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



February 2010

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EDITOR
Kye Wankum

ART DIRECTION & PRODUCTION
Kye Wankum

UCR CLUB PHOTOGRAPHER
Michael A. Coates

CONTRIBUTING PHOTOGRAPHERS
Graham Jardine
Ken Jensen
Andreas Trauttmansdorff
Jeff White
Eshel Zweig

PUBLISHER
Phil Downe

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CONTACT UCR

Angie or Mark Herring at (905) 854-3332
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News

Concours Show & Shine 2010	09
Zone 1 Dates & Notes - Botho von Bose	10
Save The Date! Annual Spring Tour - Jeff White & Mary Byczok	10
30th Zone 1 Tech Tactics - Botho von Bose	11
UCR Ski Day	12
Zone 1 Concours d'Elegance & Rally	13
Haiti Relief	39
Porsche Volunteer Resume	45

Departments

President's Message - Martin Tekela	4
New Members - Angie & Mark Herring	7
Membership Anniversaries - Angie & Mark Herring	7
Editor's Ramblings - Kye Wankum	8
The Way We Were - UCR Historical - John Adam	9
Letters to the Editors	10
UCR Fun Runs - David Forbes	31
The Mart	40
Board Meeting Minutes from Nov 3, 2009 - Jack Webb	42
Board Meeting Minutes from Nov 26, 2009 - John Van Atter	43
Board Meeting Minutes from Jan 5, 2010 - John Van Atter	44
Who's Who In Upper Canada	45
Advertiser Index	46

Features

Nürburgring 24 Hour Race	14
All-B.C. Team Confident After Testing For 24-Hour Race	15
24 Hours of Daytona, USA - Porsche AG	16
The Technicalities of Getting From Street to Track - Phil Downe	20
The New Porsche 911 GT3R - Porsche AG	26
My First Race At Daytona - Richard A. Bain	32
10,000th Panamera Leaves Porsche's Leipzig Plant - Porsche AG	35

Columns

Driver's Dream - Raffaele Sasso	34
Track Talk - Dave Osborne	36
Peripheral Vision - John Adam	38

Track & Technical

Regional Tech Centres	41
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Photograph from the 2009 Grand Am season, courtesy of Porsche AG

PRESIDENT'S MESSAGE



Martin Tekela
UCR President

I hope everyone has been enjoying this interesting winter. Snowfall has been lighter than normal through mid-January but we've certainly had more cold weather than usual. I'm looking forward to next month's UCR Ski Day. Tom Tutsch will be our host for an amazing day of skiing at the Osler Bluff Ski Club in Collingwood. Please mark March 5 in your calendars as this is the date for some healthy outdoor winter exercise, followed by a great après ski gathering at Tom's chalet near the base of Osler Bluffs. Bring your Porsche if you can because parking at Osler is safe and we'll be sure to make a lasting impression on the Osler Bluffs SUV and wagon crowd.

Registration for the 2010 Driver's Education season is well underway and is open to drivers in all run groups. There are two IDS schools at Mosport in the spring and a third will be held at Shannonville in August. If you're a rookie track driver, these IDS schools are a must before you can register for a regular DE event.

Now is a good time to start planning what PCA DE events outside of our region you might be considering this year. Hotel rooms need to be reserved and vacation days need to be booked off. Hazel and I always try to get to one new track each year. This year we are considering doing one PCA DE event at the fairly new Thunderbolt/Lightning circuit in New Jersey. We're also looking into the possibility of a DE event that PCA regions will be hosting at the Beaver Run or Pocono tracks in Pennsylvania. We have definite plans for PCA DE events at Watkins Glen, NY, Le Circuit Mt. Tremblant, QC, Calabogie, ON and Summit Point, WV. We kept a fairly low profile in terms of PCA DE events in 2009 due to the soft economy, but we are revving to do more PCA DE events this year.

Please note that besides the 2010 UCR DE schedule, we are only planning to attend DE events that are hosted by other PCA regions. The PCA DE program, whether hosted by UCR or other PCA Regions, offers drivers a very consistent "product" in terms of run group classifications and skill levels, driver training and track terminology, track rules and overall safety procedures. There are many other "lapping days" on the market hosted by a variety of organizations. Unfortunately, the quality and safety of these events varies widely. UCR will no longer allow advertising or promotion of non-PCA DE events in our Provinz newsletter or on our website. Please consider your choice of event very carefully.

The traditional annual swap meet called "Shift into Spring" will be held on May 2, 2010 at Pfaff Porsche and we welcome the team of Danny Kroll and Jeff Wagman as lead organizers for this event. We would encourage everyone who has anything Porsche related to reserve a tabletop to display and promote their wares. We are hoping to make this a much bigger and better event in 2010.

Laurel Ward is now getting involved in the planning and organizing of the UCR Monthly Socials. Member feedback has indicated that many members would like to have guest speakers at these monthly functions. We've given Laurel a list of popular speakers from the past, but if anyone has any suggestions and/or contact info for a future guest speaker, please let us know.

Hope to see you at an event soon. 🌀



2010 Calendar of Events

Please check future issues of Provinz for 2010 Calendar updates. As always, for last minute updates on all events, please check the UCR website at www.pcaucr.org

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 (refer to the website)
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 (refer to the website)
11 Tues UCR Social Meeting (refer to the website)
15-16 Sat UCR Driver Education at Mosport
16 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
28-30 Fri-Sun Zone 1 Club Race at Watkis Glen, NY
28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield

JUNE

5-6 Sat-Sun UCR Driver Education at Mosport
8 Tues UCR Social Meeting (refer to the website)
18-20 Fri-Sun Zone 1 - 48 hrs @ The Glen
20 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

JULY

3-9 Sat-Fri Porsche Parade in St. Charles, Ill
13 Tues UCR Social Meeting (refer to the website)
11 or 18 Sun Concours d'Elegance (refer to the website)
23-25 Fri-Sun NNJR/UCR Driver Ed at Mosport
30- Aug 1 Fri-Sun PCA Club Race hosted by UCR at Mosport

AUGUST

10 Tues UCR Social Meeting (refer to the website)
8 or 15 Sun UCR Tour with Ontario Wine Society
21-22 Sat-Sun UCR Driver Education and Introductory
Driving School at Shannonville
27-29 Fri-Sun Porsche Park at the ALMS race at Mosport

SEPTEMBER

9-12 Thu-Sun PCA Escape, BC
14 Tues UCR Social Meeting (refer to the website)
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
(refer to the website)
10 Tues UCR Social Meeting (refer to the website)
16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

9 Tues UCR Social and Elections at Ciao Bella
Restaurant in Concord
20 Sat UCR Awards Banquet UCR Awards Banquet
(refer to the website)

DECEMBER

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

EVENTS



Social Events

Submitted by Richard Bain and Laurel Ward

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

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

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

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

UCR Socials Locations for the beginning of 2010:

January

The Grille Restaurant & Bar

1596 The Queensway (second block east of Highway 427)

February

Mandarin Restaurant

200 Queen's Plate Dr.

(Hwy. 27 N. of Rexdale Blvd.)

On the East side of Hwy 27

North of Rexdale Blvd

(across from Woodbine Shopping Centre)

March

Izba Restaurant

648 The Queensway

(Four blocks east of Royal York Road)

DRIVER ED

Introductory Driving School

Saturday, April 17th - Mosport Training Facility

Saturday, May 1st - Mosport Training Facility

Saturday August 21st - Shannonville Facility

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

Driver Education Programme Dates

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

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

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

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

Friday thru Sunday, July 24th, 25th & 26th - CanAm at Mosport Grand Prix Track

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

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

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

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

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

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

Multi Marque Event with German Food & Beverages, Porsche, BMW, Audi, Mercedes Welcome! Multi Marque Event with German Beverage and Sausages. Porsche, BMW, Audi and Mercedes Welcome!

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

WELCOME!

NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
Russ & Lynda Bruch	Mississauga	09-911C4S	Marilyn Riepert
Patrick & Sheri De Meester	London	04-911C4S	
Kevin Donahue	Torbay, NL	84-911	Trf-In Acadia Region
Francois Faust	Georgetown	01-911	
Richard & Andrew Grace	Hamilton	71-911	
Brad Marsland	Waterloo	10-Cayenne	Paul Cipparone
Ron McKenna & Pat Shields	Guelph	03-911	
Angelo Micone	Beeton	77-911S	Mantis Racing
Ian & Sheila Oag	Toronto	90-911	
Michael O'Connor	Kingston	03-911	Rob Plexman
John Peck	Oakville	05-911S	
Arthur & Gregory Quinlan	Strathroy	01-911T	
Justin Wortley	Burlington	06-911	

CONGRATS!

ANNIVERSARIES

20
YEARS

Stephen Goodbody
Patricia Caughell

15
YEARS

Rudi Hafen
Kenneth Lo

10
YEARS

Laurence Gutcher
Joanne Menchions
Don Norman
Carolyn Velikonja

5
YEARS

Kurt Bergmanis
Marco Ervalho
Jamey & Jayne Feyen
Jane Gutcher
Adam Kurnik
Jim Reym
Margot Ridley
Ashley Speller
Evgene Stojanov



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

You know spring is in the air when talk starts to revolve around the 24-hour sports car race at Daytona – the Grand Am Rolex 24. Over the years many of us have made the pilgrimage to that Mecca of Porsche racing successes. This year, I'll only make it as far as Aurora to hang out with my buddies in front of a large screen TV. Just as the real thing though, this will be a lengthy affair with lots of food, a few beers, many a racing story of old, and speculations on what the new racing season may have in store for us. All of this, of course, will be accompanied by the sweet sound of Porsche racing engines going on, and on, and on - late into the night...

It can be a little nippy there at this time of year; I've seen the temperature drop from the eighties one day to the low forties the next. Rain can be, and often is, also a major factor in the race. So, yes, spring may be in the air but it sure isn't quite here yet. For that we have to wait for our next annual milestone in sports car racing, the 12-Hours of Sebring in March; another great pilgrimage destination and certainly a story for a future issue of Provinz.

So, this issue is all about getting you warmed up for Daytona, while we will give you some race coverage and results in next month's issue. Richard Bain gets us going with a little chuckle, as he describes his first appearance there and Porsche AG is giving us a taste of who's who in the drivers' seats.

Following the racing theme, we have coverage on the release of the new 911 GT3R this month, as well as a tidbit on Walther Röhrl getting ready to compete at the 24-hour race at the Nürburgring this year - in a road car, no less! We will continue the coverage on the water-cooled 911 racing cars in next month's issue, as the release of the new 'R' marks the 10th anniversary for them. No fewer than three of your fellow UCR club members bought one of the first batch of 'R' cars ten years ago. If you can give me the correct answer on who they are in time for next month's publication, I will give you a 1:43 scale model of one of the cars (first received correct entry wins – one prize only).

