

The Bulletin



OCTOBER, 2014

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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
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From The Editor's Keyboard

October, 2014

This is the next to last issue of *The Bulletin* for 2014 and we have some interesting reading this month.

Notice that our President and organizer, Mike, has changed our annual President's Prize Rally date due to a schedule conflict.

PMSC will hold an Ice Race and Club info session next month at the Chemong Canadian Tire store. It will be in the automotive service bay area on Sunday, November 9th. We hope to spark a bit of interest in winter sports from current club members who already participate in stock car racing, solo and time attack. We will have general information for potential new members.

James Hinchcliffe is moving to a new race owner in 2015.

And check out articles on the Porsche 911 and a new app for time calculations. A handy app for rally organizers and co-drivers.

Our October 22nd social meeting will firstly approve some business and then we will have video presentations on a 1982 Lancia Stratos Group 4 rally car (5:00) and the progress Hyundai is making on its i20 teams in the WRC (10:00).

Our Twitter site now has 48 followers including some local media and race teams. The PMSC Facebook page has 167 members.

See on the 22nd.

Your Humble Scribbler



Date Change for the 2014 President's Prize Rally.

The date for the President's Prize club TSD rally has changed... It will now be held on **Saturday, December 6th**. I was originally slated for November 8th but a schedule conflict has forced Mike to put it off by a month.

This will be a fun- oriented event with some timing calculations required which will end at a local eatery for a meal and lie swapping.

The details will be announced shortly.



Everything You Wanted To Know About Ice

Racing... But Are Afraid To Ask

We know you're out there... You have fun on the solo or Time Attack course. Maybe even have a blast on the stock car oval. Maybe you track race or Kart race in the warm months.

But what about the winter months? Is your racing experience from January to March confined to watching far away events on TV?

Well, mark down **Sunday, November 9th** on your smartphone calendar. PMSC is holding an Ice Race Information session at the **Chemong Road Canadian Tire store in Peterborough** on that day.

(more----->)

Whether you are looking to stay in race shape, or perhaps you have never raced before and would like to start a racing hobby at the inexpensive grassroots level, we will have all the stuff you need to know to get involved.



You can get a close up look at an ice race car, the tires you'll need and the minimal safety equipment that's required. (Approved helmets, yes, but no roll cage, no Hans collars, no

four or five point harness). Yes, there are rules and regulations. Ice Racing is governed by the Canadian Automobile Sport Clubs-Ontario Region. The rulebook is online.

And...You can carry a passenger to share the fun.

We will have a couple of the top ice race drivers in Ontario to chat with and some ice race videos that have appeared on international TV and online.

So if you have a \$500 "winter beater"/"POS" car sitting in the laneway...or can pick one up someplace...Or maybe you have a mini-stock or four-fun car...you likely have the makings of an ice racer. As long as its engine displacement is 3 L or less.

See you at the Canadian Tire Store on Chemong Road in Peterborough on November 9th, between 1:00pm and 3:00 pm.

We'll be at the south bay of the automotive service centre. Watch for the signs.



Hinch Joins New Indy Car Team for 2015

INDIANAPOLIS (Oct. 7, 2014) – Three-time Verizon IndyCar Series race winner James Hinchcliffe has signed a multi-year contract with Schmidt Peterson Motorsports (SPM) to drive the team's No. 77 entry, beginning with the 2015 race season.

SPM has finished fifth or better in the series championship for the past three years, and Hinchcliffe, 27, will join the team immediately for off-season testing.

"Despite being around in Indy Lights for years, SPM is a



relatively young team in the IndyCar paddock," Hinchcliffe said. "To see what they have accomplished in the last few seasons has been incredible. Winning races, being competitive at all

tracks and finishing in the top five in the championship against more experienced teams at this level is impressive. Because they are young, there is still room for them to grow and improve, and that's an exciting thought for me."

In 2009, Toronto-area native Hinchcliffe drove for SPM in Indy Lights, finishing fifth in the championship. He entered IndyCar in 2011, earning Rookie of the Year honors. His highest championship finish has been eighth, where he finished in 2012 and 2013, and his three wins came in 2013 on street courses at the Streets of St. Petersburg and Sao Paulo, as well as on the short oval at Iowa Speedway.

