

The Bulletin



March, 2016

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IN THIS ISSUE...

PMSC Ice Race Results

Spring Run Off Rally, Cobweb Solo next month

PMSC teams take home Polar Bear Rally awards

RSO AGM, March 19th.

RSO First Aid Course Apr. 10th

Review of 2016 Mazda 3

2016 Full Schedule





Canadian Automobile Sport Clubs Ontario Region
CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

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.



2016 Executive

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





From the Editor's Keyboard

March 2016

So February was the warmest it's been in the history of weather records..... But PMSC and CASC-OR managed to get all six Ice Race weekends completed...Mind you, it took seven weeks to do that, but the fact we got that many races in is a miracle.

Big thanks to the Minden Kinsmen Club for toiling in adverse conditions to get the track made and then struggling to keep it viable for six weekends. Wow!

Thanks also to all the PMSC workers who trekked to Minden for our race weekend. Special thanks to Dan Demers who organized the event while at the same time competing in two classes.

Despite the weather and low (121) competitor turnout, we managed to still clear about \$650 thanks to a new financial arrangement with the Kin Club which is based on a percentage of club race entry fees rather than a daily track fee and per-entry levy.

The clubs and the Kin will meet in early May to discuss the season and the revenue sharing arrangement.

Our February meeting featured racing legend and Canadian Motorsports Hall of Fame member, **Bill Brack and former PMSC President Bob DeShane**. The weather kept the attendance down but we learned a lot about the plans for "Brack Classic Hill Climb" in September in Owen Sound.

Our March 23rd meeting will have some videos including the famed Goodwood Revival in Britain and the building of a WRC car..

Your Humble Scribbler
Len

Next Events.....

PMSC Presents...
The Spring Run Off Rally
April 23, 2016



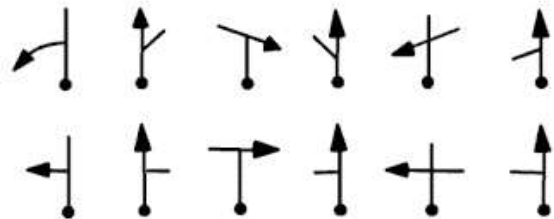
Round 3 of the Ontario Road Rally Championship

New Ralliests Welcome – Beginner Friendly Instructions

Start/Finish: The Black Dog Bar & Grill
6065 Taunton Road at Hwy 115, Orono, ON. 43.99842/ -78.626164 (+/-)

Registration: 09:30-10:30
Car "0" 11:00
About 200 km
\$45 / team

INFO: lcabardos@gmail.com
905-376-0591





The 2016 Cobweb Solo

Sunday, April 24



*Kawartha Speedway
County Rd. 28
Fraserville, ON*

*Registration: 8:00am
First Runs: 10:00am (appx.)*

*\$30 per driver
PMSC Members \$10 discount
(Note: NO MSR registration for this event)*

CONTACT: Dan Demers
ddemers67@gmail.com



PMSC Placements: 2016 CASC Ice Race Season

Kudos to our PMSC Ice Race competitors in 2016. Here are their final placements for the season:

Dave Chambers SS1 7th, SS OA 24th

Dan Demers SS4 6th, SS 15th OA, SS14 4th, SS Second Driver OA 11th

Amy Chambers SS12 3rd, SS Second Driver OA 8th

Richard Poxon Class 2 RTI 24th, OA38th

Robin Fleguel Class 4 RTI 9th, OA 33rd

Tim Fleguel Class Class 14 RTI 5th, Second Driver RTI OA 20th

The CASC Ice Race Awards Banquet is Saturday, April 9th, at the Oshawa Shrine Club.



PMSC Teams Score Well in Polar Bear Rally



Alain Cabardos (middle right) and Louis Cabardos (middle left) topped the Expert class in the 2016 Polar Bear Rally held in the remote edges of the Bancroft area on the night of February 20-21.



Jessica Auchterlonie (middle left) and Chris Johnson (middle right) finished second in the Novice class....but by only one-tenth of a point. (Less than six seconds).

Great work by both teams on a very tough road rally event.

Racing legend and member of the Canadian Motorsports Hall of Fame and a former PMSC President at February meeting:

Bill Brack, one of only three Canadians to drive in F1 (The other two are named Villeneuve), at the age of 80, is still ripping up the track....and has his sites set on Owen Sound in September for the inaugural "**Bill Brack Classic Hill Climb**".

