

# The Bulletin



***SEPTEMBER, 2014***

***Volume 60, Issue 8***



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Express Toll Route

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## ***The Peterborough Motor Sports Club, Inc.***

***PO Box 131***

***Peterborough, ON K9J 6Y5***

**[www.pmsc.on.ca](http://www.pmsc.on.ca)**

***Also on Facebook and Twitter***

## **Meetings**

Club Executive meetings are held on the 2<sup>nd</sup> Wednesday of each month at the call of the President.

Social meetings are held on the 4<sup>th</sup> 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<br><a href="mailto:president@pmsc.on.ca">president@pmsc.on.ca</a>      |
| Vice President    | Peter Watt<br><a href="mailto:vicepresident@pmsc.on.ca">vicepresident@pmsc.on.ca</a> |
| Secretary         | Doug Armstrong<br><a href="mailto:secretary@pmsc.on.ca">secretary@pmsc.on.ca</a>     |
| Treasurer         | Peter Gulliver<br><a href="mailto:treasurer@pmsc.on.ca">treasurer@pmsc.on.ca</a>     |
| Competition Dir.  | Dan Demers<br><a href="mailto:competition@pmsc.on.ca">competition@pmsc.on.ca</a>     |
| Director at Large | Vacant                                                                               |
| Communications    | Len Arminio<br><a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a>          |





## ***From the Editor's Keyboard September, 2014***

We head into the Fall and yes, Winter is not that far behind. One Solo event in October and the President's Prize Rally in November are the only club events remaining as of publication date. Then we look forward to 2015 and Ice Racing.

In this issue we have the results of the Poker Rally held on August 27<sup>th</sup>. Thanks to Alain Cabardos for being the "dealer" for the event.

We also have the results of the Fall Ball Solo held on the 14<sup>th</sup> of September and some comments from Brian Lynas on a St.LAC event held at Shannonville

There was a discussion on the future of our club's participation in the OPRC events. The minutes of that meeting are in this edition along with some information from Pete Gulliver who is stepping down as organizer for the Galway-Cavendish Forest Rally.

On a personal note, I attended the Ian Law Car Control Advanced Driving School in Brampton on September 6<sup>th</sup>. It was a very worthwhile experience from several angles.... Read more later in this issue.

The September PMSC Social meeting is Wednesday, September 24<sup>th</sup>. The meeting starts at 7:30 pm but join us for a bite to eat at 6:30 pm. Location is The Souvlaki Pit, 75 George Street North at Rink.

Your Humble Scribbler,

Len



## ***Shannonville, Galway Rallies in Jeopardy.***

***Low entry levels, economics and organizers stepping aside could scrap the club's two Ontario Performance Rally events.***

In a letter to PMSC Executive members, Pete Gulliver has announced he will no longer organize the Galway-Cavendish Forest Rally. Pete has been involved in the event since its beginning 13 years ago.

Peter Watt, who has ramrodded the Shannonville Stages Rally, has also said he would like to step away from that task in 2015.

With those announcements and a serious lack of entries in the events, the future of the two rallies seems in doubt.

Here is Pete's letter.

*This message is to inform the PMSC Board that I will NOT be organizing GCFR 2015.*

*I am not sure how many GCFR's I have organized in a row but it is quite a few.*

*This decision was made prior to this year's event but I didn't announce it until now. I will admit, in part, the low entry this year was the final nail in the coffin. However thanks to a number of very generous sponsors and individuals we ended up in the black by a few dollars.*

*I think we all agree making money is not the intent however, it is better than losing money. This year's organization was especially onerous as we finally obtained permission to use Loom Lake Road. But that did create extra work for those involved.*

*Will entry levels remain as they are currently in OPRC events ??? I have no crystal ball but I do not believe they will. However things beyond our control need to change before Rally grows.*

*COST is the major issue in my opinion...mainly insurance.*

*I recently spoke to one potential rallyists (I do think there may be a driving record issue) who told me he was quoted \$5700 per year to insure a \$7000 rally car.*

# ***PMSC Members Do Well At The St. Lawrence Auto Club “Challenge”***

***By Brian Lynas***

Last weekend ( Sept 6<sup>th</sup>) several members of PMSC ran the St. Lac challenge @ Shannonville.

Competitors included Rob Norval, Greg Bateman, Brian Lynas, & Phil Tighe.

## **The Track.**

The course was 4 km. long. It was laid out on the "long" track. That's a combination of the Nelson & Fabi courses with a dogleg on the connecting section. This was not exactly a normal solo course. Cones were placed economically. The drag strip on the Fabi course had two slaloms to slow things down. I ran the course in 3rd and 4th gears except for one 2nd gear corner.

