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



December 2010

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The fastest GT car by far - the Porsche 911
GT3 Hybrid - at Zhuhai, China.
Photograph, courtesy of Porsche AG.

PRESIDENT'S MESSAGE



Mario Mareello
UCR President

My first President's Message... what do I say? I'm challenged with the fact that we are coming to the end of the year, we're nearing winter when our events are light, and I have just been elected. I hope I can come up with something brilliant to say, so let's see if I'm successful!

First, I want to thank everyone who voted in the election. All primary members have the option to vote and it was good to see that we had a record turnout of voters in this election. We don't publish the results as a matter of policy, but I do understand that Del and I won by a small margin as the election was hotly contested. This is the sign of a healthy club and I wouldn't have it any other way.

It is because of this that I definitely feel privileged to have been elected to this position. As VP, I managed to build a collection of lessons learned that I know will help me in moving forward and dealing with the challenges for 2011. I want to thank Martin Tekela and the 2010 board of directors for providing the opportunities and guidance that made these lessons possible.

I also want to congratulate the new board of directors and especially Del Bruce for his election into the Vice President position. I know this board is a strong team and I'm excited with the prospect of working with them.

Our membership growth has been very impressive this past year and that generates new challenges for the board. What can we do to make sure all these members see value in the club? Are we giving them value? Are we putting on enough of the right kind of events to keep you interested?

I just realized that with the tremendous growth we've had this past year, many of you are new members and are likely reading this column for the first time. The Provinz is quite an impressive publication, isn't it? Kudos goes out to our Provinz Editor, Kye Wankum, for putting this together.


One of the activities I will participate in as President is to attend the biannual PCA Zone 1 meeting in New York. I was able to attend the November meeting in the capacity of vice president, as Martin was not available. At this meeting, I had the opportunity of meeting with the Presidents of all 18 regions in Zone 1 and learned a lot about the challenges that each club has. It's both comforting and distressing to know that all the regions have similar challenges. I look forward to meeting with all the Zone 1 Presidents again during 2011.

One point of note is that the presidents elected our new Zone 1 rep, Jennifer Webb. Jennifer will be taking over the reins from UCR's Botho Von Bose.

My first activity as President will be to work out the 2011 plans at our annual planning meeting, our first opportunity to meet as a board and focus on the 2011 event calendar. We want to make sure we have a variety of events to attract our membership. Don't worry, planning is an ongoing activity and we are always looking for opportunities to introduce new events or improve the existing ones. The November planning meeting is just a start.

I would like to extend an invitation to everyone to offer ideas and share concerns and questions with me or any member of the board. I especially want to hear from you if you have any ideas to improve the club or increase value to our membership.

Happy holidays and a very happy 2011 to everyone!

Mario Marrello
m.marrello@computer.org 



2010 Calendar of Events

Please see the January 2011 issue of Provinz for your 2011 calendar of activities and, as always, check the UCR website at www.pcaucr.org for the latest updates

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)
11 Tues UCR Social and Meeting of Members
at Xaphire Restaurant, 530 Eglinton Ave.
West, Toronto
15-16 Sat UCR Driver Education at Mosport
28-30 Fri-Sun Zone 1 Club Race at Watkins Glen, NY
28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield
29 Sat Beaver Valley Fun Run

JUNE

5-6 Sat-Sun UCR Driver Education at Mosport
8 Tues UCR Social Meeting (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)

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)
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)
15 Sun Collingwood Area Fun Run
21-22 Sat-Sun UCR Driver Education and Introductory
Driving School at Shannonville
28-29 Sat-Sun PorschePlatz at the ALMS race at Mosport

SEPTEMBER

9-12 Thu-Sun PCA Escape, BC
14 Tues UCR Social Meeting (visit pcaucr.org)
18 Sat UCR Fall Rally (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)
10 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
12 Tues UCR Social Meeting - Oktoberfest at
The Musket, with Jim Kenzie
16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

9 Tues UCR Social and Elections at the Mimico
Cruising Club in Toronto
20 Sat UCR Awards Banquet (visit pcaucr.org)

DECEMBER

Wishing everyone all the very best of the season!

EVENTS



Social Events

Submitted by Richard Bain

Our Socials are a great opportunity to meet fellow Porsche lovers and exchange stories about recent experiences, such as a DE 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.

There is no UCR Social scheduled for the month of December, as it is just too busy a month for most of us.

Tentative locations for the new year are...

January

Boom Restaurant

174 Eglinton Avenue West (and Lascelles Blvd.)

February

China House

925 Eglinton Ave West (and Bathurst)

March

The Musket

40 Advance Road in Etobicoke.

DRIVER ED

Introductory Driving School

Saturday, April 16th - Mosport Training Facility

Saturday, April 30th - Mosport Training Facility

Saturday August 27th - Shannonville Facility

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

Driver Education Programme Dates

Saturday & Sunday, May 14th & 15th - Mosport Grand Prix Track

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

Saturday & Sunday, June 11th & 12th - Mosport Grand Prix Track

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

Friday thru Sunday, July 15th, 16th & 17th - Mosport Grand Prix Track

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

Saturday & Sunday, August 27th & 28th - Shannonville Full Track and IDS

Saturday Evening Dinner Social where someone will Win A Set Of Tires!

Saturday & Sunday, September 24th & 25th - Mosport Grand Prix Track

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

Saturday & Sunday, October 15th & 16th - OktoberFiesta at Mosport Grand Prix Track

Multi Marque Event with German Beverages and a Spanish Flavor, Porsche, BMW, Audi, Mercedes Welcome!

**UCR Driver Ed
Dates for 2011!
Mark Your
Calendars Now!**

WELCOME! NEW MEMBERS

| NAME | LOCATION | MODEL | THANKS TO |
|-----------------------------------|---------------|----------------|---------------|
| Michael Anderson | Thorndale | 85-911 | |
| Carl Bernat & Jessica Summerfield | Tecumseh | 05-911 | |
| Robert Eberschlag & Kerri Dawson | Toronto | 86-911 | |
| Gilles Fortin | Belleville | 87-924 | |
| Eros Gerardi & Joanne Hancott | Kleinburg | 07-911 GT3RS | |
| Iles Guran | Waterloo | 07-Boxster S | |
| John & Barbara Landry | King Township | 71-911 | |
| Cameron McKenzie | Mississauga | 09-Cayman | |
| Eric Mok | Toronto | 01-911 | |
| Andy Newton | Oakville | 87-928 | Warren Snyder |
| Gerald Perger | Woodbridge | 10-Cayenne | |
| Nick Sgro | Toronto | 09-911 T | |
| Andrew Smith | Oakville | 08-911 C4S | |
| David & Michael Smith | Toronto | 06-Cayman S | |
| John & Nick Tkach | Toronto | 10-Panamera 4S | Kevin Kurnick |

CONGRATS! ANNIVERSARIES

**25
YEARS**

Donald & Helen Plouffe

**15
YEARS**

Markus & Rose Blaszak
Reg & Carolyn Mills
Trevor & Monica Muntwyler
Pat Murphy

**20
YEARS**

Michael & Rosemary Tallevi
Jackson Wang

**10
YEARS**

Michele Gade
Alan Wortzman

**5
YEARS**

Greg & Susan Blouin
Stephen Burks
Louis & Michelle Chan
Ilker Starck & Isabel Lopez-Starck
Ron Mitchell & Virginia Mantycki
Doug Poad
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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Welcome to the final issue of 2010. Can you believe that it's been ten years since we all thought our computers would fail and the world would pretty much come to an end at the outset of the new millennium? Personally, I raced a Porsche 911 GT3RS on Adelaide's street course that New Year's Eve for a six-hour race with Jeff Pabst of Pfaff Tuning. The event was named 'The Race Of A Thousand Years'. I will never forget that fabulous event, the city, wonderful people, the hospitality, and racing in 47 degrees Celsius ambient air temp in a closed-in car. When I took over from our other co-driver, Joe Foster, my water hose to the helmet got pinched under the harness belts and it only took about 15 minutes for me start feeling the dehydration symptoms. An hour later, things were getting pretty desperate.

Continuing to prove Nostradamus wrong, we will all enjoy yet another great season of UCR DE events in the coming year. Yes, the Track Team has released the dates for 2011 and you'll see them here first. Or did Otto beat me to it again? Always check our website for all event news and updates at www.pcaucr.org.

The new executive will meet to plan events and responsibilities of the new directorship in just a few days from my writing. I want to congratulate all of our new UCR Board members and welcome them. Having served through a few generations of UCR leadership, I feel it is my right to do so: For President: Mario Marrello; for Vice-President: Del Bruce; for Treasurer: Tomiko Murk; for Secretary: John Van Atter. Past President is Martin Tekela, our web master is Otto Mittelstaedt, and the Editor is yours truly.

What this means for the membership at large is that these are the members who convene once a month to update

one another, and the membership through the Meeting Minutes in Provinz, on their responsibilities, tasks and events. The events, on the other hand, are mostly led and executed by the chair people, while our directors oversee the event chairs and report back to the Board of Directors and to you.

This year, your elected Directors are Michael Bryan, David Forbes, Patrick Michaud, Walter Murray, Horst Petermann, and Tim Sanderson. The December 'Planning Meeting' will determine what UCR activities and responsibilities each of these directors will be looking after throughout the year. I will report on those roles and responsibilities in next month's issue of Provinz.

Lastly, we have been advertising for volunteers to take on some responsibilities on the Provinz team. I have been your editor for over five years now and, while the job has gotten quite a bit easier over the years, it is still a heavy workload each and every month, some of which I would like to share with an assistant editor. While I used to handle pretty much everything on my own in the past, I have recently had great help from that power-house named Phil Downe, who was looking after all of the business aspects, to allow me to be the creative guy. Phil worked with our advertising and sponsorship chair, Jeff White and, hopefully, they will both decide to stay on in their capacities. If you have any interest in helping out with the publication, please do give me a call to find out more about what's involved.

All my very best for the Holidays and for the New Year to everyone!

Kye

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THE WAY WE WERE...

20 Years Ago

George Barbu was always a generous provider of printed December covers in colour. Provinz was up to 900 copies supported by 25 advertisers. **Mike Tamblyn** joined. **Bruce Farrow** was giving up his DE chair to **Marc Plouffe**. 173 members attended DE events. Topping the track junkie list were **Adam** and **Plouffe**. Mini tech sessions were held in the **Plouffe** garage. **Bill Adam** was guest speaker at the Awards Banquet held at the Trillium Restaurant at Ontario Place.

15 Years Ago

New members included **Jack Christie** and **Susan & Jeff Davis**. **John Van Atter** and **Ken Jensen** were promoting a Charity Auction to benefit the Children's Wish Foundation. We were active participants for the Children's Wish Day at Mosport, organized by **Jeff Pabst**. Editor **Karl Thomson** wrote 'diary of a track virgin'. **Karl** now has a race team. He always used a strange typeface, which I find difficult to read to this day.

10 Years Ago

Mike Acerra was handing over the DE responsibilities to **Ray Pleasance**. We had an active winter go kart series – until that was squelched by our PCA insurance company. Once again, **John Van Atter** was promoting his Charity Auction, favouring the Canadian Breast Cancer Foundation. UCR had a weekend outing on the RMS Segwun. I can't recollect the details but we somehow missed the Segwun departure and so the Adams and the Menges zoomed by Segwun flying a large Porsche banner from the Menges boat. We attended a taping of Royal Canadian Air Farce and combined that with dinner at Leoni's Italian Kitchen. We were promoting a visit to the Rolex 24 Hour Race at Daytona. **David Watson** wrote a great article about the times he got helped by friends at DE events. Watson bought my original 1983 944 NA. **Kye Wankum** reviewed the Kyser Racing GT Class results in the ALMS series.