"James had great success in Indy Lights and other series on his way to IndyCar," team owner Sam Schmidt said. "In fact, he would already be with us driving the No. 77 if he would have been available three years ago. We went after him in 2011, but it didn't work out then.

"We know that his success in the Verizon IndyCar Series is no fluke. We've now won races and contended for championships, and we believe he's going to be the person we need to keep moving forward as a team. It's a very big compliment to the team that James wants to come drive for us and that he thinks that he can win and contend for championships with us."

SPM has laid out clear goals for its future in the Verizon IndyCar Series, with Hinchcliffe at the center of execution, according to team co-owner Ric Peterson.

"When Sam, Rob Edwards (SPM general manager) and I discussed who was going to drive our No. 77 car, it was always focused on who could help us achieve our two main goals over the next three years – winning the championship and the Indianapolis 500," Peterson said.

“James’ three victories in 2013 and his two career front row starts at the Indy 500 were evidence that he had the potential to help us realize those goals. I am also very proud to welcome a fellow Canadian to our team.”

*Source: Schmidt Peterson Motorsports,
www.spmindycar.com*

50th Annual CASC-OR Awards Gala, Nov 15th

**This year's CASC
Awards Gala will
be held on
Saturday,
November 15th
2014 at:**



Sheraton Parkway Toronto North Hotel & Suites
600 Highway 7 East (at Highways 404 & 7)
Richmond Hill, Ontario L4B 1B2 Canada
Cocktails: 6:00pm Dinner: 7:00pm

This is a CASC-OR wide banquet celebrating the successes of Autoslalom, Time Attack and Race divisions. Those wishing to purchase tickets for this event can do so at a cost of \$55 per ticket. These can be ordered directly from Debbie at the CASC-OR office - 416-667-9500 or 1-877-667-9505. The cut-off date for these tickets is Friday, November 7th. The menu will be a Roast Turkey Dinner. If you have special meal requirements or food allergies, please let Deb know when you purchase your tickets.

Workshops: Saturday, Nov. 15th

Saturday Morning: **Race** and **Autoslalom** workshops, 9 am until Noon

Saturday Afternoon: **Time Attack** and **Ice Race** workshops, 1 pm until 4

Annual General Meeting: Sunday, Nov. 16th, 10 am until 2

Accommodation: is available from either the Best Western or the Sheraton Parkway. Ask for the “Canadian Automobile Sport Clubs” rate.



Test Drive: 2014 Porsche 911 Turbo S Cabriolet

by Lesley Wimbush

*Review and
Photos by
Lesley
Wimbush*



You’d probably be surprised to learn that I responded to an invitation to drive the new Porsche 911 Turbo S at the Bilsterburg track in Germany last fall... with dismay.

“Dismay” is putting it mildly, since I unleashed a torrent of nasty superlatives that would have had George Carlin whistling in admiration.

Wouldn’t you know it – I’d already committed myself to a couple of days in some godforsaken small town in Michigan, sitting through endless presentations on hybrid powertrains and trying to come up with an excuse to get out of the on-track-flogging-of-economy-cars exercise.

Sigh.

But salvation came recently in email form.

The Turbo S Cabriolet had just arrived on the press fleet, was I interested in booking it?

Interested? When the library sends me a notice of new books, I’m *interested*. When a litre of gas costs less than a cup of coffee – I’m *interested*.

A liqueur-soaked *Schwarzwälder Kirschtorte* dangled over the heads of my weight-challenged gym buddies wouldn’t elicit this level of Pavlovian whimpering. I’d have dragged out my sleeping bag and camped on Porsche’s doorstep like the brainwashed hordes lined up at Future Shop for an Xbox, if I thought I’d get my hands on one of those P-car-shaped key fobs any faster.

Fortunately, I wouldn't have to. The car was mine if I wanted to collect it two days hence.

I'd driven the previous rendition of the Turbo S both on track and off and it had pretty much altered my relationship with four-wheeled entities from that point on. For me personally, it represented the ultimate experience behind the wheel, the measuring stick by which I would come to evaluate the level of engagement it was possible to have between driver and machine.