## **The Weather.**

The first 3 runs were on a wet track. This felt like ice racing in Sept. I loved it. A couple of drivers passed on the opportunity. The last 3 runs were on a track which dried very quickly. The results show a dramatic drop in lap times.

## **The Results.**

Peterborough drivers put up a very respectable showing. Phil finished 2nd to an Audi RS4.

Greg won the Super Stock group by a second over yours truly.

Rob finished 6th in the modified class against experienced drivers in very quick vehicles. I'm not sure how he ended up in this group.

The full results are at the end of this article and available at the St. Lac website.

*I don't think that even if events offered FREE entry it would make much difference to entry levels.*

*There is discussion at CARS level to change requirements for Rally Sprint vehicles. However the version I have heard will, in my opinion, not help to any degree.*

*So where does this leave PMSC??*

*I personally would like to see the GCFR continue. However I don't know if we have an organizer.*

*I do have a large number of files that would assist any new organizer(s) and I am willing to mentor and help anyone who steps up.*

*I AM NOT willing to take over if the organizer backs out.*

*Several years ago, a person no longer with PMSC, took on the job. They then moved, changed jobs and got married all just before the GCFR. The person had done virtually ZERO organizing. Watt and I stepped in at the last minute and built a rally in less than a month.*

*One possible activity we could consider is holding a Rally Cross series at Parnell Quarry I think permission can be obtained. Could these be held by PMSC alone or in conjunction with the Maple Leaf series? There are plusses and minuses in both options.*

*One suggestion would be to merge the Black Bear and GCFR events. Both events struggle for entries.*

*Pete Gulliver*

**Note: The elimination of these rallies would have to be approved by the Executive, which would seek a consenting vote by the membership.**



| Final Results                                            |     |     |             |                                |               |                 |                 |               |               |                 |         |             |       |
|----------------------------------------------------------|-----|-----|-------------|--------------------------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|---------|-------------|-------|
| – St Lac Challenge – Sat 09-06-2014                      |     |     |             |                                |               |                 |                 |               |               |                 |         |             |       |
| Total Registered: 24, with Times: 21                     |     |     |             |                                |               |                 |                 |               |               |                 |         |             |       |
| mod – ‘Modified’ – Total Entries: 8<br>Trophies: 3       |     |     |             |                                | Times         |                 |                 |               |               |                 |         | Total       | Diff. |
| 1<br>T                                                   | mod | 58  | Ralf K      | white red<br>Formula 500       | 175.711       | 169.538         | 168.833         | 138.976       | 135.748       | 135.289         | 135.289 | [-<br>89]   | 4.939 |
| 2<br>T                                                   | mod | 192 | Sergio B    | Red (of course)<br>Toyota WSR  | 138.228+<br>1 | 138.962+<br>1   | 138.977+<br>dnf |               |               |                 | 140.228 | +4.93<br>9  |       |
| 3<br>T                                                   | mod | 32  | Judd B      | Blue Acadian<br>Canso          | 175.920       | 177.041         | 170.006         | 156.517       | 151.422       | 150.416+<br>1   | 151.422 | +11.1<br>94 |       |
| 4                                                        | mod | 54  | Alan P      | Red white Honda<br>CRX         | 156.095       | 154.508         | 154.387+<br>1   | 151.538       | 152.137       |                 | 151.538 | +0.11<br>6  |       |
| 5                                                        | mod | 129 | Marc G      | Blue Acadian<br>Canso          | 166.352       | 159.587         |                 |               |               |                 | 159.587 | +8.04<br>9  |       |
| 6                                                        | mod | 5   | Robert N    | white Mazda<br>RX7             | 203.511       | 202.202+<br>dnf | 202.458         | 176.326       | 172.422       | 173.770         | 172.422 | +12.8<br>35 |       |
| 7                                                        | mod | 16  | Mark B      | black yellow<br>Corvette       | 174.283       |                 |                 |               |               |                 | 174.283 | +1.86<br>1  |       |
| 8                                                        | mod | 4   | Martin G    | red-white Chevy<br>monte carlo |               |                 |                 |               |               |                 | dns     |             |       |
| sp – ‘Street Prepared’ – Total Entries: 5<br>Trophies: 2 |     |     |             |                                | Times         |                 |                 |               |               |                 |         | Total       | Diff. |
| 1<br>T                                                   | sp  | 711 | Rob B       | Green Lotus Elise              | 174.022       | 169.587         | 166.118         | 146.518       | 147.694       | 147.966         | 146.518 | [-<br>18]   | 1.587 |
| 2<br>T                                                   | sp  | 616 | Mark C      | Blue BMW M3                    | 190.903+<br>2 | 178.232         | 176.668         | 150.435       | 149.783<br>+1 | 148.105         | 148.105 | +1.58<br>7  |       |
| 3                                                        | sp  | 22  | Francesco G | White Honda 2000               | 176.352       | 187.544+<br>dnf | 172.667+<br>dnf | 161.549+<br>1 | 158.913       | 165.266+<br>dnf | 158.913 | +10.8<br>08 |       |
| 4                                                        | sp  | 94  | Dave R      | red 1994 Chevy<br>Camero SS    | 204.567       | 187.967         | 185.602         | 161.735+<br>1 | 160.794       | 160.682         | 160.682 | +1.76<br>9  |       |
| 5                                                        | sp  | 1   | Bruce G     | Red Honda Civic                |               |                 |                 |               |               |                 | dns     |             |       |
| ss – ‘Super Stock’ – Total Entries: 7<br>Trophies: 3     |     |     |             |                                | Times         |                 |                 |               |               |                 |         | Total       | Diff. |
| 1<br>T                                                   | ss  | 6   | Greg B      | Green Lotus Elise              | 188.023       | 177.568         | 177.258         | 157.154       | 156.591       | 158.892         | 156.591 | [-<br>91]   | 1.211 |
| 2<br>T                                                   | ss  | 119 | Brian L     | Blue Mazda Miata               | 179.374       | 173.917         | 170.985         | 157.997+<br>1 | 157.802       | 158.924         | 157.802 | +1.21<br>1  |       |
| 3<br>T                                                   | ss  | 10  | Doug B      | black Honda S2000              | 194.535       | 185.650         | 182.278         | 171.437+<br>1 | 165.628       | 161.506+<br>1   | 163.506 | +5.70<br>4  |       |
| 4                                                        | ss  | 9   | Norm K      | White Volvo<br>PV554           | 197.351       | 185.783         | 180.429         | 175.764       | 174.565       | 180.946         | 174.565 | +11.0<br>59 |       |
| 5                                                        | ss  | 89  | Peter E     | Blue Subaru WRX                | 197.862       | 178.052         | 176.896+        |               |               |                 | 178.0   | +3.48       |       |



