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The Journal of Upper Canada Region of the Porsche Club of America



April 2010

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30 Days prior to publication date; e.g. June 1st for the July issue of Provinz; July 1st for the August issue of Provinz.  
Please send submissions to Kye Wankum

ADVERTISING & SPONSORSHIP  
OPPORTUNITIES  
Please contact Jeffrey White  
Phone: (905) 841-3612  
Fax: (905) 841-3337

DESIGN & LAYOUT  
Michael J. Duhamel of Doohamel Studios  
www.doohamel.com

PRINTING  
Harmony Printing Limited, Toronto, Ontario  
Don Gain, Sr.

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Porsche 918 Spyder Hybrid Prototype;  
photograph, courtesy of Porsche AG press archives

# PRESIDENT'S MESSAGE



**Martin Tekela**  
UCR President

The Upper Canada Region ski day that was held at the Osler Bluff Ski Club on March 5 was a great success with nearly forty members and guests in attendance. UCR Director, Danny Kroll, appreciated that UCR Ski Day Chair and Osler member Tom Tutsch graciously hosted an après-ski reception at his chalet, which helped to re-hydrate us after a full day of skiing. The weather was bluebird sunny and the snow conditions were excellent. Tom was assisted on the ski hill by Don Lewtas, another UCR and Osler member. Don recently acquired a second Porsche in addition to his 1987 911 Targa. A 2009 C4S Cabriolet will be a welcome addition to his collection of sports cars. I helped to connect Don with David Forbes, as Don might be hosting a UCR Fun Run at some point in the future. Many thanks also go out to the non-skiers in attendance, including Eshel Zweig, who took many photographs and Richard Bain, who was our meeter & greeter at the Osler clubhouse and at Tom's chalet. It was also great meeting new members that I don't often see at events, including Pat Lazzarotto and Eshel's son Adrian Zweig, John Starasts and his daughter (whose name I fail to remember), Mike Brake, Arnaud Majstorovic, Richard Emmanuel, Philippe Ayoub, Gabi Armstrong and Peter Earnshaw and son John.

The UCR Board of Directors recently approved event chair Andy Wright's proposal to reserve rooms at the White Oaks Resort and Spa near Niagara on the Lake for the Multi-Event Weekend on October 1-3, 2010. Assisting Andy in organizing this not-to-be-missed Porsche social weekend will be co-chair Ian John. Andy and Ian paired up in the late 1990's to organize some similar and successful events for UCR. UCR Director, Laurel Ward, expects this Multi-Event Weekend to sell-out, so don't be disappointed and mark your calendars now. More details will be published in Provinz and there will be an information and registration table at the upcoming "Shift into Spring" at Pfaff Porsche on May 2, 2010.

Registration has opened for the 2010 PCA Parade to be held near Chicago on July 3-9, 2010. A good number of UCR members are planning to follow John and Rosemary Adam in the easy, one-day drive to St. Charles, Illinois where the PCA Parade will take over an entire resort! I had previously mentioned that the 2011 PCA Parade would be held in Killington, Vermont, but this venue has been cancelled due to the lack of adequate facilities for the Autocross event. PCA National is currently searching for an alternate venue to host the 2011 Parade. The 2012 Parade will be held in Salt Lake City, Utah.

I attended the PCA Zone 1 President's meeting in March and Zone 1 will be hosting three events that you may want to attend. The Zone 1 PCA Club Race will be held at Watkins Glen, NY on May 28-30 and Tim O'Brien, the Club Race volunteer organizer, is looking for additional volunteers to work any day between Thursday and Sunday. All volunteers will receive an event jacket as well as other considerations. Driver Education enthusiasts should mark June 18-20 in their calendars as the Zone 1 DE will take place that weekend, also at Watkins Glen. Registration opens on April 15 and the Friday DE is open only to current and prospective Instructors. Please contact Stephen Goodbody if you're an experienced Black run group driver who'd like to be considered as a candidate to become a nationally-certified, PCA DE Instructor. Lastly, the Zone 1 Autocross will be held in Fort Devens, MA on August 28-29, 2010. This will be the 25th Anniversary of this event and some of you who may be evaluating the competition and social rewards of big Autocross events may want to come out and see what it's all about. Please refer to the Zone 1 notices in Provinz or on the Zone 1 or UCR websites for more information on how to register, where to stay and other event details.

Hope to see you at an event soon. ☼



# 2010 Calendar of Events

Please check future issues of Provinz for 2010 Calendar updates. As always, for last minute updates on all events, please check the UCR website at [www.pcaucr.org](http://www.pcaucr.org)

## JANUARY

12 Tues UCR Social Meeting at The Grille at  
1596 The Queensway, Etobicoke

## FEBRUARY

9 Tues UCR Social Meeting at Mandarin at  
200 Queens Plate Drive, Rexdale

27 Sat Zone 1 Tech Tactics in Danbury, CT

## MARCH

5 Fri UCR Ski Day at Osler Bluff Ski Club

9 Tues UCR Social Meeting at Izba at  
648 The Queensway, Etobicoke

## APRIL

13 Tues UCR Social Meeting at Pfaff Tuning at  
9100 Jane Street, Vaughan

17 Fri Skid Pad School at Mosport

25 Sun UCR Autocross at the Toronto Star facility  
in Woodbridge

## MAY

1 Sat Skid Pad School at Mosport

2 Sun Shift into Spring at Pfaff Porsche at 101  
Auto Park Circle in Woodbridge

8 Sat UCR Rally ([visit pcaucr.org](http://visit.pcaucr.org))

11 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

15-16 Sat UCR Driver Education at Mosport

16 Sun UCR Autocross at the Toronto Star facility  
in Woodbridge

28-30 Fri-Sun Zone 1 Club Race at Watkins Glen, NY

28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield

## JUNE

5-6 Sat-Sun UCR Driver Education at Mosport

8 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

18-20 Fri-Sun Zone 1 - 48 hrs @ The Glen

20 Sun UCR Autocross at the Toronto Star facility  
in Woodbridge

27 Sun Annual UCR Concours d'Elegance at  
Legendary Motor Cars ([visit pcaucr.org](http://visit.pcaucr.org))

## JULY

3-9 Sat-Fri Porsche Parade in St. Charles, Ill

10 Sat Yorkville Exotic Car Show -  
in Support of SickKids Foundation

13 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

23-25 Fri-Sun NNJR/UCR Driver Ed at Mosport

30-Aug 1 Fri-Sun PCA Club Race hosted by UCR at Mosport

## AUGUST

8 Sun UCR Tour with Ontario Wine Society

10 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

21-22 Sat-Sun UCR Driver Education and Introductory  
Driving School at Shannonville

27-29 Fri-Sun Porsche Park at the ALMS race at Mosport

## SEPTEMBER

9-12 Thu-Sun PCA Escape, BC

14 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

19 Sun UCR Autocross at the Toronto Star facility  
in Woodbridge

25-26 Sat-Sun UCR Driver Education at Mosport

## OCTOBER

1-3 Fri-Sun UCR Multi Event Weekend  
([visit pcaucr.org](http://visit.pcaucr.org))

10 Tues UCR Social Meeting ([visit pcaucr.org](http://visit.pcaucr.org))

16-17 Sat-Sun UCR Driver Education at Mosport

## NOVEMBER

9 Tues UCR Social and Elections at Ciao Bella  
Restaurant in Concord

20 Sat UCR Awards Banquet UCR Awards Banquet  
([visit pcaucr.org](http://visit.pcaucr.org))

## DECEMBER

Please join us for the Season's Festivities at the UCR Banquet in  
November



# EVENTS



## Social Events

Submitted by Richard Bain and Laurel Ward

Our Socials are a great opportunity to meet fellow Porsche lovers and exchange stories about recent experiences, such as a D.E. weekend or a road trip in our favourite automobile.

We try to invite guest speakers to share their expertise and to hold a small presentation at all of our Meetings. The locations for the Socials have been moving around over the past year and have included some great new venues. Hopefully, this will make it easier for some members to come out and enjoy the comraderie of the Meetings, as they may be more convenient for them to get to. Our diverse locations have also helped in breaking up the monotony, while offering a more varied dinner menu.

For specific details, the UCR web site will be updated with write-ups, addresses and driving directions. So, come on out and enjoy the evening with your fellow club members!

Meetings start at 6:30 pm on the second Tuesday of every month.

**April 13, 2010**

***Pfaff Tuning***

9100 Jane Street, Bldg. F, Units 44 & 45, Vaughan L4K 0A4  
(905) 907-1001

**May 11, 2010**

***Xaphire Restaurant***

530 Eglinton Avenue West, Toronto M5N 1B4  
(416) 482-3380

**June 8, 2010**

***Downtown Porsche***

265 Front Street East (west of Parliament) Toronto M5A 1G1  
(416) 603-9988

**July 13, 2010**

***Ciao Bella Ristorante***

665 Millway Avenue, Unit 17, Concord L4K 3T8  
(905) 660-3596

# DRIVER ED

## Introductory Driving School

Saturday, April 17th - Mosport Training Facility

Saturday, May 1st - Mosport Training Facility

Saturday August 21st - Shannonville Facility

Loads of Porsche Fun with Lunch Provided - Slip and Slide in Safety!

## Driver Education Programme Dates

Saturday & Sunday, May 15th & 16th - Mosport Grand Prix Track

Saturday Evening Munchie Buffet Social and Lunch Time Lucky Draw included!

Saturday & Sunday, June 5th & 6th - Mosport Grand Prix Track

Saturday Evening Track Walk with Refreshments! A must for all "Trackies".

Friday thru Sunday, July 23rd, 24th & 25th - CanAm at Mosport Grand Prix Track

Loads of Student Spaces, Three Days of Track Time and Saturday Evening Dinner & Social with our friends at NNJR

Saturday & Sunday, August 21st & 22nd - Shannonville Full Track and IDS

Saturday Evening Dinner Social and Lunch Time Lucky Draw. More surprises coming!

Saturday & Sunday, September 25th & 26th - Mosport Grand Prix Track

Fall Colors Event with Munchie Buffet Social and Lunch Time Lucky Draw included!

Saturday & Sunday, October 16th & 17th - Oktoberfest at Mosport Grand Prix Track

Multi Marque Event with German Food & Beverages, Porsche, BMW, Audi, Mercedes Welcome!

**UCR Driver Ed  
Dates for 2010!**  
**Mark Your Calendars Now!**

WELCOME!

# NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
Ron Aiello	Toronto	07-911C4S	
Robin Augustine	Oakville	07-911	Daryll Fogal
Joe Aylagas	Kitchener	87-944	
Dan & Mary Bussotti	Orillia	07-Cayman S	
James Conran	Whitby	02-911 T	
Paul Fitzsimmons	Uxbridge	01-Boxster	
Gerasimos Kouverianos	Mississauga	02-911	Trf-in Canada West
John Lorefice	Oshawa	74-914	
Kim Loveridge	Acton	02-Boxster S	Heinz Schweistries
Timothy McIntyre	Cambridge	06-911	
Chad Seip & Maylin Morales	New Hamburg	93-911	RS America
Jaroslav Stanczuk	Thornbury	09-Boxster	
William Ward	Toronto	09-Boxster	
John & Diana Wright	Toronto	05-Cayenne S	

CONGRATS!