Phil Downe is back with the third installment of his coverage on taking his 944 road vehicle through the transformation into a dedicated track car – this month truly in living colour! Check out his series of articles and join in on the discussion about the project in the technical forum on our web site.

Last month you will have received our new membership recruitment cards with your mailing of Provinz. They were not mentioned in the magazine, as they arrived somewhat last minute. We want to thank Porsche Cars Canada Ltd. for generously sponsoring these cards. They serve a dual purpose: one, they give you a condensed version of what UCR is up to over the next couple of months; and two, they help you recruit new members for our club. Put them on the windshield of a Porsche that you come about and aren't familiar with. It just might prompt someone to join. ☘

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THE WAY WE WERE...

25 Years Ago

Phil Hucker was pleading for a person to come forward as president. Sherry & Wilf Danner were Enthusiasts of the Year. The three-day Zone 1 DE weekend at Watkins Glen was \$65. Bruce Farrow wrote a lengthy article about getting into vintage racing. He mentioned Dan Proudfoot as another vintage racer. Dan now drives a vintage 911 at our DE events. It's the California car you may have read about in the news. Bruce Farrow listed two pages of parts for sale. Mark & Angie Herring designed a new club crest.

20 Years Ago

We were waiting to see if UCR had reached a year end count of 600 primary members. Mobil 1 was the next new thing in engine lubricants. Topic at the February Social was the Rothmans-Porsche Turbo Cup Series. Pictures from the December Social were of a gift exchange – where the gifts kept being exchanged. Howard Dexter's Offline was all about the 964, aka Carrera 4.

15 Years Ago

John Van Atter was raising money for charity. Paul Roberts was hosting our first Ski Day. DE fees were up to \$195 for the weekend. Karl Thomson designed a new club crest. Patti Green was President and shared a long message with the membership. Autocross from the previous year was reviewed. Mike Tamblyn bought Heimrath's Turbo Cup 944. A big UCR crowd was visiting Daytona for the 24-hour endurance race. Amongst newcomers were Franz Chwojka, Geoff Davies, Delis Lus and Alex Veronac. We carried the baby picture of Jacqueline Elizabeth Metcalfe. In three years, she can be driving dad's 356 on the track. Howard Dexter took his 928 to Mt Tremblant in a winter blizzard. Winter tires. No problems, eh?

Contributed by John Adam, UCR Historian

WANTED

CONCOURS SHOW & SHINE 2010!

Upper Canada Region is looking for Chairpersons to organize and plan the 2010 Concours.

If you are a member and are looking for a way to participate and get involved, this is an excellent opportunity to help out with the club, while having fun planning what has been one of our biggest events.

Assistance is available, as well as a template to help with the event planning. To further discuss this important annual UCR event, please email to danny.kroll or richard.roell

YESTERDAY, TODAY, AND TOMORROW



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Zone 1

Dates & Notes

Did you reserve your spot at Tech Tactics, Feb 27th at Danbury Porsche (please note venue change) with Hurley Haywood as the guest speaker?

The next Zone 1 event is the Concours d' Elegance and Rally at the famous Old Westbury Gardens on Long Island the weekend of May 15th & 16th.

Other events are:

- Porsche Clash @ the Glen, May 28th - 30th.
- 48 Hours, DE at Watkins Glen, June 19th & 20th.
- Autocross in Devens, MA, August 29th-30th or at Torbay Beach, NY in October

National events not to be missed:

- Parade in St. Charles, IL, July 3rd - July 9th
 - Escape to Sun Peaks, BC, September 9th - 12th
- www.pcaescape2010.com

Some of the dates are not yet cast in stone. Please check with me or go to the Zone 1 site Zone1.pca.org. Please see the ad for Tech Tactics elsewhere in this issue. Come and show the UCR flag

Botho von Bose, Zone 1 Rep



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Save the date!

The Annual Spring Tour

at a great new location...

**The Little Inn of
Bayfield**

www.littleinn.com

May 28-30, 2010

your hosts Jeff White and Mary Byczok

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.

CHANGE IN VENUE!

ONLY 150 TICKETS!

NONE AT
THE GATE!

The 30th Zone 1 Tech Tactics on February 27th, 2010 at Danbury Porsche in Danbury, Connecticut

Carrera GT on Lift: David Langton

Tech Session Location

Danbury Porsche 23 Sugar Hollow Road Danbury, CT 06810 <http://danbury.porschedealer.com>

Hotel Location

Ethan Allen Hotel 21 Lake Avenue Extension Danbury, Connecticut 06811-9956

Speakers (subject to change) Hurley Haywood

Allan Caldwell, PCA Technical Editor George Beuselinck, PCA Tech Committee-944

Chip Hall and Chris Partelow, Danbury Porsche Jim Newton, "The Best of Jim Newton"

Paul Gagliardi, PCNA, PDK and Panamera John Paterek, PCA Tech Committee-Interiors/Exteriors

Chris Powell, PCA Tech Committee 911 (1984-1994) Joel Reiser, 911 (1995-2004) incl. Cup cars

Will DiGiovanni, Boxster and Cayman John Veninger, PCA Tech Committee – 928

Weekend Schedule

Hospitality: no host bar at Ethan Allen Hotel **Registration Saturday:** 7:30 am

Tech Sessions Saturday: 8:00 am - 5:30 pm **Saturday Evening:** 6:30 pm, Cocktails at Ethan Allen Hotel

7:30 pm, Dinner at Ethan Allen Hotel **Dinner Speaker:** Hurley Haywood

The Ethan Allen Hotel Reservations: Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru January 29th, 2010 (\$99 per night, plus tax (\$11.88); single or double occupancy) Call 203-744 1776 or 1 800 742 1776. Hotel parking available. (I-84 East.) Take Exit 4; at the light, turn right. Hotel will be on your right, after the underpass.

Registration: ANY questions, please call the Registrar Patti Torre-Dobush 518-477-6501 or e-mail her . Registration via clubregistration.net only. Payment must be in US dollars.

UCR Ski Day

at Osler Bluff Ski Club



Photo of 2008 UCR Ski Day
by Gabi Armstrong

The annual UCR Ski Day will take place on Friday, March 5th, at the Osler Bluff Ski Club. Those who have participated in the Osler event over the past few years rave about this day and this year's event promises to be even better. Here are the details:

Date: Friday March 5, 2009

Place: The Osler Bluff Ski Club

- Osler is the premier private ski club in Ontario located near Collingwood.
- Appropriate terrain is available for all levels of skier.
- Ski and snowboard rentals can be arranged with advanced notice.
- Lessons are available with advanced notice.
- Cross country and snow shoe trails are nearby.
- An après ski, with optional hot-tub, will be hosted at a nearby ski cabin.
- Lift tickets will cost \$65.00 per person for PCA members and guests, with modest discounts for youth and students.

To register or ask questions, please call Tom Tutsch at (416) 359-4033

- Tom Tutsch will be your organizer/host for the day.
- Travel time from the 401 and 400 intersection is about 105 minutes, if you are coming from the south or east.
- Travel time is similar from 400 and 427 if you are coming from the west.
- Open to Members and their families and guests.

Last year's event was great fun for those who chose to attend. I hope many of our members and their guests are able to join us this year. For directions, please see www.oslerbluff.com



Zone 1 Concours d'Elegance & Rally

May 14, 15 & 16, 2010

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

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

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

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

Weekend Schedule

Friday Evening Registration & Hospitality

Saturday Mid-day - Rally (starting from LaQuinta Inn)

Saturday Morning - Registration & Rally Novice School Saturday Evening - Dinner & Rally Awards

Saturday All Day - Concours Preparation

Sunday All Day - Concours d' Elegance at the Old Westbury Garden's and Mansion in Westbury

Hotel Reservations

The LaQuinta Inns & Suites of Garden City is the host hotel for the weekend. Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at (516) 705-9000 (before April 13, 2010 to receive group rate) and asking for the Zone One Porsche Club of America rate of \$149.00 per night.

Concours, Rally & Dinner

Pricing Information (dates are postmark)

Concours Only - \$30/car (\$40 after May 1)

Rally Only - \$30/car (\$40 after May 1)

Concours & Rally Combo - \$45 (\$60 after May 1)

Saturday Dinner - \$45 per person (\$60 after May 1)

Registration is to be completed at
www.ClubRegistration.net.

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

Nürburgring 24 Hour Race

Walter Röhrl competes in standard
Porsche 911 GT3 RS



Porsche ambassador and test driver Walter Röhrl (62) will contest the Nürburgring 24 hour race in May 2010. The double world rally champion pilots a standard Porsche 911 GT3 RS. This marks the first time since 1993 that Röhrl competes in Germany's largest automobile race.


Since 1993, Röhrl has conducted tests in every standard Porsche vehicle on the Nürburgring-Nordschleife. "Right from the word go, the new 911 GT3 RS reminded me of race vehicle," says Röhrl. "No other road-going 911 has ever been as close to a race car as this current GT3 RS. That's why I'm thrilled to be able to prove that this sports car is up to the challenge of the 24 hour race."

The new Porsche 911 GT3 RS is powered by a 450 hp, 3.8-litre, six-cylinder boxer engine. The high-revving unit reaches a specific output of over 118 hp per litre. Developed in the motorsport department at Weissach, the 911 GT3 RS is fitted with a particularly short transmission ratio for racing purposes as a standard feature. The dynamic engine mounts featured as standard con-

tribute to improved driving dynamics. Depending on the driving situation, the mounts change in their stiffness and damping effect, improving the connection between the engine and body when driving under racing conditions. The aerodynamics is consequently designed for downforce - another forte for track racing.

"In the last years, Porsche racing vehicles have performed brilliantly at the 24 hour race on the Nürburgring with their speed and extraordinary reliability," says Hartmut Kristen, Head of Porsche Motorsport. "Four times straight, it was the Porsche GT3 RSR that was the vehicle to dominate the overall classification. I'm very pleased to see one of our Weissach-developed road-going vehicles competing parallel to the thoroughbred racers and proving its suitability for long distance competition."



The 38th running of the Nürburgring 24 hour race takes place from 15 to 16 May 2010. Every year, this event attracts far more than 200,000 spectators to the Nordschleife. 

ALL-B.C. TEAM CONFIDENT AFTER TESTING FOR 24-HOUR RACE

January 10, 2010, Daytona Beach, Florida


Returning home to B.C. after testing here for the Rolex 24 at the end of January, Vancouver's Bullet Racing is more confident than ever for a good result at the prestigious, twice-around-the-clock event.

