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



January 2010

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The all new 2010 Porsche Boxster Spyder  
Photo, courtesy of Porsche AG

# PRESIDENT'S MESSAGE



**Martin Tekela**  
UCR President

**W**elcome to 2010; it doesn't seem all that long ago, that we were ushering in the new millennium... I hope you all had an enjoyable holiday season and that this new decade brings health, happiness and success for you and your families.

The Upper Canada Region (UCR) welcomed its newest director, Laurel Ward, its new Treasurer, Tomiko Murk, and new Secretary, John van Atter, at our annual planning meeting that was held at John Adam's house. Tomiko and John are replacing Graham Jardine and Jack Webb, who both decided to retire after the 2009 UCR General Election. I'd like to thank both Graham and Jack for their tireless efforts over the past years and I'd like them to know how much we appreciated their volunteer service to the club. Tomiko and John have both previously served on the UCR Board of Directors and we appreciate their willingness to volunteer to serve the club once again.

The planning meeting was very productive and we were able to establish dates and chairs for most club events in 2010. The Driver Education track team, led by Dave Osborne, has already established the schedule for 2010 and complete details are available on the UCR website. The Board voted in favour of holding the PCA/UCR Club Race at Mosport on July 30-August 1, 2010. Wayne Spiegelberg will once again be the Club Race Chair. "Shift into Spring" will be held at Pfaff Porsche on Sunday, May 2, 2010 and will be co-chaired by Jeff Wagman and Danny Kroll. Due to the popularity of the Rally held in 2009, there will be at least two Rallies in 2010, with the first one scheduled for May 8. Danny Kroll will once again assist Sajjad Butt in chairing these events for the Club. The UCR Ski day has been arranged, courtesy of Tom Tutsch and will be held on March 5 at the Osler Bluff Ski Club in the Collingwood area. There will be an après ski party at Tom's chalet at the end of the day.

We are still looking to finalize dates and volunteer chairs for the Concours D'Elegance. We will also be dropping the Golf day from the 2010 schedule, unless we get some positive response from interested UCR members. We are adding a Multi-Event weekend, which will be chaired by Laurel Ward. Stay tuned for more details and information, as they become available. Laurel will also be assisting Richard Bain in planning the monthly UCR Socials by inviting interesting guest speakers to each event. UCR has arranged for guest speakers in the past and we believe this was considered an important part of the evening by many monthly social attendees. If any UCR member has a suggested guest speaker, please contact Laurel directly.

I attended the recent PCA Zone 1 President's meeting in Latham, NY on behalf of UCR. Manny Alban, the PCA National Vice President, was the guest speaker and he talked about the continuing improvements in the PCA.org website. He also mentioned that there will be a new "I Phone" application developed by the PCA National Executive Council. This app will be a North America-wide automotive data base resource for the location of techs, tire sales and installers, DE tracks and everything else related to the enjoyment of your Porsche, wherever you may be in North America. This will also be a Facebook-like site for PCA member use only.

Manny also reminded us that the 2010 PCA Parade will be held at an incredible resort in St. Charles, Illinois, from July 3-9, 2010 and that the PCA would be taking over the entire facility for the whole week. The 2011 PCA Parade will be held in Killington, Vermont, and will probably be two weeks earlier, during the third week of June.

Hope to see you at an event soon. 🌀



# 2010 Calendar of Events

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

## JANUARY

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

## FEBRUARY

9 Tues UCR Social Meeting at Mandarin at  
200 Queens Plate Drive, Rexdale  
27 Sat Zone 1 Tech Tactics in Danbury, CT

## MARCH

5 Fri UCR Ski Day at Osler Bluff Ski Club  
9 Tues UCR Social Meeting at Izba at  
648 The Queensway, Etobicoke

## APRIL

13 Tues UCR Social Meeting (refer to the website)  
17 Sat 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 23rd, 24th & 25th - CanAm at Mosport Grand Prix Track

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

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

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

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

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

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

Multi Marque Event with German Food & Beverages, Porsche, BMW, Audi, Mercedes Welcome! 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
Wallace Bradley & Cyndi Knapp	Blackstock	85.5-944	Judy Lang
Ron Gray	Brampton	87-944S	
Paul & Jackie Green	Orangeville	04-911	
Guido Hafer	Mississauga	87-911	
Joseph Heindl	London	99-Boxster	Furtmair Automotive
Sean & Lisa Hoehn	Oakville	02-911	
Upton Jeans	Toronto	01-911C4	
Bob Kiaii & Laurie Shaw	Arva	09-911T	
Rheal Leveille	Mississauga	03-911	Kimberly Viney
Edward Ludington	Ingersoll	86-928	
Mark & Petra Murphy	Milton	03-911T	
David Nagle & Vanessa Bown	Kitchener	99-911	
Amy Pearson-Blay	London	05-Boxster S	Trf from Orange Coast
Peter Ribeiro & Daphne Dias	Richmond Hill	07-911	
Keith & Jane Richards	Mining	03-911TT	
James Smith & Brian Taylor	Guelph	90-911	
Jonathon Stein & Nikki Coleman	Toronto	00-911	Terry Orr
Cameron Taylor	Peterborough	89-911C4	
Tom & Christy Towers	Grimsby	89-928S4	
Bruce Trigg & Anne Corrigan	Oakville	04-911	
Frank & Helen Valente	Pickering	01-Boxster	Bruce Farrow
Verne Walker	Brantford	04-Boxster S	
David & Lenka Watson	Burlington	88-911	
Kyle & Harry Wichmann	Burlington	86-930	
Ron C. Woodward	Toronto	96-911TT	

CONGRATS!  
ANNIVERSARIES

30  
YEARS

Aubey &  
Marilyn Banack

15  
YEARS

Gordon Fowler  
Valerie Gardner &  
Robin Virtue  
Brian Slocum

10  
YEARS

William & Carol Hodges  
Peter & Erla Kulba  
Mark McCurdy  
Bonnie Racz  
Dirk Rueter  
Martin Tekela  
Peter & Susan Winnell

5  
YEARS

Allan Becker  
Ann Boyd  
Karen Coulter  
Doug & Bea Forster  
Steven & Mary Maker  
Nick Pappas  
Joshua Prieur  
Brad Rowse  
George Stamatakos &  
Christine Spence  
Robert Sterk  
Steve & Kim Wilhelm



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20  
YEARS

Paul Harrison &  
Joanne Aube  
John & Patricia  
Van Atter

# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

A very happy Twenty-Ten, everyone!

Things just aren't letting up with our club and this issue is already jam-packed with dates to mark in your calendar. Where, in the days of old, we used to experience a real slump in activities, reports and general contributions to our newsletter over the winter months, that is no longer the case. We have built up a great team and network, and the submissions keep on coming in, as our activities continue almost seamlessly into the new calendar year. But, no, don't stop; keep it coming – this is your newsletter – make it what you want it to be!

**Out with the Old:** The last big event of the past year was our Annual Awards Banquet and it was a huge success with everyone who was lucky enough to attend. Plan on being there this November! Another great outing was the October UCR Social, sponsored by Porsche Cars Canada and hosted by Pfaff Porsche. Please see both events covered within.

**In with the New:** Yes, it is time to start planning the year! The track team has announced that event registration is open to all groups and skill levels. Register now - especially if you are a novice at Driver Education and want to give it a try this year - to avoid disappointment. In the very near future, the UCR Ski Day is planned for

March 5th, there are out-of-province Zone 1 events to consider, our Annual Spring Tour takes place every May, and our very popular Fun Runs aren't that far away either. There will be one, maybe even two, Rallies organized this year, after the huge popularity of the one that was held in October. There are numerous Autocross days planned that require minimal financial commitment, yet are a great way for you to learn more about driving your car in a safe and fun environment. Plus, there are wine tours, the annual club race and, of course, our monthly Socials to take in. C'mon out – participate!

This year may also be the one for you to step up and help out. Volunteers are always needed to organize and run events and it is simple to join in by contacting the event chair. You will find most of the contact info in these pages and on the website but, when in doubt, simply contact me, your newsletter editor, and I will put you in touch.

Lastly, we sadly say good-bye to Mary Byczok, our contents editor for several years. Mary will still be involved in other club activities, such as organizing the Annual Spring Tour, but needs to free up some time from her busy schedule. Thank you for all of your commitment and help, Mary!

Have a wonderful UCR year, everyone! 🏁

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# THE WAY WE WERE...

## 30 Years Ago

David Pateman was the new President. Membership passed 110. The February Social would be at The Old Mill. The a la carte menu had filet @ \$12.50 for the high rollers. Soup was 80 cents. Green salad \$1.40. Bruce Farrow had a lot of parts for sale.

## 20 Years Ago

Rosemary Adam, Past President, and Botho von Bose grace the cover with a picture from the Awards banquet, attended by 135 members. Botho von Bose was awarded Enthusiast of the Year. Crawford Reid was the new President. We were just starting to use e-mail and some new technology to help with Provinz. Second class mailing privileges required Provinz sortation into 58 separate groups. The membership count was 500. Our Socials moved to a restaurant at Dundas and The West Mall, Etobicoke. (Old) Phil White reported on a maintenance day held at Ruf Automobiles. Jurgen Barth was to appear at tech Tactics, Enfield, CT. Howard Dexter's Off Line article covered brakes.