# ANNIVERSARIES

20

YEARS

Sharon Kelly  
Otto Mittelstaedt

10

YEARS

Jordano & Sherry Carpino  
Lisa DeAngelis  
Louisa Gembora  
Gerry Lubinski  
Rick & Derick McGee  
Barbara Mitton  
Andy & Mary Nebesio  
Andi & Kaie Pugi

5

YEARS

Brent Beale  
Peter Brown  
Kevin Collins  
David & Kelly Ferrier  
Ed & Lisa Leavens  
Christina McDougall  
Paul Syslak  
Jane Vendittelli



15

YEARS

Sal Bevan & Elaine Woodcock  
Dieter & Judi Maier

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no-hassle renewal, email or call Angie  
or Mark Herring at  
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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**Y**ou know spring is here when Provinz is bulging at the seams with additional pages covering the many events that are on the horizon for us to indulge in. Yes, we do have more pages this month – eight more colour pages! Thanks to all of our advertisers, new and old, this has been made possible, while we continue to strive for a nice balance between content and adverts. And still I ran out of space this month...

UCR member, Dan Proudfoot's article has been cut short and readers can follow up on the rest of the story on our award winning web site. This is actually something I have been wanting to try for some time, at least with photographs. We often get many beautiful photos sent to us and I can never find the space to do these images justice. A follow-up visit to our website will round out – well, the picture... Please visit [www.pcaucr.org](http://www.pcaucr.org)

Please also note our inserts this month. The Michelin piece was brought to you by Porsche Cars Canada, who are also present with two full-page ads in this issue. The Membership Recruitment card for the second quarter of 2010 was generously sponsored by Porsche Cars Canada, and serves two purposes: one side will remind you of our upcoming events in a handy small format and the other – well, the card is just that: please use it to recruit new members. Simply place it under the windshield wiper of a Porsche that you don't know to be owned by a UCR member.

Need an excuse to spend more time with the baby early this summer? What a great excuse to thoroughly wash that pride and joy of yours, not just once, but twice! I am happy to announce that UCR will, once again, organize a traditional Concours d'Elegance event, as we have held in the past. The date is Sunday, June 27; the place, back by popular demand: Legendary Motorcar Company in Halton Hills. More details will follow in future issues of this newsletter, as well as on the UCR website. Stay tuned. But wait, there's more! UCR director and Provinz Publisher, Phil Downe, has been busy realising an event he dreamt up over the winter months: The Yorkville Exotic Car Show. The date is set for Saturday, July 10 and the place is – well, you guessed it: fabulous Yorkville. Please see the event announcement in this issue and contact Phil directly to register your car for this great outing.

While different people generally hum and haw over Porsche's creations as they are introduced to the public, I have not heard one negative peep about the car gracing our cover this month. The Porsche 918 Spyder Hybrid Prototype, as shown to the public at the recent Geneva Auto Show, looks to mean business in a gorgeous package. I hope that Porsche not only decides to build this car but also that they will have the wisdom to leave it looking just as aggressively beautiful as the prototype does.

Enjoy the spring! ☼

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# THE WAY WE WERE...

## 30 Years Ago

Both Downtown Fine Cars and HJ Pfaff Motors featured the 924 in their advertising. The PCA Zone 1 DE event at Watkins Glenn was \$45 with dinner @ \$7.50. President Pateman needed \$500 to cover the cost of Region incorporation, which eventually happened in 1988. One ad caught my eye: '911 Supersprint muffler and 6 chromed exhaust pipes. Looks and sounds beautiful. I am forced to sell due to uncooperative wife with oversensitive ears'.

## 20 Years Ago

Provinz expanded to 36 pages. Parade was to be in Monterey, CA. UCR had 596 members and grew 28% from the previous year. Hank Franzak joined. Our DE program was at Shannonville for five single weekdays plus an April weekend at Mosport. NNJR had a weekend event at Mosport and Mid-Ohio. One of the Shannonville days followed on the heels of NNJR at Mosport for a two-track long weekend. Howard Dexter's Novice School was \$25 and that included lunch. Porsche General Manager Fred Dubee was to attend the April Social to tell us about the new Tiptronic transmission. (Old) Phil White wrote about radar jamming — his peeve of the day.

## 15 Years Ago

PCNA took over Porsche distribution. Irene Orr was organizing a wine tasting with Tony Aspler as speaker. Zone 1 DE at Watkins Glen was US\$160 + \$20 for dinner with payment via money order — a quaint custom. Kremer Porsche Spyder K8 won at Daytona and the team stayed at the same hotel as I did. Big deal to a fan! Paul Newman drove in the race at age 70 in car #70 and his Roush Mustang won its GT1 class.

## 10 Years Ago

Ian John and Andy Wright were promoting a multi-event weekend in Stratford. Provinz was up to 40 pages. Mosport DE weekends were \$220. Fun Runs were scheduled May thru August. Barry McKee was talking about the Concours & Picnic.

Contributed by John Adam, UCR Historian

## Saturday Brunch at Braidan... April 24

On Saturday, April 24, Brad Shimbashi of Braidan Wheel & Tire in Markham, is hosting at his shop a brunch for UCR members only, from 10:00 am to 1:00 pm.

Here is a link to Braidan's website: <http://braidan.ca/>

Braidan Wheel & Tire is a valued advertiser in Provinz magazine. A good turnout by us at the brunch will help to ensure Brad's continued support.

Please mark April 24 on your calendars and drop by that morning. Brad is very proud of his facility and would like to show you around...

### Braidan Wheel & Tire

9833 Highway 48, Markham, Ontario, L6E 0E5  
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## YESTERDAY, TODAY, AND TOMORROW



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# Zone 1

## Dates & Notes



The Zone 1 30th-Anniversary of Tech Tactics on February 27th at Danbury Porsche in Danbury, CT., was very successful. Ken Jensen stepped in as registrar when the need arose. Thank you very much Ken. Despite the winter weather, the turnout was as expected, helped by everybody's desire to meet and hear Hurley Haywood. The next Zone 1 event is the Concours d' Elegance and Rally at the famous Old Westbury Gardens on Long Island the weekend of May 15th and 16th.

### Other events are:

- Porsche Clash @ the Glen May 28th – 30th.
- **New!** Porsche Corral at Watkins Glen International during the Gran-Am weekend June 5th and 6th at the Six Hours of The Glen.
- 48 Hours, DE at Watkins Glen, June 19th & 20th.
- Autocross in Devens, MA, August 29th & 30th.

### National events not to be missed:

- Parade in St. Charles, IL, July 3rd – July 9th - see the January issue of Panorama. Registration is probably still open. Check [pca.org](http://pca.org)
- Escape to Sun Peaks, BC, September 9th – 12th. [www.pcaescape2010.com](http://www.pcaescape2010.com)

Please check with me or go to the Zone 1 site at [Zone1.pca.org](http://Zone1.pca.org)  
Please see the ads for the Six Hours of The Glen, the Concours and Rally and the 48 hours at the Glen elsewhere in this issue.

Come and show the UCR flag.

**Botho von Bose, Zone 1 Rep**

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Save the date!

# The Annual Spring Tour

at a great new location...

**The Little Inn of Bayfield**

[www.littleinn.com](http://www.littleinn.com)

**May 28-30, 2010**

your hosts Jeff White and Mary Byczok

Please see the flyer for this great traditional event  
on page 12 of this issue.

## LETTERS TO THE EDITOR

Please send in your comments about this newsletter and the articles featured herein, but also about any other topic concerning our club. Things you'd like to see and do; things you don't. Personal anecdotes, your Porsche ownership-related experiences - good and bad. This is your forum - please be sure to make good and repeated use of it.

Submissions are due on the first of the month to be published in the following month's issue of Provinz.



# Zone 1 48 Hours of Watkins Glen

June 18-20, 2010

**N**orth America is fortunate to have a road course like Watkins Glen International. The facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, GrandAm, IndyCar, HSR, SVRA and PCA events. The Zone 1 48 Hours at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.

The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Training. This year, the entry fee will include a Saturday evening reception with an open bar in the front of the garages. The cost of the event is \$260 per entrant. Registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes June 4. It is sure to be a sell-out again this year! More details can be found at <http://zone1.pca.org> after April 1st.

After your registration fee is paid and your application is accepted, you will receive a confirmation email with additional information and requirements. Please read the email and make sure that you follow all the requirements contained in the registration package, including a pre-event technical inspection. If you have a Zone 1 Voucher, complete the registration and make your Paypal payment. Upon acceptance, send your Zone 1 Voucher to the registrar and you will receive a credit for the amount of the voucher. 🌀

## POINCE CLUB OF AMERICA, UPPER CANADA REGION INC.

### NOTICE OF MEETING OF MEMBERS

**TAKE NOTICE THAT** a meeting of the members of the Club will be held at Xaphire Restaurant, 530 Eglinton Avenue West, Toronto M5N 1B4 on May 11, 2010 at the hour of 7:30 p.m. to confirm, with or without amendment, the new Bylaws of the Club passed by the Board of Directors on March 2, 2010.

There has been posted at the Club website a copy of the new Bylaws, as well as a copy of them marked to show the changes from the former Bylaws. To review them, follow the link on the home page of the Club Website, the address of which is <http://www.pca-uc.org>.

Only Active members in good standing will be entitled to vote at the meeting.

By Order of the Board of Directors.

John Van Amer, Secretary

# 2010 Spring Tour at The Little Inn of Bayfield May 28, 29 & 30th

We are taking our club's annual Spring Tour to a new location. The Little Inn of Bayfield ([www.littleinn.com](http://www.littleinn.com)) has warmly welcomed guests to Ontario since the 1830's when it first opened its doors as a coach stop. Located in the picturesque, heritage village of Bayfield, Ontario, on Lake Huron's sandy shores, The Little Inn provides elegant accommodations and an exceptional culinary experience. We have an itinerary packed full of fun, including breakfast Saturday and Sunday and fine dining Saturday evening followed by a good old fashioned bonfire. A local singer by the name of Mr. Scott Chow will keep us entertained.

We have obtained some great pricing for those who want to join us for the weekend (minimum 2 night stay). Other options are to come for the fun run only or fun run and dinner only. On Saturday morning we'll show off our freshly polished 'P' cars at a concours event at 11:00 am at the Inn, before heading for our tour of the beautiful farmland and lake view landscape. Our tour will be organized by our local members Paul and Lynn, who did a fabulous job organizing our route last year. The last few years have been a blast at the spring tour. It's a great way to meet fellow 'P' lovers from around the Province... so please join us. Register by May 3rd... There is a limited number of rooms available - so, the sooner the better! **Your 2010 Spring Tour Hosts, Jeff White and Mary Byczok.**

Please find the Registration Form in the March issue of Provinz or visit [www.pcaucr.org](http://www.pcaucr.org). Complete the form by May 3rd and fax to:

**Jeff White, Fax: (905) 841-3337, Phone: (905) 841-3612 or 1 (877) 228-2658**

The 2010 Spring Tour is sponsored by Aurora Financial.

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# Zone 1 Concours d'Elegance & Rally

May 14, 15 & 16, 2010

**O**n May 14-16, 2010, Metro New York Region will host the 31st Annual Zone 1 Concours and Rally at the Old Westbury Garden's and Mansion in Westbury, New York. Weekend activities will include a Rally and a Full & People's Choice Concours. This event is geared for both the novice-level as well as the experienced PCA member.

The 31st Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show will start promptly Sunday morning, placement of cars by 8:30 am. If you have any concours questions, **contact Daniel Deegan at (585) 924-0271**

The 13th Annual Zone 1 Rally will be designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped; meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 10:30 am and a Driver's meeting at 11:45 am. The first car off will be at 12:31 pm. Rally awards will be given out at dinner. Questions about the rally, contact Bob Michaelson at 973-492-2014

The host hotel for the weekend will be the LaQuinta Inns & Suites of Garden City. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 10:30 pm, at the host hotel. Event registration will take place Friday evening during hospitality. Saturday evening will feature a cocktail reception, a buffet dinner, guest speaker and rally awards at the Holiday Inn of Westbury.