|                                                                   |        |        |              |                   |                 |                 |               |                 |               |         |              |              |
|-------------------------------------------------------------------|--------|--------|--------------|-------------------|-----------------|-----------------|---------------|-----------------|---------------|---------|--------------|--------------|
|                                                                   |        |        |              |                   |                 |                 | dnf           |                 |               |         | 52           | 7            |
| 6                                                                 | ss     | 122    | Steve G      | Red Volvo         | 204.081         | 197.452+<br>dnf | 198.249       | 195.093         | 185.603       | 183.835 | 183.835      | +5.783       |
| 7                                                                 | ss     | 3      | Graham F     | Datsun 280Z       | 195.900+<br>dnf | 188.327         | 188.608+<br>1 |                 |               |         | 188.327      | +4.492       |
| <b>street – ‘Street Stock’ – Total Entries: 4<br/>Trophies: 2</b> |        |        |              |                   | <b>Times</b>    |                 |               |                 |               |         | <b>Total</b> | <b>Diff.</b> |
| 1<br>T                                                            | street | 2      | Mark David A | Black Audi RS4    | 177.023         | 172.283         | 169.543       | 156.291         | 156.421<br>+1 | 154.775 | 154.775      | [-7.755]     |
| 2<br>T                                                            | street | 7      | Philip T     | black mazda miata | 200.374         | 188.370         | 182.419       | 171.079+<br>dnf | 162.530       | 162.543 | 162.530      | +7.755       |
| 3                                                                 | street | 1<br>4 | Jack K       | Blue Subaru       | 190.069         | 193.573         | 187.472       | 177.472         | 177.437       | 175.072 | 175.072      | +12.542      |
| 4                                                                 | street | 8      | Keith T      | blue Subaru WRX   |                 |                 |               |                 |               |         | dns          |              |
| <b>Top Times Of Day</b>                                           |        |        |              |                   | <b>Time</b>     | <b>Class</b>    | <b>#</b>      | <b>Driver</b>   |               |         |              |              |
| <b>Raw time</b>                                                   |        |        |              |                   | 135.289         | mod             | 58            | Ralf K          |               |         |              |              |
| <b>Pax</b>                                                        |        |        |              |                   | 135.289         | mod             | 58            | Ralf K          |               |         |              |              |



## ***Poker Stars Shine on the Backroads***

The sixth annual PMSC Poker Rally saw the daughter-dad combo of Kathryn and Dan Demers turn up a full house to win the event.

Earle and Pat Henderson finished second with a flush while Phil Tighe and his wife collected a straight for third place.