## 15 Years Ago

Patti Green was the new President and wrote an extensive article about the Awards Banquet at Movenpick. As well, she wrote a two-page presidential article. John Adam wrote a piece about the racing career of Ludwig Heimrath. Peripheral Vision was talking about the Rolex 24 at Daytona. We had quite an entourage attending in those days. John Van Atter had a two-page insert of all the items available for bid in the Charity Auction.

## 10 Years Ago

Ken Jensen took the helm. John Van Atter was promoting a January wine tasting event as well as the Charity Auction. Fun Runs were a new thing. Andy Wright wrote about signaling your intentions. Go-karting was a UCR winter activity – until given the kibosh by PCA insurance rules. Ian Wright and Ian John were to host a Multi-Event weekend – which is being re-established in 2010. Mike Acerra announced the new DE track dates. Richard Bain wrote a hilarious piece about a race at Daytona. Enthusiast of the Year was Peter Helston.

Contributed by John Adam, UCR Historian



Photo by Just Shots Photography

## CORRECTION

The photo of the beautiful Porsche 928 published in the December 09 issue of Provinz is indeed not 'another Dave Osborne project' but rather the project and pride and joy of UCR member Jason "Jay-V" Venturelli. I apologize for the error. -ED

## YESTERDAY, TODAY, AND TOMORROW



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## Zone 1 Dates & Notes for 2010

Thank you for your participation in the 2009 Zone 1 events. I sincerely hope that more of you will be along in 2010. The 30th Tech Tactics will be a "must be there" event with the famous Hurley Haywood as the guest speaker (please see the flyer elsewhere and visit zone1.pca.org for an updated speaker list).

### Please also mark your calendar for the other Zone 1 and National events.

- February 27      Zone 1 Tech Tactics in Danbury, CT
- May 16 - 17      Zone 1 Rally & Concours, Westbury, NY
- May 28 - 30      Zone 1 Watkins Glen Club Race
- June 18- 20      Zone 1 - 48 Hours DE at The Glen
- July 3-9          PCA Parade in St.Charles, IL

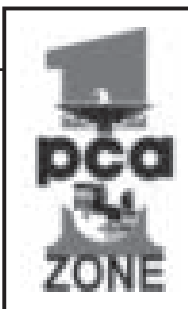
### National events not to be missed:

- Aug. 28-29 or Oct. 16-17      Zone 1 Autocross
- Sept. 9-12                      PCA Escape 2010, Sun Peaks, BC

See you at any or all of these events - after all, they are put on for you.

Happy New Year!

**Botho von Bose, Zone 1 Rep**



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Save the date!

## The Annual Spring Tour

at a great new location...

**The Little Inn of  
Bayfield**

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

**May 28-30, 2010**

your hosts Jeff White and Mary Byczok

## 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.

Registration via [clubregistration.net](http://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](http://www.oslerbluff.com)



# *Zone 1 Concours d'Elegance & Rally*

May 14, 15 & 16, 2010

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

The 31st Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "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**

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

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

## **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)



Ferry Porsche with the one-millionth Porsche in 1996

# 100 Years Ferry Porsche

## For the Love of the Sports Car - Part 3

Text and Photos, courtesy of Porsche AG Press Archives

### 1950: Return to Stuttgart

With the Porsche 356 developing into a genuine success, the provisional plant in Gmünd was soon unable to provide the production capacities required for the ongoing project. A further point was that the technical equipment and facilities available in Austria were simply not sufficient and economic conditions in this Alpine region were still too difficult.

At the time it was still unclear whether the future of the Company would really lie in the construction of sports cars. While Type 356/2 was already selling successfully and gave reasons for optimism, Ferdinand Porsche as the Senior Director still focused primarily on the production of diesel tractors and water turbines – and he believed that the Company would generate higher revenues by working on behalf of other principals, as before, rather than with its own car production. Ferry Porsche, on the other hand, believed in the ongoing success of his idea and wanted at least to build a series of several hundred cars. So in 1949 he sought to return to Stuttgart as a major car production city.

Since the former Porsche Plant in Spitalwaldstrasse 2, Zuffenhausen, was still being used by the Americans, Ferry Porsche decided for the time being to establish an office and a small test workshop in

Porsche's Stuttgart mansion. Preparations for the move were made by Ferry Porsche's school friend Albert Prinzing, who in November 1949 was appointed Co-Managing Director of Porsche Konstruktionen GmbH in Stuttgart. At the end of the year Porsche GmbH rented a 600-square metre production hall from Karosseriewerke Reutter & Co. GmbH, a coachbuilder in Stuttgart-Zuffenhausen, at the same time giving Reutter the assignment to build 500 car bodies. "And since Reutter had no experience in welding light alloy, we had to switch over to a steel-bodied coupé", said Porsche.

The first Porsche 356 was built in Stuttgart in March 1950. While Ferry Porsche was forced to withdraw increasingly for reasons of time from the actual construction and engineering work, taking on management responsibilities instead, the 356 quickly became a best seller, the free capacities available at Reutter soon being exhausted and several other coachbuilders joining the project. "We would never have dreamt back then that ultimately we would build 78,000 units of the Type 356 sports car", added Ferry Porsche years later on a very satisfied note. An important factor crucial to the success of the young company was the early focus on exports, with Ferry Porsche shipping the first cars to America as early as in 1950. Here, in the world's largest and most important sales market, the Porsche 356 quickly won over the hearts of sports drivers – and not least those of many Hollywood stars. Introducing models such as the 356 Speedster, Ferry Porsche offered >

> American customers exactly what they were looking for, with no less than half of the Company's annual production going to the United States as early as in 1955.

Apart from exports, Ferry Porsche's other great passion was motorsport likewise serving as a catalyst to promote the brand. Instead of advertising or conventional publicity, the idea was to let his sports cars speak for themselves by winning races right in front of the public's eyes: "The extreme demands we face in racing quickly show any weak points on the cars and encourage our engineers to look for new and better solutions."

Motorsport was also a source of ongoing technical progress in the eyes of Ferry Porsche, with experience gained here going directly into the ongoing development and optimisation of the Company's production models.

## Ferry Porsche, the Entrepreneur

Ferry Porsche was always very successful in understanding the signs of the times and sensing any change in the market. So in the late '50s he realised that the Porsche 356, despite all the efforts made to enhance the car's "fitness", still remained a close relative to the VW Beetle and therefore did not offer great prospects for the future.

Instead of continuing the development of this proven model, Ferry Porsche therefore decided to build an entirely new car following the proven Porsche concept, with an air-cooled horizontally-opposed engine mounted at the back. And this was no easy task, since the 356 had already become an absolute classic within just one and a half decades.

By the early '60s three of Ferry Porsche's four sons, who in the meantime was already holding his first grandson in his arms, had followed the example of their father and worked actively in the automotive industry – particularly Ferdinand Alexander who worked in the Company's Model Department as an engineer. Together with Ferdinand Alexander, Ferry Porsche started developing the looks and design of the successor to the 356, which to begin with was to bear the model designation 901.

In the words of Ferdinand Alexander Porsche reporting on their joint project: "When I designed the 911 back then, he was right there behind me from the very beginning. Not because I was his son, but rather because he was convinced of the car. He always had an exquisite sense of shape and he never liked extreme colours and flashy shapes."

Porsche presented the new sports car for the first time at the 1963 Frankfurt Motor Show, the 911 standing out from its predecessor in many respects, not only through its fast-revving six-cylinder power

unit. And Ferry Porsche was happy to note that "at long last I'm now able to get my golf bag into the car without the slightest problem".

The decision in favour of the 911 designed by his oldest son was indeed a truly visionary choice, the new car differing from everything else seen so far not only in terms of styling, but also in technical terms. The introduction of the Porsche 911 was also a bold step for Ferry Porsche in entrepreneurial terms, with the company taking over Reutter & Co. GmbH, the former body supplier, in 1964 in preparing production of the new model series. This was obviously a major step for Porsche, with almost 1,000 employees at Reutter being integrated completely into Porsche KG as fully-fledged members of the workforce.

Ferry Porsche's recognition and acknowledgement of the great potential offered by the innovative concept of the 911 for future success is one of his greatest lifetime achievements. The ongoing success of this model series subsequently resulted from a process of constant evolution making the Porsche 911 the perfect sports car: "Looking back at the 911, I know that the concept of this model was definitely quite questionable. But today the long and really unusual lifecycle of the 911 makes me proud that ultimately I was right in my opinion of the car."

Ferry Porsche was also open at all times to unusual and even risky ideas. Building the VW-Porsche 914, for example, the com- >

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➤ pany launched a joint venture with Volkswagen in 1969 in an attempt to win over new market shares beneath the Porsche 911 through an inexpensive sports car for a broader segment. While sometimes criticised for its design and image, the 914 most definitely became a success in the market, sales of almost 120,000 units making it the most successful sports car in the early '70s.

Ferry Porsche himself also drove a 914 which he received as a gift from his employees on the occasion of his 60th birthday – although in this case the sports car hardly modified outside came with the three-litre eight-cylinder power unit otherwise featured in the Type 908 racing car, albeit slightly de-tuned for everyday use: Maximum output of this unique car bearing the registration number S-R 3000 and licensed by individual homologation was 260 bhp. And this very special 914/8 was by no means a gift just for Porsche's garage, with Ferry Porsche covering more than 10,000 kilometres in the car. From then on it became a tradition at Porsche to give the man at the top a very special, customised birthday car on the occasion of his most important birthdays. So when asked by a journalist whether he would buy a Porsche himself, Ferry Porsche had a very easy answer: "No, I just have to wait until my next birthday."