Please go to [www.Zone1.pca.org](http://www.Zone1.pca.org) to find the Weekend Schedule, Information on Hotel Reservations, and Concours & Rally Dinner Information. Registration is to be completed at [www.clubregistration.net](http://www.clubregistration.net).

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Payment is processed by PayPal during registration.  
Registration will open on February 12, 2010.

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# Autocross 2010

Submitted by Mario Marrello,  
UCR Director and UCR Autocross Chair



Recently, as I was browsing through my digital photo collection, I came across a folder containing pictures from the first autocross back in 2003. I hadn't realized how much time has marched on, but I'm still with the same trusty 944 and it has gotten better with age!

That makes this the 8th autocross season for UCR. I've been running it since 2006 and I've enjoyed each and every event. I have had the privilege of meeting close to 100 different people. Some had experienced autocross before, but most are new to the sport and even new to the club. That is the best part of the autocross event: It's a very friendly environment to learn some performance driving skills and see what you and your car can do.

This year will continue with the same format as last year. What does that mean? For starters, non-Porsches are allowed, provided the driver is a member of the Porsche club. Next, the event focuses on improving driving skills, rather than on competition. I found this approach encourages discussion between drivers and increases the fun factor. The start time will continue to be 10am, leaving more of Sunday available for other activities. Finally, I'm happy to say, the new wireless timing equipment worked flawlessly and I'm looking forward to creating new course layouts this year.

The scheduled dates for this year are: April 25 (the weekend between the skid pad schools at Mosport, good time to practice or prep!), June 20, September 19, and October 10.

The location continues to be the Toronto Star in Woodbridge, but we are scouting out other venues to add some variety. Please email me directly if you have any suggestions for new venues.

As always, check the UCR web site for up to date details on dates, locations and registration information.

I would also like to extend an invitation to anyone interested in taking photos of the event. I'm looking to update my photo collection!

I'm looking forward to meeting new drivers and catching up with old friends this year! 



# SHIFT INTO SPRING

Once again, as the year turns, we see Spring on the horizon, and the view of shiny Porsches starting to wake-up from a winter hibernation (for those who don't drive in the winter). As it is soon approaching, I am making arrangements to have another exciting event this year, known as Shift Into Spring.

This year, I have been working with Danny Kroll to create an inviting atmosphere to all who come. We are planning to have the entire event outdoors, once again with the generous support and hospitality of Pfaff Porsche in Woodbridge.


As I did last year, I will attempt to get as many "special" Porsche cars as I can for display. We are also anticipating support from Porsche Cars Canada.

The Used Porsche Corral will, as always, be available to our members at \$20.00 per space. Don't forget to put vehicle and contact information on the windshield.

Mark your calendar now for Sunday May 2nd, 2010. This is the "kick-off" to the driving season!

Details will follow at [www.pcaucr.org](http://www.pcaucr.org).

I have had fabulous assistance in the past from members. I would appreciate it if there is anyone who would like to assist me on the day of the event.

Jeffrey Wagman   
Chair



Photos of the 2008 Shift Into Spring Event by Graham Jardine, Contributing Photographer

# UCR TECH SERIES



## THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... PART 5

**Story and Photos by Phil Downe,  
UCR Director and Publisher of Provinz**

Finally, our 2010 season-opening event, Shift Into Spring on May 2, is just a couple of weeks away. I hope to see you all there with your favorite Porsche. Will my car be ready? Well, we're still working on it and, hopefully, we won't end up like the Hispania Racing Team in F1 trying to shake down their new car at the first, "very public" event of the season.

The good news is the new S2 engine fired up for the first time last week but, before I get into that, maybe I should bring you up to speed, in case you're new to our story or you just plain forgot...

Over the past four issues of Provinz we have been taking our readers from the original purchase, three years ago, of a \$4,200, Red '86 944 NA, through a strip-down and preparation as a DE car for

Season 1. For Season 2, we added some splashy color and performance upgrades. Season 3, it was a half-cage and a big suspension upgrade, which we ran great with - right up until mid-season when the rings let go in the #2 cylinder. Rather than rebuild the 147bhp NA engine, I bought a wrecked '91 S2 (208bhp) on E-Bay for \$3,500 and Markus Blaszk and I started our winter project a little early.

You know you could write a manual of epic proportions about a project like this, don't you? But I'm already taking up more than my fair share of our Provinz and Markus has sworn me to secrecy on several re-build techniques so I'm going to try and keep it at 10,000 feet. If you have any specific technical questions please direct them to Markus or me through the tech form at [pcaucr.org](http://pcaucr.org).

OK then, pull on your Nitrile gloves and let's get a move on! We removed the engine hood from the '86 and stored it in a safe spot. The stock front bumper had already been replaced in Season 2 with a lightweight, Fiberwerk's bumper, but that too came off along with the nose panel and headlight covers. All the headlight, fog and signal lights gear came out as we decided to drop more weight and it's never going back on the street anyway.

You start dropping bits and pieces off the engine one-by-one. The distributor and leads, fuel rail, the alternator, the fuel lines, the intake and exhaust manifolds all came off. I would have wanted to tag every piece and mark every bolt but Markus has done this a hundred >



> times so I just followed orders, "Scrap-box" if it's useless to everyone, "Need/Rebuild-box" if we're putting it back on and "Inventory-box" if we're doubtful whether we'll actually need it or we don't but someone else might.

We unbolted the engine from the torque-tube and it was great to see that ugly NA engine pulled, or to be more precise, see the hydraulic lift raise the chassis above the engine, as it remained sitting on a custom support dolly. I'm not being critical of the factory 944 NA engine, but remember the morons who sprayed the engine bay with stone-guard? (Provinz – January 2010) Well, that black, sticky goo was all over it and it just looked a horrible mess. We farmed out some work at this point as well. The intake manifold was sent out and chemically cleaned at Pat's Radiator Service. The heavy, stock alternator was replaced with a rewired, self-exciting, single-wire version from Astro Alternator & Starter Rebuilder and it weighed only half as much.

We rolled the '86 out and the '91 S2 in and dropped the engine out of that. I was getting pretty cocky thinking, "Having done it once..." Anyway, my sporadic miscues kept Markus amused. The S2 engine was then bolted to its new home for the next few months – an engine-stand from Princess Auto, a place where they would come to know me by name. BTW, for those of you keeping track of dates, it doesn't take eight months to do this work. I grew to love that car and the rush it gave me every time I strapped it on. I wanted to know every bolt, every adjustment and I wanted to be there for every step of the process. Markus then explained his billing structure as \$65 an hour. If you want to watch - \$75 an hour, then if you want to help - \$85 an hour. Okay, maybe I made up those last two rates, but after breaking or stripping bolts, cross-threading nuts and accidentally cutting through a fuel line, perhaps I was impeding the process at times and he should consider them.



Anyway, an equal division of labor was worked out. I donned a gas mask and set off on my odyssey to clean all the stone-guard out of the engine bay with toxic paint reducer and a 20-pound bag of rags. Markus put new belts, rollers and a new water pump on the S2. When he wasn't working on the engine I'd slip in and scrub it down with diesel fuel, wire brushes and scotch-brite pads, then go back to the "skunk-works" in the engine bay when he returned.

There seemed to be endless 2-day sessions where I did nothing but scrape, loosen and rub off black tar. In the meantime, Markus occupied himself with replacing the rod bearings and verifying the bottom-end. It looked in very good shape and had obviously been rebuilt at some point. He finished the engine and I finally got the engine bay ready for the paint shop so we turned our attention to the interior.

The centre console and dash were removed revealing more wiring than I could ever possibly have imagined and we started stripping out everything that we wouldn't need. We had already decided that the air conditioning, heating and blower units were not going back in. Now, considering the dash layout the obvious question was, "Well then, what do we need this for?" So out comes the Plasma cutter and we sliced off the bottom half of the dash and stripped the remainder down to the bare metal. Here's where we started with the, "You-know-what-would-be-cool's?"

That was the last we heard of the factory instrument cluster. We decided on a very-lightweight, custom dash with a few after-market instruments and toggle switches. I bought some poster

board and cut a template then custom-shaped a piece of aluminum-skinned plastic core material into which we'd eventually mount the instruments and switches.

The NA transmission would never have handled the increased torque of the S2 engine, so we removed the axle shafts and unbolted the torque tube and put the NA transmission on the shelf under "spare- >


> parts". We were about to swap cars on the lift and recover the S2 transmission when I asked about the torque tube and its function. Markus explained it was a major stiffening part, with 4 bearings holding the drive shaft. Then, when he turned the shaft to make a point, we hit a snag. Making that point cost us almost a full day, but better we found out now than later. The drive shaft wasn't turning smoothly. At least one, perhaps two bearings were shot so that caused a re-scheduling of the next day's work to rebuild the torque tube. That was amazing! Removing four bearings, wrapped around a heavy drive shaft that have been jammed down a 4 inch wide, six-foot long steel tube for nineteen years is no easy task. The process of rebuilding it and putting it all back together without damaging anything was equally complicated. I watched and helped and was actually in awe throughout the exercise. Unfortunately, all I can tell you is that it involves several custom-built tools and a BFH, (Big Freaking Hammer) – the rest I've been sworn to secrecy on.

Back on the original game-plan after re-installing the torque-tube, we pulled the S2 tranny, degreased it and power-sprayed it clean. Please do the next guy in the do-it-yourself car wash a favor and spray down the floor when you're done. It leaves a real mess. The grease in the S2 axle-shafts was dry and in very bad shape. The

previous owner was obviously not the most conscientious when it came to maintenance. I hope that doesn't come back to bite me down the road.

Finally, we pulled the brakes, which were also in pretty rough shape and with that being all the major parts we'd need from the donor car we loaded it up with everything we wouldn't need from either car and rolled it out to its winter resting place.

Thanks for dropping in on us again. Hope to see you again next month when we finish the rebuild. We took some pretty cool and unique twists and turns, plus we should have the first shakedown report ready by then.

Cheers,  
Phil Downe 

Please go to UCR's website at [www.pcaucr.org](http://www.pcaucr.org) and visit the Tech Forum area to begin or join a dialogue with Phil about his track car project. Markus Blaszk has also agreed to help answer any technical questions the membership may have.



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# NEXT-GENERATION PORSCHE CAYENNE LED BY INTELLIGENT, POWERFUL HYBRID

All-new SUV debuts in Geneva with more room, technology and performance alongside significantly reduced weight and fuel consumption

Submitted by Laurance Yap, Manager, Public Relations, Porsche Cars Canada; Photographs, courtesy of Porsche AG press archives

Led by a technologically-advanced full hybrid model, the all-new, next-generation Porsche Cayenne sport-utility will debut at the Geneva motor show in early March. In line with the Porsche Intelligent Performance development strategy, the entire range, from the entry-level V6 to the 500-horsepower Cayenne Turbo, delivers improved performance while using less fuel and producing fewer emissions than ever before.

The highlight of the range is the new Cayenne S Hybrid, which features a highly-sophisticated parallel full hybrid drive system. With a combined power output of 380 bhp from the supercharged V6 combustion engine mated to an electric motor, and fuel consumption on the New European Driving Cycle of just 8.2 L/100 km, the Cayenne S Hybrid combines the performance of an eight-cylinder with the economy of a six.