"The weekend was everything I could have hoped for and more," said Bullet Racing's Team Owner Steve Paquette, "The Porsche GT3 race car performed faultlessly, the crew did a fantastic job setting it up and all four drivers did an amazing job behind the wheel. We made progress each day and by Sunday afternoon, we all realized that the team's third visit to Daytona really should be its best ever."

Without a doubt, Bullet Racing's all-B.C. driver line-up was most impressive... Led by the highly experienced racing duo of past Rolex 24 winner Ross Bentley and Porsche factory driver Kees Nierop, they were the model of speed and consistency throughout the test. "The goal this weekend was for all four of us to get used to the car as well as each other so that we work well together for the entire 24-hour race," claimed Bentley, "We definitely did that and the outright speed of our two younger drivers simply blew me away!"

Ross really should not have been surprised at the performance of fellow drivers Sean McIntosh and Darryl O'Young. In spite of their relative youth, their racing resumes prove that they are among the best Canadian racers ever, having already proven themselves as stars Internationally. For example, in addition to finishing well in both the ultra-competitive British Formula Renault and World Series by Renault Championships, in 2006, Sean represented Canada in the highly-acclaimed A1GP Series. For his part, Darryl has proven his worthiness by capturing 2 Porsche Carrera Cup Championships in Asia, competing successfully for two seasons in the Porsche SuperCup in Europe and most recently, by racing the entire 2009 season in the prestigious FIA GT Championship in a Porsche GT3 RSR.

"Perhaps the most significant result from our Daytona test was the way the entire team gelled together" added Paquette. "Everyone is on the same page. Racing for 24 hours straight is quite a daunting challenge but we are all committed to finish and to finish well. Even more importantly, finishing well also means that we will raise lots of money for the B.C. Children's Hospital!"

Before and during the Rolex 24 in Daytona Beach on January 30 and 31, Bullet Racing will be collecting donations from both per-lap pledges and lump sum payments as part of the B.C. Children's Hospital Foundation's SUPERHERO campaign. For more information, please visit the team's website at www.bulletracing.ca 





24 Hours of Daytona, USA

Strong Porsche contingent at Florida classic

Text and Photos, courtesy
of Porsche AG press archives

As title defender and the most successful manufacturer in the history of the Daytona 24 hour race, Porsche returns to the long distance classic in Florida on the last weekend in January with yet another strong line-up. Spearheading the contingent is the Porsche Riley of Brumos Racing, who last year pocketed the 21st overall victory for Porsche. At the time-honoured season-opener of the American Grand-Am Series, a total of six Porsche works drivers compete for various customer teams.

Traditionally, Porsche is well represented with the 911 GT3 Cup in the fiercely-contested GT class. Last year's winners Joerg Bergmeister (Germany) and Patrick Long (USA) have good chances to again grab victory. The Porsche factory pilots share driving duties with Seth Neiman (USA) and Johannes van Overbeek (USA) for the TRG/Flying Lizard Motorsports team. "This race is a fantastic

start to the new season," says Joerg Bergmeister. "In Daytona, drivers gather from a wide range of race series and that makes it particularly exciting."



TRG brings two 911 GT3 Cup racers for Porsche factory pilot Wolf Henzler (Germany, #66), and

his works driver colleagues Timo Bernhard (Germany) and Romain Dumas (France, both starting number 71) to tackle the long distance classic that was run for the first time in 1962. Their factory driver colleague Richard Lietz (Austria) competes for Magnus Racing, teaming up with the winner of the Porsche Mobil1 Supercup, Jeroen Bleekemolen (Netherlands). Porsche claimed



➤ its first victory at Daytona back in 1968 with Vic Elford, Jochen Neerpasch, Rolf Stommelen, Jo Siffert and Hans Herrmann at the wheel of the Porsche 907.

In the Daytona Prototype class, Brumos Racing is again regarded as one of the favourites for overall victory. At the wheel of the Porsche Riley run by the successful customer team based in Jacksonville/Florida sit David Donohue (USA) and Darren Law (USA) with Hurley Haywood (USA), Butch Leitzinger (USA) and Raphael Matos (USA). Joao Barbosa (Portugal), who last year clinched third at Daytona with Brumos Racing, now drives the Porsche Riley of Action Express Racing – with Audi works driver Mike Rockenfeller as one of his team mates. The Spirit of Daytona Racing squad fields the third Porsche-powered prototype. With former Indy500 champion Buddy Rice (USA) and Antonio Garcia (Spain), one of last year's winning drivers in the Brumos quartet, this team also has a top class driver line-up.

One driver, however, travels to the 48th running of the long distance classic in America's sunshine state with a touch of melancholy: For Hurley Haywood, one of the most

successful sports car pilots in the world, this is the last time he contests his favourite race. "At some point you have to step aside and make room for younger and faster drivers," says the five-time Daytona victor and multiple winner of the Le Mans 24 Hours and the 12 Hours of Sebring for Porsche. On 4th May he celebrates his 62nd birthday. For his Daytona farewell he has one wish: "It would be wonderful to close this chapter of my life with a victory."

The 24 Hours of Daytona takes off on Saturday, 30th January, at 15.30 hours local time. (X)





Photos from the 2009 Grand Am season, courtesy of Porsche AG



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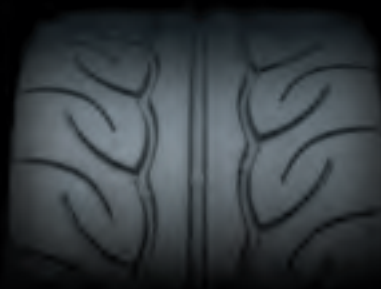


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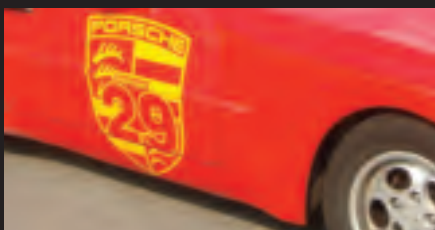
THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... PART 3

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

Well, if you've been following Parts 1 and 2 of our story in the December and January issues of Provinz you already know how we took a Guard's Red '86 944 NA, stripped it down and turned it into the ideal light-weight DTT, (Dedicated Track Toy). This was the perfect car with which to start my second full season of UCR DE events in the summer of 2008. If you missed any of it you can catch up by accessing back copies of Provinz magazine on the UCR website.

Remember the original game plan? We were only going to build the car to the performance levels that I was capable of driving at. It made no sense to have a \$30,000 track car in the hands of a driver with only thirty cents worth of talent. I also wanted to develop pure driving skills and not have on-board computers forgiving my every sloppy input and making me think I was a better driver than I actually was. The plan was to be budget-conscious throughout a logical performance progression and only spend time and money on what I needed and then only if I was ready as a driver to exploit the improvements.

There is however one little caveat to that. You don't want to strand assets you already put on the car when you make the next upgrade so it really helps to know where you intend to take your project. This is where a 944 expert like Markus Blaszak comes in real handy. We incorporated used or remanufactured parts whenever possible and new parts when it was called for. We also spent a little more at times to put on premium parts that we knew would either compliment or be compatible with the upgrades we had planned for down the road. >



> The early part of the 2008 DE season saw a lot of wet running. The smoothness required for driving safely in the wet carried over to the dry runs and that translated into more speed. I'd certainly come a long way from my first track experience and even ran the BMW 645 again. Once at an NNJR event at Mosport when the 944 was sidelined with a coolant leak, (NNJR allows non-Porsches) and again at a BMW driving event later that summer. This time out, Louisa Gem-bora, the BMW instructor, commented: "Everyone is working on feet, you're working on inches." That was very satisfying compared to my first track experience in the 645 a year earlier, when the instructor said, "This much power could get you into trouble that your skill level won't get you out of."

With the coolant leak fixed and a few more weekends of DE seat-time, we were ready for the next upgrade. It was time for a suspension overhaul to allow me to utilize my improved car handling skills. When Markus made the first suspension changes (Provinz – December 2009) we put on Turbo sway bars, spherical bearing drop links at the rear and replaced the well-served but worn out suspension, front and back with Koni Sport Adjustables.

Spending just a little more back then facilitated our next move when I began to test the limits defined by the roll of the car in the corners. Markus had also ordered a set of custom 6-point SFI Racing harnesses, (in violet to match my wheels of course, as per my request) but refused to put them in until

I was ready. He didn't want to create that false sense of security during the critical learning phase, nor waste the money on a harness bar until I was ready for the half-cage, which was already in the plan. Until then I would continue to use the factory seatbelts.



Well the wait was finally over. This next upgrade included 350 pound 8" Hypercoil front main and tender springs held in place with adjustable front coil-over kits and Racers Edge upper spring perches. A set of 29mm torsion bars in the rear rounded out the package. The increased stiffness of the new suspension system combined with the cage and R-compound tires changed the feel of the car immensely while leaving it perfectly neutral and predictable, (a handling feature I >

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> would test and be thankful for more than once) and once again it was like driving a completely different car. The learning curve was steep and the lap-time results were immediate. I couldn't even imagine this car under my seat when I didn't have the skills to drive it. It would have been such a chore, but now it was pure pleasure to coax it faster through the corners as if it were on rails.

The new setup made for a great track car but it was "bone-jarring" to drive on the street. One hears it often, and now I understood... it's all about compromises. If you want a great track car it's not going to be a great streetcar. We knew the planned progression would eventually move the bar too far to the right and the time had come to relinquish the plates. Ronan McGrath and I had also decided a month earlier, during our 2nd trip to the Nürburgring (See: Phil & Ronan – Nürburgring/Spa in the Photo Galleries section of the UCR website), that longer DE road trips to other tracks were in our future, so we bought a light-weight, all-aluminum Trailex trailer from UCR member Chris Milosek's Primo Trailer Sales in Ottawa.



I was talking to UCR Track Chair, Dave Osborne and as owner/operator of City Signs in Kingston, I knew he had done his own graphics work for his track cars as well as those of a few other DE drivers. He offered to play around with some ideas using my company logo and came up with a new livery. The results were fantastic. I now had a car I could run hard with, improve with and I was also proud to show up at DE events with.

Next Month: It was the end of season number two and I was really looking forward to the summer of 2009. It would get off to a great start with our own UCR DE program, plus road trips to Watkins Glen, LCMT and Calabogie. As wet as the 2009 season proved to be, there were other mechanical "dark clouds" to appear on the horizon...

