

The Bulletin



November 2016

Volume 61, Issue 10



IN THIS ISSUE...

OFFICIAL NOTICE:

***The PMSC
Annual General
Meeting
Wednesday, November
23rd, 2016
7:00 pm
The Souvlaki Pit
75 George St N
Peterborough, ON***

AGENDA

- 1. CALL TO ORDER***
- 2. APPROVAL OF MINUTES OF THE 2015
AGM***
- 3. REPORTS OF THE EXECUTIVE***
- 4. MOTIONS FOR APPROVAL***
 - a. Club Membership Price***
 - b. Entry Fees***
 - c. Motions from the floor***
- 5. ELECTION OF OFFICERS***
 - a. NOMINATIONS***
 - i. PRESIDENT***
 - ii. SECRETARY***
 - iii. COMPETITION DIRECTOR***
- 6. NEW BUSINESS***
- 7. OLD BUSINESS***
- 8. ADJOURNMENT***
- 9. SOCIAL***
 - a. VIDEO PRESENTATION***



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.



2016 Executive

President	Mike van Rees president@pmsc.on.ca
Vice President	Travis Grubb vicepresident@pmsc.on.ca
Secretary	Kevin DeVries secretary@pmsc.on.ca
Treasurer	Matt Ballinger treasurer@pmsc.on.ca
Competition Dir.	Dan Demers competition@pmsc.on.ca
Director at Large	Carl Heinlein publicrelations@pmsc.on.ca
Communications	Len Arminio bulletin@pmsc.on.ca





From the Editor's Keyboard

November 2016

We are nearing the end of 2016 ... And that means the last club competition of the year has been completed. The 62nd annual President's Prize Rally took place on the 12th of the month. Thanks to the organizers Chris Johnson and Travis Grubb. They grabbed a six-year old rally originally set up by Mark Newell. But in six years things like municipal speed limits, landmarks, road conditions and other things, all change. The Green Crew, Pete Gulliver and myself, aka "Team Jurassic", had to do some "Rally Rescue 911". The result wasn't perfect, but Travis and Chris took up the challenge and with the assistance of RSO, it all worked out. Thirteen teams showed up and so did nine checkpoint crews, including five Ham radio operators.

We also have to thank The Station Restaurant in Havelock for the space and time to register teams and host the awards and post rally meal.

As you can see by the cover page, the PMSC Annual General Meeting is next Wednesday, November 23rd.

We are a duly registered not-for-profit corporation and law requires this meeting. We hope to have as many members as possible turn up to form a quorum.

More importantly, we have three of our Executive positions up for election to two-year terms; President, Secretary and Competition Director.

Dan has indicated he **WILL NOT** run for re-election to the vitally important job of Competition Director. So we expect nominations for that position...and for the other two offices on the 23rd.

See you then.

Your Humble Scribbler
Len Arminio

"Team Cabardos" tops PPR2016

Congrats to **Alain and Louis Cabardos of PMSC** who ran a near perfect President's Prize Rally on November 12th, collecting only 2 penalty minutes in the 200+km event.

The club's 62nd annual season-ending road rally took 13 competitors from the starting point in Havelock, south to the Campbellford area and all the way to Stoney Lake in the north and back again. The teams had to find 16 checkpoints on the route, many of them timed to the tenth of a minute.

The victory by Alain and Louis puts them in position to win the overall expert title in the Ontario Road Rally Championship series sanctioned by Rally Sport Ontario.

Other PMSC members who participated were **Dan and Brad Demers** who finished 11th overall and third in the Novice division with 40.7 penalty minutes, half of that by missing checkpoint 14.

Rich and Kristy Courneya finished 13th missing the same checkpoint and receiving a 20-minute penalty for their 55.5 minute total.

But the important thing, Team Courneya has been getting better and better at every event they attend.

BTW-Three teams missed CP#14...it was a whole - minute control on Hubble Road up near Stoney Lake in a "straight line map" section. Surprising how they missed the road sign at the only left turn on CR 47.

A big thanks to Brian (VE3HQR) and the rest of the Tri-County Amateur Radio Club crew for letting us use their marvelous VE3KFR repeater (145.330/162.2) for the President's Prize Rally.

Ten of the 16 checkpoints were manned by Amateur Radio operators (two checkpoints each). The coverage from Hastings in the south to Hubble Road in the north was outstanding.

Thanks from PMSC.