Pete Gulliver had three of a kind while Doug Armstrong managed only a pair of Jacks.

Thanks to Alain Cabardos for taking on the job as “dealer” for this annual event. Some pictures of the winners.....



# ***Fall Ball Solo Results***

| Peterborough Motorsports Club      |      |       |    |                  |                      |        |        |          |       |          |
|------------------------------------|------|-------|----|------------------|----------------------|--------|--------|----------|-------|----------|
| Pax Time Results                   |      |       |    |                  |                      |        |        |          |       |          |
| #6 - FallBallSolo - Sun 09-14-2014 |      |       |    |                  |                      |        |        |          |       |          |
| Timed Entries: 40                  |      |       |    |                  |                      |        |        |          |       |          |
| Pax Pos.                           | Pos. | Class | #  | Driver           | Car Model            | Total  | Factor | Pax Time | Diff. | From 1st |
| 1                                  | 1    | HS    | 5  | Austin, Glenn    | 08 Mini              | 54.280 | *0.804 | 43.641   | 0.000 | 0.000    |
| 2                                  | 1    | CS    | 25 | Tighe, Phil      | 1999 Mazda Miata     | 53.976 | *0.834 | 45.016   | 1.375 | 1.375    |
| 3                                  | 1    | GS    | 10 | Johnson, Chris   | 2005 Subaru Impreza  | 55.200 | *0.816 | 45.043   | 0.027 | 1.402    |
| 4                                  | 1    | STX   | 38 | Awah, Josh       | 2008 Honda Civic SI  | 54.609 | *0.827 | 45.161   | 0.118 | 1.520    |
| 5                                  | 1    | BS    | 13 | Exton, Jake      | 2004 Subaru Impreza  | 54.158 | *0.845 | 45.763   | 0.602 | 2.122    |
| 6                                  | 2    | HS    | 3  | Manning, Phil    | 1997 VW Jetta        | 57.608 | *0.804 | 46.316   | 0.553 | 2.675    |
| 7                                  | 1    | DSP   | 2  | McLean, Drew     | 1986 Mazda RX7       | 54.326 | *0.855 | 46.448   | 0.132 | 2.807    |
| 8                                  | 3    | HS    | 37 | Carey, Ryan      | 2000 Chevy Cavalier  | 57.972 | *0.804 | 46.609   | 0.161 | 2.968    |
| 9                                  | 2    | CS    | 1  | Lynas, Brian     | 09 Miata             | 56.027 | *0.834 | 46.726   | 0.117 | 3.085    |
| 10                                 | 2    | STX   | 31 | Daenke, Evan     | 2007 VW GTI          | 56.565 | *0.827 | 46.779   | 0.053 | 3.138    |
| 11                                 | 4    | HS    | 7  | Meddick, Brandon | 2015 Subaru Forester | 58.276 | *0.804 | 46.853   | 0.074 | 3.212    |
| 12                                 | 3    | CS    | 15 | Reid, Don        | 2013 Scion FRS       | 56.225 | *0.834 | 46.891   | 0.038 | 3.250    |
| 13                                 | 5    | HS    | 11 | Demers, Dan      | 08 Mini              | 58.743 | *0.804 | 47.229   | 0.338 | 3.588    |
| 14                                 | 6    | HS    | 40 | Giles, James     | 1987 VW Cabrio       | 58.828 | *0.804 | 47.297   | 0.068 | 3.656    |
| 15                                 | 4    | CS    | 27 | Sawyer, Joe      | 2005 Mazda RX8       | 56.907 | *0.834 | 47.460   | 0.163 | 3.819    |
| 16                                 | 7    | HS    | 34 | Ahola, Brandon   | 1994 Subaru Legacy   | 59.353 | *0.804 | 47.719   | 0.259 | 4.078    |
| 17                                 | 8    | HS    | 39 | Bannard, Micheal | 1998 BMW 328IS       | 59.393 | *0.804 | 47.752   | 0.033 | 4.111    |
| 18                                 | 2    | DSP   | 16 | Grubb, Travis    | 1987 RX-7            | 55.879 | *0.855 | 47.776   | 0.024 | 4.135    |
| 19                                 | 9    | HS    | 36 | Hunt, Bryan      | 1998 Acura EL        | 59.487 | *0.804 | 47.827   | 0.051 | 4.186    |
| 20                                 | 10   | HS    | 12 | McLean, Jordan   | 2003 Pontiac Sunfire | 59.492 | *0.804 | 47.831   | 0.004 | 4.190    |
| 21                                 | 1    | AS    | 17 | Meddick, Al      | 2001 Chevy Corvette  | 56.524 | *0.847 | 47.875   | 0.044 | 4.234    |
| 22                                 | 2    | GS    | 14 | Kern, Jack       | 2005 Subaru Impreza  | 58.705 | *0.816 | 47.903   | 0.028 | 4.262    |
| 23                                 | 2    | BS    | 23 | Mackinnon, John  | 2004 Subaru Impreza  | 56.845 | *0.845 | 48.034   | 0.131 | 4.393    |
| 24                                 | 11   | HS    | 21 | Delnokes, Kyle   | 1968 Chevy Corvair   | 59.924 | *0.804 | 48.178   | 0.144 | 4.537    |
| 25                                 | 1    | CM    | 6  | Junkin, Tyler    | 1997 Chevy Cavalier  | 53.017 | *0.910 | 48.245   | 0.067 | 4.604    |
| 26                                 | 3    | STX   | 28 | Graham, Tanner   | 2010 Mazda Speed 3   | 58.535 | *0.827 | 48.408   | 0.163 | 4.767    |
| 27                                 | 12   | HS    | 18 | Gray, John       | 1966 Chevy Corvair   | 60.441 | *0.804 | 48.594   | 0.186 | 4.953    |
| 28                                 | 5    | CS    | 20 | Major, Paul      | 2007 Miata           | 58.269 | *0.834 | 48.596   | 0.002 | 4.955    |