Contributed by John Adam, UCR Historian

The UCR Provinz Team is Seeking Additional Members

Assistant Editor: to work closely with the Editor and to procure articles for Provinz to ensure their timely submission, and to verify facts and figures and to check for correct spelling and grammar therein. To assist with layout tasks and art direction. This job will lead to taking on the position of Editor-in-Chief, if desired.

Technical Editor: to source and procure articles of technical nature that may be of interest to the UCR membership, mostly from third sources, to be reprinted with permission in Provinz. ☒

YESTERDAY, TODAY, AND TOMORROW



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Zone 1 Dates & Notes

Time surely flies when you are having fun, or so the saying goes.

My 2 terms of office as your Zone rep are coming to an end at the end of the month and Susan and I want to combine our thanks for your help during these last four years with our best wishes for the Holidays and the New Year. May it be a "Porsche" one.

All the best,

Botho von Bose, Zone 1 Rep

Tel: (416) 926-0636, email: bvonbose@lomltd.com



FROM THE MEMBERSHIP

An email to Dave Osborne, UCR DE Track Chair

Thanks to you and everyone else involved in organizing the track sampler on Saturday. I had no idea of what a car could do on the track. I rode with Mike (GT3 RS) who was an excellent driver and showed me the track as I'd not imagined.

I had a lot of doubts concerning taking our car to the track but no more. I'll be signing up for the skid pad in the spring.

Everyone my wife and I spoke to was informative and just plain good to talk to, now I understand the slogan, it's the people...

See you in the spring,
Jeff and Debra Anderson ☼

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PROVINZ MAKING A NAME

Hello Kye,

Just thought I would drop you a line to say what a terrific job I think you and Phil Downe are doing with Provinz. I formally joined UCR early this spring after being a Corvette owner for many years, and was, and continue to be, very impressed by the quality of the magazine. Very substantial, professional, colourful and informative. You and Phil keep up the great work. By the way, had a great time at the Argo VIP Event. Keep em coming.

John "JJ" Jacob ✱

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. Please submit your contributions to:

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Adam White
UCR Member at Large

Welcome to UCR Instructor Profiles. This is an opportunity to get inside the heads of the instructors that help make our UCR driver education (DE) program one of the best in the country.

In this first installment we talk with Ken Jensen. Ken has been active in the region since 1992 and has held many UCR board positions including president, vice president, past president and most recently membership retention chair. Along with attending many Porsche Parades over the years, Ken formalized "Fun Runs" in our region back in 2000. He also plays a key role at a more senior level within the PCA as the Zone 1 Club Race registrar at Watkins Glen.

- **First P-Car: 1972 914 – Irish Moss**
- **Current P-Car: 1976 911 S Targa**
- **Years in PCA: 19**
- **Years as PCA instructor: 10**
- **Favorite corner at Mosport: Corner 2 and/or 5**

What is your favorite thing about your vehicle?

Having a convertible and being able to take the top off! This car is very light and responsive compared to the SC models that followed it. There is no power assist for anything (brakes, steering).

How did you go about becoming an instructor?

I didn't really decide to become an instructor; I was asked if I was interested in becoming an instructor and – it just happened. I was a student in the Green run group in 1993. In 2000 I became an instructor for the UCR region. I went on to become certified as a PCA National DE Instructor in 2005.

Best experience as an instructor?

I like to have students who have never seen the track before or been out driving at any speed. Stephen Goodbody (UCR Chief Instructor) has been accommodat-



PCA Instructor, Ken Jensen

ing on that front. I really enjoy seeing how quickly people catch on and the huge improvements they can make in a single weekend.

Most students who come out for their first event don't know what to expect. During the first day you can tell they are experiencing information overload and by the end they are mentally exhausted. By the end of the second day their confidence has increased dramatically and I've helped to lay the foundation for their future track events.

Worst experience as an instructor?

I have never really had a bad student. Sometimes students come in thinking DEs are all about driving at the ragged edge. It can take some time to rein these students in. It's not about taking the car to the point of being out of control. My goal is to keep everything under control and safe while making sure this is an enjoyable learning experience for the student.

Any advice for people who are just thinking about doing DEs but haven't tried it yet?

It's all about having fun. Some people are afraid to hurt the car or stuff it in the wall. That fear shouldn't be there. Remember - you are always in control. At the end of the first day you are going to have the biggest smile all over your face. You will be feeling great! That's what really pulled me into the program - it's great. I also had great instructors as I was going through the program.

When you are driving the track that's all that you can be thinking about. It allows you to escape your Monday - Friday stuff. It's total concentration. Nothing else matters. You aren't driving at 10/10ths of the car's capability. It doesn't matter what speed you are driving. The goal is to imprint the track in your brain. >

> Eventually you will be pushing your limits but not at first. Learning to drive the line, get a handle on the work zones, (braking, down-shifting), turn in points, apex, power and exit. It's all very much a brain exercise in the beginning.

Advice for anyone wanting to be an instructor?

You've got to enjoy guiding people through stuff and letting students progress at their own pace. You can't force them to learn anything. If you enjoy teaching other people how to drive under control but fast then do 4 or 5 track weekends a year. Make it known to your chief instructor that you are interested in becoming an instructor and you will be given some check out rides. When you are out with them talk your way around the track. Remember to keep your eyes up. You have to look down the track toward the horizon or your driving won't be smooth.

How would you describe your teaching/instructing style?

I tend to talk to my students more than other instructors might. For first timers I talk them through the entire track. I help them anticipate the work zones by talking to them before they get there. As their confidence and speed increases I explain how this changes things like braking pressure and weight transfer. I also point with my hands to help get them in close to the right or to the left.

The first day is about talking your way through the steps: turn in, apex and track out. I explain how to use the entire track from side to side as opposed to running the middle of the track, which is a frequent rookie habit, so they can be in the correct position for the next turn. I often explain that once you have turned in to the apex the corner is done - you can't do anything about it so concentrate on exit and then set up for the next corner.

On the second day I tell my student that I will be observing and I'm not really going to say anything for the first three laps. This allows me to see where they are at and where the trouble spots are and what refinements might be required. At the end of each session I typically spend time in the car with the student to talk about what they are doing right and what we will work on next time. Most of all I try to be positive and create an environment for them to have fun.

Know an instructor you'd like to see profiled? Have a question that you'd like us to ask in our next column? Let me know by email adamwhite@gmail.com ☒



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60 Years of Porsche in america

October 12, 2010 to January 9, 2011:
Special Exhibiton at the Porsche Museum

Text and Photos, courtesy of Porsche AG

Porsche 550 Spyder with the New York
Skyline as backdrop, on its way to the
"Carrera Panamericana" race (1953).



The museum of Dr. Ing. h.c. F. Porsche AG, Stuttgart, will be celebrating a very special anniversary this year: It was exactly 60 years ago, in the autumn of 1950, that the first Porsche 356 models were shipped to the USA. Since then, what was, at that time, just a small sports car manufacturer, has gone on to capture the hearts of American sports drivers, and a good number of Hollywood stars as well. From October 12, 2010 to January 9, 2011

the Porsche Museum will be celebrating the presence of Porsche on the world's largest and most important automobile market with this special exhibition, a presence which, for six decades, has been steadily growing. As part of this, visitors will be able to see the most interesting Porsche series for the American market, among them the prototype of the Porsche 356 Speedster, the rare 356 America Roadster, and the legendary 550 Spyder. >

Shipping a Porsche 356 Coupé to America (1953).



> At the Paris Motor Show in 1950 a decisive meeting took place between Professor Ferdinand Porsche and the US automobile importer Maximilian E. Hoffman. Being an importer of a number of different European automobile brands on the American East Coast, Hoffman had his own dealership network at his disposal, as well as an unerring sense of what the upper class of America was looking for when it came to automobiles.

Ferry Porsche and Hoffman concluded a deal soon afterwards for the delivery of 15 Porsches annually, the first three vehicles of which were shipped to the USA as early as October 1950.

When the first Porsche 356's arrived in the USA, Max Hoffman once again proved just how much marketing talent he had. In parallel with the presentation at his modern showroom on New York's Park Avenue, he also handed over a Porsche 356 to the private racing driver Briggs Cunningham, who soon began delivering the first victories on the race track. The Porsche 356 rapidly became the insider tip in the American racing scene, which had a positive effect on more than the sales figures. The German sports car, that was fast but also suitable for daily use, also became a hit in Hollywood, and was a favourite among film stars, James Dean in particular. The combination of racing sports and Hollywood glamour helped the Porsche brand name achieve its unique lifestyle image in America, something which also reflected back to Europe again.

Beyond that, Max Hoffman had recognized that there was a need for country-specific models if victory was going to be won in the long term on the hard-fought American market. Hoffman accordingly pressed for a particularly light and economical version, which from 1954 arrived on the market in the form of the 356 Speedster, based on the small series 356 America Roadster

which had made its debut in 1952. With a basic price tag of 3,000 US Dollars, the Speedster, with its spartan fittings, became a great sales success in sunny California in particular.


The success on the US market had an extraordinarily positive effect on the sales figures of what was at the time Porsche KG. As early as the first few years of the cooperation, there were considerably more sports cars exported to the USA than the company's president, Ferry Porsche had expected. In 1952 this amounted to 283 Porsche vehicles, meaning that some 21 per cent of total sales had gone to America.



This proportion increased steadily in the years which followed, with the 50 percent mark being exceeded for the first time in 1955 (from a total production of 3,624 vehicles). And in succeeding years, this figure was surpassed again and again. In 1965, the last production year of the Porsche 356, the share of sales to the US amounted to a huge 74.6 percent. To this day, the United States market is still the most important sales >

> outlet for Porsche. Headquarters for Porsche Cars North America is Atlanta, and in total there are more than 200 Porsche dealers in the USA.

Simultaneously with the special exhibition, the Museum is publishing the book "Porsche in America". The sixth volume to appear from its own publishing house, "Edition Porsche Museum", this book presents, on more than 200 pages, the unique success story created by Porsche on the US automobile market. Previously unpublished pictures from the company archive provide the reader with some fascinating insights into the history of Porsche in North America. The book is available in German and English for 14.90 Euro at the Porsche Museum Shop.

The Porsche Museum is open from Tuesday to Sunday from 9.00 to 18.00. More information is available on the Internet at www.porsche.com/museum. 



Ferry Porsche and his son Ferdinand Alexander with a Typ 356 A in New York (1958)

UCR Tech Session

Oil's Well

In this chapter of our tech articles, let's talk about a slippery subject: Engine Oil.

And I mean slippery in the full sense of the word because it has been the subject of many, many discussions and opinions. Therefore, I'll try to stick to the facts.

Engine oil is mainly a lubricant, but it also serves several other important functions such as: cooling, cleaning and protecting from corrosion the different internal engine surfaces that it bathes. To be able to perform these functions, special additives are mixed into the base oil. These additives are mainly: detergents, multi-viscosity additives, emulsifiers, anti-foaming agents, polymers, anti-wear formulations such as ZDDP (Zinc DialkylDithioPhosphate), etc.

But some of these additives, such as phosphorus (contained in ZDDP), which is an excellent anti-wear agent, with time, can also cause damage to the catalytic converters. Because of this, the automobile manufacturers and the emissions-regulating agencies have forced the oil companies to reduce the amount of phosphorus (and other additives) in their oils. Products that meet the new ILSAC (International Lubricant Standardization and Approval Committee) GF-4 Specification, must have phosphorus levels at less than 800 ppm. The ILSAC-G4 Standards was jointly developed and approved by Japan Automobile Manufacturers Association, DaimlerChrysler, Ford and GM.