Official results of the President's Prize Rally

LEG A

Car	Driver	Navigator	Class	A1	A2	A3	A4	A5	A6	A7	A8	A9	Sub Total	TA Pen	Leg Total
2	Cabardos	Cabardos	E	-0.1	1.1	0	0	0	-0.1	0	0	0	1.3	0.0	1.3
3	Seelenmayer	Parry	E	-0.1	0.6	0	0	-	-0.2	-0.2	0.1	0	1.4	0.0	1.4
5	Deneka	Gamble	E	-0.9	0.6	0	0	0.1	0.5	0	0	0	2.1	0.0	2.1
4	Neil	Dammieir	E	-0.5	1	0	0	0	-0.5	0	1.2	0	3.2	0.0	3.2
6	Sanderson	Wharton	E	-1	0.5	0	0	0	1	-0.2	-1	0	3.7	0.0	3.7
1	Lusk	Yetming	E	-0.9	1.8	0	0	0.4	0.2	0.9	0	0	4.2	0.0	4.2
7	Olmstead	Hooper	I	-1.5	1.1	0	0	0	1.1	0	0.5	0	4.2	0.0	4.2
8	Mayes	Mayes	I	-1.7	2	0	0	0	-0.3	-0.2	0.5	0	4.7	0.0	4.7
9	Zammit	Pace	N	-1.5	0.9	0	0	0.2	0.4	0.1	0	0	3.1	0.0	3.1
12	Marek	Marek	N	-0.7	1.9	0	0	0.1	-0.3	-0.2	0.2	0	3.4	0.0	3.4
11	Szuflita	Orcy	N	1.4	0.7	0	0	0.1	-2.5	-0.4	2.1	0	7.2	0.0	7.2
10	Demers	Demers	N	-2.5	1.8	0	0	0.8	1.3	0.5	0.6	0	7.5	0.0	7.5
13	Courneya	Courneya	N	-0.7	3.7	0	0	7.3	-0.3	-1.1	3.5	0	16.6	0.0	16.6



Leg B on next page

LEG B

Car	Driver	Navigator	Class	B1	B2	B3	B4	B5	B6	B7	B8	SubT	TA Pen	B Total	A+B Tot
2	Cabardos	Cabardos	E	0.2	0.2	0	0	0.1	0	0.2	0	0.7	0	0.7	2
5	Deneka	Gamble	E	1	0.7	0	0.1	0.9	-1	0	0	3.7	0	3.7	5.8
3	Seelenmayer	Parry	E	2.9	1.1	0.2	0.2	0.2	0	0.4	0	5	0	5	6.4
6	Sanderson	Wharton	E	0.4	0.6	0.3	0.5	0.8	0	0.3	0	2.9	0	2.9	6.6
1	Lusk	Yetming	E	1.9	1.9	0.6	0.3	1.5	6	0.5	0	13	0	12.7	16.9
4	Neil	Dammieir	E	1.4	0.2	2.8	3.3	4.1	-1	0.1	-1	14	0.5	14.4	17.6
7	Olmstead	Hooper	I	1.2	0.8	0.1	1	0.1	0	0	0	3.2	0	3.2	7.4
8	Mayes	Mayes	I	0.5	0.5	0.3	0.1	0.5	-1	0.1	0	3	0.5	3.5	8.2
12	Marek	Marek	N	0.6	0.2	0.2	0	0	-1	0.1	0	2.1	0	2.1	5.5
9	Zammit	Pace	N	1.4	0.1	0.5	0.2	1.9	1	0.4	0	5.5	0	5.5	8.6
10	Demers	Demers	N	0.2	0.1	1	0.5	0.5	20	11	0	33	0	33.2	40.7
11	Szuflita	Orcy	N	1.2	0.1	1.9	0.7	0.1	20	15	-4	43	0	43	50.2
13	Courneya	Courneya	N	0.4	0.2	0.1	0.3	0.2	20	11	7	39	0	38.9	55.5





Travis Pastrana to contest Canada's CRC - Rally

***of the Tall Pines, Bancroft,
Ontario, Nov 25-26***

From: Vermont SportsCar

Subaru Rally Team USA driver Travis Pastrana and co-driver Robbie Durant will run the legendary Rally of the Tall Pines later this month, the penultimate round of the 2016 Canadian Rally Championship. Pastrana will be at the wheel of his Vermont SportsCar-prepared 2016 Subaru WRX STI rally car, the same vehicle he has used in competition this year in the USA.

The goal for Pastrana at Tall Pines is to simply get more seat time behind the wheel of his 2016 Subaru WRX STI rally car ahead of a full season campaign in the 2017 American Rally Association Championship. The 2017 season will be Pastrana's first full season campaign since his last driver's championship victory in 2009 with Subaru. Since then Pastrana has competed in one-off events and partial seasons.