Ferry Porsche always endeavoured to optimise his company not only in technical terms, but also in social matters. Being an entrepreneur and a human being with a great social commitment at the same time was not a contradiction in terms in his eyes, but rather a logical conclusion, perhaps even the foundation for all his success. He therefore introduced a corporate old-age pension scheme as early as in 1956, the Porsche Foundation also being established to help all employees suffering economic need for reasons beyond their own fault.

In 1960 the Company transformed all blue collar workers from wage-earners employed on an hourly basis to monthly wage-earners, thus raising them to the same status as the salaried personnel. Fringe benefits such as a Christmas bonus or a vacation allowance were also introduced much earlier by Porsche (without any legal or industrial obligation to do so) than in the automotive industry as a whole. So Ferry Porsche was also a pioneer in the introduction and payment of social benefits.

## Setting the Stage for the Future

In the early '70s Ferry Porsche once again set the long-term stage for the company he had now been running for two decades. Following lengthy discussions regarding his successor in Porsche's top management, the Porsche and Piëch families decided in 1971 to no longer fill any top operating positions in the Company with members of the two families. And entering the year 1972, the principal partners of Dr. Ing. h.c. F. Porsche KG decided to turn the limited partnership into a joint-stock corporation as of 1 August 1972. Ferry

Porsche readily accepted this unanimous decision by the families and retired from active management, from now on accompanying the development of the Company in his new position as the Chairman of the Supervisory Board, an office he held until 1990 when his son Ferdinand Alexander took over. Subsequently acting as the Honorary Chairman of the Supervisory Board, Ferry Porsche was then to actively accompany the development of the Company for the rest of his life.

Through his far-sighted vision as an entrepreneur and engineer, Ferry Porsche left a lasting stamp on the company time and again. And he was indeed all too happy to take up the innovative ideas of his engineers on many occasions, the company venturing beyond the beaten track – not always to the pleasure of some of the "die-hard customers" – with models such as the 924, 944, and 928. Still, these models also made a very significant contribution to the success of the company, with every other Porsche built in the '80s being such a front-engined sports car.

Another issue always of great interest to Ferry Porsche was the future of the automobile, with the opinion he voiced in 1979 now more important than ever before: "Fuel consumption will be a particularly significant factor in future. The amount of fuel consumed by a motor vehicle will also depend on its weight and air resistance. And the sports car is at an advantage on both of these points." So he always believed that "we must do things in our cars that help to reduce fuel consumption. And this is where we benefit from the developments we have already made in motorsport, such as the turbocharger. We can use the turbocharger not just to increase engine power, but also to improve the efficiency of the engine, reducing fuel consumption to a minimum in the process."

In the last years of his life Ferry Porsche had to experience how his company entered a severe crisis threatening its very existence. But even when the Porsche company was seen as the candidate for a possible takeover, Ferry Porsche still emphasised his unflinching will to remain independent. And experiencing the economic turnaround led by Dr. Wendelin Wiedeking, he was able to see his lifetime achievement returning to the road of ongoing success.

The introduction of the Porsche Boxster in 1996 marked the continuation of his vision of a mid-engined roadster, and he never doubted the future of his sports car philosophy: "The last car ever built will be a sports car."

The death of Ferry Porsche on 27 March 1998 also marked the end of another era, with the last air-cooled 911 coming off the production line in the same year. ✳



# Curriculum Vitae

## Ferdinand (Ferry) Anton Ernst Porsche

**1909**

Born in Wiener Neustadt (Austria), on 19 September as Ferdinand Anton Ernst Porsche, commonly called "Ferry". Went to school in Wiener Neustadt and Stuttgart-Bad Cannstatt. Completed his technical training with Bosch in Stuttgart and at Steyr-Werke in Austria.

**1931**

Started working as a constructor and engineer in the Engineering Office of Dr. Ing. h.c. Ferdinand Porsche GmbH established by his father Ferdinand in Stuttgart.

**1932**

Assumed additional responsibility for Test Supervision and Coordination, participated in the construction and development of the Auto Union Grand Prix racing car.

**1934**

Appointed Head of Test Driving in charge of the Volkswagen prototypes.

**1935**

Married Dorothea Reitz (died in 1985) from Stuttgart. Four sons.

**1938**

Director of the Porsche Test Department. Construction Office moving to Stuttgart-Zuffenhausen in the same year.

**1940**

Deputy Director of the overall company.

**1945**

Director of Porsche GmbH moved on account of the war to Gmünd in the province of Carinthia, Austria.

**1946**

Ferry Porsche assumes overall responsibility for the company in June.

**1948**

Completion of Porsche 356 No 1, a 35-bhp mid-engined sports car, in June.

**1949**

Following production of the first 52 units of Type 356 in Gmünd, returns together with most of the workforce to Stuttgart-Zuffenhausen. Re-establishment of the Development Office under the management of Ferry Porsche and preparations for standard production.

**1950**

Start of standard production of Porsche Type 356 in Stuttgart-Zuffenhausen.

**1959**

Received the Supreme Honour Award of the Federal Republic of Germany from Professor Theodor Heuss, the President of the Federal Republic of Germany.

**1965**

Awarded the title "Dr. techn. E.h." by Vienna Technical University.

**1972**

Appointed Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, the new joint-stock company.

**1975**

Received the Supreme Golden Award of Honour of the Republic of Austria in Vienna.

**1978**

Received the Wilhelm Exner Medal.

**1979**

Received the Star on the Supreme Cross of Honour of the Federal Republic of Germany on the occasion of his 70th birthday from the Prime Minister of the State of Baden-Württemberg, Lothar Späth.

**1981**

Received the Gold Medal of the Société des Ingénieurs de l'Automobile. Appointed Honorary Citizen of the town of Zell am See, Austria.

**1984**

Received the title "Professor" from Prime Minister Lothar Späth.

**1985**

Received the title "Senator E.h.", from Stuttgart University.

**1989**

Received the Business Medal for Outstanding Achievements in the Economy of Baden-Württemberg on 19 September from the Minister of Economic Affairs of the State of Baden-Württemberg, Martin Herzog.

Received the Citizen's Medal of the City of Stuttgart on the occasion of his 80th birthday in recognition of his great contribution to the economic development of the State Capital of Stuttgart.

**1990**

Appointed Honorary Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, Stuttgart.

**1993**

Appointed Honorary Chairman of the Supervisory Board without a mandate.

**1994**

Appointed Honorary Citizen of the town of Wiener Neustadt on 21 September in recognition of his particular contributions to the Austrian and Lower Austrian economy, above all for his contributions and services to the town of Wiener Neustadt itself.

**1998**

Ferry Porsche dies in Zell am See on 27 March.

# 2010 DRIVER EDUCATION REGISTRATION

*OPENS MIDNIGHT NEW YEARS EVE!*

**T**he new **Driver Education Registration site is now up and running!** As of midnight on January 1st, 2010, you will be able to sign up for the 2010 Driver Education season. We're planning an outstanding summer season of warm summer days, sticky tires and all the fun and friendship we can squeeze into a Driver Education event!

**Your 2010 Track Team**, partnered with the best trained Instructors in the Driver Education industry, will combine to make this summer season the most fun you've had in years. Come on out, if you're a dedicated "Trackie" or just trying something new. We offer you the high standards and advancement that you've come to expect from UCR, as well as all the fun of a family get together!

**New for the 2010 season**, all run groups can sign up for any event as of January 1st, including the "greenies". Those who sign up for one of the first two IDS events can also sign up for the first three track events. Acceptance will be confirmed with your successful completion of the IDS event.

**Please update your Driver Information page** and be sure that you display current credit card information. Those whose cards do not process two weeks in advance will lose their places in the event. Please update your shirt information as well. You might have lost weight during the holiday season... lol.

On behalf of your 2010 Driver Education Track Team, we would like to wish you all a safe and happy Twenty-Ten.

**We look forward to sharing the track with you this year!**

*Dave Osborne  
Track Chair*



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# Abe's Most Excellent Autobahn Adventure

Story by Abe Reinhartz



The 2010 Porsche 911 GT3RS; photo by Mark Trewartha

In Ontario, Canada we have this law that says if you're caught driving at more than 50km over the speed limit, it is assumed you are street racing or stunt driving. Which means major legal hassles. Doesn't matter who you are. A cop got arrested for doing 50 over while on duty. You figure it out.

I was mulling this over one morning, after a friend of mine was pulled over driving his diesel Golf 50 over, trying to get his store open in time. Street racing in a diesel Golf with baby seats in back makes as much sense as getting a ticket for reckless driving on your coaster bike. He was handcuffed and put into the backseat of a cruiser, no doubt while pimps and thieves were going about their business within the speed limit.

Thankfully, spring was around the corner. The temperatures were above freezing, which meant that the track season would be starting soon. As much as I love the track, I often wondered what it would be like driving the autobahn where one can drive freely, going about ones business. I booked a trip with Autobahn Adventures. Mark and Tina Trewartha are avid Porsche enthusiasts and have been running these tours for a few years. I liked how the tour was arranged: no schedules. Do what you want (within reason) with the cars, go where you want and explore. Just be back for dinner.