Because automobiles and internal combustion engines are used in different and varied environments, from the sub-freezing arctic to the scorching desert, the engine oil must be able to adapt to those extreme-at-time conditions. Hence the multi-viscosity feature, which means that the oil will have a particu-

lar viscosity at low temperatures and another at high operating temps. This is necessary because the oil needs to be thin and circulate through the engine quickly at start up and it must also have thicker characteristics when hot to provide the needed protection at operating temps.

Viscosity, simply put, is how thick or thin an oil is at a certain temperature. Viscosity ratings are regulated by SAE (Society of Automotive Engineers) In a particular oil, its viscosity is expressed by numbers and/or letters.

There are single grade (single weight) and multi-grade (multi-weight) oils on the market although the majority of our vehicles now use multi-grade formulations. There are also Standard Petroleum Oils, Synthetic Oils and blends of both.

In multi-grade oils, the first number and the letter W (winter) refer to the oil's viscosity when the oil is cold. For example: 0W, 5W, 10W, 15W, etc., where the higher the number the more viscous the oil is at low temperatures. The second number refers to the oil's viscosity at high, operating temperature. For example: 30, 40, 50, etc., and again, where the higher the number, the higher the viscosity for that temperature range.

Lately, low viscosity (thin) oils have become the OEM (Original Equipment Manufacturer) norm. This is so, because of two main reasons:

1.- The lighter the weight of the oil in the engine, the less internal friction

>

>

there will be, which, in turn, allows the engine to make a bit more HP and offer a little better MPG numbers. The main reason behind this is that the auto manufacturers are forced to reach certain environmental CAFE (Corporate Average Fuel Economy) numbers.

The down side is that the thinner the oil, the less protection it provides, so there's a very delicate balancing act between an oil's weight and the protection it offers the engine components.

2.- Bearing, piston-to-cylinder and gear-to-gear clearances have become smaller because of better metallurgic and manufacturing methods. Using thicker oils may interfere with oil flow and increase oil pressure. In older (worn) engines it's generally better to use a higher viscosity oil because the clearances have become bigger.

Oil gets degraded with use, mainly because of gasoline and carbon blow-by and because of the high temperatures and pressures it is subjected to. That's why oil needs to be changed on a regular basis, to remove all those contaminants which, if left in suspension, in time will turn the oil acidic, then causing damage (corrosion) to the engine's internals.

Each manufacturer has an oil change recommendation for each particular model, which, in my opinion, should be the worst-case scenario for replacing.

When the factory fills a car with oil they don't know under what specific conditions the car will be used, so they use a "blanket" oil: 0W40. Many people tend to stay with what's offered by the factory, thus, they will replace their oil with the same, original 0W40 Mobil 1, but based on the above, one should consider one's physical location (weather) as well as the type of driving done in order to select the best possible oil.

Many times the particular brand of oil is irrelevant, since they need to be approved under the same regulations, most of the brands have compatible products with each other, and even though the factory recommends using Mobil 1 oils, they also produce a "Porsche Approved Oils List" which includes tested and Porsche-approved off-the-rack oils for different regions of the world.

In our sunny South Florida "paradise" we don't need to worry about the lower end of the thermometer's scale, since it will rarely dip below 50 degrees. Because of this, we shouldn't even look at 0-weight oils. Also, the top-end of our thermometer's scales tend to stay high, especially during the long summer months.

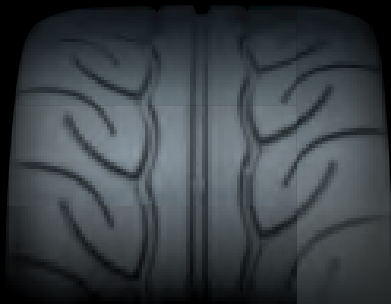
I generally recommend to my local customers 10W40 oil and, in my car, I personally use 15W50. I find that after 100,000 miles, switching to the heavier multi-viscosity formulations gives better protection against wear because of the looser clearances, it also cuts down on rear main seal leaks and on sporadic puffs of smoke on startups.

For my personal car, a 1998 Boxster, Porsche recommends replacing the oil once every year or 15,000 miles, but in my Baby the oil and oil filter get changed every 7,500 miles or less. This formula is working just fine, since I just clocked 193,000 miles on the odometer with almost 12,000 of those being hard track miles.

For the complete Porsche List of Approved Oils and additional information on oil changes and other topics, feel free to visit the DIY pages of my website: www.PedrosGarage.com.

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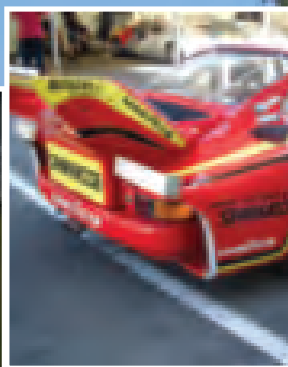
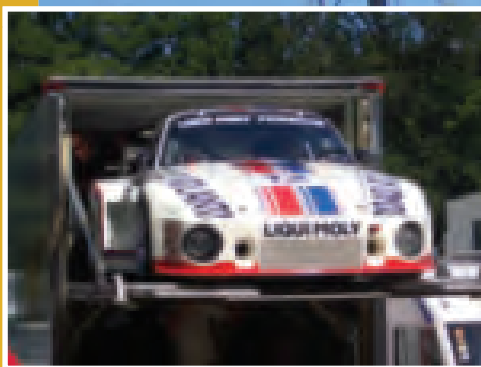


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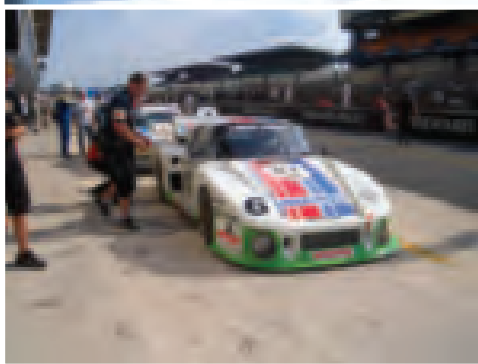
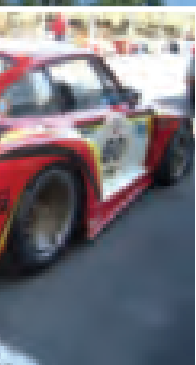
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24 HOURS OF LE MANS IN JULY?

Story and Photos by: Jay Lloyds, UCR Member at Large
and proprietor of Lloyds Autosport Inc. >



It was mid-June when I made a phone call to my long-time friend and one-time boss in Munich Germany; I worked for him in the very early eighties. Apart from the usual things we talk about, the conversation quickly turned to the fact that the Roitmayer Racing Team would be taking part in the 24-Hours Le Mans Classic and entering a minimum of six cars. This is a truly amazing event that has been running for 10 years and pulls interest from all over the world. The team invited me to join them for this 'once in a life time' opportunity and I had to jump on it - wouldn't you?

The Roitmayer entries consisted of four original Porsche 935's and two original RSR's. All the cars were loaded and the trucks left the day before. Now, it would be our turn to tackle the 9-hour trip. The Munich to Stuttgart and on to Le Mans autobahn/auto route has been under construction for years and makes for a long and frustrating drive. With the crew piled into a rented 9-seater Mercedes bus, we headed to Le Mans. The time went quickly as we all talked about 'the old days' and some of the antics and practical jokes we had pulled on each other, as well as some serious talk on some of our 'not so proud moments' at certain tracks... >

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This year there were over 450 ex-Le Mans racecars present with, in excess of another 100 entries from all over the world waiting in the wings for a possible place in the reserve line, in a desperate hope of an entrant having to pull out of the event due to car failure or a possible 'no show'. This option though is rarely taken. Included in this entourage of fine equipment of vehicles were 94 Car Clubs spread out over the entire Le Sarthe Circuit. Yes, amazingly they use the Long Circuit for this first class event rather than the Moto GP short Circuit. Six classes exist, allowing cars dating from 1923 through 1979. Priority of entry is given to cars previously raced at Le Mans during this period, with each grid of 6 classes consisting of approximately 70 starters. Seeing these classic cars going flat out at the start of their session is a sight to behold and, for a time, leaves you breathless. Pushing them as hard as they were driven back in the day, a maximum of 4 drivers are permitted per car and some of the 'Historic Racers' are the original drivers from their respective eras. It is a truly remarkable sight to see an elderly 'respected' racer climb into the tight confines of some of these amazing machines.

Starting procedures/positions are thrashed out the same way as at any other race, using quickness of qualifying to determine track position. All drivers must run a day and a night run to qualify for the race. Groups 1 through 4 start in the traditional "Le Mans" classic, whereas Groups 5 and 6 use the rolling start method of the modern era, pacing themselves behind the pace car. This will veer off at the last moment to allow the power breathing monsters behind to thrash it out to the first turn and, just as important as in the yearly and prestigious 24 Heures Du Mans, it is most desperate and prestigious to be the car to lead the first lap.

Each segment race throughout the full 24-hour period runs in 45-minute Sessions, during which each and all racers must make a mandatory pit stop between the 15-30 minute mark, otherwise instant disqualification will apply and you will be removed quickly. Accordingly, the Le Mans rule makers and marshals are extremely eagle-eyed, looking for any mistake or infringement and will jump on you quickly, firmly and decisively, with zero arguments expected.

Richard Mille, the famed Sports/Racing Watch Manufacturer, was again the title sponsor for the event and has been the title sponsor since 2002. The organisation, planning and presentation of the entire event was as timely, stunning and as professional as the wrist masterpieces they manufacture. Bringing up the topic of Masterpieces, here is just a sample of some of the Masterpieces competing at this year's 2010 Classic.



Without boring you with the complete listing of all 400-plus machines, I have chosen just a few to wet the appetite. Starting from **Group 1, 1923-1939:** a 1928 Bentley 4.5L Tourer, 1932 Bugatti 51, a Lagonda LG 45-1937. A stunning Aston Martin 'Speed Model' from 1938.

Group 2, 1949-1957: first listed entrant, a Porsche 356 Pre-A from 1952, Jaguar XK140 from 1955, Aston Martin DB 2/4 from 1953, a 1954 Porsche 356 and a Maserati 200S1 from 1957.

Group 3, 1957-1961: Porsche 356 Speedster from 1957, a sweet Lister Costin Jaguar from 1959, a stunning example of the 1957 Porsche 550A, a Ferrari 625 Testa-Rossa from 1956, and a 1958 Ferrari 250 GT TDF-V12.

Group 4, 1962 - 1965: the first '01' entrant, a stunning 1964 Porsche 904 GTS, an American 1964 A/C Cobra, a perfect example of Porsche's 1965-911 2.0 GTR. A beautiful Ferrari 330 TRI from 1962, the first 1965 Ford GT40, a long tail 1965 Alpine Renault M65.

Group 5, 1966-1971: ranged from a super clean 1968 Porsche 911T 2.0Ltr, a 1965 Ferrari 512S, a mesmerizing Lola T70 1967 MK 111B, a Porsche 908/2 from 1969, one of the first Chevron B16-1970, a 1971 Porsche 908/3, a perfect 906-1966, everyone's favourite the 1969 Gulf/Porsche 917, the 6-cyl., 1968 Porsche 910, the 2.0 Ltr Porsche 910 from 1967, alongside the countless Ferraris, Fords, Lolas, Chevrons and Alfas.