"A huge part of rallying is being able to make and trust your stage notes, then combining all of that and working with your co-driver. That's where the next level of speed comes from and I need to get better, it's always something I'm working on. We are headed to Tall Pines to get more seat time. Next year will be the first full season of Rally that I have competed



in since winning the championship in 2009. The cars are faster, the competition is tougher and I need to get up to speed if I want a chance to challenge David Higgins. I'm excited to compete in Canada. I know the competition

will be fierce and although my biggest priority is gaining experience with Robbie and improving my notes for next season, we will be doing everything we can to take the win."

Based in Bancroft Ontario, two hours' drive from Toronto; the Rally of the Tall Pines is one of the most difficult rallies in Canada due to the mix of high level competition and challenging roads. The event also features a daunting 118 miles of competition stages run in just one long day, taxing both the crews and the cars.

More information on the event can be found at <http://www.tallpinesrally.com/>



The kid's good': Meet the 18-year-old Canadian racing prodigy joining Formula One

By Thomas Daigle, [CBC News](#) Posted: Nov 03, 2016

For the first time in a decade, a Canadian is poised to take the wheel in the world's most prestigious class of auto racing, Formula One.

Montreal-born Lance Stroll has signed a deal to race with Williams in 2017, the British constructor announced at its factory in Oxfordshire, England. Williams did not disclose the duration or value of the contract.

"It's really a dream come true," said Stroll, who only turned 18 on Oct. 29. "I don't think it's quite sunk in yet."

Stroll replaces F1 veteran Felipe Massa, who announced his retirement from Williams, and joins Valtteri Bottas on the same team that once featured Jacques Villeneuve. A fellow Quebecer, Villeneuve was the last Canadian to compete in Formula One, until 2006.

"He's the full package," deputy team principal Claire Williams told reporters as she presented Williams's 2017 driver lineup. She said Stroll is "so capable, extremely intelligent and puts the work in."

Stroll finished the 2016 season atop the standings in the lower-tier Formula 3 European Championship, winning 14 races with the Italian-based Prema Powerteam. The result earned him a "super license," a requirement to become an F1 driver.

"The kid's good, it's as simple as that," said Derek Warwick, a former F1 driver and now the president of the British Racing Drivers' Club, which has featured Stroll on its list of "rising stars." He sees promise in Stroll's personality and driving style.

"Claire Williams will know how to bring the best out of him, and it's a good place to start," Warwick said.

Stroll's skills haven't been the only attribute driving his career.

"There are questions about whether or not some of his success has been achieved because he has money behind him," explained Joe Saward, a long-time F1 journalist who now writes for Grand Prix+. "That's not very fair necessarily, but that's the way people will look at it."

Lance Stroll's father, fashion industry tycoon Lawrence Stroll, is considered one of Canada's richest businesspeople, with Forbes estimating his net worth at \$2.4 billion US.

"(Lance) doesn't have to struggle for money as most young drivers do," Saward said. "But to be fair to him as well, he's delivered the goods at each level."

"I come from money, I'm not going to deny that," Stroll said Thursday, adding that he's proven himself as a driver in F3 and now expects an uphill climb in F1. "I'm a rookie, and I'm going to have to learn a lot."

Stroll's driving experience began at age five, when his father bought him



a go-kart for his birthday. He raced at the circuit in Mont-Tremblant, Que., which his father had also purchased.

"We built tracks that didn't put him into the trajectory of anything dangerous," said Tom Kemp, the crew chief and instructor at the Tremblant circuit's Jim Russell Racing School. "We kept him in circles, little figure-eights. And he quickly grew out of it."

Kemp recalls Stroll setting his sights on the top tier of racing when he was only six years old. "He always had the dream to go to Formula One."

Stroll grew up regularly attending the Canadian Grand Prix in Montreal, Kemp said, and was given Michael Schumacher's helmet in 2004 after the German won the race. Stroll considers the seven-time world champion his biggest inspiration.

Stroll was born the year after Jacques Villeneuve became the first — and so far only — Canadian to claim the F1 world championship in 1997, with the Williams team. He, too, had to rise out of the shadow of his father, racing legend Gilles Villeneuve.





First Drive: 2017 Honda Civic Hatchback

Honda's playful Civic hatch makes it one of the most fun entries in the compact segment



By [Lesley Wimbush](#)

October 19, 2016

MUSKOKA, Ont. – It was the end of the world. We'd stopped to pick up the last of our posse at a grungy little flat above a west end diner, only to find we'd been blocked in by a clapped-out delivery van. To a pack of 18-year-olds on our way to see Max Webster, this was an unthinkable disaster. What to do? Behind our wee [Honda](#) was the cursed panel van, to the left was an odious dumpster. Beside us, a rusty fire escape clung to the immovable brick wall.