Cheers,
Phil Downe 🏁

I still couldn't outrun the more experienced 911 drivers in my White run group but I wasn't holding them up either. In fact, I could close the gaps significantly with my meager 147bhp in the twisty-bits, only to see them put their huge power advantage to use and pull away again in the straights. That was a little frustrating but I decided, tongue firmly planted in cheek, to make up for it by making it look faster. Sure the new Fibrewerks bumpers and rockers looked great with the new lime green paint job but I wanted to add a little racecar flash to the project.

Please go to UCR's website at www.pcaucr.org and visit the Tech Forum area to begin or join a dialogue with Phil about his track car project. Markus Blaszk has also agreed to help answer any technical questions the membership may have. The above is part three of a five-part series. -ED



The new 911 GT3 R, Porsche's answer to GT3 battles around the globe.
Photograph, courtesy of Porsche AG press archives.



The New Porsche 911 GT3 R

Text and Photos,
courtesy of Porsche AG



Forward by Kye Wankum: The introduction of the new Porsche 911 GT3 R marks the tenth anniversary of the water-cooled Porsche 911 factory racing variants. These cars have proven to be extremely successful, both on the race track, and for Porsche's bottom line.

The article and technical data released by Porsche AG and published here, is part one of a two-part series. Next month we will endeavour to show you the model variants, some of the finer moments these cars experienced on the international racing circuits, as well as some more personal insights.

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, keeps the focus on customer racing during the 2010 motorsport season. The new Porsche 911 GT3 R, delivered to customers ready-to-race, replaces the 911 GT3 Cup S in Porsche Motorsports' model range. The 911 GT3 R will be raced in series based on international FIA GT3 regulations. In developing the vehicle, the emphasis was placed on improving driveability and making handling easier. The 911 GT3 R features a four-litre six-cylinder boxer engine delivering 480 hp (353 kW). A six-speed sequential gearbox transmits the power to the rear axle. The new 911 GT3 R celebrates its world debut on 14th January 2010 at the Racing Car Show Autosport International in Birmingham (Great Britain).

"Since we first announced our intention to launch the 911 GT3 R, demand has been huge," says Uwe Brettel, Head of Motorsport Sales. "The number of GT3 R vehicles we had planned for 2010 is

almost sold out." From spring 2010, customer teams around the world will receive their new vehicles. The basic price is 279,000 Euro plus national VAT.

The development of the 1,200 kg lightweight 911 GT3 R is based on the Porsche 911 GT3 Cup presented in September 2009 for one-make cup racing. Thanks to a 0.2-litre increase in engine capacity, the GT3 R delivers 30 hp more than its Cup pendant. Both race vehicles are based on the extra-wide body of the street-legal 911 GT3 RS.

An anti-lock brake system (ABS), traction control and an e-gas with "throttle-blip" function help pilots familiarise themselves quicker to the new GT3 race vehicle compared to its predecessor, also making it easier for ambitious amateur racers to get used to the car. The flared wheel arches front and rear show the wider track compared to the previous model. The underbody of the vehicle is completely covered and features a rear diffuser. Compared to the forerunner model, the adjustment range of the rear wing has been increased.

The highly developed race suspension can be extensively adjusted: At the front are height-adjustable McPherson struts with variable SACHS two-way shock absorbers and double coil springs (main and auxiliary). At the rear, the GT3 R features a rigidly mounted sub-frame with a height-adjustable multi-arm axle, as well as adjustable SACHS two-way shock absorbers and double coil springs. ➤



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Specifications Porsche 911 GT3 R

Bodywork: Weight optimised, increased width of 911 using add-on parts (carbon/kevlar) GT3 RS body; Welded roll-over cage; Bespoke driver ventilation via front cover; Carbon-fibre kevlar add-on parts (Bumper panels with front spoiler optimised aerodynamics; Fender and inner wheel arch; Doors with side-screen frame and plastic mirrors; Rear wheel arch extensions; Rear cover with adjustable rear wing; Rear panels); Closed flat bottom with rear diffuser; Improved rear wing adjustment range; Car mounted air-jack system with pressure release valve; Race bucket-seat (driver side only) with fire-resistant up holstered cover; Six-point safety harness (red), adapted for use with HANS; Removable steering wheel (with quick-release coupling); Electric fire extinguisher system; 100 litre fuel cell (F13 safety tank).

Engine: Normally aspirated engine; Water-cooled six cylinder Boxer engine with four-valve technology; Dry sump lubrication; Multi-point fuel injection (sequential); Bosch MS 4.0 electronic engine management; E-Gas with 'throttle-blip' function; Race exhaust system with pre and final silencer and twin end pipes aligned centrally.

Bore: 102,7 mm

Stroke: 80,4 mm

Cubic capacity: 3.996 cm³

Maximum power: 353 kW (480 PS)

Fuel: Super plus unleaded, 98 RON

Electric: Motec Display with integrated data-logging; Motec SLM – multi-function display with integrated gear shift point display; Bosch MS 4.0; Battery: 12 V, 80Ah; 140 A alternator; E-Gas with 'throttle-blip' function; Traction control (TC).

Transmission: Porsche 6-speed sequential dog gearbox with active oil cooling and internal pressurized oil lubrication system;

Gear ratios:

Drop gear 25/32 1.280

CW & P 09/26 2.889

1st gear 13/41 3.154

2nd gear 17/39 2.294

3rd gear 20/37 1.850

4th gear 23/35 1.522

5th gear 22/28 1.273

6th gear 31/34 1.097

Mechanical locking value 37% drive/52% overrun; Single mass flywheel; Race clutch (5½" triple plate carbon clutch / hydraulic release bearing); Oil-water heat exchanger; Rear wheel drive.

Suspension: Front axle: McPherson spring strut type axle with adjustable spring/dampers, adjustable ride height; SACHS dampers (2-way dampers, Through Rod); Twin coil springs (main and helper spring); Spring platform with 3 adjustment positions; Lower front wishbone with integrated camber adjustment; Both anti-roll bar blades adjustable; Strengthened front cross member; Toe-rod length adjustable; Electro-hydraulic servo assisted steering; Forged strut mount.

Rear axle: Multi-link rear axle with rigidly mounted cross member and adjustable spring/dampers, adjustable ride-height; SACHS dampers (2-way dampers, Through Rod); Twin coil springs (main and helper spring); Spring platform with 4 adjustment positions; Forged, two-piece lower wishbone with integrated camber adjustment; Infinitely adjustable strengthened rear toe-rod; Both anti-roll bar blades adjustable.

Brake system: Adjustable via a brake balance bar system; Independent dual circuit brake system; Race ABS fitted as standard equipment.

Front axle: Aluminium monobloc six-piston fixed calliper; Ventilated steel brake discs, 380mm diameter; Race brake pads; Optimized brake cooling ducts.

Rear axle: Aluminum monobloc four-piston fixed calliper; Ventilated steel brake discs, 355mm diameter; Race brake pads; Optimized brake cooling ducts.

Wheels/tires: Front axle: One-piece, forged light-alloy wheels (Rays) 11J x 18, 35 offset with centre-lock nut; Tire dimension: 27/65-18.

Rear axle: One-piece, forged light-alloy wheels (Rays) 13J x 18, 12.5 offset with centre-lock nut; Tire dimension: 31/71-18.

Weight: Approx. 1.200 kg

Measurements:

Length 4.463 mm

Width 1.955 mm

Height 1.280 mm

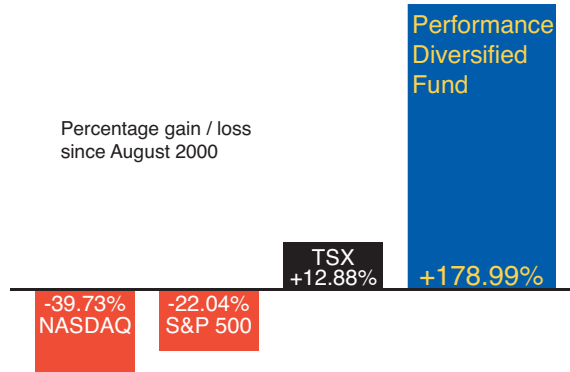
Wheelbase 2.368 mm

Tail plane 1.779 mm

Fuel cell: 100 Liter



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	Date in 2009	Fun Run Area	Hosted By	Contact Info	RSVD
1	May 1/2				
2	May 8/9				
3	May 15/16				
4	May 22/23				
5	May 28/30	Bayfield Spring Tour	Mary Byczok & Jeff White		
6	June 5/6				
7	June 12/13				
8	June 19/20				
9	June 26/27				
10	July 3/4				
11	July 10/11				
12	July 17/18				
13	July 24/25				
14	July 31/August 1				
15	August 7/8 or 14/15	Niagara on the Lake Wine Tour	Bill van Vliet & John Adam		
16	August 14/15				
17	August 18/19	Multi-Event Weekend	Laurel Ward		
18	August 28/29				
19	September 4/5				
20	September 11/12				
21	September 18-19				
22	September 25/26				
23	October 2/3				
24	October 9/10				
25	October 16/17				
26	October 23/24				
27	October 30/31				



MY FIRST RACE AT

Daytona

By Richard A. Bain, UCR Director

Note to Reader: The following employs German/Yiddish words, or more properly (in most cases) corruptions of them, including: "Fluge" (flight), "fashnerous" (thingamajig), "kleine" (little), "mensch" (person or man), "machen" (make), "alles" (all, everyone or everything), "toit" (death) and "grosse" (big).

The entrance tunnel runs down at a steep grade, flattens out briefly, and ascends up the other side at a more modest grade. One exits the tunnel into the bright sunlight on a grey asphalt roadway which levels out as it reaches grade and thereafter winds through the flat, grassed infield, intersected periodically by other roads. Officials are standing by the side of this roadway at intervals of about 400 yards (366 metres), and each walks into the road as your car approaches. Glancing at the pink paddock pass on the dashboard of your car, the official waves you ahead. After driving for about two minutes one sees on the right a large, white one storey washroom building. Just beyond that on the right is an enclosed open-air area of about one acre, fronted by a ten foot (3 metre) high black wrought iron fence, and bounded on the other three sides by an unpainted galvanized chainlink fence of the same height. In the black fence are two gates matching it and of its height, each of which is swung open just far enough to permit pedestrians to enter. The area within this fencing is richly grassed, with two black asphalt roadways within it terminating at the gates. On display therein were more than a dozen vintage and collector cars, all part of the "Brumos Collection", each one standing on its own rectangular slab of beige concrete bordered with brick coloured paving stones and embedded level with the lush green grass.