There were numerous machines that I had never even seen or heard of until this trip. The race technology and design change became very noticeable in the final Group-6, which had cars from 1972-1979, this was the 'assemblage' the Roitmayer Porsche Team entered in. I was excited to be able to once again work on Team owner Roitmayer's own 935-1978, I was Chief Mechanic

with this crew on this very car in '81, and to work on it again some 30 years later was the strangest and most amazing feeling ever. Back then, one of 'West Germany's' top drivers, Franz Gschwendner was the pilot during 1981/82, he was fast, brave and almost secured a Werks drive for the Porsche Team; unfortunately he died of cancer in the 1990's. Also campaigned by our team was Rolf Stommelen's amazing Porsche Liqui Moly 935, the 'Bad Boys' Wittington Bro's 935, and one of the original and most beautiful Jagermeister 1975 911 3.0Ltr RSR's. There were countless 935's, RSR's, BMW M1's, Chevrons, Ferraris, Mirages, more Lolas, Orellas, De-Tomaso Panteras, and many, many more. Oddly, this next vehicle seemed to draw huge attention and to my surprise, it was the American "NASCAR" style 1976-7,000cc V8 Dodge Charger. The collection of vehicles at Le Mans and

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at these European Classic races are truly magnificent. 90% of them restored to maybe 'overly-perfect' condition, and a handful of cars never restored. One such stunning historic racer, part of our group, was Bob Wollek's original 1979 Porsche 935, still in its original white, never having been completely re-sprayed - basically it remained as it was when the late, great Bob Wollek last drove the car, though obviously kept and serviced the way it should be. Sadly Bob Wollek is no longer with us to enjoy the bygone years, he was sadly taken from us by enjoying his other sport and his favourite form of exercise, bike riding, just cruising the roads around Sebring and was hit by an elderly gentleman in a motorhome, and, just by chance, got struck on the back of his head by the mirror attached to the vehicle. Such a tragic way to loose one of the world's most revered and greatest racecar drivers.

Being as busy as we were, our team was approached by another team from the United Kingdom and, being the type of person I am, and to see someone travel the distance to be a part of something as grand as this, I had to offer my assistance to their team. Being from the UK, they had just purchased the ex-Danny Ongais personal Porsche 935/K3 and, when they ran the Le Mans practice, realized their 4th gear was way too short. Luckily for them, we had a longer ratio available, but to my surprise, they had never done a rebuild on an 'upside-down' 935 transmission, believing they had to remove the complete drive-train from the car. The famous Porsche engineers Metzger and his crew included in the design of the 935 that the transmission can easily be disassembled and rebuilt from inside the vehicle. The UK Team did not have the confidence to do the operation and subsequently asked me if I could possibly help them. With record temperatures in Europe this year, and a hotter than hot motor fresh off the circuit, I performed the operation, but I think my sweat became part of the lubricating

oils. The only unpleasantness during the whole five days at Le Mans was the record humidity and record heat, but still it was worth every drop of sweat.

After many hours of practice and a couple of times 'round the clock without any sleep, for our Friday qualifying we had three final runs. 45 minutes in the morning and afternoon, and a Friday night timed session run at 4:00a.m. Qualifying tests at that time can be quite the challenge. With the race scheduled for a Saturday start, we only had a short time to prep the cars, working flat out. We had all our cars ready for the challenge, but tire problems plagued us instantly, with four of the owner/drivers opting for the cheaper European Avon tires, trying to save money. One of the 935's went through 4 sets during practice and qualifying. In the race a few more tire failures befell us. Two of our teams ran the Goodyear tires, which are more expensive but promise to be safer, more reliable and longer lasting. It was a long and eventful 24-Hours of racing and mechanical repairs, tire changing, and the occasional fan belt failure, along with radio telecommunication problems plaguing us throughout the day and night. We finished well with only one of our 935's not able to complete the journey. It was unable to return to the pits due to a belt failure. Our team's best finish was that of our team owner Stefan Roitmayer in the No. 60, 1978 Porsche 935, finishing first in Group 6 and fourth overall.

Finishing well at Le Mans is extremely rewarding and pleasing, even if it is only a Classic event. The event was well worth the trip, the racecars, the people, and the ambience - all is totally amazing. Original drivers such as Vern Schuppan and Dick Attwood, piloting the 917, Henri Pescarolo in one of his Classics, the 1976 Waltera, Rene Arnoux in a 1972 Lola T290, some of the Andy

> Warhol 'Art Cars' were present, Danny Sullivan from the USA was driving the T33/2 1968 Alfa Romeo, the famed timepiece maker "Rulle" was driving his V8-powered 1970 Lola T70... Other notables were, the super quick German Marco Werner, Jan Lammers, Pedro Danny, Kurt Ahrens, Michael Foueny, Guy Lacroix, Manfred Freisinger, Leopold Vorr Bayerer, and Jim Pace (US).

The trip to Le Mans in our bus was noisy, excited, with lots of stories and the bringing back of the 'memories' that suddenly became easier to recall when we were all together. Noticeably different was the return trip back to our shop in Munich, with the absence of noise, with guys spread out on the seats, floors, sleepers, using our travelling bags as a sort of make-shift mattress. No luxuries here but sleep was sleep no matter what uncomfortable position was needed even during the 9-hour trek back to Bavaria.

We all had the Monday off, though, come Tuesday, everybody 'Red Eyes' glowing, worked hard to carry on and the cars were stripped off, the body-work received a steam cleaning treatment, everything was dismantled and every joint, point and under-body was duly covered in the quality Wurth equivalent to something like WD40. Talking of 'Wurth' products. Lloyds Autosport Inc. will be one of Wurth product dealers for 2011 and onwards. The conclusion to the trip to Germany was my visit to join my Porsche

Factory friends at the new Museum. During this trip to Stuttgart I was gracefully invited by Porsche to 'rip' through Stuttgart in the latest Panamera Turbo; life's tough, what can I say!? Yes, I was able to take the drivers seat and find my way back to the new Museum for an 'exclusive tour' and lunch at the new facility and offered exclusive entrance to the 'off limits to public' new workshop and restoration shop cleverly attached to the Museum with floor to ceiling glass walls, so the enduring fans and visitors may 'gawk and dribble' on the glass at the fine machines that are being restored just feet away. Inside I saw a Gmund-Coupe undergoing complete restoration and, on the other end of the spectrum, an original Rothmans 962 being dismantled to accommodate the extensive repairs and restorations needed to bring it back to its full glory. The fortunate Porsche technicians, specialists and apprentices learning this specialist trade allow the continuance of this slowly dying 'art form', all under the watchful eye of once chief Porsche race mechanic and now head of Porsche Museum Restoration Operations, Herr Klauss Bischoff. Look for the full story in a future issue of Provinz. Make plans now for the 2012 Le Mans Classic endurance trip. Trust me, it will be an event that you will not be disappointed in. Maybe the PCA/UCR should plan a Club event with a combined trip to the Factory and the 2012 LeMans Classic. Food for thought... ☼

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Intercontinental Le Mans Cup, Round 3 in Zhuhai, China

***Porsche 911 GT3 R Hybrid* fastest
and most economical *GT car***

Text and Photographs, courtesy of Porsche AG ➤



> **A** successful season finale for Porsche: At the 1,000 kilometre race in Zhuhai/China, the Porsche 911 GT3 R Hybrid impressed once again with its performance and efficiency. The innovative sports car from Weissach, piloted by Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA), was by far the fastest GT vehicle in the field at its eagerly awaited premiere in Asia. Porsche factory drivers Marc Lieb (Germany) and Richard Lietz (Austria) claimed second place in the GT2 class with the Porsche 911 GT3 RSR on China's oldest racetrack. With this result, they secured the team championship for their Felbermayr-Proton squad at the Intercontinental Le Mans Cup, run for the first time this year.

"The first race in China with the 911 GT3 R Hybrid was a complete success," says Hartmut Kristen, Porsche Head of Motorsport. "The car contested the entire race without the slightest technical problem. The excellent pit stops by our factory squad from Weissach and an absolutely perfect performance from the drivers also contributed to this success. The development work on the hybrid system that we conducted since the last

race in Road Atlanta has paid off. Today, we showed impressively just what potential the hybrid technology has. This result is a great motivation for continuing our work on the project. This was definitely not the last race for the 911 GT3 R Hybrid."

On the 4.319 kilometre Zhuhai International Circuit, the 911 GT3 R Hybrid, which started in the special GTH class, was not only the fastest but also the most economical GT vehicle. Thanks to its groundbreaking drive concept, it made one less pit stop and completed three more laps than the next GT opponent. "Our car ran perfectly from the first to the last lap," said Joerg Bergmeister. "That was another super test of the hybrid system under race conditions – and the most successful conclusion I could

think of." Patrick Long, his teammate with whom he won the GT title of the American Le Mans Series for the second time straight this season, said: "The performance of the Porsche factory mechanics was world class. We had the most efficient and at the same time fastest GT car. Now, that's what I call Porsche Intelligent Performance."

In the GT2 class, the race for start driver Marc Lieb did not begin very promisingly: Right in the first lap in a tussle with a Ferrari his 911 GT3 RSR suffered tire damage which relegated it to last place. With a breathtaking chase through the pack, he and his teammate Richard Lietz quickly managed to catch up with the front-runners. At the halfway point in the race, the Felbermayr-Proton pilots, who clinched the GT title of the Le Mans Series for the second consecutive time this season, were already running third. Shortly afterwards they then overtook a Ferrari.

"Unfortunately we didn't have enough for victory, but it's still a great day for Porsche," said Richard Lietz. "Obviously it was somewhat frustrating when

Marc was forced back into the pits in the first lap with a torn-off valve. But we didn't let that upset us and simply concentrated on working our way up the front again. Actually, it was huge fun - not least because our chase ended on the podium." Marc Lieb added: "That was almost a perfect year for our team. Today we were very fast, but experienced a bit of bad luck early on in the race."

With the second 911 GT3 RSR fielded by the Felbermayr-Proton team, Martin Ragginger (Austria), Christian Ried (Germany) and Gianluca Roda (Italy) occupied fourth place – despite the botched and unnecessary overtaking manoeuvre of a Peugeot prototype that forced Martin Ragginger into the gravel trap in



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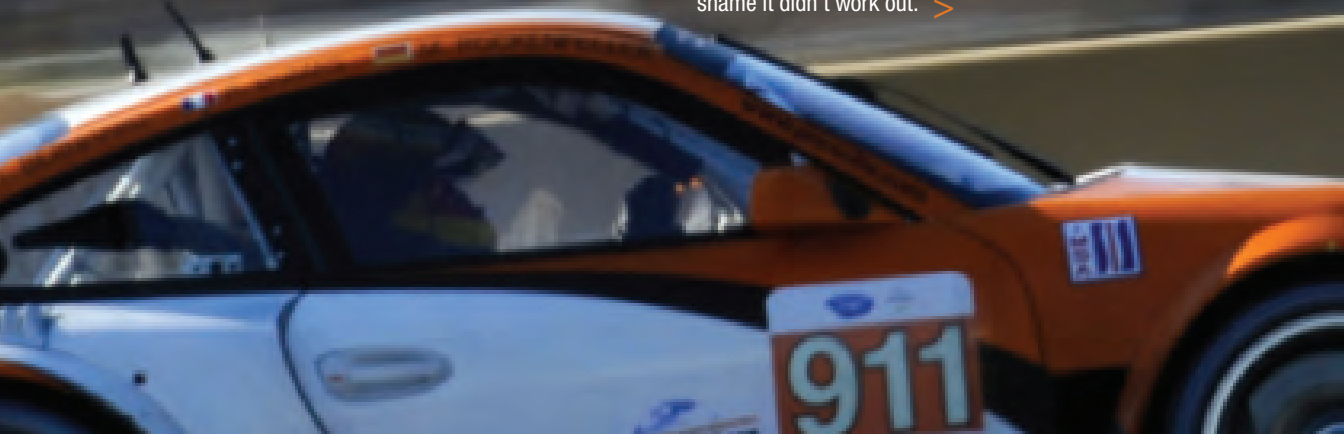
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> the last hour of the race. The former Porsche-Junior had to pit and lost ten minutes. In the Felbermayr-Proton camp, however, elation prevailed. "That was a fantastic year for our team. Firstly our win in Le Mans, then the Le Mans Series victory and now the best team in the Intercontinental Le Mans Cup – you can't really do more," said Christian Ried, team boss and driver at Felbermayr-Proton. "To be successful, everything has to run smoothly and that was exactly the case in our team. We didn't retire once. Despite never having started from pole position, we won three races. That can only work with a good car, strong drivers and a super team." One of the first to congratulate the crew was Hartmut Kristen: "I'm particularly thrilled that Felbermayr-Proton won the team classification."