We started off the trip in gearhead style: a trip to the Frankfurt Auto Show. Besides the Porsche GT3RS being introduced, we saw the new Ferrari 458 and lots of other neat cars we don't get to see here. I particularly liked the Weismann coupe. It reminds me of the Morgan Aeromax, which I think has to be one of the funkiest cars ever built. I don't think that either of those cars were focus-grouped. I think the designers said "this looks cool" and went for coffee.

The following day our Porsches arrived. Any color was available as long as it was black. You had a choice of PDK or 6 speed, coupe or cab. Almost all were C2Ss. I took a coupe with a 6 speed. We were instructed to drive the cars and get acquainted with them. So, all of us promptly went out on the Autobahn and tried to find Vmax. I, of course, got lost. All the cars had GPS, which

was a snap to use. I have never looked at excellent instructions as a deterrent for me to get lost. Instead of heading to Cologne, my buddy and I found ourselves someplace well outside of Frankfurt on a deserted winding tree canopied two lane road. We found a spectacular old hotel on lush grounds. It was well into the afternoon now. Thinking that it would be wise to relieve ourselves of the several gallons of coffee we had consumed up to that point, the hotel staff wouldn't let us use the bathroom. They could tell we were a bunch ➤

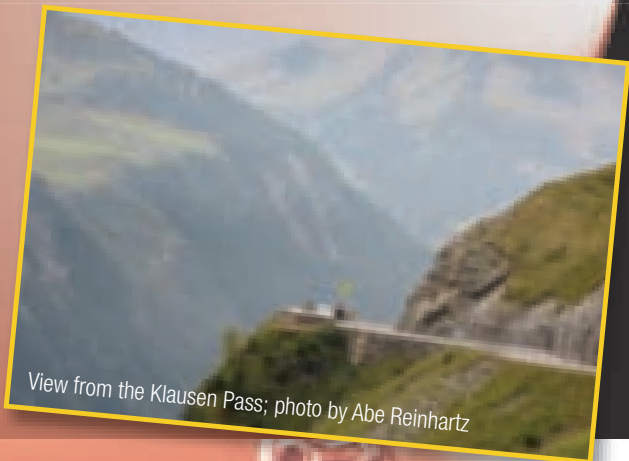
The Weismann Coupe; photo by Abe Reinhartz

> of s\*\*t disturbing Canadians when we asked politely for the loo. No matter, the bladder was going to get more of a workout because beer was everywhere in Germany. Actually, that's how I came to characterize the holiday: Cars, mountains and beer.

We then went to the Black Forest area where we stayed for a few days. The Porsche factory tour was going to be later on in the trip when we were in Stuttgart, but they were going to be on shutdown. So we made the trek from the Baden Baden area to Stuttgart. We got stuck in stop and go traffic on the unrestricted portion of the autobahn. That's where I was rear-ended by an Audi TT. Texting while driving isn't only a North American phenomenon. No damage to me or the car, just a crumpled licence plate.

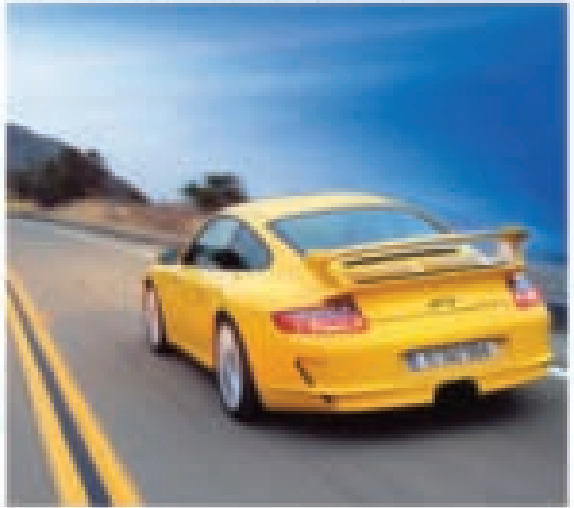
The Porsche factory is built on several floors, like a department store. Instead of underwear and lingerie on the second floor, you find dashboards and leather. We were told not to take pictures while we were there, which to us was like waving a red flag at a bull. I think the security guys got a good laugh out of this and concluded that this wasn't industrial espionage. We went to the Porsche Exclusive area where cars are individualized for their owners. There was a Panamera there with an ice cooler in the trunk. This could probably make a good car for the Sopranos, because I'm pretty sure a body could fit in there, no problem. It would be nice and fresh just before being dumped into the river.

From the Black Forest, we drove to Lucerne, Switzerland. My pal and I decided that we would set the GPS to avoid the major highways so that we could experience country roads at their finest. In reality, all it did was take us through the downtowns of all the cities on the way to Lucerne. Stop and go is stop and go in any language, so it was back to the Autobahn. The highlight of our time in Switzerland was driving the Susten Pass. We did this three times. Back and forth. On our second time, a sport bike was down and being loaded onto a flat bed when we arrived. There isn't much protection from gravity on the pass, so if you misjudge your entry speed, you may understeer your way to oblivion. But it is truly magnificent. The first two trips on the pass were to experience the car. The brakes on the car were >



View from the Klausen Pass; photo by Abe Reinhartz

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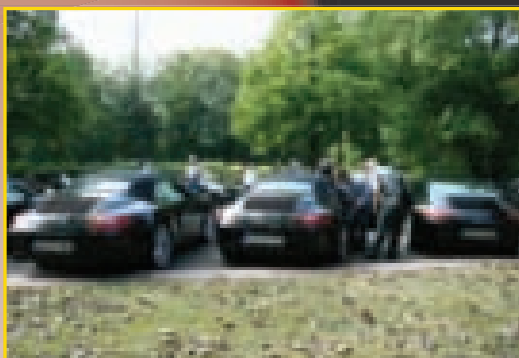
> phenomenal. A 911 isn't my usual ride and this was my first time with the car for any length of time and I was impressed at how responsive a dance partner it can be. The third time on the pass we stopped and took pictures. To use a word beaten to death by popular lexicon, it is literally "awesome". The mountains are majestic.



Oktoberfest; photo by Abe Reinhartz

was unrestricted straight away and empty. The 911 got up to 285 before I had to slow.

Our next stop was Ruf... We had a tour of the facility which is smaller than I imagined but packed with goodies. We met Alois Ruf. We got in line and kissed his ring and thanked him profusely for the audience. We then took off to Stuttgart. But not before getting lost trying to find a restaurant for lunch that had a picture of a duck on it.



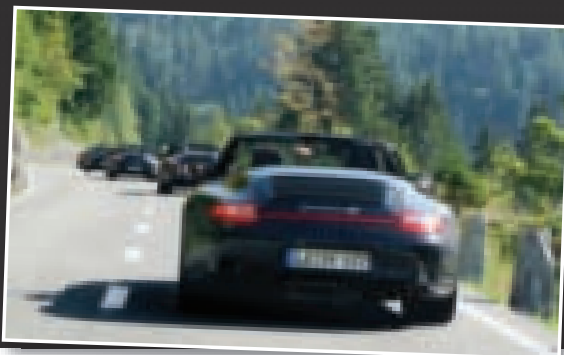
Selection of the cars; photo by Mark Trewartha

We didn't drive much in Stuttgart. Mostly because we had a prolonged hangover from the Oktoberfest celebration.

Then it was back to Frankfurt, gave back our cars and said goodbye. Best holiday I've ever had. A few memories stand out. Crossing a bridge at 270 km with a strong cross wind and barely feeling it in the 911. Driving at 250 in the left lane and pulling over to

let a Panamera Turbo pass probably doing 290. The mountains in all their glory. The alpine passes. Great people to hang around with. Driving places I'd only dreamed about.

Am I going to do it again? What do you think? 🌀



On the Susten Pass in Switzerland; photo by Mark Trewartha

We drove down to Lake Como to meet up with some track buddies on another Porsche tour. They were having as great a time as we were. I'm proud to say that I got hugely lost trying to leave Cernobbio despite the GPS working perfectly. Maybe it was my imagination, but the GPS lady was getting kind of annoyed with me.

Our next stop was Austria. We planned our route to include the Klausen Pass. This was spectacular. We didn't have as quick a drive on this road as the Susten pass, because it was packed and it's about a lane and a half wide. If you ever drive this, be sure that your camera battery is charged and there's enough room on your memory card. We stayed near Innsbruck in a magnificent hotel called the Interlpin. Innsbruck is a gorgeous town nestled in the mountains. There was a large pedestrian mall area, with shops, cafes. Very civilized.

We left Austria to go to Stuttgart. I, of course, got lost leaving the hotel. I mistook which right turn to take... it's a long story. The trip back into Germany took me through lots of quaint little towns before reaching the German border. Once back into Germany, the highway



The 2010 Porsche Boxster Spyder in its element; photograph, courtesy of Porsche AG Press Archives.  
Please see the story on page 28.





# My First 3,600 Miles in a 2010 Porsche Panamera Turbo

*Story and Photos by Peter Sontag*

Parking the brand new PORSCHE Panamera Turbo was not fun. It wasn't because of the amazing four-corner proximity alert system; the rear view camera and guidance system; the distance-measuring radar in the front... No, it was because of the crowds that gathered every place in Germany, Switzerland, Austria and Italy when I tried to safely position the car. Back in '94 when I bought a bright red Viper with tan leather interior, with the license plate M8INUSA, I got a lot of stares, smiles and thumbs up, but that was a mere fraction of the interest the PORSCHE Panamera Turbo generated. All I heard was "darf ich hineinschauen; ein Bild machen; oder mein Sohn möchte sich bitte hineinsetzen." (may I look inside; take a picture; or my son wants to sit inside).

