the street at Crary Park. So we try to have some fun away from downtown.

June 25th will feature the 2nd annual Scrabble™ Rally. A 60 km rally that takes teams on a route to Scrabble letters. Best word/words points win! It starts and ends at Pinto's Corner, Hwy 7 & Lansdowne West. Dan Demers is the organizer.

The following Sunday, June 29th, will be the Speedweekend Solo at Douro-Dummer community Centre. Contact Glenn Austin for details.

There will be no formal Bulletin in July, but notice of events will go out as usual via email and on the website.

Your Humble Scribbler

Len



Bumper Sticker We All Should Have



The 2nd Annual Peterborough Motor Sports Club



R A L L Y

Wednesday, June 25, 2014

**Start/Finish @ Pinto's Market
& Ultramar**

Lansdowne St. West @ Hwy 7

Registration: 5:45 pm

Drivers Meeting: 6:15 pm

First car out at: 6:31 pm

**Rally is about 60 km long and
should take 1 - 1 1/4 Hrs.**

Entry Fee \$0 (FREE)

**An evening jaunt through the countryside
in search of hidden Scrabble™ tiles.**

Best wins!



**Info: Dan Demers -
competition@pmsc.on.ca**



Updated Competition Calendar 2014

~~Past Events~~ — **Upcoming Events**

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
Spring Runoff Rally	April 26	Newcastle	Louis Cabarbo
Cobweb Solo	April 27	Kawartha	Dan Demers
Watchwinder Solo	May 11	Kawartha	Phil Tighe
Speed Weekend Solo	June 29	Douro	Glenn Austin
Mid Summer Solo (Regional)	July 20	Kawartha	Travis Grubb
GCFR	Aug. 9	Catchacoma	Peter Gulliver
Dog Days Solo	Aug. 24	Kawartha	Brian Lynas
Lapping Day	TBD	Mosport	TBD
Fall Ball Solo	Sept. 14	Kawartha	Kris Dickson
Last Chance Solo	Oct. 19	Kawartha	Travis Grubb
President's Prize	Nov. 8	Peterborough	Mike van Rees
Fun Rallies:1	June 25 (Scrabble)	See Poster	Dan Demers
2	July 23 (GPS)	Peterborough	Len Arminio
3	August 27 (Poker)		



The Annual
Speed Weekend
Solo

SUNDAY, JUNE 29, 2014

DOURO-DUMMER COMMUNITY CENTRE

Peterborough County Rd 8 (Just East of Hwy 28)

Douro-Dummer, ON

Registration opens: 8:30 am

First run: Appx. 10:00 am

Entry Fee: \$20 for PMSC Members
\$30 non-members

Any road worthy car is eligible.

Contact: Glenn Austin: rustysteel@sympatico.ca

VW Jetta TDI - A step up from the previous gen



By Lesley Wimbush
*Originally Published on
Auto123.com, Wednesday, May
14, 2014. Used with the author's
permission.*

The last Jetta produced for our market suffered noticeably from cost-cutting measures and was lambasted for its cheap interior's lack of quality. Those issues have been largely addressed, with soft-touch dash materials in the top-spec Jetta, as well as standard independent suspension and four-wheel disc brakes across the model range.



Volkswagen manufactures some 14 different powertrains globally from traditional gasoline combustion to plug-in hybrid to full-on electric -- and they realize that there's no single solution to conserving fuel and reducing emissions. Each market has different requirements, and the company has been promoting their diesel engines as a good choice for thrifty Canadians. Volkswagen has been selling diesel since the 1970s, and clean diesel now comprises 28% of their sales.

What is a Volkswagen Jetta TDI?

A compact sedan with German engineering, the Jetta is comfortable yet rather plain when it comes to luxury. For a compact, the Jetta looks and behaves like a larger sedan. Despite its small, maneuverable size the Jetta makes a great family vehicle with 440 litres of trunk space (more than the [Corolla](#), [Focus](#), Civic or Cruze).

For 2014, the Jetta is now available with TDI on all trim levels, where previously it was available only on the range-topping models.

2014 Volkswagen Jetta Price and Specs

The Jetta ranges in price from \$14,990-\$29,190 and is available with a 1.8L L4 turbo producing 170hp/184 lb-ft, a 2.0L L4 rated at 115hp/125 lb-ft or the 2.0L inline

4-cylinder turbodiesel found in my tester. It puts out 140 hp and 236 lb-ft of torque, and is mated to a 6-speed DSG transmission. It's a good match for the 1,272kg sedan.

The Jetta TDI Trendline+ starts at \$22,490, with an optional \$800 Connectivity Package and a 6-speed automated sequential transmission for \$1,400.

