

# The Bulletin



*May, 2016*

*Volume 61, Issue 5*



## *IN THIS ISSUE...*

Watch Winder Weekend, May  
28-29

Cob Web Results

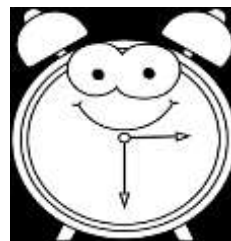
PMSC teams organize & compete  
at Spring Runoff

Ice Race clubs meet with Kin

Have 3-D printer-Build a race  
car.

Driverless Cars; The future?

....and more...





## ***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.



## **2016 Executive**

|                   |                                                                                             |
|-------------------|---------------------------------------------------------------------------------------------|
| President         | Mike van Rees<br><a href="mailto:president@pmsc.on.ca">president@pmsc.on.ca</a>             |
| Vice President    | Travis Grubb<br><a href="mailto:vicepresident@pmsc.on.ca">vicepresident@pmsc.on.ca</a>      |
| Secretary         | Kevin DeVries<br><a href="mailto:secretary@pmsc.on.ca">secretary@pmsc.on.ca</a>             |
| Treasurer         | Matt Ballinger<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 | Carl Heinlein<br><a href="mailto:publicrelations@pmsc.on.ca">publicrelations@pmsc.on.ca</a> |
| Communications    | Len Arminio<br><a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a>                 |





## *From the Editor's Keyboard*

*May 2016*

### **A successful first double event weekend in April.**

The Spring Run Off Rally on April 23<sup>rd</sup> followed by the Cob Web solo on April 24<sup>th</sup> had decent turnouts for the first warm-ish weather weekend of the Spring. Congrats to Team Cabardos and Glenn Austin for organizing.

Too bad most weekends following were a smidge cooler

I was a member of the CASC Stewards team for the BEMC Spring Trophy Races on May 14-15. Brrr... Cold rain and fog on Saturday forced a red flag for one class while waiting for the fog to blow away....

The Sunday races were briefly interrupted or affected by snow squalls and ice pellets which made for tricky conditions for some racers. More than once, we heard comments about this being an additional weekend for Ice Racing.

Speaking of Ice Racing...Dan Demers and myself represented PMSC at a meeting of the Ice Race organizing clubs and the Minden Kinsmen. We also had the annual spring meeting with the out-going Ice Race Director, Heather Beatty. More on that in the next Column.

### **The next double event weekend is the Watch Winder Rally and Watch Winder Solo on May 28 & 29. See the fliers in this Bulletin.**

And don't forget the May membership meeting on the 25<sup>th</sup> at The Souvlaki Pit.

Looking forward to June, we will have our third annual GPS Rally on Wednesday June 22<sup>nd</sup>. A fun search for "caches" and "landmarks". More in a few weeks.

Your Humbler Scribbler,  
Len Arminio



## *MINUTES*

### *Meeting of CASC Ice Race Clubs & Minden Kinsmen*

(Also brief meeting with Ice Race Director, Heather Beatty)

Location: Lions Club Hall, Minden, ON  
Saturday, May 7, 2016

Present: TAC ( Paul and Rita Moore)  
PMSC ( Len Arminio and Dan Demers)  
BARC ( Brian Rashleigh)  
TLMC ( Dustin Brown)  
DAC ( David Watson by email)

Absent: BEMC

Called to order by Tom Prentice at 10:12am

The Kinsmen Club reported their Ice Race 2016 financial status which was in the positive despite a loss in levies (-\$2237) from the clubs due to significantly lower entry levels. The Kin spent less on plowing during the race season because of weather conditions.

In general, there was a 13% drop in entries (778 in 2016 compared to 895 in 2015) with only one club, TAC, reporting a small increase over 2015.

The Kin club wants to replace both the pump and pump motor for 2017 and feels it has funds available to accomplish that.

The clubs attending presented their ice race financial reports:

TLMC \$580 profit.  
PMSC \$650 profit  
BARC \$580 profit  
TAC \$160 loss

DAC, in an email, said they lost but did not indicate how much, but they did say their expenses were more than \$9,000. (A figure more, but not much more, for most other clubs). They wished to see a reduction in track costs or in increase in entry fees.

Several clubs reported increases in accommodation and food costs for workers while TLMC and PMSC explained how they cut these costs through creative measures.

ACTION ITEM: The Kinsmen and the clubs present felt the new funding formula of 60%/40% of entry fees worked and all agreed to continue that formula for another season. In addition, all agreed to keep entry fees the same as 2016.