In the intelligent interaction of the 3.0-litre supercharged V6 and electric motor, the Cayenne S Hybrid focuses on maximum efficiency. Depending on driving conditions, either drive unit can operate independently or together. The 47-bhp (34-kW) electric motor is the ideal partner for the 333-bhp engine, which produces high torque at low engine speeds. With peak torque at 427 lb-ft at just 1,000 rpm, the Cayenne S Hybrid's performance is on par with a V8-powered Cayenne S.

The hybrid's two drive units are connected by a decoupling clutch. A hybrid controller controls their complex interaction and intelligent

management of the clutch makes the transition among various driving modes seamless. Like many hybrids, the Cayenne S Hybrid can cover short distances on electric power alone, free of emissions and noise to 60 km/h. For aggressive acceleration, the motor provides a power boost to the gasoline engine.

What makes the Cayenne S Hybrid unique is its ability to cruise at high speeds on electric power alone. The gasoline engine can be completely switched off and disengaged from the drivetrain at speeds of up to 156 km/h. In this so-called sailing — or cruising — mode, the drag forces exerted by the combustion engine and their braking effect are eliminated in the interest of lower resistance and fuel consumption.

All new-generation Cayennes set high standards for efficiency and performance. Compared with the former models, fuel consumption is down by up to 23 per cent and CO<sub>2</sub> emissions are significantly reduced, despite increased performance on all models.





# PORSCHE



A new eight-speed Tiptronic S automatic transmission with a wide range of gear ratios and the automatic start-stop function (first introduced on the Panamera) contributes to these improvements. So does efficient thermal management of the engine and transmission cooling circuits, on-board electrical network recuperation, variable deceleration fuel cut-off and the Cayenne's intelligent lightweight construction.

Thanks to a special combination of materials as well as changes in the overall vehicle concept, such as a new all-wheel drive system, weight has been significantly reduced on all models as well. Despite an even higher standard of safety engineering, the Cayenne S is 180 kg lighter, which not only improves fuel consumption and lowers emissions, but also boosts performance, agility, and handling.

A completely new design brings the new Cayenne even more in line with the entire Porsche lineup. Its sporting character is evident from all angles and its Porsche shape and design characteristics are clearer than ever before. ➤

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> The new Cayenne is 48 mm longer than its predecessor, while an extra 40 mm in wheelbase ensures extra space and greater versatility. But despite larger exterior dimensions, the elegant lines of the new Cayenne make it look far more compact and dynamic.

Inside, the luxurious interior is distinguished by its high-quality fittings, touch-screen infotainment interface and a centre console which, like the Panamera, rises up to meet the dashboard. Porsche's traditional set of five round instruments includes a high-resolution circular TFT screen to the right of the tachometer. It can be used to change radio stations or vehicle settings, or access the navigation system and view the map. Rear-seat comfort is much improved as well. The bench slides fore-and-aft by 160 mm, while the backrest can be adjusted to three different angles.


The entry-level Cayenne features a 3.6-litre V6 that produces 300 bhp, 10 more than the previous model. In conjunction with the eight-speed Tiptronic S, fuel consumption has been reduced by 20 per cent on the New European Driving Cycle.

Fuel consumption is also down significantly on the high-torque Cayenne S. Its 4.8-litre V8 produces 15 bhp more than the previous model. When combined with the overall weight savings, performance is markedly increased, yet consumption is down by 23 per cent.

The Cayenne Turbo, with its 500-bhp, 4.8-litre twin-turbocharged V8, also consumes 23 per cent less fuel than its predecessor despite its improved performance and acceleration.



Together with the Cayenne S Hybrid, three of the new Cayenne models produce less than 200 grams of CO<sub>2</sub> per kilometre. At 193 g/km, the Cayenne S Hybrid is not only the cleanest Cayenne model, but also the cleanest vehicle in Porsche's entire portfolio.

The new Porsche Cayenne S and Cayenne Turbo go on sale in Canada in July. Canadian Porsche Centres will offer the Cayenne and Cayenne S Hybrid in the fall. 





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consumes just 3.0 L/100 km

Submitted by Laurance Yap, Manager, Public Relations, Porsche Cars Canada; Photographs, courtesy of Porsche AG press archives

On the eve of the Geneva motor show, Porsche unveiled the latest of three hybrid models, an ultra high-performance, mid-engined sports car with ultra-efficient, low-emission drive technology. Combining Porsche's Intelligent Performance philosophy, motorsport-inspired high-tech and an immediately arresting design, the 918 Spyder prototype joins the new Cayenne S Hybrid and the 911 GT3 R Hybrid racing car on the Porsche stand at Geneva, reinforcing the company's position as a genuine pioneer in hybrid technology.

The 918 Spyder combines high-tech racing features and electromobility to offer a fascinating range of qualities: fuel consumption of just 3.0 L/100 km and CO<sub>2</sub> emissions of just 70 g/km, with the performance of a supercar. Acceleration from a standstill to 100 km/h takes just 3.2 seconds, top speed is more than 320 km/h and a lap of the Nürburgring Nordschleife takes less than 7 minutes and 30 seconds – faster even than Porsche's last road-going supercar, the Carrera GT.

Using plug-in hybrid technology, the two-seat 918 Spyder is powered by a high-revving V8 that develops more than 500 bhp as well as electric motors on the front and rear axle with a total mechanical output of 218 bhp. The 9,200-rpm engine is a development of the highly successful 3.4-litre power unit from the RS Spyder racing car and is positioned in front of the rear axle, giving the car the ultimate balance for supreme performance on the racetrack. Power is transmitted to the wheels by a seven-speed Porsche-Doppelkupplungsgetriebe (PDK) gearbox, which also feeds the power of the electric drive system to the rear axle. Electricity also drives the front wheels through a fixed transmission ratio.

The 918 Spyder's energy reservoir is a fluid-cooled lithium-ion battery positioned behind the passenger cell. It can be charged by plugging it into the regular electrical network and is also recharged when the car's kinetic energy is converted into electrical energy during braking. When needed, the battery provides additional energy for fast and dynamic acceleration.

A button on the steering wheel allows the driver to choose among four different running modes. E-Drive mode runs the car under electric power alone, with a range of up to 25 km. In Hybrid mode, the 918 Spyder uses both the electric motors and the combustion engine to offer the driver a wide range of characteristics, from particularly fuel-efficient to extra-powerful. Sport Hybrid mode uses both drive systems, but with the focus on performance: most of the drive power goes to the rear wheels, with torque vectoring to additionally improve the car's driving dynamics. Finally, Race Hybrid mode focuses on pure performance, running both the gasoline and electric power sources to their limits of power and dynamic output. With the battery sufficiently charged, a push-to-pass button feeds in additional electrical power, for overtaking. >



The Porsche 918 Spyder Prototype; photograph, courtesy of Porsche AG press archives







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**PORSCHE**



- > Like the drivetrain, the lightweight body of the 918 Spyder also features motorsport technology. A monocoque bodyshell made of carbon-fibre-reinforced plastic (CFRP) and the use of magnesium and aluminum increase stiffness and reduce weight to less than 1,490 kg. The body design is reminiscent of legendary racing cars such as the Porsche 917 and the current Porsche RS Spyder and is a clearly structured design with perfectly balanced surfaces, innovative details and a powerful stance on the road. Variable aerodynamics are also typical of Porsche: the 918 Spyder features both an active rear spoiler and retractable air intakes with a ram air function.



The driver and passenger sit in a cockpit which offers an outlook at the interior architecture of future supercars. In Porsche's driver-focused tradition, three free-standing circular dials for road speed, engine speed and energy management appear to come directly from a racing car in the '60s, but the large touch-sensitive centre console reduces the number of visible controls. The steering wheel allows immediate control of the driving modes.

Offering a unique combination of extremely low fuel consumption, supreme performance and long electric range, the Porsche 918 Spyder represents an essential milestone in Porsche's strategy on the way to genuine electro-mobility. 





# 10 YEARS LATER THE WATER- COOLED 911 RACE CARS

Part 2, By Kye Wankum

As I mentioned in my article last month, I had gone ahead and purchased my GT3R and wired the purchase funds to the bank of PMNA (Porsche Motorsports North America) in full, in advance. PMNA does not release a car without having received full payment first. The price for the base car was just under 200K USD; in addition there were options to be had, such as 'Daytona Lighting', an oil filling quick connect system for refilling in the pits, and an oil level display (in the rear quarter window on the passenger side for the crew to see), some software upgrades, etc. There was also a great deal offered that allowed me to buy six additional sets of the spec BBS wheels for 23 thousand dollars. Plus, I wanted a spare transmission, which was about 25K USD. By the way, a spare engine was priced at 85 thousand and the price now is only(!?) about 100K, however, I did not purchase one, believing that I would not need it. That turned out to be a big mistake later on, as we kept juggling engine hours and events. It certainly never left us any opportunity to do private testing between races. Now, while the price of the latest version of this car, the GT3RSR, is close to half a million USD today, remember that in early 2000 the US dollar cost us a buck-fifty-five in Canada. So yes, things have gone up in price but they were pretty expensive back then already.



While we're speaking of pricing, engines now and then were good for a maximum of 30 hours. Engine rebuilds which, at the time, had to be carried out by PMNA\*, cost between 24 and 30 thousand US dollars, alternating with each instance. PMNA rebuilds of the current engine are now at 60K-plus! Transmission rebuilds at the time were about USD 5000 each time, and they were necessary after each short race; two of them after a longer weekend such as Sebring or Atlanta. They were carried out by an independent, who still does it today: Brian Copans. To put things further into perspective, a starter motor, according to Robert Overholser at Luftechnik, is now 10-thousand dollars! What is this thing made of?

In all fairness, while I took my GT3R through 16 international LeMans races, Porsche Motorsport was always there to be of service and to provide advice and parts. In fact, when my engine failed on two occasions over two seasons, they were there to provide me with loaner units at an hourly

running rate that was exactly in keeping with the cost of rebuilding or replacement. And, my engines failed only due to driver error (not mine, by the way – behold the power of data acquisition. . .). >

\*this was a prerequisite if you wanted to be on the customer list and able to purchase parts and services at the race track.



> So, to put an end to the money aspect, as the old adage goes: if you need to ask, you can't afford it, and, if you can't afford it, you shouldn't be there. I certainly got that message while I was involved but, I have to say, I was always treated extremely well; it's like Porsche Motorsport wanted you to race their cars and they would do what they could to help you accomplish that. In fact, I ended up being friends with Alwin Springer who, due the nature of his job (many customers whining for more power, for instance), came across as a pretty grumpy, stern man at first, turned out to be a lot of fun when I got to hang out and smoke cigars and drink red wine with him in the Porsche Motorsport truck.

But back to our adventures of early 2000: I had mentioned that our group, or team, Kyser Racing, as it was now called, with two full-time employees, plus friend, business partner and co-driver, Greg Doff, and yours truly, by now fully laden with equipment worth just under a gazillion dollars, had opted out off pursuing the original plan of running the 24-Hours of Daytona, and had instead decided to run the entire American Le Mans Series (ALMS), beginning with the 12-Hours of Sebring in March instead. There to join us as driver number three, was my long-time and very good friend and mentor, Rudy Bartling. In fact, Rudy, at the time, was second in the number of starts at that historic annual race only to Hurley Haywood. I think Rudy had started in it something like 18 times by then. Well, once again, as Rudy himself would have put it, it all went to shit, as things took yet another turn. The car having been purchased and assigned to me, business got in the way and my crew, including the extra guys who were paid per diem, went to

Sebring anyways, knowing that neither the car nor I would be there. I was stuck in Germany, while they went off to see and learn and make their connections, and that part was all good. I just felt very bad for Rudy, really wanting him to have one more kick at that particular can.