This is a sports car to stir your inner Walter Mitty – provided your pocketbook's as lofty as your dreams. Although "racecar driver" is about as likely to appear on my resumé as "eminent neurosurgeon", behind the wheel of the 911 Turbo S, I feel almost invincible.

Seven generations of precision engineering, fifty years and a pinch of alchemy have all come together to produce what is probably the world's most versatile sports car. It's certainly the fastest production car Porsche has ever built – quicker even than the track-purposed GT3 and GT2 RS.

Deep within those powerful rear haunches is a twin-turbocharged 3.8L flat-six engine that puts out 560 horsepower and 516 lb-ft of torque – increased to 553 lb-ft when equipped with the optional Sport Plus package. The Turbo S Cab can launch from 0-100 km/hr in a blistering *3.1 seconds*.

From a purely artistic point of view I've always felt that a convertible compromised the continuity of a sports car's roofline. But in this case, the contrasting black cloth top does little to diminish the car's sex appeal.

The eye moves up and over the bulging haunches –wider than ever before and further accentuated by gaping brake ducts, and lingers on the powerful shoulders before being drawn down to the tapered snout. It's an elegant face, with the automatically activated chin spoiler tucked neatly away out of sight, and it's nicely finished off with new LED driving lights.

The Turbo S squats low on 20-inch

split-spoke wheels, through which the *craquelure* surface of enormous carbon-ceramic platters and signature yellow calipers can be seen. Centre-locking



hubs are an almost ridiculous exercise in overkill, but what the heck – this is one car that can pull it off without risking the "poseur" label. The pert little rump has an active spoiler, which, depending on speed or driver preference, automatically adjusts to control downforce.

While outwardly my tester is a respectable shade of metallic silver, the interior is a delightfully decadent study in Carrera red. I can't help recalling a colleague's disbelief after driving the previous generation's Turbo S. "Two-hundred and fifteen thousand dollars, and it's got *carpet* on the doors," he said, shaking his head in disbelief.

Porsche may have been criticized in the past for the less than luxurious cockpits in their sports cars, but no more – this is truly lovely. Seats, dash, door panels and console are covered in



premium leather, and the finish is first rate. The leather interior is standard on the Turbo S trim level, but there are additional little custom touches available – for a price. If you want your steering wheel finished with "deviating" stitching, it's \$1,090. Instruments surrounded in leather? No problem – that will be an extra \$430.



Of course, the truly fortunate can choose to have their interior made to order at Porsche Exclusive in

Zuffenhausen, Germany. During a recent visit, we watched while a craftsman painstakingly covered a centre console in custom hide, using a blow dryer to gently coax the leather over the curves, and a blunt edged burnishing tool to smooth out any air pockets.

Hides are sourced from cows kept in bug-free, wire-free alpine meadows. Thus devoid of any blemishes, they're laser cut for a precise finish, then hand-pieced together by highly skilled seamstresses.

Seeing the process unfold, it's easier to understand why a suede-covered air-vent can add \$1,200 to the cost.



The standard, off-the-rack interior of the Turbo S is swank enough for us. What isn't leather-wrapped is either trimmed with black carbon fibre or accented with chunky machined aluminum.

Though plumply cushioned, the racing-style seats are highly bolstered and with 18-way adjustment, almost infinitely supportive.

There is a back seat, but you don't want to sit there unless you're an accomplished contortionist. Exiting them is disturbingly like being reborn – and not in the biblical sense. Suffice it to say, you won't find a more nicely finished parcel shelf.

The cockpit is divided by Carrera GT-inspired bank of switchgear – which features the different drive mode and suspension settings, aero-deployment, auto start/stop and in this particular model – roof control buttons.

It may be faster than most purpose-built racecars, but the Turbo S doesn't sacrifice much in the way of comfort and convenience. Voice-activated Navigation, Bluetooth, Hill-Start Assist, heated seats, auto-levelling headlights with washers, and a Burmester Sound System are a few of its notable technologies.



The Turbo S Cab certainly is one of the most versatile sports cars around. It's surprisingly fuel-efficient when driven leisurely – I averaged 9.9 L/100 km over my week-long test, although that soars exponentially with sports aids engaged.