Despite his strong drive, Richard Westbrook (Great Britain) didn't manage to see the flag with the Prospeed Competition 911 GT3 RSR. The double Supercup winner and former FIA GT champion was on course for a podium result with his teammate Darryl O'Young (Hong Kong) when a clutch problem in the 119th lap signalled the end. "What a shame. We were looking very good in third place," he commented. "Our mechanics tried their very best to repair the car but time ran out for us." Local hero Darryl O'Young said: "It was a fabulous experience to drive on this track with the 911 GT3 RSR and to be cheered by so many fans. I became more and more familiar with the car. Under normal circumstances we would have finished on the podium. That would have been a highlight in my career. What a shame it didn't work out." >



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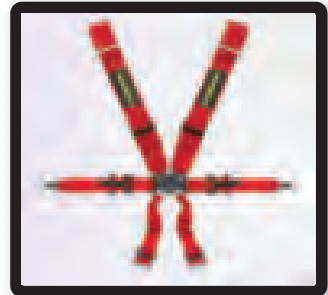
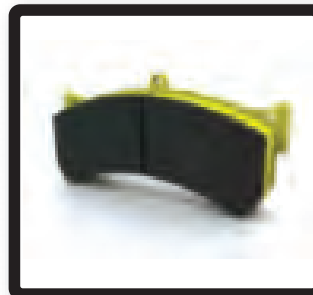
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Pre-start festivities on the grid at the Intercontinental Le Mans Cup race at Zhuhai, China. Photograph, courtesy of Porsche AG.





> Facts and Figures

This is the Intercontinental Le Mans Cup

The newly inaugurated Intercontinental Le Mans Cup (ILMC) is open for sports prototypes and GT vehicles, with the regulations based on the rules of the Le Mans 24 Hours. Three long distance races are on the ILMC calendar this season: the 1,000 kilometres of Silverstone (Le Mans Series), the Petit Le Mans at Road Atlanta (American Le Mans Series) and the 1,000 kilometre race in Zhuhai/China.

The starting field consists of sports prototypes and standard sports cars. They are divided into seven classes:

LMP1 class: Sports prototypes with up to 750 hp and a minimum weight of 900 kilograms (petrol vehicles) or 930 kg (diesel vehicles).

MP2 class: Sports prototypes with around 440 hp and an 825 kilogram minimum weight.

GT1 class: Heavily modified standard sports cars with up to 650 hp and a high minimum weight of 1,125 – 1,325 kilograms.

GT2 class: Slightly modified standard sports cars with 440-460 hp and a minimum weight of 1,125 – 1,325 kilograms (e.g. Porsche 911 GT3 RSR).

Formula Le Mans: Prototype brand trophy series for the ORECA FLM 09.

GTC class: GT brand trophy vehicles of all manufacturers are eligible to compete in this class.

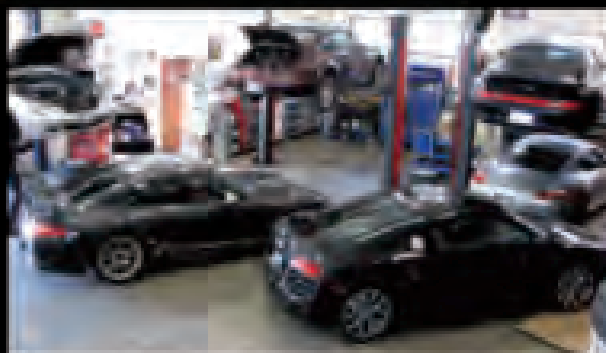
GT Experimental class: Special class for innovative vehicles like the new Porsche 911 GT3 R Hybrid.

All race cars start together **but** are classified separately. Points for manufacturers and teams are allocated for placings in each class. >





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With a talented team of technicians and experienced front man Domenic Galet, Autowerks is now known as the area's European car specialist. Autowerks provides scheduled maintenance, wheel alignments, tire install, wheel balance, track day prep, electrical diagnosis and performance upgrades in a clean and bright environment.

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> Race result GT2 class

1. Müller/Werner (D/D), BMW E92 M3, 202 laps
2. Lieb/Lietz (D/A), Porsche 911 GT3 RSR, 202
3. Bruni/Vilander/Melo (I/SF/BRA), Ferrari 430 GT, 199
4. Ragginger/Ried/Roda (A/D/I), Porsche 911 GT3 RSR, 192
5. Ehret/Quaife/Kirkaldy (D/GB/GB), Ferrari 430 GT, 191
6. Giroix/Goethe/Fatien (F/D/F), Lamborghini Gallardo, 187

Final standings team classification GT2 class

1. Felbermayr-Proton, Porsche, 72 points
2. AF Corse, Ferrari, 57
3. CRS Racing, Ferrari, 47

Final standings manufacturer classification GT2 class

1. Ferrari, 120 points
2. Porsche, 113
3. BMW, 69





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For more than 35 years the Porsche Driving School has offered some of the most unique and challenging performance driving opportunities on Earth. This winter, for the first time ever, Camp4 is coming to Canada. Exclusive snow tracks and skid pads in Mecaglisse (near Mont Tremblant), Quebec will allow drivers to test Porsche performance and their driving skill against everything a Canadian winter can muster – all under the expert guidance of Porsche Driving School instructors. This winter you'll have no trouble staying warm.

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For booking details visit www.porsche.ca/camp4canada

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Holiday Gift Ideas

FROM PORSCHE

Whether you're buying for someone young or old, and no matter what your budget, there's a holiday gift idea from Porsche. Below, you'll find some suggestions from the Porsche Design Driver's Selection catalogue – and one gift for the “someone who has everything.”



Porsche Motorsport Bear

This plush teddy has movable arms and legs and wears a genuine embroidered Porsche Motorsport race suit. The package includes a cap and numbered racing pass. \$90.

Espresso cup set – ‘No. 3’

Four Espresso cups and matching saucers are printed with historical racing posters: Sebring 1955 sportscar world championship, Lenzerheide 1957 Grand prix of Switzerland, 1964 championships (GT 2,000 cc world championship, European hill climb championship and International Prototype Trophy) and 1970 world constructor's championship. The sets are individually numbered, dishwasher safe and come in high-quality gift packaging. \$129.



911 GT3 Cup racetrack set

A complete Carrera® Digital set with two exclusive Porsche 911 GT3 Cup race cars in 1:43 scale, this set features two loops and two crossover points and can be routed according to preference. Digital technology makes for precise racing action with lane changing and overtaking maneuvers. Up to three cars can race on the track at the same time. The set comes with a transformer and three speed controllers. \$285.



Panamera Turbo Chronograph

Fitted with a precise quartz movement, this limited-edition watch features split-time measurement and a date display. Luminescent hour and minute hands make for easy readability. The black stainless steel case has an anti-reflective sapphire crystal and comes with a black rubber strap with tire tread pattern. Limited edition of 1,000 units. \$935.



Submitted by Laurance Yap, Porsche Cars Canada

Camp4 Canada experience

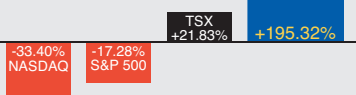
This three-day experience at the Mecaglisse winter driving facility in Quebec gives participants the opportunity to expand their horizons and driving skills with the ultimate winter driving experience. Expert instructors from the Porsche Sport driving school help develop skills and achieve goals while driving in treacherous conditions in a variety of Porsche sports cars. Accommodation and meals are included at the world-class Fairmont Tremblant Resort, complete with the options of alpine skiing, ice climbing, gourmet restaurants, nightclubs and a casino.

Porsche Canada will offer only four three-day waves of Camp4 Canada. Wave 1 runs from February 20-23, 2011; wave 2 from February 23-26; wave 3 from February 27-March 2 and wave 4 from March 2-5. The \$4,995, valid until November 30, includes accommodations, food and transfers between the hotel and the driving centre. Reservations can be made by calling 1-800-PORSCHE or by visiting www.porsche.ca/camp4canada. ✱

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UCR AT THE ARGOS

Report by Phil Downe;
Photos by Eshel Zweig





For a Porsche Club event with nary a Porsche in sight this had to be the surprise event of the season. Sixty UCR members and their guests were treated to a pre-game tour of the Rogers Centre, including a trip to field-level, while the Toronto Argonauts and Montreal Alouettes were in pre-game warm-up.

Our official tour guides were well versed in everything from stadium roof operations to field conversion between baseball and football, and the complications of TV coverage coordination. They kept everyone's attention with spontaneous trivia questions with Chad Owens-autographed footballs as prizes to the lucky winners.

The SKYY Lounge, provided a spectacular view of the field from the 200-level and everyone was treated to a buffet dinner with hot roast beef on a bun, chicken wings, pasta and green salads and a Mrs. Field's-style cookie table for desert. Two bartenders manned a fully stocked cash bar and a couple of servers made sure everyone got plenty to eat and drink. The value conveyed far exceeded the cost of admission.

Montreal got off to a strong, 14-0 start in the first quarter and looked like they were on their way to a rout. Toronto fought back, out-scoring the Alouettes in the next two quarters to take a 30-20 lead only to give up a costly interception late in the 3rd that led to another Montreal score and an eventual tie at 30-30. The final seconds of the game were hilarious and exciting as Montreal missed a final-seconds field goal. Toronto booted the ball out the end zone to avoid the "touch-back" point that would have cost the game. The ball went right back to the >



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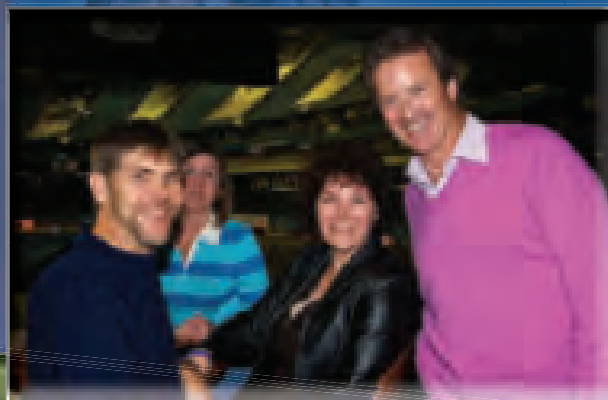
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- > Montreal field-goal kicker, who kicked it right back into the Toronto end-zone where Toronto failed to clear it back out and Montreal pounced on the ball to score a touchdown giving Montreal the 37-30 win in a wild finish.