Bill and former PMSC President, **Bob DeShane** told our February 24th meeting about a unique event on September 17th at Inglis Falls in Owen Sound. That's the same weekend as the Cobble Beach Concourse.

Bill and Bob have teamed up to organize the event that could see over 100 classic and antique cars take to the one kilometre hill climb course.

Bob posted his thanks on our Facebook Page:

Bill and I enjoyed the opportunity to share some time with the PMSC members who turned out in good numbers despite the lousy weather. As you know PMSC is my "Alma Mater" and I always feel very at home with the club. We are both very happy to know that PMSC is going to be part of the Brack Classic Hill Climb at Inglis Falls because Peter Gulliver will be leading his Timing Team and Rick Williams will be competing with his Twin Cam Cortina. We look forward to welcoming other PMSC members as Entrants, Course Volunteers or as Spectators this coming September.



<https://www.facebook.com/events/478981202272673>



RSO AGM & Banquet is being held March 19th.

*10:00 am - Bakers Hill Banquet Centre,
Parkhill Road and Television Road.*

*Both an extraordinary meeting and regular AGM
will be held on that day.*



RSO First Aid Course



An under-appreciated compact sedan, the Mazda3 has enough smile-coaxing character to please the driving enthusiast



By [Lesley Wimbush](#)



Originally published: January 26, 2016

Overview

2016 Mazda3

- Four-door compact, with sports sedan handling
- Pros Nice interior, engaging to drive
- Cons Modest trunk, some wind noise
- Value for money Good

What would I change? With the Mazdaspeed 3 (hatch) returning for 2017, a turbocharged engine for the Mazda3 sedan would be a great option

How I would spec it? The 2.5L is a must, but only available in GT trim. Pity. Otherwise, I'd settle for GX, with six-speed transmission

There are few more comprehensive tests for a vehicle than putting it through the rigours of a typical holiday season. If a car can get through the crazed frenzy of panic-stricken last-minute shoppers, the obligatory visits and transporting sparkly, sugar-laden morsels of instant gratification, then it's more than acceptable. And if it manages to do all that without being sworn at or kinking my back – and even manages to put a smile on my face – then it scores very high points indeed. Such a car is the 2016 [Mazda3](#) GT.

Outwardly, [Mazda's](#) compact sedan hasn't changed for 2016, since a complete refresh is expected next year. Although I'm more of a hatchback lover, the Mazda3 GT in sedan form is a pretty good-looking little car. There are enough razor-sharp swoops and creases in its sheet metal to suggest that there's probably more under the surface than your typical commuter appliance.

And there is – especially in my tester’s GT trim level. The Mazda3 would be the segment’s choice for any driving enthusiast. While initially disappointed to discover that it came with an automatic transmission instead of the expected six-speed, I’m secure enough in my gearhead status to admit that it made it a lot easier to endure the week’s stop ‘n’ go chaos. Taut handling, plenty of feedback and zippy responsiveness make this a fairly joyful little car to drive. And yet, the Mazda3’s sales have been steadily dropping over the last decade, by a rather alarming 31 per cent.



Friends often take me to task for recommending such stalwarts as the Honda Accord, Nissan Versa Note or Toyota Yaris – forgetting that the vast majority of buyers simply want a vehicle that’s affordable, reliable and fuel efficient.

For these buyers, their car’s unobtrusiveness is actually a desirable feature.

The Mazda3 is for the rest of us, those who appreciate a car with soul and character. My GT tester is the top trim level of the sedan lineup, and as such, benefits from a larger allotment of power than the base model’s 155-horsepower 2.0-litre four-cylinder. The GT’s 2.5-litre four puts out 184 horsepower and 185 lb.-ft. of torque, and in this case is mated to a six-speed automatic transmission with paddle shifters. The extra fuel consumption is negligible, which makes this smooth powertrain the logical choice for the drivers among us.



Base Mazda3 GS models are \$17,280, nearly \$500 less than last year’s model. Aside from freight and taxes, that’s the bottom line; there are no packages or options available. But that price doesn’t include air

conditioning or Bluetooth.

For those, you’ve got to move up to the \$20,180 Mazda3 GX (\$21,480 if you opt for an automatic transmission).

Fully loaded, my \$29,280 GT tester has 18-inch Hyper Silver alloy wheels (\$1,199), Bi-Xenon HID headlamps with LED driving lights, a voice-activated Navigation

system, sunroof, keyless entry and active driving display.