I just returned after a month in Europe managing the 2009 Fall PORSCHE Treffen and Fest trips. For the past two weeks I had the privilege and pleasure of enjoying the most amazing PORSCHE I had ever driven. Just to underscore that comment – I have owned 32 PORSCHEs in my life and driven others including GT2s, GT3s and a wild 935 (with a Dampfrad). There, on Thursday, September 24th I was briefed by Sebastian and Murat in Ludwigsburg, about ten minutes from the heart of our passion – Zuffenhausen, by those two venerable, Panamera experts as to the operation of this land-

based F-14 missile. Everything in the cockpit is exactly where it is supposed to be. Driving, comfort, navigation, sound, heated/air conditioned seats and all other conceivable systems controls are readily at your fingertips and easily understood and manipulated. There are several overhead controls, including the sunroof, surrounded by a delicate U-shaped gently illuminated strip of soft lighting.



My favorite was the feature that allows a couple different sport settings – fabulous on Swiss Mountain roads. On the Autobahn I lowered the car so it was closer to the ground – with just a touch of a button. I couldn't believe this automotive pinnacle of technology actually has a "launch control" system. You press a button while placing your left foot on the brake; then floor the gas;

let go the brake – I had to go see an orthodontist because it made my gums bleed. And yet, the gas mileage is unbelievable because the car also has a feature (which you can deactivate if it drives you crazy) that whenever you stop at, let's say a traffic light, and place your foot on the brake, the engine shuts down. The moment you release the brake the engine is already running again. How did the boys in Weissach figure that one out?

I was able to hook my i-Phone into a plug in the center console and listen to my favorite aria from La Traviata "Dammi tu forza, o cielo" ➤



> playing through the on-board concert hall BOSE sound system (sorry, I am Chairman of Tampa Bay Opera, Inc.). I've seen and heard La Traviata in New York, St. Petersburg and Vienna – this is better. The trunk space is phenomenal, especially since you can activate the trunk remotely and it will silently glide open to the gawks of on-lookers. The rear seats are identical to the front bucket seats, fully adjustable and with individual comfort controls. If you want a little privacy or block the sun's rays you have electric side and rear window curtains – touch of a button.

I have never felt more in control, safer and more confident at 170 mph (272 kms/hr) than in all my previous eighty-odd PORSCHE trips to Europe. You sit in a cockpit, glued to the ground, with the world being pulled past you at an astonishing velocity. Yes, there you are on a public highway setting the land speed record. Speaking of speed – you know what's really sexy? That's a whale tail that appears from nowhere at speed and has bimodal extensions that swing outward only to



once again disappear when the speed drops. Amazing.

A couple years ago on one of my PORSCHE trips to Europe, one of the participants exclaimed, after a particularly clear stretch of the A-7 Autobahn on a sunny day, that “you haven’t lived until you have passed a German highway Polizei car at 165 mph, sucking off his hubcaps as you go past, and he just smiles and gives you the thumbs up!” Did I mention that it attracted tons of attention especially from pretty girls?

I'm in love with the PORSCHE Panamera, and yes, I'm going to order one. I'm selling my Rolls and my 911, sorry folks; this is THE right PORSCHE at THE right time! There is nothing like it that you have ever experienced. Come with me to Germany and see for yourself and you'll understand why it is my business to do pleasure! ☼

Peter M. Sontag is the President of Fast Lane Travel, Inc., the Official PCA Porsche Treffen Travel Provider

# HARDCORE PORSCHE BOXSTER SPYDER TO DEBUT IN LOS ANGELES

Porsche rolled out its new Boxster Spyder for the first time at a press conference at the Greater Angeles Auto Show. Helping usher in the sports car for this world debut was Austria's freestyle rock drummer Alfred Vogel.

Purist roadster is  
*more powerful,*  
*more efficient,*  
*more extreme*  
and will be the lightest Porsche  
when it goes on sale in March

Article and Photo submitted by Laurance Yap, Manager Public Relations, Porsche Cars Canada

MISSISSAUGA - November 5, 2009

Porsche AG will introduce the lightest, most powerful and most extreme version yet of the Boxster at the Los Angeles Motor Show in December. Weighing just 1,275 kg, the mid-engined Boxster Spyder is in fact the lightest Porsche model, representing the traditional Porsche sports car values of light weight, efficient performance, nimble handling and open-air driving pleasure.

The Boxster Spyder's formula is derived from Porsche's most successful road-going sports and racing cars, like the legendary 550 Spyder and the open-cockpit RS Spyder Le Mans prototype. It continues Porsche's philosophy of homologating race cars for the road, reflecting a common wish expressed by Porsche customers.

The new member of the Boxster family was developed first and foremost for driving in the open air. The low-slung, lightweight manual soft top extends in a seductive sweep to the rear. When closed, its silhouette, together with the extra-low side windows and the two striking bulges on the single-piece rear decklid, is reminiscent of the Carrera GT supercar.


More power than the Boxster S, significantly less weight, a lower centre of gravity and an all-new sports suspension give the Boxster Spyder the driving dynamics to back up its looks. Power comes from a 3.4-litre six-cylinder with Direct Fuel Injection mounted in front of the rear axle. Maximum output is 320 bhp, 10 bhp more than in the Boxster S.

Equipped with Porsche's PDK double-clutch gearbox and the Sports Chrono Package, the new Spyder accelerates from a standstill to 100 km/h in 4.8 seconds, while fuel consumption is a mere 9.3 L/100 km on the New European Driving Cycle. Top track speed is 267 km/h with the roof open.

In terms of its fundamental concept, the entire Boxster family is the spiritual successor to the legendary 550 Spyder, built back in 1953. Both models share the same mid-engine roadster concept, low weight and supreme agility. The 550 Spyder was the first sports car that Porsche developed specifically for racing, but which was also homologated for the road. Weighing just 550 kg, the 550 Spyder scored numerous victories on race circuits and in the road races so popular at the time; it was followed by other extremely successful Porsche Spyderys such as the 718 RS 60 in 1960.

Like its racy exterior, the interior of the Boxster Spyder is stripped-down and focused purely on driving pleasure. Automatic climate control and a radio are optional, while the standard sport bucket seats feature a lightweight design with carbon-fibre shell and larger side bolsters. Fabric door pulls, like in the 911 GT3 RS, replace the traditional door handles.

Unlike the special-edition 550 Spyder and RS60 Spyder models introduced in 2004 and 2008, the new Boxster Spyder is a regular production model, despite its far-reaching design and technical changes from the Boxster S.

The Porsche Boxster Spyder will go on sale in February 2010, at a base price of \$72,900. 



Time period of analysis 1990-2000	0.00%	0.00%	100	0.07500	0.00000
Time period of analysis 1990-2000	0.075%	0.075%	0.00%	-0.00%	0.75%

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T08 CDS Cab	Grey/Black/Black, 129 kms, Tip, CPO, 58 #521	\$79,999	\$49.99
T09 Capemore	Black/Flourence, 338 kms, Tipover, CPO, 58 #588	\$46,999	\$29.99
T08 Turbo S	Black/Flourence, 51.38 kms, ST, CPO, 58 #582	\$88,999	\$49.99

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For more information visit [www.porsche.ca/winterports](http://www.porsche.ca/winterports)

## **Modern Winter Tires for Classic Porsches.**

Many Porsches have outlasted the winter tires available at the time of their manufacture. Also, winter tire technology has come a long way in recent years.

Porsche has now extended its rigorous tire-testing program to identify which of today's winter tires are best suited to Classic Porsches. Visit your nearest Porsche Centre to find winter tires awarded an N-spec rating for your Classic Porsche 911, 928, 964, 993, 996 or early Boxster.

**Your Classic Porsche is designed to handle Canadian winters.  
Be sure your winter tires are, too.**



**PORSCHE**



# 2010 FUN RUNS



**David Forbes**  
UCR Fun Run Chair

(705) 788-8828

## THANK YOU!

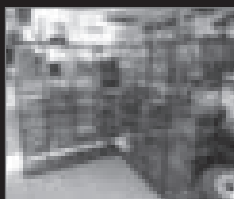
**W**ell, it's that time of year again, when it gives me great pleasure to thank all of our participants for attending and/or hosting a Fun Run last year, in 2009. All of our Runs, without exception, were very well attended, and many of our participants have remained in touch via email and telephone. Some of us have even gotten together for a dinner and drink, and new friendships are being enjoyed and nurtured. I am not sure what the magic is when Porsche lovers get together, but somehow I think those beautiful cars of ours bring out the best in all of us. Upon reflection, and some concern about why we had fewer Runs than we wanted, it has occurred to me that some folks think that hosting a Fun Run is a lot of work, and the time commitment is over the top. Let me assure you that is not the case. Hosting a Fun Run is as simple as choosing a beautiful route on a country road that you have enjoyed yourself, deciding on a start and finish point with or without stops for an elaborate meal, starting the engine and putting your foot on the gas. Fun Runs are all about enjoying the car, and the people, and sharing the love of the most amazing automobile ever designed on planet earth.