Congratulations to UCR Photo Editor, Eshel Zweig for coming up with a fresh new idea and running with it and to ex-UCR Director Danny Kroll for taking on the board-liason responsibilities. We should also send out a big thank you to UCR Member, Nick Migliore, who must have had over a dozen family members and friends on his personal guest list. A first-time UCR event with sixty attendees was pretty impressive and just goes to show how diverse our UCR members' interests can be. Good job to everyone involved! ☼



2010 FUN RUNS



David Forbes

UCR Fun Run Chair

David.Forbes@nbpcd.com
(705) 788-8828

Before the snow flies, I thought it fitting to formally thank all those who contributed to the Fun Runs for 2010. In May, the Bayfield Spring Tour was hosted by Mary Byczok and Jeff White. Also in May, the Beaver Valley Fun Run was hosted by Dwight Dyson and Hazel de Burgh. In June, the London to Stratford Fun Run was hosted by Sean Batte. In July, the Badlands Run was hosted by Domenic lafrate. In August, the Niagara on the Lakes wine tour was hosted by Bill van Vilet, and John Adam. Also in August, the Collingwood Fun Run was hosted by Don Lewtas, Barbara Milton and Hazel de Burgh. In October, the Multi Event Weekend was hosted by Andy Wright and Ian John.

A huge thank you from all of us to each and every host and, needless to say, each event had its own special magic, and that true Porsche pride in the scenic routes of choice and amazing meals provided along the way. Anne and I hosted our Fun Runs in Muskoka in May and September - no thanks necessary! It goes without saying, that keeping our tradition of Fun Runs for Porsche lovers is worth the time and effort invested by all of you who gave of your time and expertise, and the many positive emails and comments from many of our participants are an indicator that there is more to come in 2011.

As some of us put our beautiful cars to sleep for the winter, we know there is a quiet whisper from those amazing high performance engines that beckon to us a gentle awaking next spring. I invite you all to continue to host and/or participate in our Fun Run Plans for 2011, and be gratified that so many Porsche lovers appreciated your heartfelt efforts. Have a safe and fabulous winter, enjoy the beauty of the season with your families, and stay connected with your friends. Until next year, yours in the "Love of Porsches", your Fun Run Chair David. ☼



A GLIMPSE OF HISTORY IN THE PORSCHE ARCHIVES

Text and Photos by Ronan McGrath, UCR Member at Large

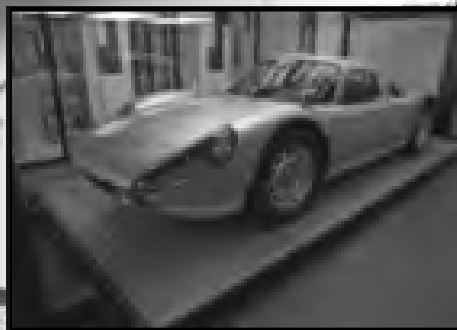


Ferdinand and Ferry Porsche shared one characteristic with other automotive icons like Enzo Ferrari and E.L. Cord - a complete concentration on building the future, and little interest in the past. However, in more recent times, automobile manufacturers have come to realize the value of their history, Porsche among them. In a quiet, unsigned corner of the stunning Porsche museum in Zuffenhausen, there are a number of fireproof vaults and a huge library. This is Porsche's DNA. Available to researchers and writers, hundreds of thousands of period photographs and negatives are stored, along with all company publications. It's likely that everyone who has ever written a book on the marque has spent a lot of time here.

Ferdinand Porsche was near the end of his life when the first car was built in 1948, but had been building and designing cars for almost 50 years, including a hybrid at the turn of the 20th century, the iconic supercharged Mercedes SSK sports cars of the twenties, the rear-engined Auto Union Silver Arrows, the Volkswagen, and finally, along with his son, the car that bore his

name. Most of the records of his design firm were lost in World War 2, but the archives still have Porsche family albums and photographs going back to 1900.

The main focus, however, is from 1948 onwards; Period photographs of every Porsche produced are catalogued, as well as photographs from every competitive event the factory has entered, plus many others. Most have never been published. A huge collection of rare catalogues and posters is also stored, including virtually every catalogue and works manual. Jens Torner, who is the Porsche archivist, with primary responsibility for motor sport, pulls open a drawer and brings out the very first catalogue for the 356, still in mint condition. I pick up a grimy parts catalog for the Carrera 6, oils stained and dog eared, like many of the technical manuals. Although the collection is virtually complete, there are a couple of things missing. A few catalogues for the 356SL racecar were produced and are now worth a fortune. No catalogue of the 356C G2000S Carrera 2 Cabrio can be found, but that's about it. >



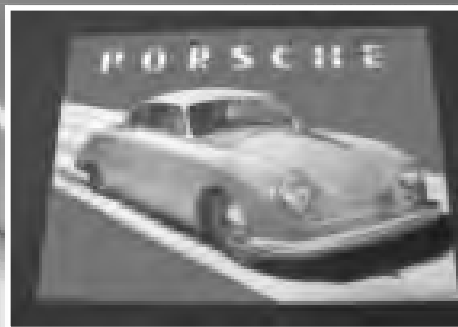
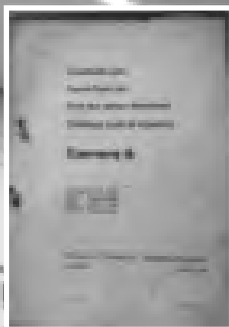
> Original works drawings are kept in a separate archive in Weissach. Porsche is not convinced of the longevity of digital storage, so all original drawings are also photographed using traditional cameras.

Jens pulls out proofs of photos from the very first days of hand-built cars, in cramped conditions, unpublished photos of 917's in action, and the last known photo of Ferdinand Porsche. New material is constantly being added, including rare collections of race posters from around the world, sometimes donated by collectors. A varied collection of memorabilia is stored - on a shelf sits one of the original styling models for the 917 that was never built, alongside a perfect model 911 made of chocolate. It's like being in someone's amazing historical attic. The archive does not authenticate individual cars, although it is certainly helpful in locating original photographs of cars, which have significant provenance.

Of course, it helps to be able to walk downstairs to the museum and the attached garage. On the floor, an original F1 car is being serviced, alongside the 1970 Le Mans winning 917, and some other jaw-dropping treasures. A few of the rarest customer cars make it to this, the best Porsche garage of the lot. Of course, when you are this close to history you can also do some fun things... I looked at Jens Torner's desktop and noticed two virtually identical photos on his wallpaper... a 356 and a current 997. When he got married, his colleagues got him the loan of the 997 and he recreated the historical photo.

Given the lack of interest in history that the Porsches had, it's amazing that it all survived intact, and is the authoritative source for those with a keen interest in Porsche's past. Many thanks to Laurance Yap of Porsche Cars Canada for facilitating the visit, and to Jens Torner for his hospitality and amazing knowledge of the story of Porsche. 🍷

More photos on next page. >



PORSCHE EXCLUSIVE

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Laurance Yap,
Porsche Cars Canada

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Virtually any customer desire can be fulfilled by Porsche Exclusive following a personal dialogue; the sole prerequisite is technical and qualitative feasibility. Implemented with the finest craftsmanship and using selected materials, the skilful hands of the Exclusive specialists create components and complete vehicles in which personal care and dedication can be seen and felt down to the very last detail. Bespoke, manual work – with needle and thread wherever appropriate – is the most important principle of Porsche Exclusive.

A team of about 100 specialists at Porsche Exclusive takes care of everything from development to sales. Whether it be refined interior equipment or performance enhancements, all options from the Exclusive range and the vehicles themselves are not only developed in Weissach, but are also to a large extent integrated in the production process of a new Porsche.

A separate, extensive Exclusive catalogue, which also shows examples of completely individualized vehicles, is also available for each Porsche model. The customer discusses further special wishes directly with the Porsche Centre or the Exclusive customer advisors in the Zuffenhausen or Leipzig factories.

Slant-nose 930



935 Street



In 2009, Porsche Exclusive added a further gem to its portfolio in the form of the 911 Sport Classic. Limited to 250 vehicles (and not available in Canada), this was a 911 which perfectly combined tradition and modernity, with fixed rear wing in the “ducktail” shape first exhibited by 1973’s legendary Carrera RS 2.7.

To celebrate the department’s 25 years of success, Porsche Exclusive recently unveiled the new 911 Speedster. In homage to the first Porsche model that bore the Speedster name, its production run is limited to just 356 cars. A purist, open-topped two-seater with a low windscreen and double bubble convertible top lid, the Speedster is also a showcase for the department’s capabilities. In addition to its unique exterior styling, its interior features include unique leatherwork on the seats, dashboard, centre console and even the air vents, accentuated by unique designs for the steering wheel, shift knob and handbrake lever.

With the 911 Speedster, Porsche Exclusive kicks off a year chock-a-block with activities. The Porsche Museum plans a special exhibition, running from March to May, coinciding with a new book on the history of the department. The Porsche Travel Club will host a very special trip featuring the most highly-customized cars in June. And Porsche Exclusive can also be experienced live at the Nürburgring vintage vehicle grand prix in August 2011. 🏁

TRACK TALK



Dave Osborne
Track Chair

There is lots of important stuff and lots of important people in this month's Track Talk. I'd like to start off by congratulating some of them. Every year at the Awards Gala there are three special people in three categories who are honored by the Track Team for their efforts that year.

This year's recipients are Francois Faust, our Rookie of the Year. Andreas Trauttmansdorff is our Most Improved Driver and Abe Reinhartz is our Instructor of the Year.

Francois Faust, who hales from Georgetown Ontario drives a beautiful Yellow 997 C2S and drives it well. After attending the IDS in April of this year Francois attended every event we had, with the exception of Shannonville. A very pleasant and attentive student, Francois has progressed from the IDS, to the White run group, in this single season. He has certainly earned our respect and the title of Rookie of the Year.

Andreas Trauttmansdorff works hard at driving well. At our Shannonville event, the skies opened up during the last run group before lunch on Saturday. Gradually, one by one, the cars in that run group gave up plowing through standing water and entered the pits. Fifteen minutes later there was only one car left running. With John Adam's encouragement we decided to leave that brave driver out there, so he could get full use of his time. When it came time to break for lunch we had to flag him in and Andreas became my DE Hero that day. His progress, enthusiasm and his willingness to ask for instruction makes him our Most Improved Driver of 2010.

Abe Reinhartz. What can I say about Abe? He's a physician, a friend to everyone he meets, a spirited driver who has shared my fondness for 928's and a gifted teacher. Abe claims that he can teach anyone to heal & toe shift in thirty minutes and he willingly proves it at each of our events. Abe is one of those guys who asks you how your doing and really wants to know the answer. After a long period of being Porsche-less and torturing us with a series of Corvettes, Abe finally has another real car and we're all looking forward to sharing the track with him. I think that any student would be lucky to have Abe as an Instructor and I feel lucky to have him as a friend. Abe Reinhartz is everything an Instructor of the Year should be.

There was another award given this year, to someone who's efforts over the past ten years have done much to enhance our club. The Enthusiast of the Decade Award. That's the kind of recognition by your peers that marks the difference between a single achievement and ten years of giving selflessly to a cause you believe in. The winner of this prestigious award is our Chief Instructor, Stephen Goodbody. It couldn't go to a more deserving person. Since Stephen's dealings are mostly with the DE Instructors and the Track Team, many participants aren't aware of how valuable his service to the club is. Stephen organizes and runs the IDS events that are the foundation of our DE program. He maintains the quality of the Instructors, selects Instructor candidates from the DE ranks and carefully matches Students to Instructors prior to every event. His morning briefings at the Driver's Meetings are designed to insure all of our safety and his input at our planning stages is invaluable. Stephen is a humble, low key guy who is one of the backbones of our Driver Education program. While he probably doesn't want all this attention Stephen deserves this recognition. Thank you Stephen, for your decade of commitment to UCR.