The automatic transmission is bundled with the Luxury package, which adds leather upholstery, six-way power driver’s seat and nine-speaker Bose audio system. There’s also a \$2,500 Technology Package adding Smart City Brake Support (which pre-loads and applies brakes at low speeds if impending collision is detected), iEloop regenerative braking, blind spot monitoring, rear cross traffic alert, adaptive headlights, high-beam control and active grille shutter.



This is certainly one of the most attractive cabins in the segment, particularly with my tester’s contrasting two-tone leather upholstery, with features not often seen in this segment. There’s stitched leather on the dash

and faux carbon-fibre trim – albeit, it’s merely hard plastic.

Seats are comfortable, although rear passengers are likely to feel somewhat cramped.

Ergonomically speaking, the Mazda3 gets high praise – everything is simple, intuitive and the Audi-like console control knob is easy to use and well within reach of the driver. While some have criticized the free-floating, tablet-like touchscreen as “insubstantial,” I found it quite clean and stylish, emulating many of the more premium sedans. However, the pop-up head-up display looks like a flimsy afterthought. Worth mentioning were the trunk’s cargo tray (\$125) and excellent all-weather floor mats (\$175), which contained the slushy winter crud tracked into the car, and easily sprayed clean.



But at 350 litres, the Mazda3’s trunk is one of the smallest in its segment. Still, we managed to cram the car full of an enormous amount of gear – enough to avoid the entire week of Christmas by hiding out at the cottage.

Aside from two passengers, groceries, duffelbags and knapsacks, this also included: two pillows, a feather duvet, one queen size memory foam topper, two sets of

two sets of

snowshoes, one pressure cooker, camera gear, two yoga mats, an espresso machine ... and one Siamese cat.

The empty looping cottage roads were delightful, given the Mazda3's tight handling and nicely weighted steering. Depressing the Sport button quickened the throttle response and shifting, making it an eager companion.

The excellent Bose sound system also served as a noise cancellation system for the banshee Siamese protest emanating from the back seat.

An under-appreciated compact sedan, the Mazda3 is practical and fuel-efficient, with enough smile-coaxing character to please the driving enthusiast.

Lesley is a Peterborough-based member of the Automotive Journalists Association of Canada (AJAC) and a former PMSC club member and executive. We use her article with her permission.

EDITORS NOTE: I was looking for a new car last month and stumbled upon Lesley's above article. So I bought one...A 2016 Mazda 3 GX...the mid-range version. I was lucky to get offered a factory free-bee GPS SD card which made the navigation unit operable. I do like the keyless entry and pushbutton start along with the bluetooth connection for my Smartphone. The colour is called Titanium. Sort of a cross between gray, brown and taupe. Kind of like the colour of that unmarked "stealth" police cruiser you see on the street. So, when I get my Ham radio installed and put on the antennas, I'll need to get holographic lettering on the doors LOL



March Business and Membership Meetings

Wednesday, March 23rd

Souvlaki Pit Restaurant

Dinner: 6:00pm

Business Meeting 7:00pm

Social Meeting: 7:45 pm

Videos:

Goodwood Revival in a 1954 Jaguar T33 7:00

and...

"How to Build a WRC Car" 16:00



Competition Calendar 2016

Event	Date	Location	Organizer
Ice Raee	Feb. 6&7	Minden	Dan Demers
Spring-Runoff Rally	April 23	Newcastle	Louis Cabarbos
Cobweb Solo	April 24	Kawartha	Dan Demers
Watchwinder Rally	May 28	Peterborough	Peter Watt
Watchwinder Solo	May 29	Douro	Glenn Austin
Speed Weekend Solo	June 12	Kawartha	Chris Johnson
Mid Summer Solo	July 24	Kawartha	Travis Grubb
GCFR/OPRC Rally	July 9	Catchacoma	Peter Watt
Dog Days Solo	Aug. 14	Kawartha	Chris Johnson
Fall Ball Rally	Sept 10	Peterborough	Pete Gulliver???
Fall Ball Solo	Sept. 11	Kawartha	Dan Demers
Last Chance Solo	Oct. 16	Kawartha	Travis Grubb
President's Prize	Nov. 12	Peterborough	Travis Grubb/Chris Johnson
Snocross	TBA	Picton	Al Pawling
Rallysprint	TBA	Burnt river	
Rally Cross	TBA	Shannonville	
Fun Rallies:1	June 22 (GPS)		Len Arminio
2	July 27 (Poker)		Alain Cabardos
3	August 24 (Golf)		Dan Demers