The benefits of hosting a Fun Run are still being enjoyed by Anne and I, as we continue our friendships that we developed along the way, and share those memories captured only by those who dare to stay the course... in a Porsche, on a beautiful country road, with people we enjoy! Thank you to everyone for your passion, and on that note, Anne and I wish you all a happy New Year, and look forward to hearing from you as a host or participant for our 2010 Fun Runs. I am, of course, always only an email or telephone call away, should you require my help in making your decision to jump in with both feet... one on the gas and the other on... well, you know!

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# UCR TECH SERIES



## THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... PART 2

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

**T**hat was it! I was hooked by the end of the first season. The 944 is the perfect choice for a DE car. Striped of its interior and 300 pounds lighter, it still maintained a proper 50/50 weight distribution, front to rear. You could easily feel the weight transfers, to the rear under acceleration and then forward under braking, to the left in a right-hander and vice versa. The 150-pound, factory springs seemingly exaggerating the perception of motion.

I got used to the audible feedback from the squeal of the street tires as the rising pitch forewarned of over-steer and demanded the throttle and counter-steering inputs that seemed so foreign to me in the past. I drove every DE event the summer of '07 and, with the help of several great UCR instructors, I had moved from Green, through Yellow and then up to the White, solo run group by the final event of the season. It wasn't without incident, mind you.

I had progressed far beyond the abilities of that dumbstruck driver from the year before. I had learned heel-toe shifting, improved car

control and the importance of smooth inputs to maintain balance. What I apparently didn't learn too well was how to check my ego, which was bolstered with the newly found ability to counter and throttle-steer out of an impending slide.

During the first run after being signed-off, I really thought I could do no wrong. With the absence of my regular instructor in the lightened, 150-hp 944, I picked up what seemed like twenty more horsepower and I was eager to try and push past some of the more powerful 911's in the run group.

The little dip on the apex of Corner One confirmed a perfect line and I must have been dwelling on that because I soon realized I was heading into the next left-hander a little too early and a little too hot. The road dropped away after the 2A apex and by the time the weight had transferred back to the front contact patches, I was well off-line for 2B and in the marbles. Counter-steer and throttle wasn't going to save me this time. The right side came around 90 degrees and I was looking straight down the track towards Corner 3 through the passenger side window, so I locked them up and flat-spotted all four tires.

Hoppling back to the pits I was rehearsing my complicated multi-excuse explanation, which I rambled off to Stan Carmichael, the UCR Instructor handling "Attitude Adjustments" that day. He summed it all up nicely: "Bullshit! There's the right line through 2 and you weren't on it!"

Markus was less than impressed but after viewing the videotape from the on-board camera, he at least acknowledged that I locked

>



> it up perfectly to keep it on track and, more importantly, heading in a predictable direction for anyone that might be coming up fast behind me.

That was one way, albeit not the best way, to move up to the Toyo RA-1's that had been collecting dust since mid-season. We thought the original street tires were great to learn on and wouldn't last but they seemed to grow tread.

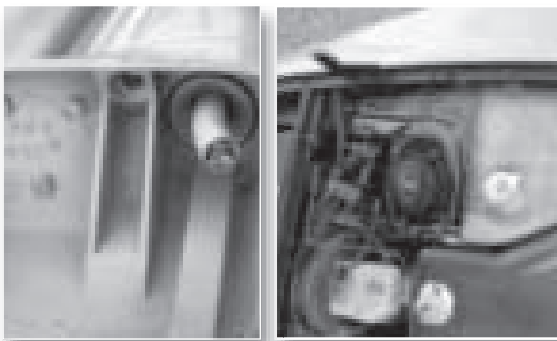
With the season over (or so I thought) it was time to start the winter diet. A light track car is a good track car. This diet plan included losing the heavy front and rear metal bumpers and bumper shocks. Markus is the Canadian Distributor for Fibrewerks, a Florida-based company, that had a great 944 aero package for about \$1,000.00.

I made the mistake of "farming-out" the installation work to a local body shop in Toronto through a friend of mine. They offered to remove the heavy-metal bumpers, install the aero package, including a light-weight nose panel, the rear panel and the two rocker panels and prep and paint the car, inside and out for \$3,500.00.

In the meantime, a friend and fellow UCR member, Ronan McGrath, took delivery of his Green, 2008 GT3 RS. It looked spectacular and the color choice for my DTT (Dedicated Track Toy) was made right then and there - Green with Violet-colored phone dial wheels.

The plan was excellent - the execution, an unmitigated disaster. The rookies in the body shop ignored Markus' orders, relayed through me, to just spray the red metal interior with flat black. Instead they used thick, heavy stone-guard, to try and cover up all the scratches left from scraping off the under-padding adhesive. The black, tar-like goo in the foot-wells would stick to your shoes when driving and your sleeves when working around even a moderately warm engine. They also sprayed, well over-sprayed in most cases, any visible red in the engine bay, but then didn't think to paint the underside of the hood. They cut electric-mirror wires disabling both power mirrors, not knowing that the 944 connectors were hidden just a few inches inside the assembly. Lights and seatbelts were poorly re-connected. The lightweight Fibrewerks panels were poorly fitted and installed over the Guard's Red bodywork and painted without being primed. Then, as if to add insult to injury, the clear-coat was sprayed on too heavy and too fast and it dried in multiple runs, sags and hard drop-lets on all the lower edges.

Markus was furious! I can hear him to this day: "This black crap is everywhere! Plus, they added at least 12 pounds! To a track car!!! After spending all that time and effort to remove it in the first place, they put it back in!" It was early November and he had just offered me a spot in his trailer for one last DE event down at Virginia Inter-



national Raceway, (VIR). We were just days away from leaving and he now had to find time for six more hours of work just to repair the damage done by the body shop.

With the work completed and the car loaded up, Markus and Rose (his wife and UCR Registration Co-Chair) headed out on the 2-day drive to VIR. I got really busy on a deal for a client and couldn't join them and the rest of the caravan that they'd hook up with along the way. I did, however, feel pretty damn good about flying into Raleigh, North Carolina the night before the event and driving a rental to the track for my first, "Arrive and Drive" experience. Remember what happened the last time my ego got away from me? Not this time though. VIR was incredible and well worth the effort of a road-trip.

Next Month — Finally, I'm ready for a half-cage, harnesses and a kick-ass suspension upgrade, not to mention a splashy graphics package courtesy of "Super" Dave Osborne, our magnanimous Track chair.

Cheers,  
Phil Downe



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

# Driver's Dream

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

## The spirit lives on...

In his autobiography, Dr. Ferry Porsche calls sports cars "all-around superior transportation devices." In recent years, with its moves into the SUV/ crossover and four-door segments, Porsche has been criticized for shifting its focus away from sports cars, and toward mere transportation. Yet, the people at the factory in Zuffenhausen remain adamant that Porsche will remain Porsche.

Okay, so you're still worried about Porsche's direction in building a four-door automobile or, even better, a few years ago, when it introduced its version of an SUV. Well, time to do a rewind and remind everyone that this is the same company that designed and built tractors... not necessarily the choice of chariot for track days, but yes folks, tractors!

A few more facts to align or familiarize ourselves with the company whose chariots we love to thrash at the track and cruise the boulevards with: Though best known for its sports cars, Porsche is, in fact, an engineering firm, producing its own tractors and both, engines and complete vehicles, for its competitors.

The year 1952 sees Porsche develop a car for Studebaker with a rear-mounted, 106-horsepower V6; Packard kills the project when it takes control of Studebaker in 1954.

In 1958, Porsche begins building 356 engines for boats, small planes and helicopters and in 1981, the Porsche 911's engine figures in several small aircraft. Between 1981 and 1984, Porsche produces electric forklifts for Linde.

1984 sees the construction of Porsche 2603: the cockpit for Europe's Airbus commercial airplane.

In 1990, Porsche builds the W124 Mercedes-Benz 500E and 10,479 are made in 1993. The Audi Avant RS2 follows.

For Opel, Porsche developed the Zafiraa, a mini-MPV in 1998.

So, this year's Rolex Monterey Historic Automobile Races presented the perfect opportunity to demonstrate Porsche's DNA - a reaffirmation of its testosterone levels, competitive spirit and drive for perfection - from the very first 356 to today's all-new

Panamera. Speaking of which, and as rumour has it: Porsche is secretly ducking into its back shed and hammering out an all-new front-engine sports coupe based on the Panamera; a car that could very well be the spiritual descendent of the 928. In truth, Porsche's sports cars, which are the heart and soul of the automaker, have always been fairly miserly fuel-sippers considering their outstanding performance potential, credit modest curb weights and efficient flat-six engines.

For 2010, Porsche has applied some of its engineering acumen to enable its sports cars to do what they do best: go fast, turn hard and make wonderful sounds - while using even less fuel. A noble pursuit, and a necessary one, as strict European CO2 emission regulations come into play and the world's motoring conscience gets greener.

In the spirit of all things Porsche, a note on the celebration of the Anniversary of Woodstock, regarding one of the stand-out performers of the Woodstock era. The great blues singer Janis Joplin famously lamented in her song Mercedes Benz, "Oh lord won't you buy me a Mercedes Benz, my friends all drive Porsches, I must make amends." It's kind of ironic that in reality she really did drive a Porsche. Janis' car was a 1965 Porsche 356C Cabriolet. Janis was not thrilled with the white Porsche, so she had a friend create a psychedelic paint job that even featured the likeness of Janis on the driver's side front fender.