|    |    |     |    |                  |                       |        |        |        |       |        |
|----|----|-----|----|------------------|-----------------------|--------|--------|--------|-------|--------|
| 29 | 13 | HS  | 30 | Junkin, Marilyn  | 2005 Chevy Cobalt     | 61.058 | *0.804 | 49.090 | 0.494 | 5.449  |
| 30 | 1  | FS  | 22 | Dover, Jay       | 1997 Pontiac Firebird | 59.677 | *0.830 | 49.531 | 0.441 | 5.890  |
| 31 | 3  | GS  | 35 | Hrelinc, Mitch   | 2010 Hyundai Genesis  | 61.020 | *0.816 | 49.792 | 0.261 | 6.151  |
| 32 | 3  | BS  | 32 | Seon, Steve      | 2006 Honda S2000      | 59.178 | *0.845 | 50.005 | 0.213 | 6.364  |
| 33 | 1  | SS  | 8  | Bulford, Mike    | 2006 Chevy Corvette   | 58.330 | *0.859 | 50.105 | 0.100 | 6.464  |
| 34 | 14 | HS  | 4  | Manning, Orville | 1998 VW Jetta         | 62.637 | *0.804 | 50.360 | 0.255 | 6.719  |
| 35 | 15 | HS  | 26 | VanRoden, Shawn  | 1998 Acura EL         | 62.940 | *0.804 | 50.603 | 0.243 | 6.962  |
| 36 | 4  | GS  | 29 | Ball, Chris      | 2011 Honda Civic SI   | 64.653 | *0.816 | 52.756 | 2.153 | 9.115  |
| 37 | 1  | SSP | 9  | Chrysler, Todd   | 2009 Audi R8          | 62.121 | *0.871 | 54.107 | 1.351 | 10.466 |
| 38 | 2  | FS  | 33 | Dover, Tyler     | 1996 Chevy Camaro     | 65.603 | *0.830 | 54.450 | 0.343 | 10.809 |
| 39 | 5  | GS  | 24 | Flesch, Robert   | 1999 Caddy STS        | 67.047 | *0.816 | 54.710 | 0.260 | 11.069 |
| 40 | 16 | HS  | 19 | Liss, Lindsay    | 2002 Mazda Protege    | 71.567 | *0.804 | 57.539 | 2.829 | 13.898 |