There is one more group of important people who I'd like to mention. No matter who won or lost the elections, we have an enthusiastic Board of Directors with many new faces and many new ideas. We should welcome them and be grateful that these busy people are willing to take time away from their businesses and families to thoughtfully guide our club through another successful year. The Track Team looks forward to working with the new Board to safeguard our traditions while moving steadily forward. Welcome to you all. >

> Now that we have honored the important people, it's on to important stuff. The new 2011 Track Dates are posted in the front of this magazine. It's time to get your new calendar out and mark it all up. UCR members are privileged with an unusual power. We're able to mark dates far into the future and be guaranteed that those dates will be filled with fun and friends. So don't be shy, mark them all off. Our registration website will open, once again, at midnight on January 1st. There has been an unofficial race to the computer the past few years. Last year Phil Downe managed to beat me by thirteen minutes and signed up for the first event on the stroke of midnight. He was either very enthusiastic or having a really lousy New Years..... lol. My excuse is that I was having a great time and couldn't remember my password, but that's another story.

The Track Team has had its 2011 Planning Meeting and there are some small changes. We've managed to keep the tidal wave of expenses under control. We knew that the HST was going to have some effect, but with tight fiscal management we are able to start with a cost of \$287 per event. The total cost to you for our two day DE weekend in 2011 is only \$325 with tax included. The other

small change will be the IDS price structure. We found that those who continued on to the DE program were subsidizing those who didn't, so we've found a way to correct that. The IDS program will now cost \$250 with tax included. Everyone who does an IDS event will be given a \$50 credit toward their first Driver Education event, so those who continue with the program will get the increase back. We also waive the Fire Extinguisher rule for that event, so you don't have to make any modifications to your car to try it out. So if you are interested in giving Driver Education a try, don't hesitate to sign up for the Introductory Driving School and your first DE event. The difference will only be ten bucks! Your Track Team wants you to come out and enjoy your car's performance and we work hard to keep the costs in check.

Before I end here, I want to wish each and every one of you, peace, prosperity and happiness. Not just during the Holiday Season, but every day of your lives. While some of us haven't met yet, we're all the best of friends.

Dave ☒

Because not everyone drives like you do.

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Revive the Passion



Porsche 911 Factory Restoration

A cooperation of the Porsche Club of America, Porsche Classic and Porsche Club Deutschland.

CLASSIC

For the first time, Porsche Club of America will raffle off a fully restored classic -
a 1973 Porsche 911 T:
First “*publicly*” restored, then raffled off

Text and Photos, courtesy of Porsche AG

Aspectacular action for all lovers of classic Porsche vehicles: Porsche Classic is restoring a 1973 US version 911 T Coupé on behalf of the Porsche Club of America (PCA) under the motto “Revive the Passion”. The finished gem will be raffled off among PCA members and is to be publicly presented to the winner at the Porsche Parade in the USA in August 2011. Just this once, Porsche enthusiasts with a soft spot for oldtimers and youngtimers will be able to look over the shoulders of the Porsche Classic workshop specialists while they are working. During the next 12 months, this page will contain regular reports about the status of the restoration - in text, pictures and videos.

The idea for this unusual project sprang from a conversation between PCA representatives, Porsche Club Service and Porsche Classic at this year's Porsche “Rennsport Reunion” spectacular in Daytona. The Porsche Club of America, the largest Porsche Club in the world with 104,000 members, traditionally raffles off Porsche vehicles among its members twice a year. The raffled vehicles have always been new vehicles. However, this time a classic Porsche will be raffled off. But first it will be restored to its original condition by company experts in Zuffenhausen, its old home where it was once produced for the US market.

The PCA, Porsche Club Service and Porsche Classic specialists worked closely together in the search to find the right vehicle.

Club members were first able to take a look at the vehicle in its current condition at this year's Porsche Parade held in St. Charles in July. The 911 T has an air-cooled flat-six engine with a displacement of 2.4 litres. The engine produces 140 hp at 5,600 rpm. The narrow body of this 911, known as the F model, makes it a favourite among collectors. The vehicle in question was also delivered in the classic colour combination, silver (exterior) and black (interior). Since this F model was of the last model year, its value performance is considered to be especially high.



But this vehicle is interesting for Porsche Classic for a totally different reason. Not much is known about its history, but at first glance, time has left clearly visible traces. And over the years many parts have been added. These parts may be many things, but they are certainly not original parts. Jochen Bader, manager of the Classic Workshop: “We are looking forward to this challenge and

are proud to be able to show the general public how we work.”

For years, the Porsche Classic Workshop in Freiberg/Neckar, located only about 15 kilometres from the main Zuffenhausen plant, has been the place to go for all customers who want their classic Porsches to be kept in top condition. This is true for all models, from the Porsche 356 to the last air-cooled 911, the 993 model. Only genuine Porsche parts are used in this state-of-the-art workshop. Parts that are no longer available >



> are faithfully reproduced. After all, Porsche Classic not only ensures the worldwide parts supply, it can also draw on a large collection of original drawings of parts and tools. The workshop team professionally services around 250 Porsche oldtimers and youngtimers annually - from oil changes to thorough maintenance to elaborate, complete restorations. Including special wishes.

As with every restoration, the new owner of the 911 T will receive a book with comprehensive documentation of the work done on the vehicle, an exclusive plaque and a photo CD with around 1,000 pictures - all packed in a valuable leather case. But there is a lot of work to be done beforehand. This 911 from another era will first have to be stripped of its paint and then completely dismantled. Later, the finished bodyshell will be protected by the modern, life-extending cathodic dip coating. The restoration work also includes the complete reconstruction

of the engine and transmission as well as the interior fittings. Regular reports on this page will let Porsche fans experience the restoration process – including unforeseen and unwelcome surprises and problems that arise and how the workshop experts solve them.

The Porsche Classic workshop employees are ready. The 911 T has started on its trip to the USA and is expected to arrive in Freiberg/Neckar in the next few days.

After the dismantling and the straightening bench: the 1973 911 T is ready for the paint removal bath

Please see next month's issue of Provinz for the continuation of this story: Arrival and Dismantling.





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Winter Rims & Tires; from '03 Boxster I no longer own. Will fit 1997-2004 Boxster or S. 16" Porsche 5-star double spoke alloys with Porsche crest, black on silver centre caps. Some minor scuffs and nicks, but overall very good. Fronts 16 X 6. Rears 16 x 7. Tires are Dunlop Graspic DS-2, fronts 205/55R16, rears 225/50R16 with lots of life left in the treads. \$750. Call Mike at (905) 726-9027.

1997 C2S 993; Arctic Silver with black leather interior. Pristine condition with just 14,000 original miles! 18-inch twist wheels, lowered suspension, 6 disc CD, aluminum pedals, gauge rings, e-brake and shifter knob, hood shield, Bird armrest. Always garaged, all books, records, ownership history, cert of authenticity. All original paint with no dings, dents or scratches. New tires, battery, hood struts, 15k service - all within the last 1,500 miles. Looks and drives like a brand new 993! Certified and e-tested for \$59,900. Mark at 905-257-5403*

1996 993 C2; Guards Red sunroof coupe. Black leather interior with sport seats. Very clean condition inside (no smoke) and outside (no accidents and no winters). Around \$10,000 worth of performance-enhancing parts including: TechArt front spoiler, side skirts and fixed tail, B&M short-shift kit, H&R lowering springs with factory M030 suspension, new front rotors, stock street brake pads and Performance Friction RE97 track pads, K&N air filter, factory sport air box, engine cold-air intake, brake cooling ducts, Sparco Evo driver seat on sliders, Recaro SRD tilting passenger seat on sliders, Brey-Krause harness truss with 6-point harness, custom plush floor mats. Custom stainless steel cat-back free-flow exhaust system, AM-FM-CD sound system. 8.5 & 10 x 18 Mille Miglia Cup 3 wheels with new Fuzion ZRi (Bridgestone) tires. Tinted windows, removable hitch and wiring for small track trailer. The car has been lowered and balanced and is well at home on the street or track. At 102k miles it has been around, but the handling remains tight and the engine is strong and clean. Fresh tune-up including valve cover gaskets and distributor belt. This is a fine example of the last model of the classic air-cooled era of the 911. Car has no known issues. Most original bolt-on parts

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

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Attn: Kye Wankum, Editor
kye.wankum@rogers.com

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.

included with sale. Asking \$46,900. Contact Phil Tughan (25+ year Porsche Club member and national instructor). I've enjoyed this car for over 6 years, but considering a change. More pics by email. philiprt@magma.ca. Phone 613-850-8620 (Days), 613-592-3209 (Eves); Ottawa. Price: \$44,900.00.*

1999 Carrera 911; black on black. The exterior body is in excellent condition and was repainted in 2007 at which time 3M vinyl protection was added to key exterior locations and windows tinted. The leather seats and interior are free from defects, except for a scuff mark on the back of the driver's seat. The car is powered by a 3.4l motor and all mechanical components, including the six-speed transmission are in mint operating condition. The vehicle will be sold certified. This 911 is equipped with a factory-installed Cup Aerokit which includes an integrated front spoiler, side skirts and a bi-plane rear spoiler. Four new Toyo tires were installed in the summer of 2009 on Porsche's OEM 18" SportClassic II wheels. According to Pfaff, there are approximately 38,000 km on the new transmission and 54,000 km on the motor. Call or email for more info including pics. Price: \$27,500.00. Contact Keith Bryer at 705-358-4037.*

* These ads were copied from the UCR website. For many more listings, please go to 'Classifieds' at: www.pcaucr.org

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PERIPHERAL VISION



John Adam
UCR Historian

Our new President is our 30th and he is directing a club that has distinguished itself many times. We have been recognized as PCA Region of the year twice; our membership growth has been outstanding and trophied four times; our membership co-chairs Mark and Angie Herring were recognized for their singular effort when they received the Zone Representatives Award in 1992 and for their outstanding 25-years service at our Awards Banquet. Our newsletter has trophied several times, including 2010. Our web site remains amongst the finest in PCA. Our members have been recognized internationally, for example Botho von Bose as PCA Enthusiast of the Year.

We need to thank those who first had the idea to form a club. Geoff McCord was their leader. In 1976, perhaps it was just a band of enthusiasts who needed to learn how to fix their Porsches. Hans Pfaff was a proud supporter from the very start and the H.J. Pfaff dealership continues its support to this day. John Timbrell's 1976 911 Targa was a consistent Concours winner – now driven by Ken Jensen. The Mosport Porsche Park came on the scene in 1976. Mosport is still an important part of our Porsche Club activities.

We started with 25 members and we had 190 at our 10th anniversary in 1986. Today, we are over 1,600 strong + family members taking us to over 2,700. It took a while to really get rolling but baby, look at us now.

In October, 2007, I was pleased to be able to meet with the executive of Porsche Club Czech Republic and deliver greetings and best wishes on behalf of Porsche Club of America. In 2009, we met Porsche Club representatives from Austria and Germany while at Parade in Colorado. In June 2010, we saw our friends again in Vienna at the Euro Parade. In the Porsche Club, you can have friends everywhere.

Sometimes we find a way to give something to the community and sometimes we get back in other

ways. At the end of the day, it makes you feel good to belong to an organization like the Porsche Club.

Proper Protocol at Meetings

The janitor looked in amazement at the UCR dignitaries around the table after the November Board Meeting. After they finished their meeting, there was a flurry of standing and sitting until all were on their feet and they swept from the room. He asked secretary John Van Atter for an explanation.

"The tradition," **John Van Atter** replied, "goes back a long way. When the meeting is over, the President, **Martin Tekela**, can move (either sit or stand) at will. However, the Vice President, **Mario Marrello**, can move only while the President is seated. The DE representative, **Del Bruce**, can go for coffee only while the Vice President is seated but the President is standing. The director responsible for Goodie Store, **Richard Bain**, can move only if the Newsletter Editor, **Kye Wankum**, is seated. Finally, the Autocross Chair, **Mario Marrello**, can move only if the Secretary is seated and the Treasurer, **Tomiko Murk**, has risen. The Provinz Publisher, **Phil Downe**, is usually free to do as he pleases."