Who knew... but then who knew that an engineering firm that started by building tractors would have the most wins at Le Mans? Anyone else out there doubting the Porsche spirit?

Well, time to pull over and put the brakes on for this month, as always, if you have ideas, comments, questions, lifestyle topics - or recipes! - to share, please email me.



Ciao



# Track



**Dave Osborne**  
Track Chair

It's a new year and I was relieved to find a 2010 Kal Tire calendar in my mailbox last week. My 2009 calendar was ending and with Nostradamus' dire predictions and the Inca's calendar winding down, I had some concern that the world might end. Not according to Kal Tire though. Their calendar assures me that we are going to be warmed by sunny days, great sunsets and strategically parked classic cars for the whole year. At least I don't have to throw my computer away like in Y2K. By the time I recovered it from the dumpster (because the world didn't end) it took a week to get all the coffee grounds out of the keyboard.

2010 is truly a Driver Education season to look forward to. As I'm sure you are aware by now, the registration system is open for you to point and click your way to a DE season filled with warm sun, sticky tires and the thrill of finding your personal limits within the safety of our program. For those of you who wish to take the "Cole's Notes" version we offer the Track Sampler program. This program allows any PCA member who is curious about Advanced Driver Education, to spend a Saturday morning going through all the motions of a regular track day. Then you experience our learning environment in the safety of an instructor's car. All that for \$20 and we feed you too!

Marketing is a wonderful thing. It's how companies baffle you with so much useless information that you are left with their claims of greatness. A major toilet paper company always compares their product to the "Premium Ripple Brand". Every time I go to Loblaw's (to steal a plastic bag) I look for the Ripple Brand but I can't seem to find it. If you buy yogurt it might come with something called B.L.Regularis, which you can only get in their yogurt. They leave out the fact that it's Trade Marked and if anyone else claimed they had it, they

would end up in court. Yet they spend almost half of their commercial bragging about it. Driving programs are getting like that too. Lots of claims about quantity and freedom and ratios, while some are a little short on substance.

Much has been said over the past year about track programs run outside of Upper Canada Region. While most are modeled after our program and many of the operators have come through our training at some point, the quality and value cover a wide range from very good, to very scary. While I'm certainly not impugning any particular program, there are some marketing misconceptions out there. You should certainly be aware of what you are getting before you plunk down your hard earned money and put your prized Porsche at risk.

The first and foremost is safety. With UCR, it's safety first. We don't have a mixture of fast, slow, trained and untrained drivers on the track together. We have five separate run groups made up of five levels of skill and achievement. These levels are the strict guidelines that our instructors grade all participants on. At UCR you drive with equally skilled people who are traveling within your speed range.

I mentioned instructors. Some programs claim some mystical student / instructor ratio. Ours is one to one. If you require an instructor (in the first two run groups) you're automatically assigned one with your registration. If you need some assistance in any "signed off" run group you simply mention it to our Chief Instructor and he finds you the assistance you need. We are volunteers who are there to help you. There isn't an extra charge, it's all included. Show me another program that has 30 Instructors waiting to hop in the car with you. While I'm talking about instructors, you should know that all of UCR's Instructors have completed a National Training Program developed by PCA. That means that all of our Instructors, not only teach the same techniques, but they have been graded on their ability to actually instruct. Michael Schumacher may be a brilliant driver but if he can't communicate that skill to you, he wouldn't get through our Instructor Certification Program.

Services are another area where some operators fail miserably. Without the scale of our events they simply can't supply adequate corner workers, tow trucks, medical services, tire services, tower operations or event insurance. Keeping in mind that other than ours, each of these programs are "for profit". They are not volunteers but are operating a business. When was the last time a "for profit" business bought everyone dinner or gave you a keepsake from the event? It seems to me that the only real pitch that these groups have is that they don't have any rules, so you can drive 'til you're exhausted. No one cares if you wear a helmet, take breaks between run sessions, check

> your car over every time it leaves the pits or are getting the support you need to develop as a driver. You hand over your money and you're on your own. You're completely exposed to the guy next to you, who has three loose wheel nuts, is dehydrated from trying to use all of his track time and hasn't changed his brake fluid in four years.

Maybe that will never happen, but it's the main reason why I'm so proud of UCR's Driver Education Program. We do have simple rules. I hope we don't have unnecessary ones that limit your fun, but more importantly, I hope that we keep you safe. We'll give you all the support and instruction you need to make your track days with us the most fun you'll have all year. If you haven't driven with us for a while, make 2010 the season that you come back and give us a try. I guarantee that you'll enjoy the friendly atmosphere and the challenge of becoming a better driver. Under close inspection we don't fall apart like the Ripple Brand.....lol.

This is going to be an outstanding season. We may be adding our famed Charity Laps to our events this year, coupled with Mario Marrello's Autocross events. Danny Kroll did an outstanding job last year of resurrecting the UCR Rally and has great enthusiasm for 2010. Wayne Spiegelberg has once

again stepped up to the plate and has agreed to be the Club Racing Chair for this year. I attended the race in 2009 and it was a first class event, so welcome back Wayne! David Forbes did a great job of coordinating the Fun Runs and we're hoping that you all participate again this year. Provinz magazine and it's staff did a phenomenal job of keeping us all in touch with our events, information and the spirit of this great club.

In closing I would like to remind you that registration for all Driver Education events for 2010 and two Introductory Driving School dates are open for all run groups. You can access the registration pages by clicking on the Registration tab on the Club Website or directly by entering [reg.pcaucr.org](http://reg.pcaucr.org) into your browser.

Sign up soon and sign up often!

Dave 

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

[kbergmanis@bplawyers.ca](mailto:kbergmanis@bplawyers.ca)

Kurt Bergmanis, Member Ontario Trial Lawyers Association  
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# Awards Banquet Brings Out UCR's Best

By John Adam; Photos by Graham Jardine



Joe Lawrence, CEO Porsche Cars Canada, addresses UCR members

The Toronto Lawn Tennis Club is in the heart of Rosedale, off Yonge, just south of Summerhill, on a small side street. Our Awards Banquet event was held in the Philpott Room on Saturday, November 28.

The Porsche Club Awards Banquet gives recognition to our long-term members, thanks our generous sponsors for their ongoing support, and acknowledges the event chair of the year and announces the "Enthusiast Of The Year". It gives us all an opportunity to say thanks for a job well done to our past executives and to welcome in the newly elected board members; to meet socially with our club colleagues; to reminisce about the past season; and to discuss where Parade will be next year, and the year after that. Porschemania at it's best!

The Toronto Lawn Tennis Club often hosts dinners and wine tastings for several wine clubs, including Australian, Spanish and South African -- a venue that knows how to please those with discriminating tastes. The fact that Don Ackerman of wine merchants Saverio Schiralli Agencies Ltd. was part of our banquet team should give you some idea of what the event was like. A wine was matched to each food course by the Schiralli Agency.

Upon arrival, our reception wine was Santa Margherita Pinot Grigio 2008, from Alto Adige, Trentino, Italy. Dinner began with butternut squash & ginger soup with goat cheese cream and was matched with Marchesi De Frescobaldi Di Campo Ai Sassi Rosso di Montaclino 2008, a baby Brunello. There was a choice of entrées, either mushroom filled agnolotti pasta in mushroom & oven roasted tomato broth with steamed bok choy & sesame drizzle or soy ginger miso glazed seared duck breast & confit with spätzle & seasonal vegetables. The entrées were matched with Marchesi De Frescobaldi Nipozzano Riserva Chianti Rufina 2006. Following that was a lemony dessert, tea & coffee with Luxardo Amaretto Di Saschira.

Several members were on hand to receive recognition for their long term membership. The citations were presented on behalf of the club by Ken Jensen. John Pliniusen, a 40-year reminisced about his fond club memories dating back as far as 1969.

		Years
Douglas	Ailles	5
Pam & Mike	Bryan	5
Graham & Margaret	Jardine	5
Pier	Mezzera	5
Daniel	Kroll	10
Dr. William	Newby	10
Juri & Barbara	Pill	10
Jeffrey	White	10
Don	Lewtas	10
Adele	Gaunt	20
Chris	Peitchinis	20
Richard	Roell	20
John	Pliniusen	40

The driver ed team also took the opportunity to recognize members who have distinguished themselves on track. Stephen Goodbody was on hand to present awards in two categories. Arthur Quinlan distinguished himself and was cited as Most Improved Driver while Andy Wright was named Instructor of the Year. Tim Venturelli, who was unable to attend the banquet, has been named UCR's 2009 Rookie of the Year.

Each year, we recognize the chair of one UCR event for its superior organization and execution. On behalf of the UCR Board, Richard Roell presented our award to Dr. Henry Wong and his >



Outgoing UCR Executives, Peter Carroll, Webmaster, Graham Jardine, Treasurer and Jack Webb, Secretary accept tokens of UCR's appreciation for their service.





DE Instructor of the year, Andy Wright and Most Improved Student, Arthur Quinlan accept their awards from UCR Chief Instructor, Stephen Goodbody (centre).