A discussion took place on what to do if we do not have six clubs to organize races in 2017.

Several alternative ideas were presented including:

- Finding a sixth club
- Having one of the remaining five clubs organize two weekends
- Have two or more clubs combine to organize a sixth event

ACTION ITEM: The clubs felt this would be a subject for the new Ice Race Director, Jonathan Rashleigh, to deal with when he takes over in November.

This portion of the Meeting Adjourned @11:25

Current Ice Race Director Heather Beatty now in the chair:

A discussion took place regarding how to increase entry levels and not increasing entry fees. All clubs agreed that more promotion of and recruitment to the sport was urgently needed along with maintaining the current racers participation.

Brian (BARC) said the issue with changing street stud rules has been frustrating for drivers and the added expense has perhaps kept some racers home.

Some ideas presented:

- Promotional displays at fairs and malls.
- Promote passenger rides.
- Providing a "rental" race car (Driver must have CASC license)
- Provide incentives for racers who have not been seen in recent years a discounted entry fee at a future event.
- Increasing CASC website, Facebook and Forum links on "How to Become an Ice Racer"
- Perhaps provide a full "Rookie School" on the Friday before the first race weekend

Heather said both Tom Smith and Scott Ellsworth are dealing with the Ice Race division on the CASC website

and if anyone has something for the web, they can email Scott with an attachment.

There is a new standardized street stud tire, Black Rocket. Otherwise any DOT approved tire and stud can be used. More on this in the 2016 rulebook which is currently being compiled.

SPONSORS: Heather reported:

- Minden Subaru, Mobil1 and Minden Canadian Tire will participate in the ice race series in 2017 in some way...Cash, Product or Cash and Product.
- She also said the local CarQuest franchise has rewired the battery charging station.
- She is also looking at accommodation and restaurant discounts for ice racers.

ALSO:

- Drivers fee will remain the same \$145 weekend. \$85 Saturday only. \$65 Sunday only.
- Classes 11 and 14 will likely be dropped because of low (or no) entries. Or combined with class 12
- Classes SS 1&2 will run together
- Class SS4 will run alone.
- Qualifying laps will be 10
- Points races will be 14 laps
- Late comers to mock grid will not be allowed on the track after the green flag.
- Cars will stay in the lane on starting grid
- Scrutineer forms will be updated to include air bag removal.

#### **2017 Proposed Ice Race Schedule**

**January 21-22 BARC**

**January 28-29 TAC**

**February 4-5 TLMC**

**February 11-12 PMSC**

**February 18-19 DAC**

**February 25-26 BEMC**

**Rain Dates March 4-5, March 11-12**

This meeting adjourned at 12:25







## ***Spring Run Off Rally; PMSC members finish well. Two teams lead their ORRC class.***

Thirteen teams showed for the SROR on April 23<sup>rd</sup> at the Black Dog Bar and Grill in Orono, including three PMSC teams running in Novice Class of the Ontario Road Rally Championship event.

Chris Johnson and Jessica Auchterlonie topped the class while Dan and Brad Demers finished third and the “Last Minute Team” of Pete Gulliver and Kevin Devries scored fifth.

Of course, the Expert class team of Alain and Louis Cabardos, along with Michel Cabardos, formed the organizing team.

Two PMSC teams are leading their divisions in the 2016 Ontario Road Rally Championship.

Alain and Louis finished third in class at the Blossom Rally on May 14<sup>th</sup>, but still lead the ORRC overall Expert class by 8 points.

Chris and Jess did not participate in the Blossom, but still lead the Novice class by 9 points.

The next ORRC event is the Discover Ontario Car Rally on June 18<sup>th</sup> organized by TAC.



## ***Divergent Wants to Be World's First 3D Printed Supercar***

[Tom Spendlove](#) posted on March 28, 2016  
Engineering.com

Kevin Czinger wants to completely change the way automobiles are built. Looking at the automotive

industry as a life cycle, he says that manufacturing generates much more pollution than a car's tailpipe.

Materials, capital, and energy aren't currently used efficiently in the vehicle development process. His solution is Divergent Manufacturing, a company that wants to use 3D printing and simulation to build supercars.

A recent video is a promo piece for the Moonshot Project page, and shows Czinger with a backpack full of 3D printed 'nodes' and carbon fiber rods that his team assembles into a vehicle frame. The aluminum alloy nodes are 3D printed into complex shapes and the structure is built with fasteners.