So, no problem, we would start in Europe instead, at Silverstone, England, on May 13th. The ALMS, at that time, had a points structure to include different parts of the world. In 2000, we were able to use points from a couple of European, an Australian, and a south-east Asia race to augment our North American championship points. Meanwhile, I decided to explore the local dealership, Raffay Porsche in Hamburg, as they maintained my road car anyways. I promptly made a deal with the general manager, Georg Silbermayr, to accept delivery of my car there, display it in their showroom, and have my crew be able to prepare it in their facility. It turned out that Georg was quite a motorhead himself, regularly competing in the Veedol Series at the Nürburgring's 'Nord-schleife' in a GT3 Cup car. Raffay Porsche was vastly accommodating and helpful once the car arrived from Weissach and Georg even went so far as to furbish our boys with two Smart cars to zip around the City of Hamburg with. Meanwhile, Porsche enthusiasts came from far and near to see the GT3R at the Raffay dealership – from as far away as Sweden! (Distance Stockholm to Hamburg: 800 kms, as the crow flies) After a week or so of prep (what prep can there be on a brand new racecar from Porsche?), we were off to Silverstone, where we went to compete in the first round of the European Le Mans Series. Never minding driving on the wrong side of the road, everything was just so

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> different there; the paddock, the race team transporters (aside from the Dick Barbour team, who had gained special permission to drive their American 18-wheeler rig on the English motorways, not least as a publicity stunt), but, most of all, the general professionalism permeating the event. As we went and planned to wow England with our effort, it is now time to return to the real matter of this story:

By the time we went to Silverstone, the 2000 911 GT3R had already proven itself at the 12-Hours of Sebring, finishing first in the GT category under the banner of Dick Barbour Racing (Porsche factory supported), with drivers Lucas Luhr and Dirk Müller. The car finished 10th overall out of 42 entries, behind 6 prototypes and 3 GTS-class Vipers. Second in GT was the GT3R of Skea Racing out of Australia, with drivers Johnny Mowlem and David Murray, and third was the GT3R of Reiser Callas, with our own UCR member, Joel Reiser, and Hurley Haywood and Craig Stanton driving. Out of 14 GT3Rs that started, 10 were running at the end. The second Barbour Racing entry with Sasha Maassen and Bob Wollek had had an accident, another car had 'drive train' damage, one car had an engine failure, and fellow Torontonians Tony Burgess, running under the Seikel Racing banner out of Germany, did not finish, due to a 'water system' problem. However, the road to success for the water-cooled 911 customer racing cars was now solidly paved.

Our goal at Silverstone was to learn and survive and that is really all we did manage to do. Coming from amateur vintage racing and being dropped into a hornets' nest of the best international professional sports car drivers was no picnic. Just when I thought I was starting to get going pretty good, yet another car would zip by me and deep into a corner at an unbelievable rate of velocity. And these weren't

prototypes, but cars in our own class; Porsches mostly. This was indeed a huge steppingstone for us; obviously, a long and steep learning curve was ahead. One positive notion was our experience with much faster cars in the racing groups of the SVRA and HSR vintage endurance races that we had participated in previously; we certainly knew to watch our mirrors. However, finishing dead last, but finishing nonetheless, we still felt elated enough to break out our own bubbly back in the garages after the race. We had gotten a stop-and-go penalty

for pit lane speeding, stalled on the track in the dark, while not knowing to manually switch to the reserve fuel mode (yours truly), but brought it home in one piece.

We finished our first race 30th out of 35 cars and 12th in GT out of 13; the only car we beat in class was the GT3R of Bundy and Skea, which had succumbed to engine failure. The overall winners were JJ Lehto and Jörg Müller in a BMW V12 LMR prototype, winners in GTS were Beretta and Wendlinger in a Dodge Viper, and winner of the GT class

was the GT3R of Maassen and Wollek. Meanwhile the British racing press would have their fun with us in the following week's issue of Autosport – please see the sidebar – well, being in England, that was to be expected, now, wasn't it? It's all in good sport...

More on the history of the water-cooled 911 racecars next month.

With generous help from Robert Overholser, Lüfteknik;  
[www.lufteknik.com](http://www.lufteknik.com);  
[www.gt3r.com](http://www.gt3r.com) 





# PIT BULL

Racing's gossip columnist with bite

■ Not since Dick Trickle has any sportsman laden his name with as much innuendo as the unfortunate Kye Wankum. Mr Wankum – who is clearly ignorant of the concept of deed poll – raced to a glorious last at the Silverstone 500 USA Challenge last weekend. To add hilarity to injury, Wankum was driving the amusingly numbered car 69. Wankum's car-sharing partner is one Mr Doff. 'Tis to be hoped the duo never go into business together...

Nonetheless, Murray Walker would no doubt have caused hysterics had either of the duo hit the scenery: "Wankum! Off!" or even "Doff! Off!"

Meanwhile, rumours persist that touring car driver Peter Kox is to join the team for a top-tackle assault on Le Mans...





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# 2010 UCR Ski Day

By Danny Kroll, UCR Director; Photos by Eshel Zweig

Almost 40 lucky UCR members enjoyed a great day of skiing at Osler Bluff Ski Club on Friday, March 5. We had beautiful (warm and sunny - plus 9 degrees celsius) weather, great conditions, and excellent company. Eshel Zweig photographed the event while his wife Pat and son Adrian skied. We had a reserved section for a group lunch inside the chalet followed by a group picture. In the afternoon we were able to watch some ex-national ski team members race down a slalom course. Après ski we enjoyed some wine and cheese back at Chalet Tutsch, some-one even relaxed in the hot tub. It was fun traversing the slopes with fellow club members, whom I normally see only at the track and at socials. Event chair Tom Tutsch did a spectacular job organizing this event. If you are a skier and like fun, you don't want to miss this event next year!





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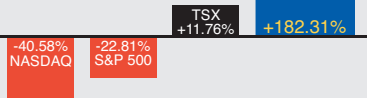
Percentage gain / loss  
since August 2000

Performance  
Diversified  
Fund

\$100,000 invested  
in August 2000 is now  
worth \$282,310



Michael Marcello, UCR member since 2004  
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# 2010 FUN RUNS



**David Forbes**  
UCR Fun Run Chair

(705) 788-8828

With this beautiful spring weather and a long awaited healthy economy, it's that time of year again to welcome new members and reconnect with our existing Porsche Fun Run members. First of all, I would like to thank all past Fun Run hosts and all participants for making last year a very memorable one. We enjoyed some of the most beautiful scenery in Canada in picture perfect weather with a line up of Porsche beauties to die for!

Anne and I will be hosting a spring and fall Fun Run this year and would invite and encourage as many members to do the same. As noted before in many of my articles, hosting a fun Run is as easy as choosing your favourite route, with or without dinner plans, and sharing the pleasure with the rest of the membership.

We have been enjoying the friendships made along the way long after the runs were over, and look forward to new 2010 Porsche experiences as we meet new friends and take in the beautiful vistas that await.

Let's go with the truth folks, there is nothing that compares with a ride on a fantastic sunny day with fun loving people in, of course, none other than... yes, our Porsche! Let's do it! Don't forget to visit our website to check out our Fall Run photos. On an encouraging closing note, I am always available to help you plan your Fun Run, and you can contact me (David Forbes) by telephone at 705-788-8828.

	Date in 2010	Fun Run Area	Hosted By	Contact Info	RSVD
1	May 1/2				
2	May 8/9	Muskoka Spring Fun Run	David Forbes & Anne Cooper		
3	May 15/16				
4	May 22/23				
5	May 28/30	Bayfield Spring Tour	Mary Byczok & Jeff White		
6	June 5/6				
7	June 12/13				
8	June 19	London to Stratford	Sean Batte		
9	June 26/27				
10	July 3/4				
11	July 10/11				
12	July 17/18				
13	July 24/25				
14	July 31/August 1				
15	August 8	Niagara on the Lake Wine Tour	Bill van Vliet & John Adam	j	
16	August 14/15				
17	August 18/19				
18	August 28/29				
19	September 4/5				
20	September 11/12				
21	September 18/19				
22	September 25/26	Muskoka Spring Fun Run	David Forbes & Anne Cooper		
23	October 1-3	Multi-Event Weekend	Andy Wright & Ian John		
24	October 9/10				
25	October 16/17				
26	October 23/24				
27	October 30/31				

# Driver's Dream

S H A R E T H E J O U R N E Y

## New day... new way...

Working on my articles, I am always looking for a fresh way to present and write about the car culture, especially the Porsche influence and the intersection with daily life and the not so ordinary. The tools of this communication being words, the path leads me on, from words that we use today, which yesteryear had a different meaning or described a different experience. In some circles this is a way of determining ones age or experience. I look at it as a level of understanding of the world as you know it, derived from your experiences.

First case in point, and I think the most powerful, especially in our car culture, is the term '911'. It was first used to refer to a model of the Porsche lineup, then came to be used as an emergency phone number for the masses, and is now a historical date. Yet, it still refers to a Porsche.

Pinto was a breed of horse, and later became the name of a car that's not made anymore for good reason. A few more examples that have crept into our daily speak: 'Green' used to be referred to as a colour, now it's an environmental term, taking it one step further with the 'carbon footprint'. 'White Walls' used to refer to a tire on a car, now it means walls that are white. 'Station Wagon' used to be a style of car, now it is no longer, and hardly anybody knows what you're talking about. More of the same: 'Remote' used to mean distant, now it's the clicker thing that changes TV channels. 'Awesome' used to mean 'held in awe', now it is used to mean 'fine', 'good', a form of approval, you name it; ask a kid. 'Sick' used to mean ill. Now, allegedly, it means 'great'. Ask a kid. 'Gorilla' — we used to see one at the zoo or with Tarzan, now it's a dominant contender within a particular sphere of operation or activity. Ask a kid. For you Olympians, 'to meddle' means to interfere, now for a jock, it is to win one.

You see, as we 'evolve' within these times of high-technology and finance, our language changes, communication becomes increasingly more complex, depending on the different groups you need to speak with... wife, girlfriend, children, people you work with...

So the dictionary people were not to be left out of the mix and saw a glimpse of glory... and they really don't get too many opportunities for creating a PR buzz. One surefire way of getting some attention is to announce the new words (and new senses of old words) that have been added in the latest update to a particular dictionary. In the past few years there have been new-word announcements for all of the major dictionaries.



Ferdinand Alexander Porsche in 1963 with his creation, the Porsche 901, later to be known as the 'nine-eleven'.

New words inducted into the Oxford dictionary that could have us concerned for the future LOL (joke) are:

**'Blamestorming'** - a method of collectively finding someone to blame for a mistake no one is confessing to. Often occurs in the form of a meeting of colleagues at work, gathered to decide who is to blame for a screw up... **'Grrr'** - a girl who is regarded as an independent strong or aggressive, especially in her attitude towards men or in her sexuality (really I didn't make it up, look it up!). **'Threequel'** - the third book, film or series. **'Mini-me'** - a person closely resembling a smaller or younger version of another... we needed a dictionary meaning for this? **'Screenager'** - a person in their teens or their twenties who has an aptitude for computers and the internet. **'Frankenfood'** - derogatory of a food that contains genetically modified ingredients. **'Bouncebackability'** - the ability to recover from near defeat from a competition, the ability to recover from a setback. **'Meatspace'** (yes, this made it into the dictionary) - the physical world as opposed to the virtual.

As if Webster's was about to be left out:

**'Staycation'** - a vacation that occurs near one's home. **'Ecotown'** - a town built and run on eco-friendly principles. **'Funemployed'** - taking advantage of ones newly unemployed status to have and pursue other interests. **'Intexticated'** - distracted because texting on a cell phone while driving a vehicle.