### Peterborough Motorsports Club

#### Final Raw Time Results

#6 - FallBallSolo - Sun 09-14-2014

Timed Entries: 40

| Raw Pos. | Pos. | Class | #  | Driver           | Car Model            | Raw Time | Diff. | From 1st |
|----------|------|-------|----|------------------|----------------------|----------|-------|----------|
| 1        | 1    | CM    | 6  | Junkin, Tyler    | 1997 Chevy Cavalier  | 53.017   | 0.000 | 0.000    |
| 2        | 1    | CS    | 25 | Tighe, Phil      | 1999 Mazda Miata     | 53.976   | 0.959 | 0.959    |
| 3        | 1    | BS    | 13 | Exton, Jake      | 2004 Subaru Impreza  | 54.158   | 0.182 | 1.141    |
| 4        | 1    | HS    | 5  | Austin, Glenn    | 08 Mini              | 54.280   | 0.122 | 1.263    |
| 5        | 1    | DSP   | 2  | McLean, Drew     | 1986 Mazda RX7       | 54.326   | 0.046 | 1.309    |
| 6        | 1    | STX   | 38 | Awah, Josh       | 2008 Honda Civic SI  | 54.609   | 0.283 | 1.592    |
| 7        | 1    | GS    | 10 | Johnson, Chris   | 2005 Subaru Impreza  | 55.200   | 0.591 | 2.183    |
| 8        | 2    | DSP   | 16 | Grubb, Travis    | 1987 RX-7            | 55.879   | 0.679 | 2.862    |
| 9        | 2    | CS    | 1  | Lynas, Brian     | 09 Miata             | 56.027   | 0.148 | 3.010    |
| 10       | 3    | CS    | 15 | Reid, Don        | 2013 Scion FRS       | 56.225   | 0.198 | 3.208    |
| 11       | 1    | AS    | 17 | Meddick, Al      | 2001 Chevy Corvette  | 56.524   | 0.299 | 3.507    |
| 12       | 2    | STX   | 31 | Daenke, Evan     | 2007 VW GTI          | 56.565   | 0.041 | 3.548    |
| 13       | 2    | BS    | 23 | Mackinnon, John  | 2004 Subaru Impreza  | 56.845   | 0.280 | 3.828    |
| 14       | 4    | CS    | 27 | Sawyer, Joe      | 2005 Mazda RX8       | 56.907   | 0.062 | 3.890    |
| 15       | 2    | HS    | 3  | Manning, Phil    | 1997 VW Jetta        | 57.608   | 0.701 | 4.591    |
| 16       | 3    | HS    | 37 | Carey, Ryan      | 2000 Chevy Cavalier  | 57.972   | 0.364 | 4.955    |
| 17       | 5    | CS    | 20 | Major, Paul      | 2007 Miata           | 58.269   | 0.297 | 5.252    |
| 18       | 4    | HS    | 7  | Meddick, Brandon | 2015 Subaru Forester | 58.276   | 0.007 | 5.259    |
| 19       | 1    | SS    | 8  | Bulford, Mike    | 2006 Chevy Corvette  | 58.330   | 0.054 | 5.313    |



|    |    |     |    |                  |                       |        |       |        |
|----|----|-----|----|------------------|-----------------------|--------|-------|--------|
| 20 | 3  | STX | 28 | Graham, Tanner   | 2010 Mazda Speed 3    | 58.535 | 0.205 | 5.518  |
| 21 | 2  | GS  | 14 | Kern, Jack       | 2005 Subaru Impreza   | 58.705 | 0.170 | 5.688  |
| 22 | 5  | HS  | 11 | Demers, Dan      | 08 Mini               | 58.743 | 0.038 | 5.726  |
| 23 | 6  | HS  | 40 | Giles, James     | 1987 VW Cabrio        | 58.828 | 0.085 | 5.811  |
| 24 | 3  | BS  | 32 | Seon, Steve      | 2006 Honda S2000      | 59.178 | 0.350 | 6.161  |
| 25 | 7  | HS  | 34 | Ahola, Brandon   | 1994 Subaru Legacy    | 59.353 | 0.175 | 6.336  |
| 26 | 8  | HS  | 39 | Bannard, Micheal | 1998 BMW 328IS        | 59.393 | 0.040 | 6.376  |
| 27 | 9  | HS  | 36 | Hunt, Bryan      | 1998 Acura EL         | 59.487 | 0.094 | 6.470  |
| 28 | 10 | HS  | 12 | McLean, Jordan   | 2003 Pontiac Sunfire  | 59.492 | 0.005 | 6.475  |
| 29 | 1  | FS  | 22 | Dover, Jay       | 1997 Pontiac Firebird | 59.677 | 0.185 | 6.660  |
| 30 | 11 | HS  | 21 | Delnokes, Kyle   | 1968 Chevy Corvair    | 59.924 | 0.247 | 6.907  |
| 31 | 12 | HS  | 18 | Gray, John       | 1966 Chevy Corvair    | 60.441 | 0.517 | 7.424  |
| 32 | 3  | GS  | 35 | Hrelinc, Mitch   | 2010 Hyundai Genesis  | 61.020 | 0.579 | 8.003  |
| 33 | 13 | HS  | 30 | Junkin, Marilyn  | 2005 Chevy Cobalt     | 61.058 | 0.038 | 8.041  |
| 34 | 1  | SSP | 9  | Chrysler, Todd   | 2009 Audi R8          | 62.121 | 1.063 | 9.104  |
| 35 | 14 | HS  | 4  | Manning, Orville | 1998 VW Jetta         | 62.637 | 0.516 | 9.620  |
| 36 | 15 | HS  | 26 | VanRoden, Shawn  | 1998 Acura EL         | 62.940 | 0.303 | 9.923  |
| 37 | 4  | GS  | 29 | Ball, Chris      | 2011 Honda Civic SI   | 64.653 | 1.713 | 11.636 |
| 38 | 2  | FS  | 33 | Dover, Tyler     | 1996 Chevy Camaro     | 65.603 | 0.950 | 12.586 |
| 39 | 5  | GS  | 24 | Flesch, Robert   | 1999 Caddy STS        | 67.047 | 1.444 | 14.030 |
| 40 | 16 | HS  | 19 | Liss, Lindsay    | 2002 Mazda Protege    | 71.567 | 4.520 | 18.550 |