Making the interface simple and intuitive is the innovation that Divergent has tried to build into the assembly – by doing the structural and safety calculations before any parts are fabricated they hope to have a vehicle kit that anyone can build.

While a conventional chassis can weigh more than 1,000



pounds the frame shown in the video consists of 61 pounds of aluminum and 41 pounds of carbon fiber, but is more durable and stronger with

less impact on the environment. Current estimate is that a Divergent Microfactory vehicle will generate one third of the health and environmental damage that a standard 85 kiloWatt hour electric car, and the goal is move that fraction down to one fourth.

Divergent's long term vision is to build 10,000 vehicles a year, but a wider goal is to allow others to use their vehicle platform to make cars anywhere in the world. Building all the aluminum nodes in one manufacturing location could allow microfactories around the world to be built for \$5 million.



The idea of modular assembly and a vehicle platform using a fraction of the material of

current automobiles is great. There are mountains of work that need to be done in terms of safety, validation, legislation, permitting, and quality assurance.

Calling Divergent 'The First 3D Printed Supercar' is a great marketing tool but doesn't speak to the strong sense

of sustainability that sits at the heart of the product. Innovation is moving forward on several different paths on this project, from the chassis build to the factory concept to the dematerialization. This is one of many moonshot level alternative vehicle programs being developed in the world and it would be fascinating to see one of them succeed on a large scale.

*Thanks to Doug Armstrong for submitting this article.*



## ***Driverless cars are becoming a reality. What does this actually mean for drivers?***

*Originally Published May 11, 2016 on LinkedIn "Shoptalk"*



Years ago, if someone asked me to picture myself behind the (hands-free) wheel of a self-driving car, I probably would have replied: "maybe if I worked for Google X."

But today, my response is different. There have been a myriad of major breakthroughs recently, including Tesla's Autopilot technology and GM's investment in Lyft for autonomous car research. The once intangible concept of a driverless car is now becoming a reality, and connectivity is already an essential standard for many new car models. So what does this mean for the consumer? There are an abundance of new opportunities that arise from the mass adoption of connected car technology, and early players are seeing strong success from venturing into this new terrain. In fact, the connected car industry, including apps specifically designed for cars and enhanced navigation, is estimated to grow to nearly \$290 billion by 2020. Consumers are hungry for anything that make their lives easier, and more efficient transportation is poised to satiate their appetite.

Convenience is a strong driver of consumerism.

In 2015, Microsoft, Google and Apple all announced plans for proprietary connected car platforms, bringing

mobile phone functionality to your car's console. The buy-in from some of the biggest tech players signifies that the concept of a "dashboard OS" will likely become the norm very soon. Just as software companies are already finding ways to adapt their apps to watch OS and Android Wear, it will soon be imperative to adapt to the car's operating system as well. In the very near future, cars should be able to seamlessly interact with the world around us without having to struggle with multiple touch points. Beyond the obvious use cases like native navigational apps and text message alerts, we could pull up to a parking meter or garage and our car could automatically process payment. This aspiration could become a reality in the very near future as Visa, Honda and ParkWhiz are already working together to test a mobile payment system that enables consumers to pay for parking and gas without leaving the car.

There is an abundance of ways that connected car technology can make driving seamless and easy. Gone are the days where



you had to struggle with a clicker to open your garage, now the door can automatically open upon your arrival. Or, simply throw on some shades to reveal driving directions directly in front of you. Find a way to make a consumer's life easier with connectivity, and you've likely uncovered viable business opportunity.

New advancements are accelerating the introduction of self-driving cars.



Connected car technology is already impacting our driving habits, but the consumer adoption of self-driving cars could

bring the most significant change to the automotive industry since its inception. While the concept might seem far off, early advancements indicate this could become our reality sooner than we think. GM recently invested a large chunk of money in Lyft, primarily to fuel an "autonomous on-demand network" partnership. Uber is also clear in their intentions to utilize driverless cars, and is working with Carnegie Mellon's robotics program to accelerate the inevitable.

There have also been quite a few developments in safety technology, as Tesla's Autopilot software uses sensors to keep the car within a lane, maintain a safe distance between cars and even change lanes. Volvo is also developing their own autonomous technology, and their latest car models already use semi-autonomous technology to alert of danger and assist with steering and braking. While the driver's hands are still required to be on the wheel, as the efficacy of these innovations is proven, a hands-free future is imminent.

Technology can be utilized for more efficient pricing models.