- > co-chairs Hubert Lee and Christina Chan for their effort in organizing the 2009 UCR Concours d'Elegance. On hand to assist Richard with the presentation were award designers Sheryl and Gary Beutler.

At the banquet, a select group who have previously been named UCR Enthusiast Of The Year line up to welcome a new member to their elite club. This year, it was Peter Carroll, who was actually a repeat recipient of the award. Peter was recognized for his

ten years of service to UCR with the development of our award winning web site. It has been at the top of PCA rankings from the start. Otto Mittelstaedt has now taken on the task and scored a home run in his first year as webmaster.

Over dessert, guest speaker, Joe Lawrence took the microphone to give us his perspective. The new CEO, Porsche Cars Canada, Lawrence brings strong local and international experience to lead Porsche's Canadian presence. He was aided and abetted by PCC executives Jim Leckie and Laurance Yap. Joe let us know about upcoming Porsche models and let us in on a new initiative that will give us a \$100 break on Porsche service.

Then, it was over for another year. Upon departure, we took home a special Porsche Turbo book and engine model courtesy of Porsche Cars Canada, Ltd.

A fine Saturday evening, a great dining experience, good friends and a Porsche gift for everyone, not only the members being recognized with their awards. 🌟

*Dear Rosemary and John,  
Susan and I would like to send you a big  
thank you for organizing this outstanding  
2009 UCR Gala. The wines were very  
good and accompanied the food ( especially  
the duck) beautifully.*

*Susan and Botho von Bose*

*Rosemary and yourself did a great job,  
the evening rolled right along. food and  
wine were right on.*

*Ernie Jakubowski at Mantis Automotive*

*We thoroughly enjoyed the banquet great  
food and good company. Also nice gift  
from Porsche.*

*Auguste*

*Well done, John!!*

*What an undertaking and Marion and I  
had so much fun and are now well connected  
with some new PCAUCR buddies.*

*Continued success to you and yours too  
over the holiday season and I look forward  
to the next time we meet.*

*John Pliniusen, PhD*

*Hi John,*

*Jane and I just wanted to thank you for a  
most enjoyable evening at the UCR Banquet  
last night. The food was fabulous  
and the venue (although a little warm!)  
was very nice. Now if we could just do  
something about the GTA traffic! I also  
wanted to compliment whoever was responsible  
for the wine pairings as they  
were also excellent.*

*Best regards  
Andy*

*Thank you for all your efforts in putting  
Saturday's Awards Banquet together!*

*Very nice venue, great food and great to  
see old & new friends once again!*

*Cheers, Keith*



UCR milestone anniversary celebrants proudly display their recognition certificates.

# MART

**2002 Porsche 911 Turbo;** X50 package (456 hp), silver/black, 20,000 km, TechArt GT 2 front and rear body, TechArt exhaust system (30 hp), coil-over springs and 9 way adjustable Bilstein shocks, GT 2 sway bars, short shifter, original owner - Cdn car - priced at \$79,000, includes all original parts. Please call George at (416) 414-4833.

**1987 944 Turbo;** very clean, dark blue with light tan leather interior. This car has original paint in excellent condition. This car has not been modified and is all factory except the radio. (I have the factory radio) This car appears to look in new condition, you will not be disappointed. It has 32441 ORIGINAL MILES! Recently appraised at \$35,000.00; Price: \$27,500.00. Call David Darch at home (905) 726-8367 or office (905) 895-2351.

**944 Workshop manuals;** Complete, original, printed in Germany (English), new, used one year, 6 volumes, weight 9.5 lbs., \$150.00. Buyer pays shipping. Sold 944, have new 930S Turbo. Henry Deisinger, Pickering, 905-839-5586

**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.

**911 for sale;** I have one 1980 porsche 911 sc converted to look like a 1994 turbo. This car was purchased from an existing pca member last year. The car has many mods making it a worthy street/track car. weber converted 3.0l. The car is now in winter storage looking to sell in spring. If interested please e-mail with questions. Asking price \$23,500 with speedline wheels 19,500 without. Contact Ryan Wilkinson.

\*

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Attn: Kye Wankum, Editor

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**944/968 Racers, Rear Axle Swap;** Want your 924S/944/968 race car to handle better and eliminate binding or unwanted movement of the spring plate? I have an axle swap program where I will exchange axles with you and you will receive an axle with sealed bearings installed in the tube and the spring plate housing. The rear suspension will now work freely with the shocks, springs and sway bar. If interested please email me and I will forward a detailed description of the program, complete with photos of the finished axle. Winter pricing, delivery & pick up in Scarborough. Price: \$ 1700.00  
Contact: Robin Virtue (416) 293-5227 \*

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




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# PERIPHERAL VISION



**John Adam**  
UCR Historian

Panamera is a star at NOTL event . . .

**I**n October, Christopher Pfaff and I were chatting. Nothing too significant, as I recollect. Then he suggested that it would be possible for me to have a Panamera for a test drive sometime in November. No fool, I accepted. Later on, Stuart Drummond called to ask which model I would prefer. To that I said "S". Not turbo? No thank you. Quelle surprise!

I had decided that my test would be on normal highways at usual local area speeds. More particularly, we were granted permission to use the Panamera S for an overnight trip to NOTL, including dinner at Hillebrand Winery with the Ontario Wine Society. And so it came to pass, direct from Pfaff Porsche to Hillebrand in normal 4 pm traffic on a fine November Saturday afternoon. Average speed through to Burlington was about 65 km/hr. After the QEW veered left toward Niagara, things picked up a bit. Occasionally, we dodged some slower traffic — effortlessly.

You simply need to drive it to understand what it's like. The speed comes easily from the 4.8-liter, 400 hp V8 engine. The brakes are great. The GPS faultless — it has two screens, one on the driver's console and one in the centre. The GPS instructions are impeccable. It did everything we asked — with ease. It's that good.

The 7-speed PDK transmission was new to me. It was wonderfully smooth. I tried the manual shifts a couple of times and then gave up. The computer out-classed my shifts by a huge margin. The suspension and engine tuning buttons are located on the center console. I tried the sport setting once. It worked but why bother? I didn't need it.


The ride to Niagara was quiet — much more so than our 997. Rather like riding in the cabin of your private jet. The interior focuses on passengers as well as the driver. It blends sports car and luxury sedan. A lot

has been made of the exterior design. It looks like a Porsche and form follows function. When you drive it, the Panamera morphs into a thing of beauty, as evidenced by the OPP cruiser that gave us the thumbs up sign. Some other drivers on the QEW nearly got sucked into a parallel hit when ogling the car at speed.

The technology and numbers of the Panamera have been well-documented. How does it drive? As expected, the Panamera would be perfect for a long-haul drive and responds well in busy traffic. The long wheelbase and sophisticated suspension make for a perfect compromise of supple ride and world class handling. The steering is precise.

What didn't we like? The external mirrors seem large but their shape is odd and their field of view seems limited. Especially limited is the rearward on the windshield mirror. The high hatchback means that you get a small rearward view and that takes getting used to. I understand that Porsche offers a rear camera and that would be extremely useful (or even mandatory) for parking situations. Someday, I would like to try parking a car with that option. As well, we tried to adjust the clock to standard time but no amount of intuitive button pushing helped and so we eventually gave up.

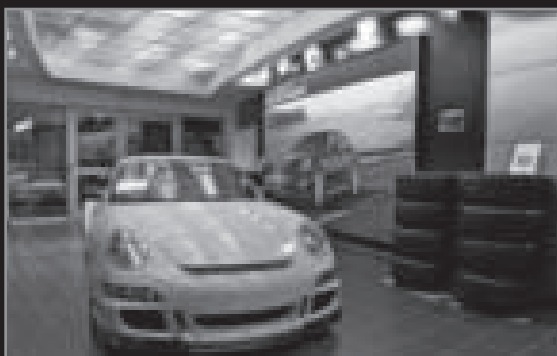
After the wine club dinner at Hillebrand, the Panamera was available for inspection. Taller folks found plenty of legroom and headroom in the back seat. The versatility of the luggage compartment, thanks to the folding rear seats, was a noteworthy feature. Everybody wanted to know the price.

Now that Porsche has built the car for both you and your family, perhaps a Panamera could fit in your garage too? 

# BOARD MEETING

The publication of the Minutes from UCR's Board Meetings will resume with the February issue of Provinz.

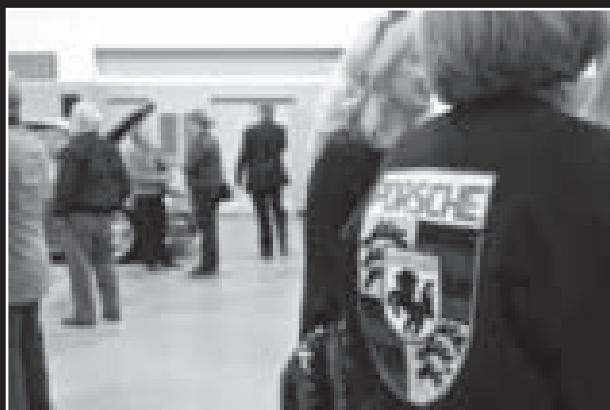
## *October 09 UCR Social Meeting sponsored by Porsche Cars Canada and hosted by Pfaff Porsche. Photos by Eshel Zweig*



Joe Lawrence, CEO Porsche Cars Canada  
with Martin Tekela, UCR President



>





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