In the midst of amped-up teen drama, we suddenly realized – if we could only make it over the cement parking divider, we just might be able to squeeze behind the fire escape, along the wall and out through the alley. The dumpster proved our salvation in the form of a plywood ramp, and although the poor Honda suffered some minor scraping, we were soon on our way with all the urgency that 52 horsepower could muster.

Since 1975, the [Honda Civic](#) has been part of the cultural fabric for many Canadian youth not only because it was cheap, but because it was also fun. Our little green 1977 Civic was decidedly budget transportation, consisting of little more than wheels and running gear, but it represented our first taste of independence and freedom.

After an 11-year hiatus, the Civic Hatchback has finally returned. But instead of a rudimentary little runabout, the much-anticipated hatch is being positioned as a more premium vehicle, targeting the active buyer who, according to Honda sales and marketing manager Steve Hui, “earns a little more and is willing to pay for the versatility that supports their lifestyle.” The base model LX starts at \$21,390 with a manual transmission, while the top-spec Sport Touring is \$30,690 with a continuously variable automatic.

The hatch is built on the same “unified” global platform underpinning the latest Civic sedan and coupe. And the lineup won't end here – [Honda has plans to introduce the Civic Si](#) and Type-R variants here in the near future. The hatch, which is produced in England, will be the platform for such future performance models as the 300-horsepower Civic Type-R currently sold in Europe.

It's part of the strategy to maintain Civic's 18-year run as Canada's best-selling car, in an increasingly competitive segment. Honda hopes to sell 10,000 per year, 15 per cent of overall Civic sales, with the LX as the volume seller. Honda's aiming at being the “number one global hatch,” a lofty goal when you consider the success of [Volkswagen's Golf](#), the [Ford Focus](#), [Hyundai Elantra](#) GT and the [Mazda3](#).

From the B-pillars forward, the Civic hatchback is virtually the same as the sedan. The hatch's body is 135 millimetres shorter, but the wheelbase is exactly the same. In keeping with its sportier image, the hatch wears a more aggressive face with a black grille stretching side to side, accentuating its wide stance. From some angles, it recalls the CR-Z with futuristic taillights bracketing the sharp blocks of its rear sheet metal.

Like the coupe, the Civic hatch's sheet metal features numerous sharp folds and creases, creating an arresting visual design that's sure to alienate some buyers while endearing itself to others.



Inside, the cabin is pretty much a carryover from the sedan, with what Honda boasts is “class-leading rear

legroom.” Reflecting its more premium price point, the hatch is well-equipped even at the entry level. Standard is Apple CarPlay and Android Auto smartphone connectivity, automatic climate control, Bluetooth, heated front seats, a rearview camera, remote entry system, a TFT display, a rear spoiler and automatic headlights.



Honda Sensing, a package of advanced radar and camera-based safety technology, is available as an option

on all trim levels. It includes adaptive cruise control with low-speed follow, collision mitigation braking, road departure mitigation and lane keeping assist. It’s impressive to think that this sort of technology is now available in the compact segment, however it’s important to note that the new [Toyota Corolla](#) now includes these features as standard equipment – on its \$16,290 base model.



Civic claims class-leading trunk space with 728 litres, compared to the Focus’s 674, the Golf’s 646 and the Mazda3’s 572L.

According to Hui, that’s enough for two suitcases and a golf bag. In order to support opening up the back end of the Civic platform to create the 1,120-millimetre trunk, engineers added extra bracing to ensure there’s no chassis flex. And instead of a retractable cargo cover contained within a bulky bar, there’s a slick new piece that rolls back side to side like a window blind. No more

fiddling around, trying to figure out how to put the damn thing back again.

The Civic hatch rides on a MacPherson strut suspension



up front and independent multilink rear setup. The dampers are tuned specifically for the hatch, and the bushings are

hydraulic rather than rubber. Aside from its divisive appearance, the sheet metal’s been stroked to produce the least amount of drag while keeping the car planted on the road. Strakes and body covers underneath are designed to keep the air flowing freely instead of buffeting about and creating potential lift.

Our time was spent in an LX with six-speed manual but for \$1,300 more, the LX can be had with Honda’s CVT. On the highways out of the city, there was little to differentiate the hatchback from the sedan. There’s a lot of sound deadening compared to the Civic hatches of yore, and the car stays supple over railroad tracks and rough pavement.