Inside and Out the 2014 Volkswagen Jetta TDI Trendline+

Outwardly, the Jetta is attractive, yet conservatively styled. With its clean, blocky lines, the Jetta is totally Germanic in design. The 15" standard steel rims don't do much for the Jetta's appearance, however, moving up through the trim lines adds larger and much prettier multi-spoke alloys.

Inside, the cabin is very simple, and as mentioned before, not at all luxurious. Having been blasted in the past for their shoddy, dated interior quality, Volkswagen has improved the Jetta's cabin quite a bit -- although there are still the odd bits of flashing on plastic edges around the gauge bezel.

Seating is power adjustable, supportive, and covered with durable upholstery.



It's a comfortable, well-functioning space, and the switchgear and centre console are ergonomically logical if not stylish. There's no Navigation, no fancy touchscreen, and the tiny display is only a step above the one in my 20-year-old hatchback. But there's a nice little trip computer between the gauges, and an \$800 connectivity package that easily accepts my Blackberry. There is a stereo, and it does make noise. Higher trim lines receive a really decent Fender sound system, but it's part of a \$1,570 Technology package.

Driving the 2014 Volkswagen Jetta TDI Trendline+

The Jetta's German pedigree becomes obvious as soon as you've hit the road. The ride is quite firm, yet pleasantly so for those of us who enjoy composure and road feel over cushiony comfort. The former torsion beam rear suspension is gone, replaced with independent suspension all around. As a result, the 2014 Jetta offers a very composed and confidence-inspiring ride through turns and over rough pavement.

Although base model Jettas still retain the old hydraulic steering setup, the rest of the lineup (including this one) has electro-mechanical steering that's geared towards fuel efficiency rather than responsiveness. Fairly precise and nicely weighted, the steering increases in weight at highway speed.

What the Jetta sacrifices in luxury, it makes up for in safety. All Jettas come well-equipped with standard features like six air bags, electronic stability system, four-wheel ABS, tire pressure monitoring system, and head restraints.

The Jetta's powertrain seems perfectly matched to its size and handling. The 2.0L diesel engine feels well-matched to the car's size, and effortlessly moves it along at a brisk pace. It's easy to forget that there's a diesel under-hood, until you roll the window down. Even then, it's by no means unpleasant.

Fuel consumption wasn't as good as it could be, thanks to the extreme cold. I averaged around 8.5L/100km, yet I've previously gotten 6.1L/100km while driving the same model during nicer weather. Of course, all the climate controls and seat warmers necessary also take their toll on fuel consumption.

Overall, the Jetta is an extremely pleasant and capable daily driver, and well worth a look for those in the market for a compact car.

Summary Rating:

Styling (75%)	★★★★☆	Performance (77%)	★★★★☆
Accessories (70%)	★★★★☆	Driving Dynamics (80%)	★★★★☆
Space and Access (80%)	★★★★☆	Safety (80%)	★★★★☆
Comfort (80%)	★★★★☆		

Lesley is a former PMSC executive member and is a long-time member of the Automotive Journalists Association of Canada. (AJAC)



A HISTORY OF THE CAR RADIO

(Photos and some information courtesy of Jim's Antique Radio Museum and "Uncle John's Fast-Acting Long-Lasting Bathroom Reader".)

Seems like cars have always had radios, But they didn't.

Here's the story: One evening, in 1929, Two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, But one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in The U.S. Navy during World War I). So it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

Or so the story goes according to *Motorola.com*.

A search of radio history websites reveals several attempts at putting radios in cars as early as the 1920s. But in those days, radios operated on heavy and hazardous lead-acid batteries at voltages that didn't match auto voltages. In addition, automobiles have things that make noise like ignition switches, generators, spark plugs, and other electrical equipment, making it nearly impossible to listen to the radio when the engine was running.

Well Lear and Wavering went to work to identify and eliminate each source of electrical interference. When they finally got their radio to work, they took it to a radio convention In Chicago. There they met Paul Galvin. In 1928 Paul V. and Joseph E. Galvin purchased the bankrupt Stewart Battery Company's battery eliminator plans and manufacturing equipment at auction for \$750. Galvin Manufacturing Corporation made a device that allowed battery-powered radios to run on household AC current.

The company had \$565 in working capital and five employees. The first week's payroll was \$63.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up.

He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

But Galvin was too broke to buy a booth at the show. So what today is called “tailgating” at Hamfests and flea markets, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the **Motorola**.



But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that

measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the



receiver and a single speaker could be installed. The ceiling had to be cut open to install the antenna.

Holes had to be cut to get

the radio into the dash area and into the floorboard to accommodate batteries. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

The Motorola car radio was off and running.

(The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager.

In 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.