The displayed automobiles included a red custom bodied roadster built in the early 30's for Edsel Ford, a gleaming brown Mercedes 300 Sedan from the 50's, a black 1958 Cadillac Seville (the Italian bodied model with suicide doors and a stainless roof) with whitewall tires somewhat resembling the Uniroyal Masters with which it had originally been shod, a Zagatto bodied Aston Martin DB4 racecar of glittering bare polished alloy, an orange 1973 2.7 litre Carrera RS, and a 1974 3 litre 911 Carrera RSR painted white with blue hood and blue racing stripes, bearing number 43, within which there was affixed, just below the dashboard on the passenger side, a rectangular red plaque on



which was engraved in large white letters "WINNER 1977 Daytona 24". Also on display was a silver-grey Porsche Spyder racecar, bearing number 59, which to me looked much like the car that James Dean died in. The typed sheet in the clear plastic stand beside that car said that it had been raced in the 60's by one of the Rodriguez brothers. I once saw the Rodriguez brothers in a race, each driving a car like that one. It was on a warm, sunny Saturday in May of 1960, at Harwood Acres. I remember still how each of those cars fishtailed slightly as it exited the hairpin a short distance from where I was standing, as well as the uncannily quiet turbine-like whoosh that their engines made as they rushed away from me down the straight.

To the left of the Spyder stood a tiny silver Porsche bearing Factory serial number SSR x .75-2, a three-quarter size open-cockpit, closed-wheel racecar dubbed the "Lilliputa Flugewagen", powered by a Messerschmitt 2 litre 8 cylinder engine, modified from the ones that had been used on Stukka Bombers, with hyperonic fashnerous and air cooled by triple cooling fans. This car was one of just two that had been produced by the Factory, in the Fall of 1952. It had been designed by Dr. Porsche himself in the last few months of the war, to be driven by a new class of German racecar drivers, products of an experimental human breeding farm which had been set up secretly by the German government near the border of the Sudetenland to produce diminutive warplane pilots. The farm had been established in 1928 at the suggestion of World War I flying ace Hermann Goering with the concurrence of then President of Germany General Paul >



von Hindenburg shortly after Goering, who later became Chief of the Luftwaffe, and eleven other Nazi party deputies were first appointed to the Reichstag.

The most famous product of the breeding farm was Viktor Kleinemensch, the offspring of Klara Kleinemensch, a Swabian waitress, and a Bavarian jockey of dubious parentage who before Klara's pregnancy was thought to be sterile, one Pushharder Mueller. Kleinemensch was 4'6" (132 cm) tall and weighed 82 pounds (37.2 kg). He may have been small, but his wallet was king sized. After his birth his mother, who stood just under 4'3" (129 cm), had a brief dalliance with Inqwik Farben, son of the founder of the I. G. Farben Company, who after the war reputedly had paid her one million dollars in gold to buy her silence. Kleinemensch had received early training as a war pilot and in 1951 wanted to get into auto racing. Because he was too short to see over the dashboards of the racecars of the day, he commissioned the Porsche factory to produce the racecar its founder had designed. The two cars had been manufactured under the supervision of Karl Machenallestit, the Factory's controversial first director of racecar production. One of the two cars was destroyed in an early practice. The engine's vast power had caused the car's front end to lift off the ground on accelerating out of the first turn of the Nordschleife; the car had become airborne and had flipped. Kleinemensch was hospitalized for two months. On Machenallestit's instructions, the Factory had modified the car I was looking at by installing two self-deploying flip-up air spoilers front and rear, triggered by an ingenious mechanical device which acted on a combination of measured wind velocity, engine r.p.m. and ground speed. This car had been raced just three times: twice by Kleinemensch, who drove it to a first place overall victory in both the 1953 Targa Florio and the 1954 Mile Miglia, and once years later in the 1961 Sebring 12 hour event, where it had failed to finish due to a leak in the fashnerous.

Just two months after he had won the Mille Miglia, Kleinemensch suffered a broken hip when he tripped on the tails of his too-long morning coat while descending the steps of the Munich City Hall after having been honoured in a formal ceremony by the Mayor of Munich. Kleinemensch had hurriedly purchased the coat earlier that day off-the-rack from Schmidt's, the high-end Munich-society children's clothier, after

he had discovered to his horror several large moth holes in his custom-made one as he was dressing for the ceremony. Shortly after his fall, Kleinemensch had died of complications while still in the hospital. After that, the car had been bought by a wealthy Californian for his grandson, then 10 years of age. In 1960 it was purchased by Jason Thumb, the great-great grandson of Colonel Tom Thumb, who with the sponsorship of the Barnum & Bailey Circus had entered it in the 1961 12 hour race at Sebring.

In 1974 an effort was mounted to produce a motion picture based loosely on Kleinemensch's life, with financing to be provided by the Bavarian Cultural Ministry and distribution arranged through Pathe Allemagne. The film, tentatively entitled "Nicht Alles Grossemenschen es Longgen" (Not All Giants are Tall), was planned to feature an international cast including Tatum O'Neil, then ten years of age, in the role of Klara Kleinemensch, and Gert Frobe in the role of Hermann Goering. The film was to star Herve Villechaisse as Kleinemensch. Rainer Werner Fassbinder was to direct. Negotiations were then under way to acquire the Lilliputa Flugewagen from the wealthy Florida car collector Myles Collier, who had acquired it from Jason Thumb in 1965 and made it the centre of the automobile collection which he was then assembling. The project fell apart when Fassbinder, famed for his directorial realism, discovered that Villechaisse, who later was to achieve worldwide fame as the co-star with Ricardo Montalban of T.V.'s Fantasy Island * series, had never learned to drive and was incapable of correctly pronouncing "Lilliputa Flugewagen". In the two and half decades since then the story of Viktor Kleinemensch had faded into obscurity, to the point where it had now become a brief footnote in the history of German motorcar racing.

* Villechaisse, now deceased, earned critical acclaim for the realism with which he delivered excitedly to Montalban his opening line in each episode of the long running TV. series: "Boss. Da plane, da plane."



** Yes, Viktor Kleinemensch, each of his parents, Ingwik Farben, Karl Machenallestit and Jason Thumb are fictional. Goering and eleven other Nazi deputies were first appointed to the Reichstag in 1928. Schmidt's is fictional. I have no idea as to whether or not Pathe has a German division or if there is a Bavarian Cultural Ministry. Although most landmen (fellow Jews) of my generation know of the I.G. Farben Company, I have no idea when or by whom it was founded. But for Hermann Goering, his fellow Nazi mishigoom (crazies) and the Nazi party itself, no insult to any person, living or dead, or to any agency, company or group, is intended. ☸

Driver's Dream

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

Possibilities — the anticipation of ...

While in the early months of a fresh new year, there's still time for us to open our minds and hearts to new possibilities. For us club members, it's which weekend can we break away from the daily routines to indulge in track days, fun runs and concours.

At the beginning of the year, some of us will have made resolutions for what we want to accomplish during the next 12 months — and some of us will stick to those resolutions and some of us won't. Either way, it's okay. Resolutions signal intent, which means we're aware of that which is possible if we apply our will, mind, and heart to making it happen



In matters of the heart, just about anything is possible and sometimes happens when you least expect it. That is what may have happened just recently to someone with the initials J.W.

In the early days of this year, I passed a billboard at the corner of Daventry Road and Bay Street in Toronto. The billboard had a plain white background and outlines of two red hearts. The message, in plain black lettering, was personal and to the point. It said, "JW... will you marry me?"

While it was striking in its simplicity, my mind began a speed-track series of background stories around that billboard and its message, and I got to thinking, "what are the possibilities?"

Let's think about the intended party: Who's JW? Does JW live in the neighbourhood or travel this "rabbit lane" on a frequent basis? Does she or he even know of the billboard proposal? Does he or she realize that the question's meant for them and not another JW? What was JW's reaction and what did he or she say in response?

Then there's the question popper: Who's doing the asking? How long has this proposal and the creative way of asking for JW's hand been in

the works? Has there been had a response? What was the answer? If there hasn't been a response, is the question popper pacing the floor and worrying about such things as:

- A) has their intended seen the billboard?
- B) what will be the answer?
- C) is the ring still refundable?
- D) what is the back up plan to save face and humility?
- E) all the above and then some

The possibilities are endless! And to think that this very public display of affection may spark the beginning of married life for JW and the question popper.

Whew! JW and the suitor have exciting times ahead!

Speaking of exciting times and possibilities there come some questions that fly through your mind the first time you're at the track and the instructor says, "Faster, turn in later" and in your mind, you're thinking, "What??? Will the car stick, will we make it through the corner, and what if???" It's amazing the questions your mind races through (no pun intended). Thankfully, your mouth is too smart to say anything to the instructor and your lips are frozen shut holding your breath. Yet, after following the instructions and feeling the car respond in the manner in which it was designed for, there's the euphoric feeling of "YES, YES, YES!" — the exhilaration is orgasmic! And you think, "Heck, that's the way to do this, who can I share this with?"

Back to JW: no answer at the moment (I'm hoping for an update on that billboard) but the suitor's anticipation is as exciting as it is antagonizing... but what a ride — one you wouldn't trade anything for!

So what's your resolution? Are we going to jump into and embrace the choices ahead; step out of our comfort zone and be vulnerable for the moment? Are we going to be open to our hearts and minds to signs and signals meant for only us?

Maybe the song "Signs" by the Canadian rock group Five Man Electrical Band really got it right: "And the sign said everybody welcome, come in, kneel down and pray. But when they passed around the plate at the end of it all, I didn't have a penny to pay, so I got me a pen and a paper and I made up my own little sign. I said thank you Lord for thinking about me, I'm alive and doing fine."

Fine time to pull over on this drive. If you have ideas, comments, questions, lifestyle topics — or recipes! — to share, please email me.

Ciao ☼

10,000TH PANAMERA

LEAVES PORSCHE'S LEIPZIG PLANT

Text and Photo, courtesy of Porsche AG



Less than three months after the new Panamera went on sale, the 10,000th example has rolled off the production line at the Leipzig plant of Porsche AG. The 500-hp Platinum Silver Metallic Panamera Turbo will be delivered to a customer in Singapore.

Said Michael Macht, Chairman of the Board of Porsche AG: "Sales of the Panamera have really taken off: we have already secured over 9,000 orders. Shortly after it was launched, our Gran Turismo won the coveted Golden Steering Wheel and Auto Trophy awards in Germany. It has also won many international prizes." The Panamera 4S is proving particularly popular and has a global share of 44 per cent, putting it ahead of the Turbo (36 per cent) and the Panamera S (20 per cent). In Canada, 76 Panameras had been delivered by the end of November 2009.