Whew! Well through this journey I feel comfortable that the words that are important to me this spring have remained the same: apex, track day, accelerate and hard braking... and stopping on that note for this lap of Drivers Dream. If you have ideas, comments, questions, lifestyle topics — or recipes! — to share, please email .

Ciao





# The 2010 UCR Rally Series

Submitted by Danny Kroll, UCR Director;  
Photos by Abdallah Butt

Our resident Rally Chairperson, Sajjad Butt, has been spending the last few months scurrying the nearby countryside for the best roads to rally on. As you read this, he just may be navigating the next best set of twisties east of Manitoba.

The 2010 UCR Rally series consists of 3 separate rally days:

May 8 - the first rally of the year will most likely start west of Toronto at around 10 am and finish in the early afternoon.

The second Rally will be held on July 17 – for details, please visit [www.pcaucr.org](http://www.pcaucr.org) in the near future.

The final rally of the year, on October 2, will be held as part of UCR's Multi Event weekend in Niagara on the Lake, which will take place there October 1-3.

Mark your calendars now, as the participants from last year were raving about what a great time they had with their cars, fellow club members and some great roads! And don't forget about the beautiful awards (more will be handed out this year).

For further information, please check the UCR website or contact Sajjad at 416-422-2494. 🚗



# Getting Ready For 2010

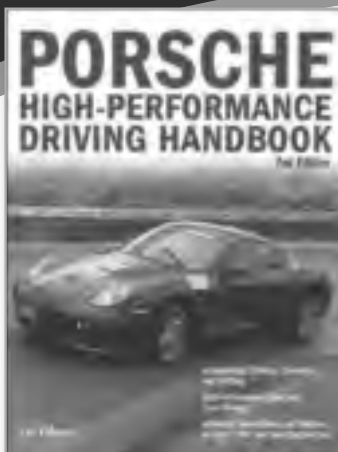
By Renate Weidner, UCR Member at Large

By now, you all survived intact those wonderfully taxing Holiday festivities, the calories, bubblys, martinis, family gatherings, the 'before and after' of airport lounges etc. Now you can concentrate on tackling those New Year's Resolutions... one of the more important ones must be, I am sure, an exciting 2010 track season!

Speaking for myself, I can't wait for the first event at Mosport. I am also eyeing Mt. Tremblant as a new one to be added this year. It could be combined with Calabogie prior to that, as organized by NER.

At least one Watkins Glen will be a definite 'must' again this year. It is, next to Mosport, my favourite track. I just may try it with the 911 this year. Or take two cars, just in case, so that I can tow myself home rather than limping in whatever gear is left... some of you know about my last experience at The Glen.

Speaking of driving techniques: A sympathetic soul for Christmas presented me with car and racing books full of knowledge to be soaked up. And I dutifully read some of them over the Holidays. A very good one is...



## PORSCHE High Performance Driving Handbook 2nd Edition, by Vic Elford

He explains many of the Porsche technologies and technicalities. I am beginning to understand the principals of Limited Slip, Trail Breaking, Anti-Sway Bars, Pivot Points, Synchromesh, and many

more. The book is also filled with valuable driving and cornering strategies. I finally understand now too where the term "Heel/Toe" comes from. For those of you who don't know:

In the thirties, the clutch pedal was on the left, the brake pedal on the right, and the throttle in the middle (see diagram below). This way, of course, it was easy to touch both pedals without contorting your ankle.

Today they should call it "the foot-sie swivel" because that's what it is. While having your right foot on the brake and braking with the ball of the foot, you must swivel the foot slightly, so that you can reach the throttle pedal with the part of the foot just behind the little toe, to give it the necessary 'blip'.



Some cars are set up better for this technique than others. For many, 'minor pedal surgery' is recommended. I may just have to look into this prior to the start of the tracking season.

But for you lucky ones out there, this is no longer a concern. The Porsche PDK advantages have released you from these worries. For now, my left foot is still too engaged in the driving experience to be parked on the dead pedal. But never say 'never'!



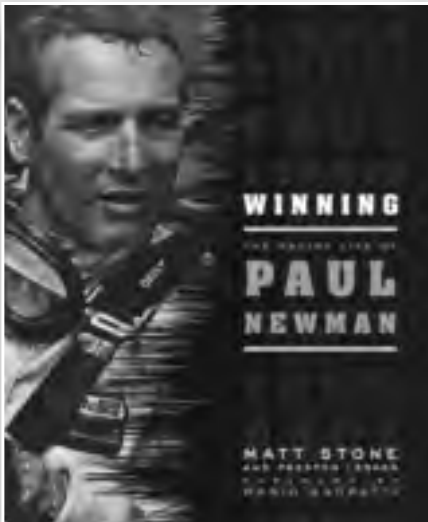
Another interesting book is,

## "Go like Hell"

The story of Ford and Ferrari and their Battle for Speed and Glory at LeMans".

Although not much of Porsche trivia in there, I am devouring it because it is so exciting. Reading this, looking at what happened to FORD, and then watching

the latest FORD commercials on TV, just leaves me wondering. The same goes for the other BIG TWO, of course. >



Another book, still waiting to be read is

## **“Winning”, the racing life of Paul Newman**

Filled with wonderful colour photos of this most handsome man and his race cars. It details the story of an extremely enthusiastic, passionate and dedicated guy, who started racing relatively late in life and had so much fun and success with it. Truly inspiring.


For every day driving though, he preferred the ‘wolves in sheep’s clothing’. His ultimate Sleeper was a red Beetle Convertible fitted with a hot-rodded Porsche engine in the early 60s. And in 1969 he commissioned the ‘fastest VW on earth’ with a 351 cubic-inch Ford V-8 and a Hewland five-speed transaxle, giving him more than 300 hps. Truly, the most wacky Volks ever. How would a PRIUS stomach such re-engineering?

For a further season warm-up I visited the CME last weekend, hung around the various exhibitor tents, fell in love with a new Bell helmet (too bad, not in my size, need to drive to New Market now), nice gloves, driving glasses, you name it. Also saw Paul Tracey reminiscing about his career and promising that there is much good action left. Just watch him!

Is that enough to fire everyone up? (as if you needed that... 'cause I know you are intensely dreaming about that first track event of the year).

So, polish those driving shoes, collect and dust off the gear and get ready for waking up the P-cars in time for their first run. And, as usual, with both hands on the wheel and ‘brumm, brumm’

Ciao for now.

Renate. 

**Quiz: What do you know about the Porsche “Secretary Cars”? What type was it, when and why were they produced and why did they call them the “Secretary Cars”?**

***Because not everyone drives like you do.***

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# Track Track

Spring has sprung and our world is full of hope and renewal as the snow becomes a distant memory. My tools are calling me to the garage where my poor neglected Porsche is sadly not supercharged. Despite all my good intentions of last season, I never quite got started on my winter project. It was replaced by everything that I own breaking down all winter and costing me a grand each time. Then, when I finally thought I would get started, I discovered that my suspension needed some serious attention first. Having gobs of horsepower would be fun but I have to stop the car from hopping around the track first. Sometimes things deteriorate gradually over time and you don't really notice them until you drive the car after a few months. So my car is sitting behind the shop on jack stands while the shocks are in California being rebuilt.

This is the time of year that I have my biggest mood swing. I go from that hibernation period of winter to the excitement of a new season. Our first Introductory Driving School is in mid-April and the May IDS has been sold out for months. Our first track event on May 15th is well subscribed and Shift Into Spring will be upon us at the end of this month. My business has a huge burst of activity in the spring as well, so time will now start to fly by, instead of dragging from snow fall to snow fall. Just the thought of not having frozen fingers and toes brings a smile to my face. So now we'll shake off the cobwebs, polish the paint and get on with the serious business of having some fun!

Sometimes I go on endlessly trying to convince our members to come out to a Track Event and give it a try. We started a Track Sampler Program just to give our members an opportunity to see what we do, with no investment on their part. We waive the "fire extin-

guisher rule" for your first event as well, just so you don't have to buy one to sample your first DE event. The Track Team answers endless emailed questions about our programs and each of us strives to be a good ambassador of our club. These efforts are paying off. Despite the doom and gloom economy, our Driver Education Program remains a healthy, active part of our club. It provides an opportunity for Porsche owners to escape their day to day lives and fully enjoy their ownership of these extraordinary cars. For me, it's an opportunity to put the busy part of my life on hold and just concentrate on the next corner for two full days. It's better than any vacation and your Track Team wants to share it with you. Sign up now and sign up often. It would be a shame if we had all that fun without you.

One of my nephews, a fellow instructor, and I were talking about tires the other day. He pointed out that one of the most frequent questions asked by students is about tire pressure. It's also one of the most difficult, since there are so many correct answers. You can always start out with the pressures recommended by the manufacturer. Most companies put that information in the manual and on a sticker located on the driver's door. Porsche also puts it on a sticker on the inside of your fuel door, as well as the factory tire sizes, for easy reference. The pressures listed are always the cold pressure so things change rapidly once you start driving the car. They are also the median pressure, determined to give you the best performance / economy combination over the widest temperature and speed range. Kind of useless when you think about it.

Here is what tire pressure does for you. Higher pressure reduces the footprint of your tire by making it more round. That reduces rolling resistance and stiffens the side walls, giving you a crisper turn, better fuel mileage and possibly a higher top speed. Less air gives you a bigger footprint, softer ride and more grip on uneven surfaces while consuming more fuel and generating more heat. Too much air ruins your handling while too little air ruins your handling. As you can see, both create their own problems with the same results. Since each manufacturer and, in turn, each model of tire, has different compounds, load ratings and size ratios, being driven in different ambient temperatures on different surfaces, only a team of tire engineers can come up with the optimum tire pressure for a ten year old 911 on half worn Canadian Tire Specials.

The other issue, not mentioned so far, is feel. How the car feels to the individual driving it. While both Jason's and my cars share the same platform, tire size and manufacturer, he likes to drive his car in a slightly looser manner than I do. He's also younger and braver than I am, so I run slightly less tire pressure than he does and the resulting extra grip gives me confidence. One of the important things about checking your tire pressure when



**Dave Osborne**  
Track Chair

- > you get off the track (while they're still hot) is that different tires on the same car inflate at different rates. At Mosport, which has more fast right hand turns, your front left wheel will generate the most heat and inflate more than the rest. Constant monitoring is needed to keep all of your tires gripping the track at the same level.

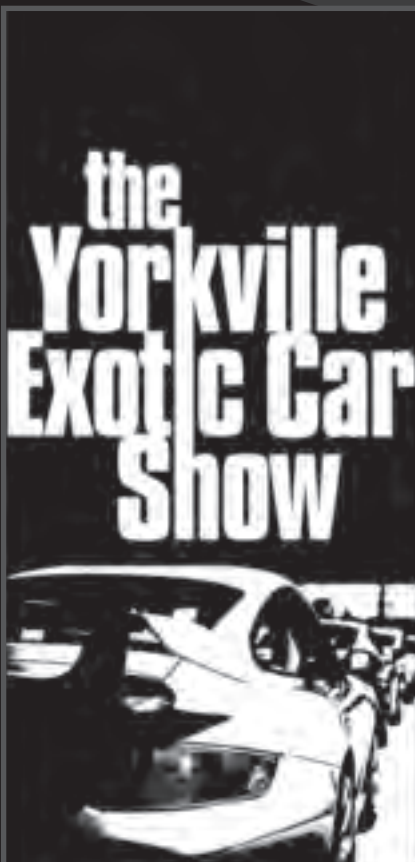
Here is what I do, so please read my disclaimer. I check my tire pressure the night before, when I'm checking my wheel nut torque. I drive to the track and go out on my first run with the same pressures that I drove down the 401 with. I take my time coming up to speed and allow my brain and my tires to warm up together. When I come in after that first run I adjust all my tire pressures to 38 pounds (hot) and then keep them that way for the whole day. I adjust after each run as the ground temperature rises. Midway through the season I swap them once from side to side, making sure they still rotate in the correct direction. At the end of the season I look at my bald casings and marvel at how smooth and even they wear. Is 38 lbs the magic answer? No, but the important reason for checking your tires isn't to see if you run with 38 or 40 lbs in them. It's to make sure that they are safely and

evenly inflated, not damaged, and that all the nuts are secured properly. So there is my secret, I like my tires round and firmly attached to the car.