Lear also continued inventing until his passing in 1978.

He held more than 150 patents. Remember eight-track

tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

Other early manufacturers in the USA included among others Advance Electric Co., Allied Radio Corp., Atwater Kent (1931), Automatic Radio Mfg. Co. (1930), Automobile Radio Corp. (1930), Carteret Radio Labs, Hyatt Electric Corp., Roth-Downs Manufacturing Co. , Fred W. Stein and Crossley...Delco Radio Corp. (appliance) with another early car radio, 1929.

Not to be left behind, the "Delco-Remy Division" of General Motors introduced in 1929 the model Cadillac

LaSalle (as per Radio Collector's Guide 1921-32, which is not always very accurate)..

United American Bosch, a subsidiary of Bosch, Germany, which likewise introduced in 1930 a car radio.

NOTE: Edward (Ted) S. Rogers, a Canadian inventor created what he called a "Rogers Batteryless" radio at about the same time. A radio that could run on household AC current. He went on to open a radio station in Toronto, CFRB, which stood for "Canada's First Rogers Batteryless". It's still on the air and is now known as "News-Talk 1010".

In 1934, the Rogers-Majestic Company developed the Rogers Model 918 radio receiver that could be mounted in the dashboard of an automobile. Rogers made deals with both Ford of Canada and General Motors of Canada to provide radio sets for their cars.

(Ed Note: Inquiries to both Rogers and the Hammond Radio Museum in Guelph did not produce any picture of that device).

Rogers died in 1939 at the age of 38. His son, the late Ted Rogers Jr., who died in 2008, followed his father's footsteps and became the head of a media conglomerate that owns radio, TV, specialty channels, cable systems, wireless companies along with the Toronto Blue Jays and their home field, Rogers Place.

(Sources: Motorola.com website, Jim's Antique Radio Museum-

<http://www.antiqueradiomuseum.org/thecarradio.htm>, originally published by "Uncle John's Fast-Acting Long-Lasting Bathroom Reader". Published by Bathroom Readers' Press, Ashland, Oregon. <http://www.bathroomreader.com>, and <http://www.radiomuseum.org/>) and "Radio Wizard, Edward Samuel Rogers and the Revolution of Communications" by Ian A. Anthony. Gage Publishing, 2000.)



Introducing the First Ever PMSC Geocache (GPS) Rally, Wed. July 23rd, 2014



A 90 minute rally looking for semi-hidden “caches” in Peterborough County

*Teams will use their GPS units to find
“checkpoints” where they will collect proof they
were there. Note: You must have a GPS unit that
will find Lat and Long coordinates.*

Wednesday, July 23, 2014

***Start: The Cabin Snack Bar, Beavermead Park Entrance,
Ashburnham Drive, Peterborough. 44.296792 / -78.300809***

Finish: A licensed restaurant...If you find it!

Registration opens: 5:45pm

Drivers Meeting: 6:15pm

First Car out: 6:31pm

***The first section of the event is a simple distance, turn, speed rally.
Prizes for completing the course in the shortest distance. Tiebreaker – Fewest
penalty points. **Entry is Free.*****

For more info: lenarminio@gmail.com /705-745-0685



Minutes: PMSC Business Meeting, June 11, 2014

Meeting called to order at 7:33; 7 members present

Dan Demers, Competition Director:

The Scrabble Rally will be held on the Wednesday, June 25th social evening, starting at Pinto's Market.

Registration starts at 5:45. The rally is about 60 km long and should take 1 ¼ hours. There will be no cost to enter, but donations will be accepted for the Multiple Sclerosis Society of Canada.

The Speed Weekend Solo will be held on Sunday, June 29th at the Douro Arena.

Peter Gulliver, Treasurer:

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

The 2014 Galway-Cavendish Forest Rally will include the use of the fire access road from the quarry road to Crystal Lake. The rally will consist of 8 stages, including the quarry road, the quarry & the fire access road. This will provide three distinct types of conditions.

Motorsportreg.com will be used to register competitors & workers.

Len Arminio, Communications Director:

Len is organizing a GPS rally for the Wednesday, July 23rd social evening. The first 10 to 12 km will be a regular rally, after which latitude and longitude points will be given to checkpoints. The goal will be to find all the checkpoints and do it with the least distance travelled.

Doug Armstrong, Secretary

A karting night at Peterborough Kartway (same location as last year) is tentatively planned for July 9th, the date of our next business meeting. Additional information will be emailed to all club members. Everyone had a great time last year. I hope to organize a 2nd evening later in the year, if the membership is interested.

Meeting finished at 8:18.

Doug Armstrong
Secretary



NOTE: There will be no Bulletin edition in July. However, notices of events, meetings and results will be sent out by email.