Throw your helmet in the back seat, a carry-on in the "frunk" and you're set for an afternoon at the track followed by a weekend getaway. If the weather

cooperates – with the push of a button you can stow away the lid and enjoy the drive "*en plein air*".

Of course, my week with the Turbo S Cab happened to coincide with some of the filthiest conditions that Mother Nature could muster: snow squalls, freezing rain and extreme cold.

Needless to say, dropping the top "in the name of research" earned me a few double takes. And more than a few people questioned the wisdom of driving a powerful sports car in the winter. And yet, equipped with Pirelli SottoZero Winter tires, the all-wheel-drive Turbo S Cab is one of the best-handling cars on ice and snow that I've ever driven.

Although the excellent rubber deserves credit for the grip, the main reason this car inspires so much confidence in the most adverse conditions is the level of communication mentioned earlier. The driver knows the relationship between the surface of the road and the wheels beneath her, and can immediately make small corrections. And in turn, the car's natural balance makes it easy to recover a slide.

But having said that – there isn't a chance in hell I'd drive a car like this on our salt and gravel encrusted roadways in the winter. That's what beaters are for.

Overall 5
Comfort 3/5
Performance 5/5
Fuel Economy 4/5
Interior 4/5
Exterior Styling 5/5

"Sport" Mode quickens throttle response and remaps transmission shifts. "Sport Plus" even more so, the transmission ripping through shifts like a sonic boom behind your shoulder. Yes, the Turbo S is available only with Porsche *Doppelkupplung* (PDK) automatic. There isn't a driver alive that could shift fast enough to match the PDK's 3.1 seconds 0–100 km/h sprint – still, the purists will miss the sheer enjoyment of running through the gears themselves.

Calling this car "practical" is pushing it; seriously, it's a \$230,000 supercar that only the very limber can enjoy folding themselves into on a daily basis.

But for those who revel in the sensual pleasure of balanced performance, incredible power and fine craftsmanship – the Turbo S is about as good as it gets.

Pricing: 2014 Porsche Turbo S Cabriolet

Base Price: \$221,200

Optional Equipment: Porsche Entry & Drive (\$1,250)
Voice Control (\$680) High End Infotainment Package (\$4,000)

Destination: \$1,085

A/C Tax: \$100

Price As Tested: \$228,315

This review first appeared February 4, 2014 in the Wheels.ca website and is used here with Lesley's blessing.



Rally Math Skills Made Easy With New Apps

By Len Arminio

I had the chance to dive into Mark Williams's book "*A guide to Rally Co-Driving in North America*". (Rallye Books, North Patomac, MD 2014. www.RallyeBooks.com)

I would highly recommend this tome for anyone interested in the sport.

On page 54 in Mark's book, he writes about doing time calculations and using electronic aids. While he admits, he is not a big fan of the gizmos; he does list several smartphone applications for iPhone, Blackberry and Android devices that calculate in hours, minutes and seconds. Most are free downloads. I chose the free TimeCalc by Androlroid for my LG phone and Samsung Tablet. (I used to own an \$80 calculator which had an h-m-s function I used to time T.V. and radio segments and programs).

TimeCalc will do pretty much anything you need to do in regular math calculations. But its big purpose is to add, subtract, divide and multiply hours, minutes and seconds.

It will also convert normal time to decimal time at the touch of a button. Here's a simple example:

Let's say you have a TSD rally competitor who arrived at a control at 5:25:36 pm or 17:25:36. He left his previous control at 16:57:00. (Note – the large colour screen scrolled so the "1" slid off the "17").

His ET is 28:36.

Touching the "minute" button

will give you the

decimal time of 28.6. You can also convert to decimal hours or seconds. (And back again).



You can do pretty much any H-M-S calculations in both 12 hour and 24 hours formats.

Being math challenged, I might find TimeCalc handy as a co-driver in a TSD event or for scoring an event as an organizer.

Try one of the several apps available for your device and see if the fingers are quicker than the brain.



Finally..... Don't forget the Last Chance club solo this Sunday, October 19th at Kawartha Speedway.

Tunnel entrance opens before 8:00am.

Registration opens 8:30am.

Walkthrough at 10:00 am.