Since Snell ratings for new helmets don't usually come out until the end of our season we will be accepting your existing helmets for the remainder of 2010. That said, we have a need for your previous helmets. In order to supply helmets for our Track Sampler Program we could put your used helmet (in good condition) to use and you could support a program that breathes new life into Driver Education. Please give your previous helmet to any Track Team member and they will be put to good use protecting the nogginns of our future "trackies".

My hat is off to everyone in Upper Canada Region who chairs, volunteers, organizes and supports the many events that this club hosts over the season. It's those individuals who donate their time and energy to making the 2010 season a success. So come out and support their efforts by joining in and having fun. Spring is here!

See you trackside,  
Dave ☼



# the Yorkville Exotic Car Show

**Hosted by:** Porsche Club of America, Upper Canada Region  
Ferrari Club of America,  
East & Central Canada Region  
Lamborghini Club of Ontario



**Venue Sponsor:** Bloor-Yorkville Business Improvement Area

**In Support of:** SickKids Foundation

**Date & Time:** Saturday, July 10, 2010, 11:30a.m. to 5:00p.m.

Yorkville, Toronto's destination neighbourhood for high-end boutiques, restaurants and hotels, along with a concentration of car clubs, will play host to the inaugural Yorkville Exotic Car Show on July 10, 2010.

Yorkville Avenue and Cumberland Street will be closed to traffic, between Old York Lane and Belair Street, for the entire day. Most car club members and some special invitees will have on display approximately ninety beautiful examples of exotic Porsches, Ferraris and Lamborghinis for all to enjoy.

For information about registering your Porsche or nominating a fellow UCR member's hobby sponsoring a car in support of SickKids Foundation or volunteering to assist in organizing the event, please contact Phil Dawne, UCR Event Chair, The Yorkville Exotic Car Show, at: Phil.Dawne@ThePorscheClub.com.



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Centennial College and PCA/UCR offers a course on  
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Explore engine maintenance, changing oil, oil filters and wiper blades, under car inspection and maintenance, changing wheels and tires and brake maintenance.

The next Know Your Porsche course is scheduled to start April 7. It is the popular Basic Course that was run twice last year, and continues for six Wednesdays until May 12.

Participants can register at the Centennial College website at [www.centennialcollege.ca](http://www.centennialcollege.ca)

Please note courses fill first-come, first served, and may be full or cancelled.

**SPONSORED BY UPPER CANADA REGION**

Photograph by Botho von Bose

# Developing Their Auto Selves



## Long-time UCR members, the Petermanns, talk about making the most of the UCR Driver Education programme


By Dan Proudfoot; Photos, courtesy of Marie Petermann

**W**omen should take to the track in order to develop their auto selves. So says Marie Petermann - in your reporter's summation of an hour's conversation on a cold winter afternoon when the closest one could come to the pleasures of Mosport was clicking on to the UCR website and signing up for driver ed.

To develop their auto selves? Say what? To be specific: to gain confidence. To drive better. To better understand this Porsche thing that takes hold and won't let go. To escape the boredom of waiting on the sidelines, to learn 20 minutes of track time is never enough.

In 2008 Marie talked her husband, Horst, into signing up for UCR driver ed for the first time. "It was my idea," she says, "I was looking forward to it."

Indeed, anyone reluctant to expose himself/herself and his/her Porsche to a racetrack should hear out this couple discussing the subject as they anticipate another summer of incredible weekends.

To continue reading this article, please visit UCR's website at [www.pcaurc.org](http://www.pcaurc.org) 





**ZONE 1 PCA – May 28 - May 30, 2010**

# **10th Annual "PORSCHE CLASH AT THE GLEN"**

**Reg. Opens April 8th - Get Forms at: <http://zone1.pca.org>**

**Z**one 1 PCA is bringing Club Racing to the Glen on May 28 – May 30 for a weekend of Porsche racing, with 2 Sprint races for each race group on Saturday And three 90-minute Enduros on Sunday! For more information see our web site: <http://zone1.pca.org/>. Site registration at the "top of the hill" will open at 4 PM, Thursday, May 27, 2010.

We'll have commemorative clothing for all entrants and a Saturday night dinner with door prizes will be available for a small fee. Awards for the sprint races will be distributed at this dinner. Extra dinner tickets may be purchased in advance. Directions, Maps and Hotel information can be found at [www.theglen.com](http://www.theglen.com). Garages will be available for rental on a first-come, first-served basis for \$200/half and \$400/full for the three days.

For those who would like to have some extra track time at the Glen before the event, the Metro NY Region will be holding a Driver's Education event on Wednesday & Thursday, May 26th and 27th, the two days immediately prior. Information concerning this separate Driver Education event can be found on the Metro NY PCA website at [www.metronypca.org](http://www.metronypca.org) or by contacting the Metro DE registrar, Dave Hartman.

We'll have race registration & tech inspection Thursday from 4:30 to 7 pm to process the large number of participants quickly and efficiently and to reduce the Friday morning crowd. All registration will be done at the Watkins Glen Registration Building up the hill from the track entrance. The Registration building will be open all three days for drivers and crew to get event credentials.

Each driver must fully complete a PCA Racing Entry Form and Medical Form for entry. A Racer's Biography is optional, but highly recommended. To be eligible to enter a Sunday enduro, the car **MUST** also be entered in the Saturday sprint race. Entry in the Saturday sprint races is not required for the second driver sharing a car in the enduro. A mandatory 5-minute pit stop is required during the enduro, although the same driver can drive the entire enduro if he/she chooses to. For the Saturday and Sunday sprint races, a second driver of the same car will result in one of the two drivers being "classed up" to allow the car to race in two race groups.


All Entrants are required to have a current PCA Club Racing License. (Completed license application forms must be received by the Club Racing Program Coordinator three weeks prior to the event.)

We plan to fill up each group with as many cars as the track will allow. If your particular race group is filled to the maximum at the time of receiving your application and prior to May 16th, your name will be wait listed. All stand-by entrants will be contacted immediately should a slot become available. There will be absolutely no new registrations at the track! Final cancellation date to get a refund is May 21, 2010. See you at the Glen!

Registration opens April 8th, 2010, via [clubregistration.net](http://clubregistration.net) ONLY. All applications must be received no later than May 16th, 2010!

Sincerely,

**Susan Davis and Ken Jensen**

Zone 1 Club Race Registrars 



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# MART

**1989 Porsche 944 Turbo S;** Built by Fiorano Racing for race or DE events. 3000cc, light weight crank, Carrillo rods, turbo pistons, original Porsche lightweight flywheel, Centre Force clutch, Autothority main flow sensor injectors, 390 hp on flwheel, original Turbo Cup suspension, 6-speed transmission, weld-in roll cage, 968 rear body. Hood, quarter panels, and front splitter all lightweight. Simmons three-piece wheels, 13-inch front brakes and SS brake lines. Two Momo seats and belts. Total weight 2550 lbs. US \$29,000.00. Contact: Klaus (905) 986-1220

**1993 C2;** Very good condition, very clean, no dents. Original Silver with black interior. Never winter driven. Less than 15K on tires. Well maintained. Due to retirement, downsizing, health issues, forced to sell. \$27,500.00. Contact Bill Cowan, Prince Edward County: (613) 476-6065.

**Porsche Memorabilia;** 1977 Porsche Calendar(s) - Both spiral bound and loose photo versions. Spiral has very minor folding at lower corners - cut sheet photos are perfect. 1977, '78 and '79 Porsche Calendar coins - Bronze - obverses are 924, 928 and 930 Turbo. These are quite rare and about the size of a silver dollar. Steve Rush (503) 699-1711 \$40/bo plus shipping cost.

**Rare 1987 Factory Widebody Cab;** Fabulous, unmolested, original condition; M491-optional Cabriolet with factory raised hub wheel and full power seats, heated with lumbar, G50 Transmission and 3.2 litre engine. Venetian blue on linen leather with a blue power roof. Will consider interesting partial trades - 944 coupe, mini, E30 series M3 coupe or Audi UR quattro etc. Car has been assessed at \$40,000. Looking for \$30,000 OBO. Jack Buitinga, (416) 868-2683\*

**Vintage 944 Race Car;** 1986 944 racecar built from ground up by Markus Blaszak sparing no expense and recent engine & trans-axle rebuild by Auguste Lecourt. New CASC logbook- no race entries to date - just a few test days so far. Car is legal for VARAC G-70, CASC GTC & PCA SP2. Fully sorted and fast- timed at Mosport at sub 1:40's (not with the owner driving!) Have documented investment of over \$35K. Injury half-way thru project forces sale. Will sell for \$25,000.00, which includes a beautiful new tandem aluminum open deck trailer complete with custom tongue-mounted tool box and unique wheel tie-down system. Call Max (905) 688-3068 or e-mail me for further details\*

\* These ads were copied from the UCR website. For many more listings, please go to 'Classifieds' at: [www.pcaucr.org](http://www.pcaucr.org)

The Mart is a free service to UCR members.  
Non member; \$25 per/Ad.

Submit non-commercial ads  
with up to date member number to: Porsche Provinz  
Attn: Kye Wankum, Editor

Ads are subject to editing and will run as space permits  
for 2 months only, unless other arrangements are made.

Please note that The Mart is running on a one month cycle.  
Get your ad in by the 1st of the month to appear  
in the next month's issue.