"It seems complicated, but after a while, they get quite good at mastering the moves and getting into the elevator before it is full."

New officers have now been elected to the Board. They must take careful note of the protocol at these important meetings. We wish them well in their endeavours.

When you open the bubbly later this month, make a toast to the good times and happy memories made possible by the Porsche Club of America, Upper Canada Region Inc. In 2011, we look forward to continued good times with good friends in the Porsche Club.

Happy Holidays and a Happy New Year! ❄️

BOARD MEETING

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

Held at: Mimico Cruising Club

Attending: John Adam, Matthew Au, Richard Bain, Del Bruce, Phil Downe, Graham Jardine, Mario Marrello, Patrick Michaud, Martin Tekela, Kye Wankum, and John Van Atter.

Regrets: Danny Kroll, Otto Mittelstaedt, Tomiko Murk, Richard Roell, & Laurel Ward

Meeting Open: 7:12 PM

John Van Atter

Review and approval of October minutes:

Moved by Phil Downe seconded by John Adam and carried unanimously.

John Adam

Planning for 2011 to be held at the Adam Home on Sunday November 28th at 1:00 in the afternoon

The November Awards Gala:

- 53 registrants so far
- LCBO License is ready to pick up
- All seems to be under control

Matthew Au for Tomiko Murk

- An additional \$20,000.00 has been put into a new GIC for a total of \$60,000. The interest rate is 1% for the first 12 months
- YTD Financial update
 - The \$1,600 + HST for the sale of the trailer has been received and deposited
 - The NNJR cheque has been recorded in the financial statements presented. The cheque will be sent once we have transferred sufficient funds into the USD account
 - The Red Cross donation that someone questioned at the last meeting was recorded in General Expense, it has now been reclassified into Charity/Auction Donation
 - It was suggested that the Moneris fees be shown separately from regular bank charges
 - The year was a success financially
 - The question was raised as to how much the track deposits would be; it was thought they would run about \$25,000.00 - \$26,000.00
 - Martin thanked everyone for a tremendous effort

Richard Bain

- **Motion** made by Richard Bain, seconded by John Adam
- **RESOLVED**, that the annual meeting of the members of the Club to elect officers of the Club be held at Mimico Cruising Club on Tuesday, November 9, 2010, at the hour of 8:00 p.m., for the purpose of electing the President, Vice-President, Secretary, Treasurer and six Directors-at-Large, to hold office for the year ending November 30, 2011, subject to and

in accordance with the By-Laws of the Club, and in that regard the form of Notice calling such meeting which was mailed to the members of the Club with the October, 2010 edition of Provinz, and the form of ballot to be utilized for purposes of voting, a copy of which is posted at the Club's website and was approved by the Nominating Committee, are hereby approved; and the mailing of such Notice as aforesaid to the members of the Club is hereby ratified, sanctioned and confirmed.

- passed unanimously

Goodie Store report:

- The sales from the operation of the Goodie Store at this year's Club Race have been accounted for by Nautical White (Andy Hunt) and paid for. Indeed, we were overpaid, as Nautical White neglected to charge us and withhold HST on about \$550 of 2010 Club Race shirts added to Goodie Store inventories. As in past years, the Club Race items that remained at the end of the weekend (left over from those purchased by the Club from Nautical White to be given to the Race Weekend participants) was returned to Nautical White for credit to the Club and then re-sold to the Goodie Store at the same prices. The final amounts are being calculated by Richard and Andy and Richard will report to the Board subsequently.
- The report and payment for the Goodie Store operation at the Octoberfest Mosport weekend is expected to be received shortly from Nautical White and will be reported by Richard to the Board.
- Richard noted that under the new regime of operation, our investment in the Goodie Store continues to be repatriated, and at any point we know almost to the dollar exactly where we stand as regards the Goodie Store.

Del Bruce

IDS

- April 16th Mosport
- April 30th Mosport
- August 27th Shannonville

DE Events

- May 14th & 15th Mosport
- June 11th & 12th Mosport
- July 15th, 16th, & 17th Mosport with NNJR
- August 27th & 28th Shannonville
- September 24th & 25th Mosport
- October 15th & 16th Mosport
- October event drew 128 drivers
- Total attendance this year 683 versus 595
- There will be an instructor day to be held at the Driver Development Track
- Martin thanked the track team for an excellent effort ➤

> Phil Downe & Kye Wankum

- Provinz went into the mail on November 1
- Efforts to increase “technical” content have been very successful:
 - Winter storage preparation – Bestline Auto Tech
 - Maintain your Brakes – Pedros Garage
 - Other technical articles in the “pipe-line” from Jay Lloyds and Restoration Design
- Ad revenue is down this month, to \$7,750.00 but still ranks as the 2nd highest month for Advertising revenue in Provinz history.
- Last month's poll on Provinz mail delivery times was very positive and showed delivery times to be essentially within Canada Post guidelines.

Yorkville Exotic Car Show:

- The Ferrari Club our partner car club in the Yorkville Exotic Car Show is now vetting the Yorkville Exotic Car Show financials prior to the issue of a check to SickKids foundation.
- Final Results:

| | |
|------------------------|-------------|
| YES Financial Summary: | |
| Total Revenue: | \$51,701.40 |
| Total Costs: | \$31,673.43 |
| Net Benefit: | \$20,027.73 |

Danny Kroll

Argo Event

- 59 Attendees.
- Very close game.
- The group had an on-field tour and private buffet dinner with roast beef, chicken wings, salad, pasta salad, etc. and level 200 seats, all for \$82.
- Prizes were also awarded.
- Eshel has agreed to chair this event next year.
- Write-up on website from Phil.
- Write-up and photos by Eshel will be sent to Kye for Provinz.
- To the board it was fun serving on the board with everybody.
- I thank you for the experience, and wish you all success in the future and will see you at Mosport

Mario Marrello

Zone 1 Presidents' Meeting Update November 12th and 13th in Latham New York

- Mario will be attending the Zone 1 President's meeting in Latham NY as the 2010 Vice President on behalf of UCR

Autocross

- One beam emitter made its final appearance as it failed to survive the final clean-up of the year. It will be replaced
- This year had the best ever total attendance on record, looking forward to next year.

Patrick Michaud

Elections first one in many years to be contested in many areas

- A brief discussion and clarification of the election process took place

Martin Tekela

- Membership continues to increase with total growth of +1 to 2,745 members.
- Special thanks to each and every BoD member for a great year of organizing successful and well-attended member events

New Business

Open House (shift into Spring) needs a leader and a chair must be a primary focus for the new board.

- A brief discussion took place and the names of Paul Ip and Richard Shepard were mentioned as potential Event Co-Chairs.

Donation To Assist Newfoundland Communities

- Phil Downe informed the Board that Targa Newfoundland is seeking support for Newfoundland Communities devastated by Hurricane Igor, which hit just a few days after this year's Targa Newfoundland had ended. Entire communities were flooded, with roads, bridges, cars and homes washed away. The Burin and Bonavista peninsulas were particularly hard hit. Roads that a few days before had challenged the Targa competitors are no longer there. The Targa's host community of Clarendville suffered heavy damage.
- Robert Giannou of Targa Newfoundland is asking for donations to help fund the relief efforts. The donations are requested to be made to Rotary Club of St. Johns' Northwest Foundation Hurricane Igor Relief Fund, which is co-ordinating with Canadian Red Cross and Rotary International.
- Moved by Richard Bain, seconded by Patrick Michaud and carried unanimously, that the Club do so donate the sum of \$1,000, of which \$866.69 be accounted for by elimination of the reserve for charitable donations in that amount which appears in the Club's balance sheet.

Next meeting will be the planning meeting to be held at John Adam's house on November 28th

Meeting adjourned at 9:00 🌀

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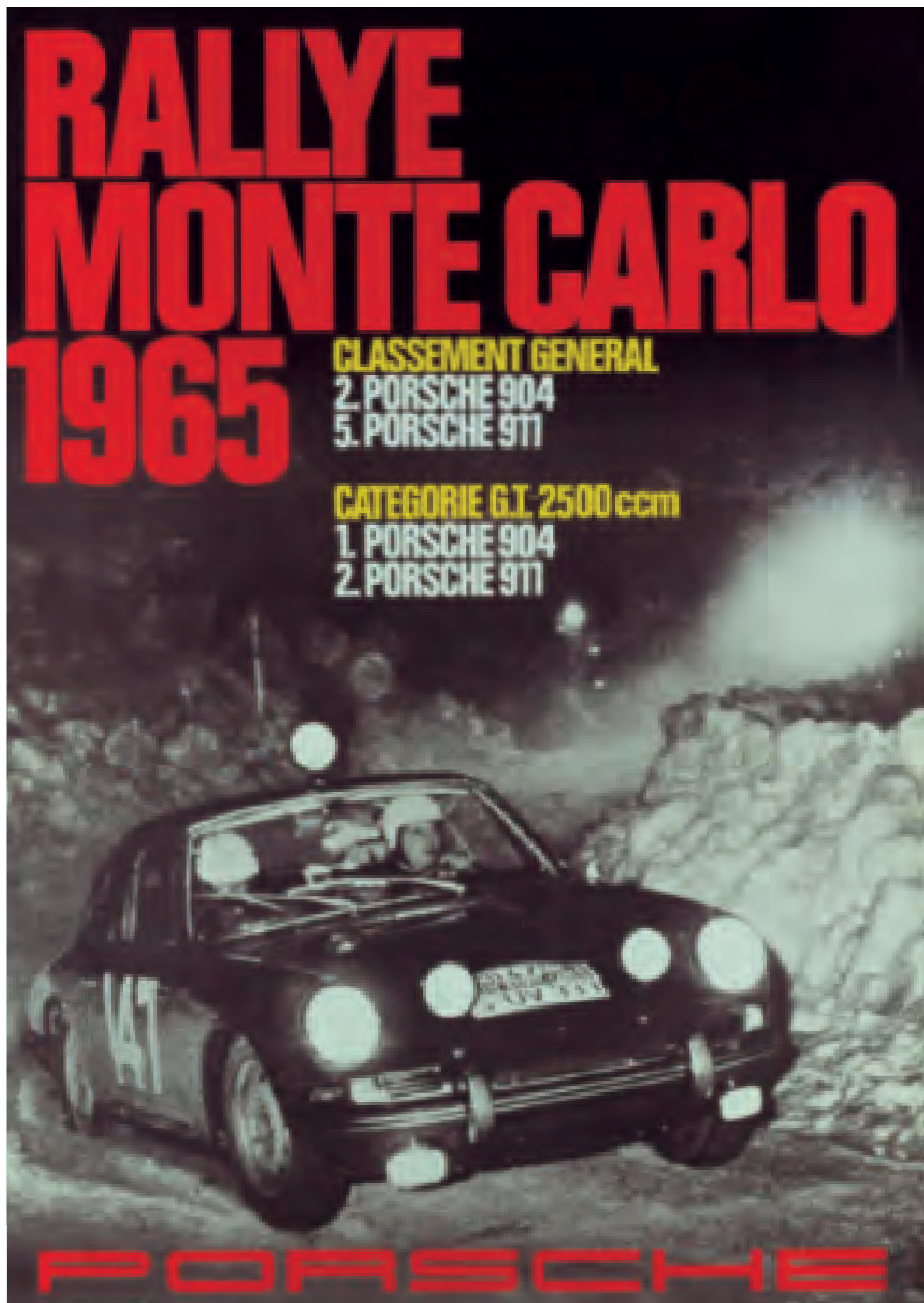
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