Along with connected car technology and the introduction of self-driving cars comes the need for more efficient and flexible

insurance pricing models. Data can now be extracted from a car simply by plugging a device into the OBD-II port, the same port a mechanic uses to measure car health. At Metromile, we use an OBD-II device to accurately measure mileage to offer an insurance pricing model that is primarily based on miles driven. If someone doesn't drive much, they are less likely to be in an accident and therefore will pay a lower premium each month.

Other insurance companies like Progressive and Allstate are also utilizing the OBD-II device, yet in a different manner as they assess behavior to offer discounts to drivers with safe driving habits.

Utilizing the OBD-II port also gives way to additional benefits, such as remotely checking



car health diagnostics or locating a missing car. In the very near future, we might not even need to plug anything into our cars to utilize these features, as the percentage of new cars with embedded telematics is estimated to soar to 80% by 2018.

The bottom line? Whether it's minimizing the pain of parking or providing a more efficient commute, consumers crave convenience. Now, connectivity makes the hassle of car ownership a thing of the past.







*The Peterborough*

*Motor Sports Club  
Presents*

## **The Watch Winder Rally**

**Saturday May 28, 2016**

### **Description:**

- Approximately 110 km, 2.5 hour navigational rally
- Good Gravel and Paved Roads
- Excellent Beginner Navigation Event with simple distance, time, and speed instructions
- Bring clipboard, pencils, calculator and watch/clock

### **Start/Finish:**

**Marty Moo's Restaurant,  
Keene Road just south of Hwy 7**

**Registration: 1:15pm**

**Drivers Meeting: 2:00pm**

**First Car: 2:15pm**

**First Car Finish: 4:45 pm  
(approx.)**

**Cost: \$ 5.00 PMSC Members  
\$ 10 non-members**

This event scoring will be combined with scores from the Watch Winder Solo on Sunday, May 29<sup>th</sup> to determine the winner of the weekend trophy.

**Contact Peter Watt:**

**peter.watt@cogeco.ca**

**705 – 749-0563**



***Watch  
Winder  
Solo -  
Part II  
of***

## ***Double Header Weekend for Peterborough Motor Sports Club***

The Peterborough Motor Sports Club (PMSC) will host its annual **Watch Winder Solo** (Autoslalom) on **Sunday, May 29<sup>th</sup>, 2016** as part of the club's second double event weekend of the year.

The Watch Winder will be the only solo event this year to be held at the Douro-Dummer Community Centre parking lot at the intersection of Highway 28 and County Road 8 in Douro-Dummer Township.

Competitors will be challenged by a fast but twisting pylon course to test their driving skills.

Registration opens at 8:30 am with the walkthrough at 10:00 am.

Entry fees are \$20 for PMSC members and \$30 for non-members.

This event scoring will be combined with scores from the Watch Winder Rally on Saturday, May 28<sup>th</sup> to determine the winner of the weekend trophy.

**For more information, contact Glenn Austin :**

**[rustysteel@sympatico.ca](mailto:rustysteel@sympatico.ca)**

**Or Dan Demers: [ddemers67@gmail.com](mailto:ddemers67@gmail.com)**





| Peterborough Motorsports Club |  |  |  |  |  |  |  |  |
|-------------------------------|--|--|--|--|--|--|--|--|
| Final Raw Time Results        |  |  |  |  |  |  |  |  |
| #1 - Cobweb - Sun 04-24-2016  |  |  |  |  |  |  |  |  |
| Timed Entries: 27             |  |  |  |  |  |  |  |  |