The company plans to build 20,000 Panameras per year across the whole product cycle. It is being manufactured at the Leipzig plant, sharing a production line with the Cayenne SUV. ⚙

Track



Dave Osborne
Track Chair

I'm an optimist. I'm one of those guys who will always see the cup as half full. When I run out of supplies at work I see that as an opportunity to leave early and enjoy an extended dinner. When I see a damaged car, I only see inexpensive replacement parts for some lucky guy. Even now with the terribly low temperatures and the ice slick streets, I know that winter is more than half over! Soon the temperature will become more moderate, the snow will disappear and the Porsches will come out to play. I don't drive mine in the winter. Not because I don't think the car is capable in bad weather or because I'm concerned about corrosion. I know Porsches are very well protected. I don't drive mine in the winter because the paint costs more than my minivan, so I let it take all the beating. My Porsche is my reward for surviving another Canadian winter.

Driver Education is your reward for being a member of Upper Canada Region. We have a great DE program for you this year. We're going to fully enjoy the 2½ mile, 10-corner former Grand Prix Track at Mosport, as well as Shannonville Motorsports Park. We (your track team) are going to supply top quality instructors, sunny warm weather and the camaraderie of your fellow Porsche enthusiasts, while you perfect your personal driving techniques in the safety of our DE program. We're going to feed your need to drive at your limit while actually feeding you from time to time. We're going to walk around the track and learn all the speed secrets from our Chief Instructor, share your driving stories at our Munchie Buffet Socials and tempt those who are curious with our Track Sampler Program. I'm impressed that some of the Track Sampler participants from last season signed up for this season's Introductory Driving Schools within minutes of our site opening just after midnight on New Years Day. Now that's either enthusiasm, or they were drunk!

While mentioning enthusiasm I want to congratulate the winners of the DE awards this past season given at the awards banquet. Andy Wright was awarded Instructor of The Year for his overwhelming support of our program. He acted as our Attitude Adjuster at Mosport, our Give-A-Way guy at Shannonville, an administrator and Official Observer for the DE events, he enchanted some of our Track Samplers with his brilliant driving and in his spare time he even taught a student or two. It's Instructors like Andy who make this program outstanding.



Arthur Quinlan is a mild mannered, thoughtful DE student in a 911 Twin Turbo. Arthur has spent a year in the green run group learning the basics of how to smoothly apply his cars brute force to the asphalt while being courteous to those who have less horsepower. This season the light came on for Arthur and he put together enough impressive laps to move from Green to Yellow to White in one weekend. His instructor Keith Andersen was pretty impressed to say the least! It wasn't a flash in the pan either. Our Chief Instructor often places assistants at random corners to identify those who are

placing their cars correctly and consistently. Those people are then given checkout rides with the goal of moving them up. Arthur was again identified as one of six candidates for the Black run group. Amazing work Arthur!

Last but not least, the Rookie of The Year went to Tim Venturelli. Tim came to the DE program with a new (to him) 944 Turbo, having never driven a standard car previously. As if there isn't enough to learn at your first DE event, Tim had to learn to shift and discover boost control, yet manage to absorb the information being taught. He rose through three run groups in his first partial season with us. When his transmission finally failed him, Tim never gave up. He convinced his instructor to hold the car in fourth gear so he could complete the last event of the season. When his car was accident-

The 944 of Tim Venturelli, UCR's Rookie of the Year, after 'accidentally' being covered with Happy Faces. Photo by Tim Venturelli.

> ally covered with happy faces Tim remained the good sport that he is and drove on to become our Rookie of The Year. Speaking of good sports, Tim's instructor Rainer Beltzner added a happy face to his helmet so he would know which car he belonged with. That's a great instructor with a great attitude!

I wanted to share these stories with you so you will know that all of our DE participants are Porsche owners just like you. We all have interesting and diverse lives and stories to share. The Track Team would like all UCR members to come out and try one of our events. You don't have to be a dyed in the wool "Trackie" to come and have some fun and get to know us. Participate in a Track Sampler or just come out and watch. Bring the family or one of Tiger Wood's many girlfriends, you're all welcome. Your admission to the world of Driver Education is your PCA membership card.

If you plan on participating in any of our Driver Education Events we do require your attendance at our Introductory Driving School (IDS). We're going to provide three this season. The traditional two in the spring, April 17th and May 1st, at the Driver Development Track on the Mosport site. We're also going to provide a mid-season IDS on the Saturday morning at our Shannonville event on August 21st. That allows members who have bought a car mid-season, or couldn't make it in the spring, to join us for

the rest of the season. An IDS is where you will learn the basics of car control eg; seating, hand position, throttle steering, screaming like a little girl on the skid pad and proper braking techniques, so you can stop screaming and control the car... lol. Honestly, it's a lot of fun with very little screaming involved! So come out and slip and slide in complete safety with our friendly instructors. There are only 30 positions available for each IDS so sign up soon to secure yours.

Of all the cars I have owned, I think that Porsche cars have the unique feature of having their own personalities. Like people, they each have their own little quirks that make them a member of the family, a lot of fun to interact with and leave us feeling a fondness towards them. I rescued my car from a life of daily boredom. It was a garage queen that never got to play with the big boys. In return for being freed from that sad existence my car has rewarded me with some of the most fantastic drives of my life. It continues to thrill me and has saved me countless times when I ran out of talent. We're partners in these events. I will give it whatever it needs, as long as it promises not to let me get hurt. So team up with your favorite four-wheeled friend and come to our home track at Mosport. Drive the 2½ mile, ten-corner former Grand Prix Track like these cars were meant to be driven. Like you were meant to drive them. Your 2010 Track Team will help you achieve it. It feels great, it really does!

Dave ☼

Because not everyone drives like you do.

kbergmanis@bplawyers.ca

Kurt Bergmanis, Member Ontario Trial Lawyers Association
Member PCA UCR



Bergmanis, Preyra LLP

Attorneys at Law

700 Lawrence Avenue West, Suite 400, Lawrence Square

Toronto, ON M6A 3B4

Tel: 416.256.1700 Fax: 416.256.1707

PERIPHERAL VISION



John Adam
UCR Historian

In the middle of winter, with the wind howling, it's nice to dream about summer and Parade. A winter dream? Not really, it's soon time to book our events.

Pano carries the registration details for Parade 2010. The registration is now handled electronically. There is always a capacity limit. Anyway, it's planning time and we need to arrive at Lake Charles, Illinois, in time for the events July 3-8. That is a mere 876 km to the resort – drivable in a single day. To be there in time for Parade registration and the welcome party, you need to leave home on Friday, July 2 and return Friday, July 9. It's within easy reach for UCR members.

Remember, Parade registration can be completed on line. Be ready. If you want to join us for any part of the fun, we would be happy to have you along for the ride. Put it on your new 2010 calendar.

Looking further ahead, the 2011 Parade will be at Killington Ski Resort near Rutland, VT. Another easy one for us easterners.

PCA Zone 1 Tech Tactics is coming up Saturday, February 27, at Danbury Porsche in Connecticut. Technicians will do hands-on demonstrations. A banquet will be held Saturday night with speaker Hurley Haywood. Attending will be those who suffer from The Twitch (a winter Porsche-withdrawal phenomenon). Danbury is 800 km from Mississauga. Event details appear on the Zone 1 web site and in Provinz.

When I was checking on registration details for the Euro Parade in Vienna in June, it appeared that only full registrants were allowed to book the event. The sky high registration fee included accommodation at a top notch hotel. After settling my heart burn, we contacted Porsche Club friends, including the German folks who sat with us at a Colorado Parade banquet last summer. All roads led to folks at Porsche AG and finally ended with our real live Canadian contact at Porsche AG, Paul Gregor. Paul arranged for us to be welcomed as social entrants and we could stay at the nearby Hilton Hotel at a very favourable rate. Thank you Paul, Sandra Mayr and Peter Wiedemann. Vienna, here we come – just after visiting family in Slovakia.

New people bring fresh ideas. Recycled old hands bring experience and stability. Which way is better? Your new board is on the job and we have some of each. We look forward to a great year. ☼



Haiti Photo - courtesy of REUTERS

*T*his past January 12, 2010 at 4:53 PM, an earthquake of catastrophic proportions struck the small Caribbean island nation of Haiti. Port-au-Prince, the heavily populated capital of this impoverished country was absolutely devastated. The death toll to date is in excess of 150,000 with hundreds of thousands more in desperate need of food, water, medicine and shelter. There has never been a louder cry-out for help.

Canada's response so far has been overwhelming, and our UCR membership at large as well, all want to do their part to help out the victims of this disaster. We have considered several options but, rather than establish another redundant fund-raising campaign, your UCR officers and directors encourage you to make use of the myriad of Haitian Earthquake Relief options that have already been established throughout the Greater Toronto Area and help ease the suffering of those who have no means to help themselves.

MART

1997 993 Carrera, Arena Red/Black; Canadian car, 2nd owner, 6 sp, AC, all power options, Motor Sound kit, everything works as it should. Always garaged and meticulously maintained, no stories, never tracked. Very original car, only mods are Fikse forged 18" alloys, 993 Turbo front spoiler lip and lowered springs. Engine, body, brakes, exhaust, interior etc. are all PERFECT. New clutch 2008. Original wheels, springs, front spoiler lip, tools, books, air compressor etc. are all INCLUDED. 125,000 KMS. Clean CarFax. Price \$35,000. Contact Adrian (416) 520-0729,

1995 911 C2; US Car, RIV exempt, in Toronto. Red/Black. Car has clear NYS title and you can avoid the \$1500 PCA recall letter and RIV process as the car was manufactured September 1994. I have owned the car since June 2005, and I have all receipts since 1996. The car has never been driven in the winter and is in amazing shape, as shown in the June 2009 Provinz. I have all stock parts, but the car has a coil-over suspension, a GT2 rear decklid, and RS front splitters, Litronic lights. VIN WPOAA2998SS322083. A fast, beautiful, distinctive car, \$36,250 CDN. Jon - (416) 522 8442.