## ***Hwy 407....Coming East....Slowly. Expect Detours until 2020.***



Over the past few weeks, your Editor has travelled the back

roads past Canadian Tire Motor Sports Park, through Enniskillen, Columbus, Raglan and Brooklin to hook up to the 407 toll road. There are detours galore all the way from Harmony Road to Westney and everything in between as construction on the East Extension is underway. That means piles of dirt and mega earth

moving machines are temporarily bisecting many roads like Columbus, Ritson and Thickson.

The so-called “Phase 1” of the extension is supposed to be completed in 2015. The full extension to Hwy 115/35 near Kirby is scheduled to happen in 2020.

Here is more info from the MTO website.

### **Timeline**

Highway 407 East will be built in two sections, as two separate projects. The first section includes the mainline from Brock Road to Harmony Road and the north-south West Durham Link to Highway 401.

The second section includes the mainline from Harmony Road to Highway 35/115 and the north-south East Durham Link to Highway 401.

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

## The Project

Highway 407 East Phase 1 is a \$1 billion infrastructure project that will:

- Extend Highway 407 by 20.3 kilometres between Brock Road in Pickering to Harmony Road in Oshawa;
- Connect Highway 407 East to Highway 401 with the West Durham Link, a 10-kilometre, four-lane divided highway to be built east of Lake Ridge Road in Whitby; and
- Require a five-kilometre realignment of Highway 401 to accommodate the West Durham Link.

The Ontario Ministry of Transportation and Infrastructure Ontario selected the 407 East Development Group (407EDG) to design, build, finance and maintain Highway 407 East Phase 1.

**The Province of Ontario will own and control Highway 407 East and the West Durham Link. Both highways will be toll highways. The Province will receive toll revenue and set toll rates.**

There will be six lanes on Highway 407 East from Brock Road to the West Durham Link; four lanes from West Durham Link to Harmony Road, and four lanes on West Durham Link.

In total, there will be approximately 148 new lane kilometres with up to 11 interchanges including two highway-to-highway interchanges, 31 major water-crossing structures and 16 road crossings.

Phase 1 interchanges will be built at:

- 407/Brock Road
- 407/Lake Ridge Road
- 407/Baldwin Street
- 407/Thickson Road
- 407/Simcoe Street
- 407/Harmony Road.
- West Durham Link/Dundas Street
- West Durham Link/Taunton Road
- West Durham Link/Highway 7
- Highway 401/Lake Ridge Road
- Freeway-to-freeway interchanges at West Durham Link/Highway 401 and West Durham Link/Highway 407

Phase 1 is scheduled to be completed in late 2015.  
<http://www.highway407east.com/project-info/project-facts/timeline/#sthash.AJR32FYH.dpuf>

See the map below.





## **Remaining Competition Calendar 2014**

| Event                   | Date    | Location     | Organizer     |
|-------------------------|---------|--------------|---------------|
| Last Chance Solo        | Oct. 19 | Kawartha     | Travis Grubb  |
| President's Prize Rally | Nov. 8  | Peterborough | Mike van Rees |



### ***Smooth Steering, Looking to the “Future”, all part of the Ian Law Advanced Driver Training***

I attended the Ian Law Car Control Advanced Driving School in Brampton on September 6<sup>th</sup>. It was a very worthwhile experience from several angles.... Firstly, after 50 years of being a licensed driver, I had developed some bad habits. Combine that with age-related slowing of reaction times, and I had become one of those idiots on the roads I always complained about.

Luckily, Ian had donated a couple of gift certificates for his course to the scholarship auction held by the foundation on which I am a board member. So I got a bit of a deal by being a successful bidder.

The day-long school combined three 90-minute classroom sessions with some very informative Power Point and video presentations conducted by Shaun de Jager, one of this country's leading road safety specialists.

We then moved to the pylon courses on the expansive parking lot of the Powerade Centre. My first lesson was the skid pad.

It was a circle of pylons about 50 feet across and the idea was to discover the maximum g-forces your tires could take before understeer took place.