| Raw Pos. | Pos. | Class | #  | Driver           | Car Model           | Raw Time | Diff. | From 1st |
|----------|------|-------|----|------------------|---------------------|----------|-------|----------|
| 1        | 1    | STU   | 19 | Exton, Jake      | 2004 Subaru STI     | 54.093   | 0.000 | 0.000    |
| 2        | 1    | SMF   | 25 | Nishitoba, Ken   | 1993 Honda Civic    | 54.788   | 0.695 | 0.695    |
| 3        | 1    | STR   | 21 | Courneya, Rich   | 1999 Mazda Miata    | 55.146   | 0.358 | 1.053    |
| 4        | 2    | STR   | 10 | Angevaare, Brad  | 2001 Mazda Miata    | 56.142   | 0.996 | 2.049    |
| 5        | 1    | CSP   | 22 | Danby, Martyn    | 2000 Miata          | 56.212   | 0.070 | 2.119    |
| 6        | 3    | STR   | 17 | Tighe, Phil      | 1999 Mazda Miata    | 56.425   | 0.213 | 2.332    |
| 7        | 2    | CSP   | 12 | Grubb, Travis    | 2000 Miata          | 56.551   | 0.126 | 2.458    |
| 8        | 2    | STU   | 5  | Daenke, Evan     | 1999 Subaru WRX     | 57.906   | 1.355 | 3.813    |
| 9        | 1    | STP   | 1  | Austin, Glenn    | 1988 Rustang        | 57.954   | 0.048 | 3.861    |
| 10       | 1    | STF   | 23 | Barnard, Michael | 2008 Honda Civic    | 58.234   | 0.280 | 4.141    |
| 11       | 2    | STF   | 16 | Dyck, Ian        | 2007 Ford Focus     | 58.458   | 0.224 | 4.365    |
| 12       | 4    | STR   | 4  | Lynas, Brian     | 2009 Mazda Miata    | 58.662   | 0.204 | 4.569    |
| 13       | 1    | SSM   | 18 | Bateman, Greg    | 2007 Lotus Elise    | 58.824   | 0.162 | 4.731    |
| 14       | 3    | STF   | 24 | Hunt, Bryan      | 2005 Mazda 3        | 59.283   | 0.459 | 5.190    |
| 15       | 4    | STF   | 2  | Demers, Dan      | 1992 Honda Prelude  | 59.837   | 0.554 | 5.744    |
| 16       | 1    | STX   | 15 | Graham, Tanner   | 1992 BMW 325i       | 60.059   | 0.222 | 5.966    |
| 17       | 1    | DSP   | 6  | Norval, Rob      | 1987 Mazda RX7      | 60.776   | 0.717 | 6.683    |
| 18       | 2    | DSP   | 3  | Reminton, Jeff   | 1989 BMW 325i       | 60.898   | 0.122 | 6.805    |
| 19       | 5    | STF   | 9  | Carey, Ryan      | 2000 Chevy Cavalier | 61.724   | 0.826 | 7.631    |
| 20       | 2    | STP   | 20 | West, Brian      | 2005 Dodge Magnum   | 61.987   | 0.263 | 7.894    |
| 21       | 6    | STF   | 7  | Mucci, Ryan      | 1995 Nissan Maxima  | 62.619   | 0.632 | 8.526    |
| 22       | 2    | STX   | 8  | O'Connor, Chris  | 2007 Chevy Cobalt   | 62.728   | 0.109 | 8.635    |
| 23       | 3    | STP   | 26 | Harling, Brad    | 2006 Cadillac CTS V | 62.750   | 0.022 | 8.657    |
| 24       | 7    | STF   | 14 | VonRoden, Shawn  | 2005 Mazda 3        | 62.798   | 0.048 | 8.705    |
| 25       | 3    | DSP   | 13 | Reminton, Randy  | 1989 BMW 325i       | 63.436   | 0.638 | 9.343    |
| 26       | 3    | STU   | 11 | Tuck, Liam       | 1998 Subaru Legacy  | 63.719   | 0.283 | 9.626    |
| 27       | 8    | STF   | 27 | Salt, Scott      | 2001 Toyota Corolla | 65.786   | 2.067 | 11.693   |

***Third Annual GPS Rally  
slated for Wednesday,  
June 22<sup>nd</sup>.***

Fire up your Tom Tom, or Garmin or Magellan or whatever make of Global Positioning device you have.

The third Annual PMSC GPS rally will be on the night of our June membership meeting, June 22<sup>nd</sup>.

Start time: 6:00 pm

Start Location : TBA

This year's event will include not only finding hidden geocaches, but landmarks as well.

Entry is Free.

More in a couple weeks.



***May meeting is Wednesday  
May 25<sup>th</sup>.***

***Dinner: 6:00pm***

***Business 7:00pm***

***7:45-ish Couple of short videos  
(Tesla Factory & 3-D printed Race  
Car)***



***Club plans to visit Canadian  
Automotive Museum in  
Oshawa***

We are having a PMSC visit to the Canadian Automotive Museum

<http://www.canadianautomotivemuseum.com/>

We have made arrangements that the Museum will be opened especially for us. The Museum is also arranging for a volunteer guide.

**When: Wednesday August 10th at  
7:00pm (meet in adjacent parking lot at  
6:45 pm)**

**Where: 99 Simcoe St S, Oshawa, ON**

**Cost: FREE for a PMSC member & one  
guest. (Cost will be covered by the  
club).**

While there is no limit given to us, we would like to obtain a rough count on who will be attending.

Please RSVP to Pete Gulliver  
[registrar@pmsc.on.ca](mailto:registrar@pmsc.on.ca)