2001 Boxster; lapis blue, blue top and tan interior, 60,000 km, never seen snow, immaculate condition, freshly detailed before storing, wind deflector, tires 60% life left, can send pics on request, car stored in Montreal, \$27,500. Call Peter Helston (416) 236-7852, or Francois (514) 895-7893

1996 993c2; 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 spoilers, 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 Bridgestone RE750 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. More pics by email. Phone (613) 850-8620 (Days), (613) 592-3209 (Eves). Ottawa, ON. Price: \$ 46,900 *

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

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

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

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

2006 Porsche Cayman S; In excellent condition throughout. Just drive away, no issues, only 23000 km. Bought from Porsche Prestige with \$5k options such as ; bi-xenon headlights, better quality sound system, painted lower rockers (yes that is an option) & other few bits, Please contact me for additional details
Francois Duval Will entertained any offers. Price: \$ 48000.00*

1972 911 S; 1972 911 s targa roller #9112310057 this car was converted to turbo body back in the eighties it could be restored back to original body it is very rust free a great project for the adventurous restorer call brent for details (905) 272-5137 Price: \$ 15,000*

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

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416 752-7280

Import Auto Service, Etobicoke
416 251-6216

Refined Motor Sports , Toronto
416 248-9777

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Alex McIntyre and Associates, Kirkland Lake
705 567-3266

Auto Select, Newmarket
905 853-0442

Daytona Auto Centre, Woodbridge
905-264-9982

EU Autowerks, Woodbridge
905 850-7600

Pfaff Porsche, Woodbridge
905 851-0852

Hockley Autosport, RR#1 Palgrave
905 729-2971

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905 482-3955

Fiorano Racing, North York
416 741-1696

T.E. Parolin & Sons Motor Car Sales Ltd.
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Exurcar Elegant Automobiles 4196, Carlyon
Line Orillia 705 327-8672

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Blaszak Precision Motorsports, Inverary
613 353-7012

Competition Motors, Belleville
613 967 1481

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

Response Engineering , Whitby
416 526-3487

Madeley Automotive & Diagnostic Service
Kingston, 613 634-0306

WEST

Auguste Automobile Service , St. Catharines
905 682-4242

Eurotune , Caledon Village
519 927-9929

Furtmair Auto Services Inc., Kitchener
519 576-9972

Hunter Motorsports, Mississauga
905 272-5137

Leny's Automega, Mississauga
905 803-8473

Keltech Performance, Mississauga
905 565-9888

Mantis Automotive, Oakville
905 844-6219

Marc Plouffe, Burlington
905 681-0869

Tatra Motor Sport, London
519 686-9642

RSP Motorsports, Komoka
519 474-7700

RENNSPORT AND U.S.

Athol Motor Car, Buffalo
716 824-2276

Auto Import, Ottawa
613 226-7902

Mark Motors, Ottawa
613 749-4275

Tapp Auto, Ottawa
613 225-8780

BOARD MEETING

Minutes for November 3, 2009 - Submitted by Jack Webb, UCR Secretary

Attending: John Adam, Richard Bain, Del Bruce, Phil Downe, Graham Jardine, Danny Kroll, Mario Marelo, Otto Mittelstaedt, Dave Osborne, Richard Roell, Martin Tekela, Laurel Ward, Jack Webb

Regrets: Patrick Michaud, Wayne Spiegelberg, Kye Wankum

Meeting Open: 7:00 PM

Jack Webb

Review and approval of October 6 minutes

moved by John Adam; seconded by Danny Kroll and carried unanimously.

Other Matters

Laurel Ward was introduced as a guest and a candidate running for the board in the upcoming election.

Del Bruce

2010 DE Program Planning

- The Track Team planning meeting for 2010 will be held on November 8, 2009.
- There were only 50 less participants in 2009 vs. 2008 due to the addition of a 6th DE weekend in October.
- The 2009 profit contribution outlook is approximately \$22 k.
- Martin Tekela asked the Track Team to aim for a 2010 profit contribution in the range of \$25 - \$30k.

Wayne Spiegelberg

Final report on 2009 Club Race

- Although Wayne was unable to attend, at his request his final report was tabled and read.
- The 2010 Can/Am Challenge dates have been confirmed for July 29-August 1.
- Our Club Race dates will be posted in the next issue of Panorama.
- The Club Race application form will be submitted to PCA once all track and related services have been confirmed. Mosport fees and contracts are still pending.
- An increase in sponsorship support has been requested but not yet confirmed.
- In 2010 all efforts will be made reduce costs so the event will at least break even.
- Racer fees will be adjusted if necessary to match US pricing and forecasted exchange rates.
- Next year's race will be part of the 944 Cup Series points challenge under the Canada Cup Region which should draw more cars from NER and Quebec.
- The Board requested that a budget be presented at the November Planning Meeting.
- A Go/No Go vote on holding the event will take place at the January Board meeting.
- As a fall back position, other options will be considered for the July 29- August 1 weekend at Mosport.

John Adam

Update on November 28 Awards Gala

- Porsche Cars Canada will be well represented at the Awards Gala
- To-date 64 guests have signed up and the event is at the break even point.

- An email blast will be sent out to encourage more guests to register.
- Award costs have not been figured-in as a banquet cost.
- 170 long-term membership certificates have been prepared and will be presented to those who attend the banquet and the balance will be mailed out.

2010 Planning Meeting

- The Planning Meeting is scheduled for 1:00 PM on November 29th at John Adam's house.
- An agenda will be emailed to participants so they can make any necessary preparations.

Richard Bain

2009 monthly Socials

November: Election night at the Ciao Bella Restaurant

January 2010: The Grille Restaurant on The Queensway

February: The Mandarin Restaurant on Hwy 27/Rexdale Blvd.

March: IZBA Restaurant on The Queensway

Goodie Store Inventory

- A group of volunteers turned out at Fiorano Motorsports on November 1st and completed the ending inventory for 2009.
- Cray Scarlet will consolidate the inventory sheets and provide the final numbers to Graham Jardine.

Phil Downe/Kye Wankum

Provinz

- The response to additional color pages for advertisers and readers of Provinz, which started in October's issue, has been very positive and therefore will continue on a regular basis.
- Kye did an excellent job of putting the November issue together but was hampered by new advertisements that were not print ready.
- UCR's advertising policy should state that all ads must be ready to print when submitted for publication in Provinz.
- A competitive bid for printing was received and validates our current printer's costs and added-value so there is no incentive to change.

Advertising

- Porsche Cars Canada has placed two colour ads in the current issue of Provinz.
- Discussions are underway with other potential advertisers.

Membership Drive

Future sponsorship possibilities are being explored for the Quarterly Recruitment Postcards.

Danny Kroll

October 24, 2009 Rally Review

- The rally was a great success with 15 cars entered and 29 participants.
- An article has been submitted to Provinz and pictures have been posted on the website.
- The event attracted several new members and it was suggested that instructions on the website for joining the club be made more specific.
- The board approved a \$70 cost overrun for the event due to a misun derstanding about trophy expenses.
- The event chair is considering running 2 rallies in 2010 based on the success of the 2009 event. >

> **Graham Jardine**

2009 Financial Forecast

- The YTD loss currently stands at \$12k and the outlook for the full year is projected to be in the \$13-20k range.
- Over the past 10 years we have made a profit in 6 years and lost money in 4 years.
- Emphasis in 2010 will be on cost control so that we will at least break even.

Mario Marelo

New internal controls

- PCA National is recommending increased emphasis on controls over receipts and disbursements as the scale of the regional club finances increases.
- Proper segregation of duties is essential in these areas.
- UCR's search for a new Treasurer should focus on individuals with computer skills and a basic knowledge of accounting.

Management of Advertising Contracts and Revenues

- Mario wants to get input on how advertising contracts and revenues should be managed from the club's key players in this area.
- He wants a straw model for discussion at the November 29th Planning Meeting.

Otto Mittelstaedt

Email blast for 2009 General Elections

- Otto will include an Election voting reminder in the November UCR Update via email.
- Instructions will be included for voting online as well as by mail.

Update on website issues

- The new website is shaping up well and is reasonably reliable. Recent response time issues have been resolved.
- A simplified home page will be implemented for computers with slower modems.

Richard Roell

Preliminary plans for 2010 Concours

- Richard and Danny will make every effort to ensure that the 2009 Concours co-chairs or their representatives attend the Awards Banquet on November 28th.
- Richard will also provide Otto with a list of the 2009 Concours Winners.
- Preliminary plans for the 2010 Concours will be discussed at the November 29th Planning Meeting.

Martin Tekela

Membership Update

The latest membership statistics show 1,455 Primary members plus 1,051 Affiliate members for a total of 2,506. There were 27 new members in October, 15 late renewals, 1 transfer-in, 1 transfer-out and 40 non-renewals for a net gain of 2 for the month.

Search for new Treasurer

The President's Message in the next issue of Provinz will address the search for a new Treasurer with basic accounting and computing skills.

The President's Message in the next issue of Provinz will address the search for a new Treasurer with basic accounting and computing skills.

UCR will be represented by Botho Von Bose and Martin Tekela.

Other Business

Fun Runs

David Forbes, the current Fun Run Chair has welcomed Dan O'Donahue as co-chair for the 2010 Fun Run program. They are planning to ramp-up the number of events for the 2010 season.

Meeting Adjourned: 9:05 PM ☼

Minutes for November 29, 2009 -

Submitted by John Van Atter, UCR Secretary

Attending: John Adam, Richard Bain, Tomiko Murk, Del Bruce, John Van Atter, Richard Roell, Mario Marrello, Otto Mittelstaedt, Laurel Ward, Phil Downe, Martin Tekela, Graham Jardine, Danny Kroll, Wayne Spiegelberg **Regrets:** Patrick Michaud, Kye Wankum, Dave Osborne

Meeting Open: 1:20 PM

Richard Bain

- Announced the retirement of Jack Webb as secretary and moved that John Van Atter be appointed secretary seconded by Mario Marrello – passed
- Announced the retirement of Graham Jardine as treasurer and moved that Tomiko Murk be appointed as treasurer, seconded by Danny Kroll – passed

John Adam

Calendar Tentative Dates

- Richard Bain to approach Tom Tutsch to see if he will host the ski day this year preferably in February
- March Presidents meeting updated
- June & July meeting dates updated
- Rally – May 8
- Shift into Spring May 2
- Autocross April 25,
- Del to talk with track team to see about running an Autocross event at Mosport on the Sunday of the May weekend in the parking lot and include the track sampler
- Del mentioned that charity laps may be brought back if someone will step forward to run the "Charity Laps" – it will be the board's responsibility to find a leader and the laps will be done on Saturdays.
- Concours d'Elegance to be moved from June to July 11 or 18, August 8, September 5 (all Sundays)

John Adam-Banquet Update

- An unexpected charge of \$800.00 for room rental has been received John has received approval to negotiate the rate and book the room for next year, with freedom to pick the appropriate date, preferably the 20th with a fallback of the 27th
- Feed back on the banquet has been excellent

Laurel Ward

- Has offered to look after arranging for guest speakers for the monthly meetings
- Her offer was unanimously approved
- A general discussion took place about how to get more members out to the monthly meetings – many suggestions were made
- It now seems that PCC is now taking an interest in UCR's activities
- Graham Jardine mentioned that he had a contact for a speaker that could look talk about surface car care

General Discussion

- Del Bruce: VARAC has an external company looking after regalia i.e. the goodie store
- Otto Mittelstaedt mentioned that he remembers the day when he joined that there used to be "Tech Sessions" on Saturdays
- A \$100.00 gift certificate was received from Zone 1 it was agreed that it should be given to the track team to use as a door prize
- All revenues and expenses must be put in ASAP in order to close the books for 2009 >

> Phil Downe

After several planning discussions with the Yorkville BIA it was determined that Yorkville would not host the 2010 UCR Concours, by that the UCR would be invited to participate in the Yorkville Exotics Show to be held on Saturday, July 10, 2010.