Electrically assisted steering has a decent on-centre feel at speed and while I found it to be a little light in town, many would appreciate the extra boost for easier parking lot manoeuvres. There’s a handy electric brake hold button which lets you set the brake, then remove your foot when stopped in traffic. However, the touchscreen interface is fiddly and convoluted – it’s a multi-step process to connect your smartphone, and using the navigation system on upper trim levels is an exercise in frustration.



The Civic hatch also marks the debut of Honda’s 1.5-litre turbo-four with a six-speed manual – this powertrain combination will also appear

shortly across the rest of the Civic lineup. The turbo engine puts out 174 horsepower with 167 lb.-ft. of torque in the LX model, while exhaust modifications in the Sport and Sport Touring trims tweak the total output to 180 horsepower and 177 lb.-ft. of torque.

It's a nice little engine with a decent power band and less of the buzzing inherent in Honda four-bangers of the past. The stubby little shifter finds the gates easily – it would be a great gearbox for a beginner to learn on, but lacks the satisfying “snick” of [Mazda's MX-5 Miata](#) or a [Mini Cooper](#). The clutch is really light on take up, and the pedals are a touch too far apart for heel-toe footwork. These, combined with the handbrake's being replaced by an electronic button, speak volumes about the car's identity as a sporty premium over a true driver's car. That said, the upside to the electronic brake button is that it's compact size frees up space for two cup holders and an armrest cubby.



The route took us through Muskoka's beautiful backroads, with the fall foliage providing a spectacular display of colour.

On these winding roads, slick with wet leaves, the hatch really shone. Pushed hard into the tight corners, the car stayed flat and neutral but willing to turn in rather than safely understeer. It's rather delightfully composed, which makes the awkwardness of foot play even more frustrating.

But given the dying number of consumers buying manual transmissions, it's probably a minor consideration since many will opt for the CVT and its paddle shifters. Still, the chassis' poise and decent steering feedback result in playful driving dynamics that make this one of the most fun cars in the segment. And overall, our fuel consumption registered 6.0 L/100 km of mixed driving.

Overall, the Civic hatch is one of the best-handling cars in this hotly contested segment. Well-equipped and comfortable, it should appeal to the buyer who needs a hatch's versatility, while at the same time finds its premium sportiness appealing. It's light years removed from the little runabouts we remember so fondly.

The Honda Civic hatchback is on sale in Canadian showrooms now.

Lesley is an award-winning automotive journalist based in Peterborough. She is a former member of PMSC and we use her articles with her permission.



MINUTES

Peterborough Motor Sports Club

October 26 2016, Business & Social Meeting

The Souvlaki Pit, Peterborough ON

Attendance: 10

Executive: Mike Van Rees – President, Len Arminio – Communications Director, Dan Demers – Competition Director, Kevin DeVries – Secretary, Carl Heinlein – Director at Large

Members: Pete Gulliver, Peter Watt, Rick Williams, Al Carlson, Al Pawling

Call to Order: 19:00 by M. van Rees

AGM

- President, Secretary and Competition Director up for election
- Motions for 2017
 - Motion by Pete Gulliver to keep membership dues the same as 2016. 2nd Len A
 - Motion by Len Arminio to keep entry fees the same as 2016. 2nd Al C

Last Chance Solo

Took place October 16th at Kawartha Downs. Used outer pit area. Short course configuration. 35-40 second times. Got 8 runs in. 20 entries. Cool rainy weather all day

Presidents Prize

New organizers Travis and Chris, using notes & resources from past events.

November 12th. Start and Finish at the Station restaurant in Havelock (Hwy 7)

Snow Cross

Discussion about holding a winter autocross type event. Have access to Shannonville.

Similar events in past have left a base of 4-6" of snow.

Member has access to plow truck

Committee struck to look into further: Pete Gulliver, Al Pawling, Kevin DeVries

Canadian Motorsport Hall of Fame

Peter Watt attended on behalf of RSO/CARS for Antoine L'Estage's induction

Ice Racing

PMSC event taking place Feb 18/19 in Minden. Dan D looking for workers

Website

Len A took lead in updating as Matt busy. A few other members have also stepped forward to assist with updates and content creation

Business portion closed at 19:58

Social Meeting:

Video: 2017 Toyota Prius Prime Review
2017 Tour de Course

20:15 Motion to adjourn by M. van Rees



***REMINDER:
PMSC AGM
WEDNESDAY, NOVEMBER
23RD***

***The Souvlaki Pit
7:00pm***

Dinner at 6:00 pm.

***ELECTIONS FOR:
President
Secretary
Competition Director***

\$5 MEAL COUPON BELOW



FOOD COUPON **\$5**

GOOD ONLY ON NOVEMBER 23RD, 2016

CURRENT MEMBERS AND GUEST ONLY