**Great Track Car for sale;** If you're looking for a great track car at a reasonable price, this one's for you! 1989 Porsche 944S2; red with black interior, 188,000 km. Performance upgrade chip, 2 MOMO Acropolis racing seats, with 5-point racing harnesses, plus 2 Porsche OEM leather sport seats, MOMO steering wheel, plus Porsche OEM 944 steering wheel, 8 1/2 X 17 front tires, 9 1/2 X 17 rear tires. Engine rebuilt by Ludwig Heimrath at 127,000 km, bolt-in roll cage, Fire extinguisher, engine cut off switch, limited slip differential, Kool brake kit, blue Hawk pads, recently installed on front, reinforced A-arms, radio works, heater works air conditioning does not work. Will require new tires if tracking the vehicle. Price: \$8,000.00. Contact: Mike Middleton at (416) 850-7474\*

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# TECH CENTRES

## TORONTO

RoadShow Automotive Appraisals, Pickering  
905 391-6917

Downtown Porsche, Toronto  
416 603-9988

G Tek Automotive, Toronto  
416 755-7884

HP Cars Service, Toronto  
416 752-7280

Import Auto Service, Etobicoke  
416 251-6216

Refined Motor Sports, Toronto  
416 248-9777

## NORTH

Alex McIntyre and Associates, Kirkland Lake  
705 567-3266

Auto Select, Newmarket  
905 853-0442

Daytona Auto Centre, Woodbridge  
905-264-9982

EU Autowerks, Woodbridge  
905 850-7600

Pfaff Porsche, Woodbridge  
905 851-0852

Hockley Autosport, RR#1 Palgrave  
905 729-2971

Rudy Bartling / Bestline Autotech, Concorde  
905 482-3955

Fiorano Racing, North York  
416 741-1696

T.E. Parolin & Sons Motor Car Sales Ltd.  
North Bay, 705 474 0241

Exurcar Elegant Automobiles 4196, Carleton  
Place Orillia 705 327-8672

## EAST

Blaszak Precision Motorsports, Inverary  
613 353-7012

Competition Motors, Belleville  
613 967 1481

Harmony Road Porsche Parts and Service  
Oshawa, 905 655-5644

Response Engineering, Whitby  
416 526-3487

Madeley Automotive & Diagnostic Service  
Kingston, 613 634-0306

## WEST

Auguste Automobile Service, St. Catharines  
905 682-4242

Eurotune, Caledon Village  
519 927-9929

Furtmair Auto Services Inc., Kitchener  
519 576-9972

Hunter Motorsports, Mississauga  
905 272-5137

Leny's Automega, Mississauga  
905 803-8473

Keltech Performance, Mississauga

905 565-9888

Mantis Automotive, Oakville  
905 844-6219

Marc Plouffe, Burlington  
905 681-0869

Tatra Motor Sport, London  
519 686-9642

RSP Motorsports, Komoka  
519 474-7700

## RENNSPORT AND U.S.

Athol Motor Car, Buffalo  
716 824-2276

Auto Import, Ottawa  
613 226-7902

Mark Motors, Ottawa  
613 749-4275

Tapp Auto, Ottawa  
613 225-8780

# PERIPHERAL VISION



**John Adam**  
UCR Historian

Is it April already?

**W**e have scheduled two early dates on the Mosport Skid Pad to teach advanced car control. The UCR driver ed program goes on track at Mosport May 15 & 16. Of course, that's not news to fellow Trackies. I will give you my seasonal low-down on selections from further afield.

The first important date on our Peripheral Vision calendar is Friday, April 9. That's the date that NNJR opens registration for its three-day driver education event at Mid-Ohio, being held June 4-6. Mid-Ohio is my favourite track in many ways. There is a section called Madness and it is well-named. The other parts aren't too sane either. The other aspect about Mid-Ohio is that motels aren't too far from the track in Mansfield, OH, and rates are reasonable but moving higher. It's a 7-hour drive to the hotel, but it's all 4-lane. Having said that, we will be in Vienna and so we will miss the NNJR event. As well, the dates are in direct conflict with UCR's weekend, which should be foremost on your list. Drats! Too many choices.

Checking for other June events, the PCA list is rather sparse at time of writing – perhaps Zone 1 or Niagara Region at Watkins Glen. PCA Zone 1 will be at The Glen June 18-20 for a big event with probably 250 registrants. Instructors get the benefit of an extra day of driving. See the separate item in this issue for all the details.

There is an opportunity to join NER, NCR & Rennsport for driver ed at Calabogie July 8-10 (for those who aren't at Parade). Following Calabogie, these same Trackies appear at Tremblant July 12-14 for a whole week of on-track excitement.

For a complete rundown on driver ed dates, the PCA web site is a great place to do research.

Let's hope that you get to enjoy some of the events that PCA is bringing your way. Not sure? Come out to Shift Into Spring to learn more.



## PCA Special Offer **Six Hours of the Glen** June 4-6, 2010

Porsche Club of America proudly invites their members to join them for the Sahlen's Six Hours of The Glen PCA Corral

### Club Hospitality Special Includes:

**\$30**

Weekend General Admission  
Turn 11 Trackside Hospitality Chalet & Car Corral  
Friday On Track Parade Laps (\*Schedule Permitting)  
Saturday Food & Beverage Hospitality Service  
Rolex & Continental Tire Series Porsche Driver Appearances  
Exclusive Porsche Team Tours & Access

Contact: Mike Evranian (607) 535-2486 x351

# BOARD MEETING

## Minutes for March 2, 2010 - Submitted by John Van Atter, UCR Secretary

**Attending:** John Adam, Richard Bain, Phil Downe, Richard Roell, Mario Marrello, Tomiko Murk, Del Bruce, Martin Tekela, Otto Mittels-taedt, Laurel Ward, Kye Wankum, Andy Wright, and John Van Atter.

**Regrets:** Patrick Michaud, Danny Kroll

**Meeting Open: 7:15 PM**

### John Van Atter

#### Review and approval of February 2 minutes

Moved by Richard Bain seconded by John Adam and carried unanimously

### Richard Bain

#### Bylaws

Richard tabled a copy of the new Bylaws. He explained that they were in the same form as the draft most recently sent to all of the directors. Richard then moved that the following resolution be passed:

#### RESOLVED, as follows:

1. The Bylaws tabled at this meeting are hereby enacted, and the President and Secretary of the Club are hereby instructed to sign a copy of such Bylaws so as to confirm such enactment.
2. A meeting of the members of the Club be called to be held at Xaphire Restaurant, 530 Eglinton Avenue West, Toronto, on May 11, 2010 at the hour of 7:30 p.m. for the purpose of confirming such Bylaws, with or without amendment.
3. The notice of such meeting shall be substantially of the form of the draft notice tabled at this meeting. Such notice shall be published in at least one edition of Provinz.
4. There to be posted at the Club website a copy of such Bylaws as signed by the President and the Secretary, as well as a copy of such Bylaws marked to show the changes from the former Bylaws of the Club.

John Adam seconded Richard's motion. After discussion, the resolution was passed by the affirmative vote of all but one of the directors, that individual voting against the resolution.

#### Upcoming meeting Venues

April- Pfaff Tuning, May-Xaphire, June- Downtown Porsche, July-Ciao Bello, August- Pfaff Oakville, September-open, October- The Musket, November- Ciao Bello

#### Insurance Forms

Otto has updated the link on the Driver Education page of the Website so that it links to five different Insurance Forms, which Forms are numbered. There are detailed instructions there, which Richard has written, explaining the use of the Forms.

### Laurel Ward

#### Upcoming Speakers

**March:** PC Hugh Smith, Toronto Police Force to speak on traffic issues

**April:** in discussion with potential speaker - TBD

**May:** in discussion with potential speaker TBD

The next venue that is appropriate for a speaker is July, Ciao Bella as June (Downtown Porsche) and August (Pfaff Oakville) are not suitable.

#### Multi-event Weekend

Andy Wright and Laurel Ward presented the plan to have the fall multi-event weekend at White Oaks Resort and Spa which will include a fun rally, and a fun driving event, Friday night reception and fun auction, Saturday evening reception and gala dinner and dance followed the next day with an awards brunch. Cost is approximately \$175.00 per single and \$250.00 per couple with a room rate of \$169.00 per couple per night. There was a concern about the deposit (\$4,000.00) and the liability of the club. Moved by Richard Bain, seconded by John Van Atter and carried unanimously, that Andy Wright be, and he is hereby, authorized to sign on behalf of the Club a contract with White Oaks Resort & Spa in the form tabled at the meeting and reviewed and approved by Richard Bain, providing for White Oaks setting aside 40 rooms as presently written, or such lesser number of rooms, and containing such other terms and conditions more favourable to the Club, as Andy Wright is able to negotiate and in his discretion approves. Carried unanimously.

### John Adam

**2010 Planning Updates**, looking for each event chair to man half of a table at Shift into Spring

**Second rally**, still looking for updates on date.

**August 8th wine tour**, with the Ontario Wine Society at Henry of Pelham, Fun Run aided by Bill Van Vliet

### Del Bruce

#### DE

First IDS has 4 openings the second IDS is sold out. Each Driver Ed has about 15% more registrants than last year at the same time. The August IDS is not very active at this time

### Phil Downe & Kye Wankum

#### Provinz:

#### Newsletter Contest

October 2009 (with Postcard and PCCL insert) and the December 2009 issues have been selected for entry into the 2009 Newsletter of the year contest. ➤



## ➤ Newsletter timeliness

Pushing hard for advertising and trying to satisfy advertisers, it was brought up that it was more important that the newsletter be out on time rather than waiting for advertisements.

- Actually getting more content now than we can print
- Advertising success is starting to encroach upon and cramp Kye's artistic endeavors
- The March issue is at the printer and should be in the mail by the end of the week.
- Opening discussions with our printer and looking at some alternatives and their related price-points, which will be covered in more detail under advertising

## Member Recruitment Postcards:

- Retention Marketing will once again produce the postcard for Porsche Cars Canada to go out in the April issue for Q2.
- The board and all chairs have received the Q2 events text that will be on the reverse of the card for their approval
- Big list of activities for Q2, there is space for only the absolutely necessary information
- 600 extra cards have been printed for dealers, advertisers and UCR members to hand out at DE events, socials or whenever one runs into another Porsche owner

## Advertising:

We have four (4) new advertisers in Provinz this month

- **Bulloch Tailors** (1/2 page color)
- **Sports Car Boutique** (1/2 page color)
- **Restoration Design** (1/2 page B/W)
- **Primo Trailer** is back for at least a 3-month run. (1/4-page B/W)
- Kye had to re-create two of the three ½ page ads
- Some older ads in B/W were looking a little long-in-the-tooth so Kye has revamped those as well.
- **Bestline**
- **Lant Insurance**
- Both Pfaff and DFC are now posting classified ads on the website
- Eleven (11) issues ago we only had a color cover
- This month's issue (March 2010) marks only the 6th issue with a 12-page, color spread in the middle
- We now have 10 color ads on those 12 pages
- We need to revisit our alternatives for either more color, more pages or both or we risk losing the critical balance between ads and content

## Mario Marrello

### Advertising Policy

The draft Advertising Policy has been distributed to the board for review. The plan is to vote on it at the next board meeting.

**Autocross**, is scheduled for April 25th at the Toronto Star

## Otto Mittelstaedt

### UCR Content Contest

Will be initiated in March, running to July 21 with entrants supplying website content. The prize is a Shannonville DE session. It will be promoted on the website, Provinz and monthly email blasts.

## Web hosting

Occasionally, the website loading is beyond the capability of the hosting Plan UCR is subscribed to. Otto is considering upgrading the plan, although it will be a fair amount of work. While the upgraded plan offers more performance, there is little migration and day-to-day support provided by the hosting company, and it will cost about twice as much as he currently pays.

## Motion

Phil Downe moved that Otto Mittelstaedt be given the authority to upgrade to the higher speed with a cap of \$50.00 plus applicable taxes per month seconded by Martin Tekala passed unanimously.

## Tomiko Murk

### Mosport

Concerns were raised about sending Panoz (Mosport) 50% deposit for the whole season – Preferably, it should only be done on a weekend by weekend basis and then paid after the event.

## Treasurers Report

We are in good standing. Phil is talking to Yokohama re covering Contact Patch and also sponsoring track events.

## Richard Roell & Danny Kroll

### Ski Day

Tom has approximately 30 signups for Friday's ski day.

## Shift into Spring

PCC is sending over an RS Spyder

## Rally

May 8th is the date for the rally

## Concours

As the club has not been able find a chair to run the concours there may be no UCR concours this year. Phil Downe has arranged for those members who wish to show their cars to be able to join in with the Bloor-Yorkville Exotic Car Show.

## Martin Tekela

### Membership update

### 2010 Election Nominating Committee

### Goodie Store

### Fun Runs

## Zone 1 updates:

### June 4 – 6

PCA Corral at the Glen for the 6-hour enduro

### TechTactics

Despite the rain a great event

## Next meeting will be held at Izba

**Meeting Adjourned: 9:55 PM** 



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