The meeting was adjourned at 5:15 PM 

Minutes for January 5, 2010 - Submitted by John Van Atter, UCR Secretary

Attending: John Adam, Laurel Ward, Martin Tekela, Richard Bain, Phil Downe, Richard Roell, Danny Kroll, Mario Marrello, Graham Jardine, Tomiko Murk, Otto Mittelstaedt, Kye Wankum, Del Bruce, and John Van Atter **Regrets:** Patrick Michaud

Meeting Open: 7:12 PM

Richard Bain

Moved "There be published in Provinz a summary of the business transacted at each meeting of the Board and such other highlights of that meeting as the Editor of Provinz chooses to publish." Seconded by John Adam. Passed unanimously.

John Van Atter

Review and approval of November 3 minutes

Del Bruce noted a minor error and asked that the draft minutes be revised to correct that, with which correction the meeting concurred. Moved by Richard Bain, seconded by Danny Kroll and carried unanimously, that the draft minutes as so corrected be approved.

John Adam

2010 Calendar and Planning Report John mentioned that it is necessary for upcoming events to be entered onto the Planning Report **December banquet** created a \$489.00 surplus and covered the cost of awards. This included a \$400.00 discount from the Lawn Tennis Club

Richard Bain

UCR Bylaw Review

Richard Bain will review the Club Bylaws and make his recommendations to the Board. If Richard recommends any amendments, he will draft those for the Board's consideration. Any amendments must be enacted by the members, by at least 75% of the votes cast at a meeting of the members called for that purpose. Such meeting can be held in conjunction with an ostensibly as a part of one of the Club's regular Monthly Socials, provided that proper notice of the meeting is given to the members. Richard will endeavor to have his recommendations tabled at the March Board meeting. Phil Downe and Danny Kroll noted that their copy of the Club's Bylaws is not the current version. The current version reflects the amendments made on November 9, 2004. Richard will email to each member of the Board an electronic copy of the current version of the Bylaws.

Del Bruce

Updates from 2010 Track team

The online registration site was up and running as of midnight December 31, 2009, Phil Downe was the first registrant. Peter Carroll has kept the registration on his secure website at no charge to the club, with the understanding that his only contact for changes will be with Dave Osborne or the track chair of record

- First IDS (April 17th) is 33% filled
- The second IDS (May 1st) is 50% filled
- The first 10 registrants were also Track Sampler participants
- We already have 35 registrants for the first DE event
- Graham Jardine updated us on the Privacy Policy developed by Dave Osborne and commented that our Privacy Policy is a good one with a few minor changes he has suggested to Dave
- The track team is open to the autocross team running their event on the lower paddock on Sunday and that the entrants would be able to get an instructor driven ride in the white run group
- The contracts have not been signed with Mosport as yet
- Track samplers are being run on Saturday and with autocross on Sunday there will not be "Charity runs" this year
- Helmets (9) are needed for the track samplers and autocross participants

Phil Downe & Kye Wankum

Provinz Update

Looks fabulous for January and there is a Membership Recruitment Postcard insert ready for mailing. There was a holdup due to waiting for approvals from Porsche Cars Canada (the insert sponsor) this will delay the mailing until Friday

Advertising Report

2009 was a difficult year with an advertising shortfall of \$26,000 to be revenue neutral. Next year, with the existing advertisers, we are forecast to be running about \$10,000.00 short, a marked improvement. The ad team will continue to work to close the gap.

Mary Byczok resigned as Provinz Contents Editor and Kye has taken over the position

Danny Kroll

Ski Day

Tom Tutsch is the Chair for March 5 ski day at Osler Bluff Ski Club and Après ski at a chalet nearby.

Advertisements are in January Provinz (full page) and on the UCR website and will go in Feb Provinz. Members contact Tom to sign up. Danny will get sign up numbers for each BOD meeting.

Shift into Spring

Danny is working with Jeff Wagman for Shift into Spring and is needing help to identify a contact at Porsche Cars Canada re this year's Concours dates of July 11th & 18th are open

Concours will contact Jim Leckie, Porsche Cars Canada re supporting the event, on either July 11th or 18th

Mario Marrello

Update on Committee on Advertising

- Richard Bain moved "that a committee of the board (The "advertising committee") be constituted to formulate a policy on advertising in Provinz and at the club's website, and recommend that for adoption by the board". Seconded by Phil Downe and passed unanimously
- By majority vote, it was decided that the committee will be comprised of 5 people
- By majority vote, the members of the advertising committee were chosen to be Mario Marrello, Kye Wankum, Jeff White, Phil Downe, and Otto Mittelstaedt
- Martin asked that the advertising committee should table its recommendations at the February Board meeting
- The committee proposed and moved "You may not advertise or promote non-PCA track events unless an agreement has been reached with the UCR track chair or the UCR board" moved by Mario Marrello, seconded by Richard Roell passed >

> **Wayne Spiegelberg**
Club Race

A check for \$500.00 US has been received from PCA National

Richard Roell
Concours / Show & Shine Car Show

Last year's organizer Hubert Lee was contacted and offered the opportunity to plan it again for this year. He is getting back to us if he and his team will be able to do it this year. If not, we will be seeking volunteers to organize the event.

Laurel Ward
Upcoming Socials

January – The Grille, February – The Mandarin, March – Izba, April – Pfaff Tuning, May – Xaphire Restaurant (to be confirmed), June – Downtown Porsche (to be confirmed)

Speakers

developing a great list of ideas for speakers and if anyone has requests or ideas, please contact Laurel or Richard. In process of lining up speaker schedule for the socials as venues permit.

- Richard is trying to arrange a social at PCYC, they will most likely require a minimum, must have board approval before committing
- New Multi-Event Weekend Update: Plans progressing well. Andy Wright and Ian John will be holding a Multi-Event for weekend of October 1-3. Niagara location being considered and Andy and Laurel to do site visits shortly.

Martin Tekala
Membership update

We had a net loss of 14 members. We started the year with 1,440 members and in the course of the year only gained 2, our high mark of the year was October with 1,455 primary members.

Graham Jardine & Tomiko Murk
Financial Report

Please see attached Treasurer's report

Meeting Adjourned - 9:20 PM 🚗



Photos from the 2009 Grand Am season, courtesy of Porsche AG

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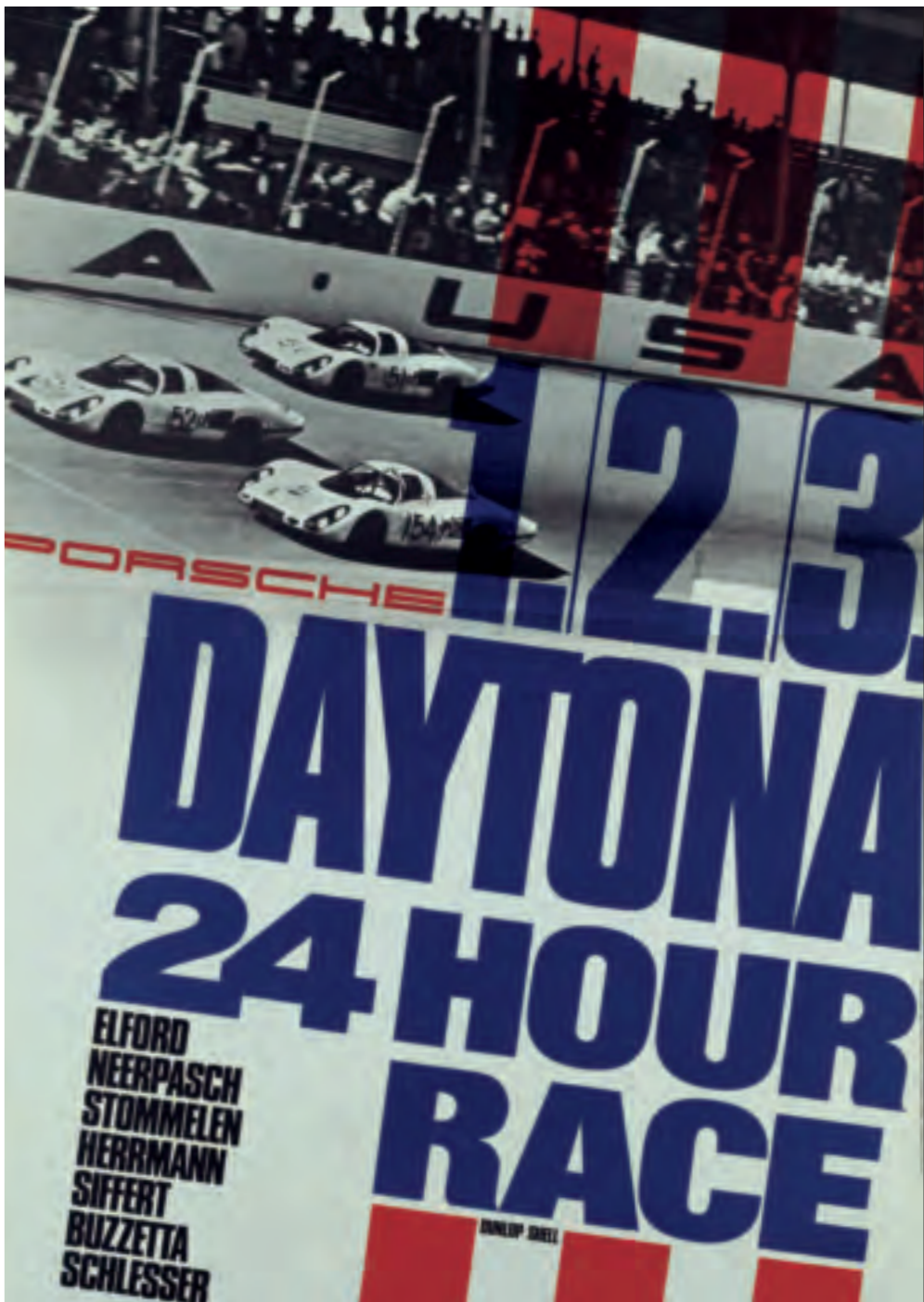
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