Then off to the collision avoidance course and the emergency lane change. I did clean out a few pylons on this at first....but eventually got the braking and steering techniques worked out.

Then came the slalom course..... a tight serpentine with a 180 turn back to the finish to a full braking stop box. It was a real eye opener seeing how quickly...or slowly.... you can come to a complete stop from different speeds.

Now, add a few curve balls in the afternoon with the skid pad circle becoming a figure 8, an offset serpentine (which I didn't notice until the second pylon...a lesson about observation there) and a bit quicker speeds, kicked things up a notch.

Now...put those together with amended foot pedal technique, including use of the “dead pedal”, proper steering wheel protocol ( 9 & 3, Not 10 & 2), mirror adjustments and “looking to the future” (where you will be...and not just the 30 feet in front of your hood)...and we got faster and smoother.

The day ended with a massive slalom course consisting of all the obstacles we worked on during the day. There were only five students, so we got about a dozen or more runs. I wish there was a timer. I think I got FTD (nudge nudge, wink wink).

Then the two-hour drive back home. A chance to put into practice all the safe driving techniques I had learned that day.

BTW- The ILR team was at Trent University recently. Here is a testimonial.....

### **September 17th, 2014**

*ILR Car Control School has been working with the staff at Trent University in Peterborough for the last four years to train their recruiting staff in safe driving techniques. These individuals travel all over Ontario visiting high schools. They must drive in harsh weather and on overcrowded and stressful roads. We were very pleased to hear Trent University staff member, **Jennifer W.**, Enrolment Advisor, Recruitment & Admissions report that since "ILR has been training their staff, they have not been involved in a single traffic incident". We are very proud to hear this as this is our goal: To make drivers as safe on our roads as possible.*

The ILR Car Control School cost \$450 with HST but is well worth the cost and time. Ian also has the Winter Driving School in Minden, an autoslalom school and track racing school.

More info at [www.carcontrolschool.com](http://www.carcontrolschool.com)

Your Humble Scribbler,

Len



## ***September 10, 2014***

### ***PMSC Business Meeting***

Meeting called to order at 7:40

Doug Armstrong, Secretary

Two kart racing evenings were held on the nights of the business meetings of June & August. 12 club members / family and 9 friends competed on June 11<sup>th</sup>. 12 club

members / family and 3 friends competed on June 11<sup>th</sup>. Everyone had a great time. Peterborough Kartway mentioned that they enjoyed hosting our nights since we demonstrated some competence. Based on the positive comments from the competitors, we will consider doing it again next year. One suggestion was to have an endurance race.

Dan Demers, Competition Director:

17 competed at the June 29<sup>th</sup> Speed Weekend Solo at Douro.

61 competed at the July 20<sup>th</sup> Mid Summer Regional Solo at Kawartha Downs.

26 competed at the August 17<sup>th</sup> Dog Days Solo at Kawartha Downs.

The Fall Ball Solo was held at Kawartha Downs on September 14<sup>th</sup>.

Peter Gulliver, Treasurer:

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

The 2014 GCFR has 10 cars compete. With the help of sponsors and a couple of donations, the event finished in the black. The feedback from competitors was very favourable. They enjoyed the new Loom Lake Fire Access Road stages. Some weren't comfortable with the quarry stages. The MNR inspected the fire access road on Monday, before Rick from Parnell's Quarry had a chance to check / repair it. The MNR thought the road was in good condition. The Steward's report was favourable with a few negative comments that are in dispute.

Campers at Loom Lake enjoyed spectating at their campsite. Four members of the local ATV club that were expected to help didn't show. Several other ATV riders spectated and were not an issue. CDN Rally.com filmed the event and has a rough edit of the footage completed.

**Future of the GCFR** – Peter Gulliver has announced that he will not organize the GCFR in 2015 and the Club is looking for another organizer or the event will be cancelled. He is willing to offer assistance and provide the documentation that has been prepared for previous rallies.

Peter Watt, Vice President:

The Shannonville Stages rally is economically unsustainable with the current level of competitors. The Shannonville track is currently up for sale. Both of these issues put the future of this rally in question.

The 2015 list of events should be submitted to RSO in late October, so the future of both need to be decided by then.

PMSC currently has 73 members of which 8 are life members. 15 are new this year.

Peter Gulliver suggested the Club may wish to organize solos / rallycross events at Parnell's Quarry. Permission may need to be obtained from the Quarries manager at the MNR.

***September Social Meeting,  
Wednesday September 24<sup>th</sup>.  
7:30pm (Eats at 6:30pm)  
Souvlaki Pit***



## **In Memoriam.**



**Greg James  
1956-2014**